

Special Feature: Progress and Future Prospects Regarding Traffic Safety Measures

Preface

The topic of the Special Feature in the White Paper on Police 2017 is “The Progress and Future Prospects Regarding Traffic Safety Measures”.

Traffic accidents have been the cause of an extensive loss of lives, physical injuries and significant damage to property and the police have been working together with related agencies and organizations to ensure that adequate traffic safety measures are in place to protect people from traffic accidents.

Numerous efforts have been made at all levels, such as the police undertaking repeated revisions to the Road Traffic Act, making improvements to traffic safety education and facilities and promoting traffic safety guidance and traffic enforcement, related organizations undertaking the necessary measures and both the government and people of Japan actively working to prevent traffic accidents. Through these concerted efforts, the traffic accident situation has improved significantly compared to a period known as the time of the “Traffic War” during which the number of traffic fatalities exceeded 10,000 people annually.

Despite these efforts, the fact remains that many precious lives are still lost in traffic accidents. Particularly in recent years, the rate at which traffic fatalities are declining has slowed, in part due to the growing elderly population, which adds more challenges to the present day traffic situation.

Under these circumstances, the Japanese government has decided to further strengthen its promotion of traffic safety measures by implementing the 10th Fundamental Traffic Safety Program prepared in March 2016. The Program lays out the objective to “achieve the safest road transport in the world by reducing the number of fatalities within 24 hours after a traffic accident to less than 2,500 by the year 2020” while ultimately aiming to realize a society without traffic accidents under the people-first traffic safety philosophy. In order to achieve this goal, it is not only necessary to further enhance existing measures but also to develop new measures for a new era to which a wide range of expert knowledge is actively incorporated.

When planning and formulating these measures, conducting traffic accident analyses is a prerequisite. All measures developed to prevent traffic accidents must be promoted more effectively and efficiently through a process so-called PDCA cycle, where the implementation of detailed measures to prevent traffic accidents taking into account the specificities of regions based on the results of advanced and sophisticated traffic accident analyses and the reflection of the verification results on the effects of these measures in the subsequent measures are concurrently conducted.

With the rising proportion of the elderly in the total number of traffic accident fatalities in Japan as well as the increasing number of fatal traffic accidents involving elderly drivers, developing and implementing countermeasures has become an urgent issue for Japan, as it faces a super-aging society.

Especially in recent years when domestic and overseas automated driving technologies are developing at a rapid pace, it is extremely important to promote the widespread use of advanced technologies that contribute to ensuring traffic safety to further reduce traffic accidents and realize a society free of traffic accidents.

In this special feature, Section 1 introduces the current status of traffic accidents and new goals in traffic safety measures while outlining the changes in traffic accidents. Section 2 looks back at the changes in the traffic safety measures undertaken until now and Section 3 introduces the efforts of the police for ensuring safe and smooth traffic conditions. Then, Section 4 describes the future prospects of traffic safety measures.

Tragic and cruel traffic accidents cannot be eradicated only by the efforts of the police. It is extremely important for society as a whole to promote traffic safety measures with the understanding and cooperation of the related agencies and organizations as well as every person. This special feature will help people to deepen understanding of the efforts of the police in Japan and think about traffic safety measures going forward.

Special Feature: Progress and Future Prospects Regarding Traffic Safety Measures

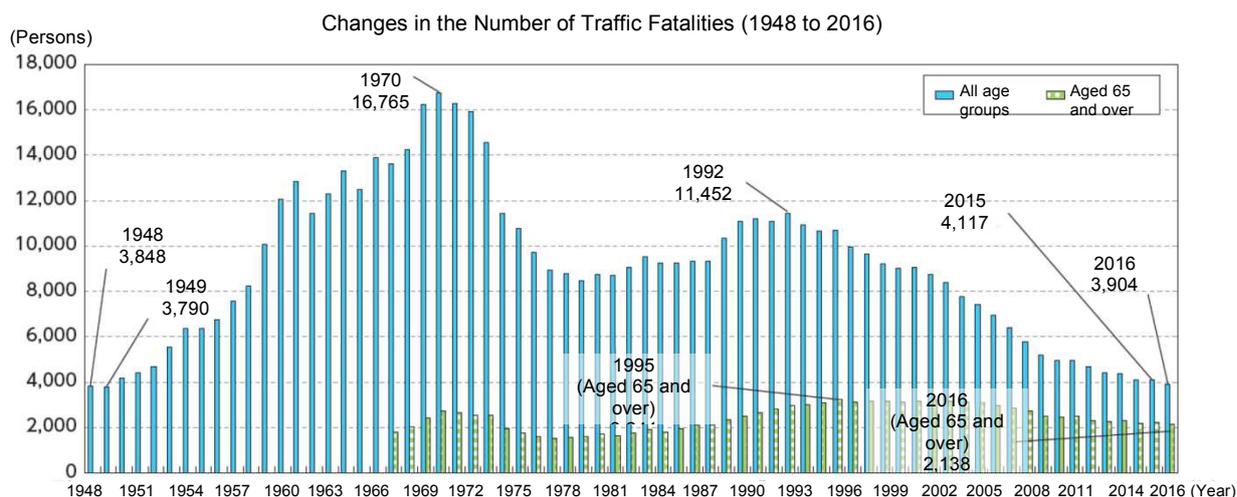
Section 1: Current Status of Traffic Accidents

1. Changes in Traffic Accidents

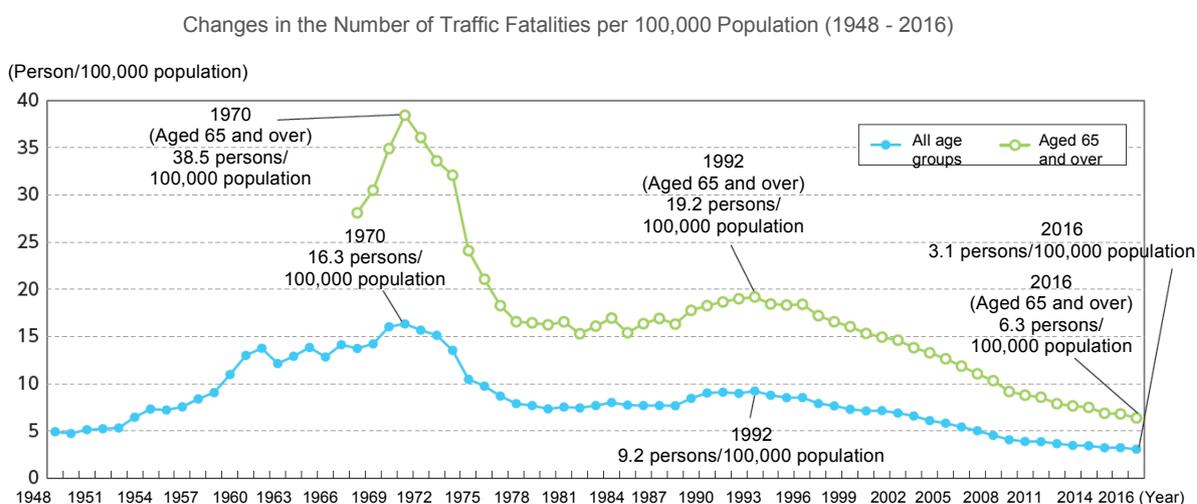
Japan experienced a rapid increase in the number of traffic accidents around 1955, which was partly due to the insufficient development of roads and traffic safety facilities, including traffic lights and road signs, against the rapid progress of post-war motorization. In 1970, the yearly traffic fatalities in Japan peaked at 16,765 and the period was named the “Traffic War” which reflects the serious situation.

The number of traffic fatalities tended to decrease due to the comprehensive promotion of traffic safety measures; however, it began to increase again in 1980, exceeding 10,000 fatalities again in 1988 and consequently was named the “Second Traffic War”. The increase was partly due to a lack of budget for increasing the number of traffic officers and promoting projects to improve traffic safety facilities while the number of driver’s license holders and vehicle ownership steadily increased every year as the period was known as the era of which all the nations are licensed drivers.

In 1992, the number of traffic fatalities reached the second highest peak at 11,452 and since then, the number has been decreasing due to the strengthened traffic safety measures; however, the rate at which traffic fatalities are declining has slowed in recent years, in part due to the growing elderly population. In 2015, the number of traffic fatalities was 4,117, an increase from the previous year for the first time in 15 years and the same number in 2016 was 3,904, a decrease to the 3,000 level for the first time in 67 years since 1949.



Note: Figures before 1971 do not include fatalities in Okinawa Prefecture.



Note 1: The population used in the calculation is based on the Population Estimates (population before the intercensal adjustment of population estimates as of October 1 of each year) or the Population Census by the Statistics Bureau, Ministry of Internal Affairs and Communications.

Note 2: Figures before 1971 do not include fatalities in Okinawa Prefecture.

2. Traffic Accidents in 2016

(1) Overview

The number of traffic accidents and injured persons decreased for 12 consecutive years leading up to 2016. In 2016, compared to 2007, the number of fatalities, the number of fatalities of persons aged 65 and over and the number of fatalities per 100,000 population decreased by 32.6%, 22.2% and 38.9% respectively. However, the number of fatalities of persons aged 65 and over has remained at about twice the rate of all other age groups, with its proportion to the total number of fatalities starting to increase in 2012, reaching a record-high level in 2016 at 54.8%.

Overview of Traffic Accidents (2016)

- Number of traffic accidents 499,201 (a decrease of 37,698 (7.0%) over the previous year)
- Number of fatalities 3,904 (a decrease of 213 (5.2%) over the previous year)
- Number of injured persons 618,853 (a decrease of 47,170 (7.1%) over the previous year)
- Number of fatalities within 30 days from the time of accident
..... 4,682 (a decrease of 185 (3.8%) over the previous year)

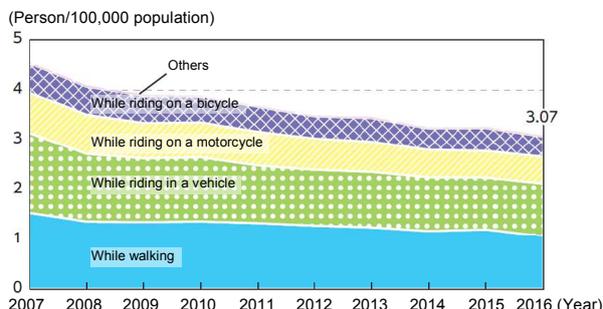
Proportion of Persons Aged 65 and over in the Total Number of Fatalities (2007 to 2016)

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Ratio (%)	47.4	48.4	49.9	50.3	49.2	51.4	52.6	53.3	54.6	54.8

(2) Fatalities by Situation/Type

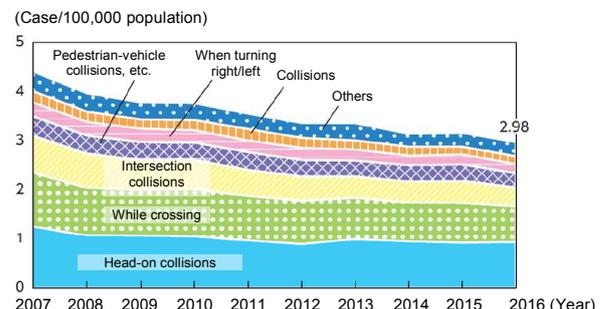
Looking at the number of fatalities per 100,000 population by situation, most fatalities occurred while walking and riding in a vehicle. Looking at the same number by type, most fatalities occurred due to head-on collisions, while crossing and due to intersection collisions.

Changes in the Number of Fatalities per 100,000 Population by Situation (2007 to 2016)



Note 1: The population used in the calculation is based on the Population Estimates (population before the intercensal adjustment of population estimates as of October 1 of each year) or the Population Census by the Statistics Bureau, Ministry of Internal Affairs and Communications.
2: "Motorcycle" means motorcycles and mopeds.
3: "Others" mean fatalities that occurred while using bicycle-drawn carts, etc.

Changes in the Number of Fatalities per 100,000 Population by Type (2007 to 2016)



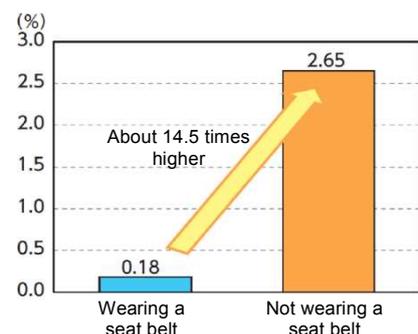
Note 1: The population used in the calculation is based on the Population Estimates (population before the intercensal adjustment of population estimates as of October 1 of each year) or the Population Census by the Statistics Bureau, Ministry of Internal Affairs and Communications.
2: "Pedestrian-vehicle collisions, etc." mean vehicles colliding with pedestrians while the pedestrian's back is facing the flow of traffic, while facing the flow of traffic head-on and while lying down on the street.
3: "Others" mean collisions that result from unsuccessful passing by changing lanes/not changing lanes, rollovers, train accidents, etc.

(3) Fatalities of Vehicle Occupants

Looking at the number of fatalities of vehicle occupants by seat, that of the drivers and front-seat occupants has significantly decreased. The number of fatalities of rear-seat occupants has also decreased but at a slower rate.

Moreover, of all fatalities of vehicle occupants that occurred in 2016, the proportion of those who were not wearing a seatbelt was the highest for rear-seat occupants at 57.0%, followed by drivers at 41.2% and front-seat occupants at 27.1%. The fatality rates in 2016 by use and non-use of seatbelts revealed that the fatality rate was about 14.5 times higher for vehicle occupants who did not use a seatbelt than for those who did.

Fatality Rates by Use/Non-use of Seatbelts (2016)



3. Analysis of Traffic Accidents

(1) Fatal Accidents Caused by Head-on Collisions

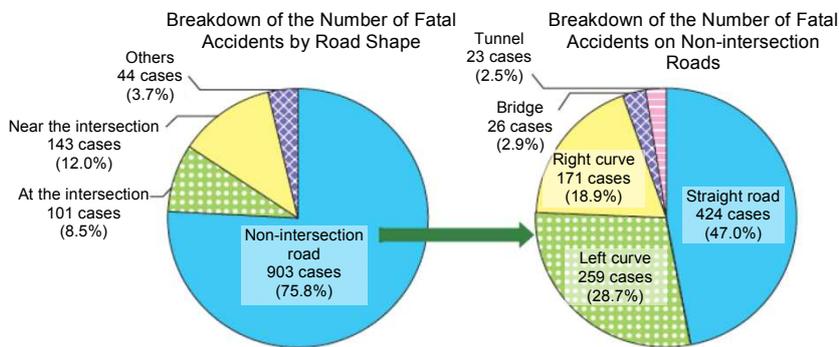
Approximately 80% of fatal accidents caused by head-on collisions occur on non-intersection roads, with about half of the cases occurring on straight roads and the other half on left and right curves.

Of these fatal accidents that occur on non-section roads, the proportion of drivers aged 65 and over is relatively high in those that occur on straight roads whereas the proportion of drivers aged under 65 is relatively high in those that occur on left and right curves, regardless of the time of day.

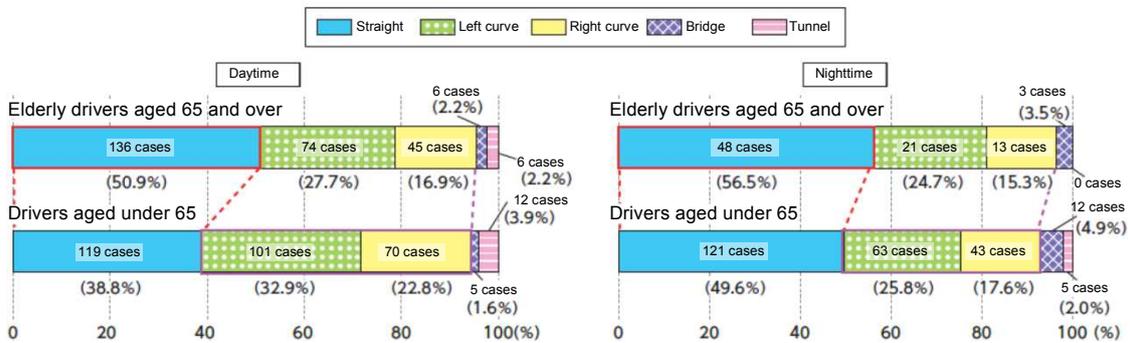
Based on the analysis of danger recognition speed and human elements, the following factors can be assumed:

- Drivers aged 65 and over have a proclivity to cause fatal accidents on straight roads due to reasons such as improper driving and careless driving;
- Drivers aged under 65 have a proclivity to cause fatal accidents on left and right curves due to excess speed.

Breakdown of Fatal Accidents Caused by Head-on Collisions (2016)



Breakdown of the Number of Fatal Accidents on Non-intersection Roads by Daytime/Nighttime

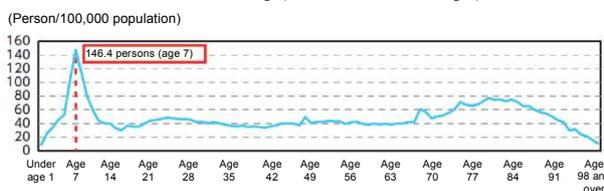


(2) Traffic Accidents Involving Children

The number of fatalities of children aged 15 and under in 2016 was 74 and breaking it down by situation, 44.6% of fatalities occurred while walking and 23.0% while riding on a bicycle.

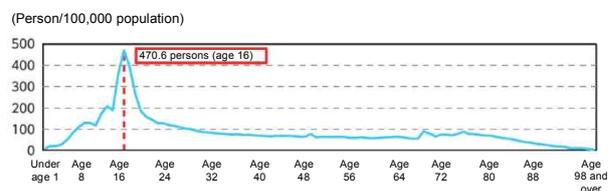
Looking at the number of fatalities per 100,000 population between 2012 and 2016 by age, it was prominently high in fatalities that occurred while walking by children aged 7 and while riding a bicycle by those aged 16.

Number of Fatalities per 100,000 Population that Occurred While Walking (2012-2016 average)



Note: The population used in the calculation is based on the Population Estimates (as of October 1, 2014) (before the intercensal adjustment) by the Statistics Bureau, Ministry of Internal Affairs and Communications.

Number of Fatalities per 100,000 Population that Occurred While Riding on a Bicycle (2012-2016 average)



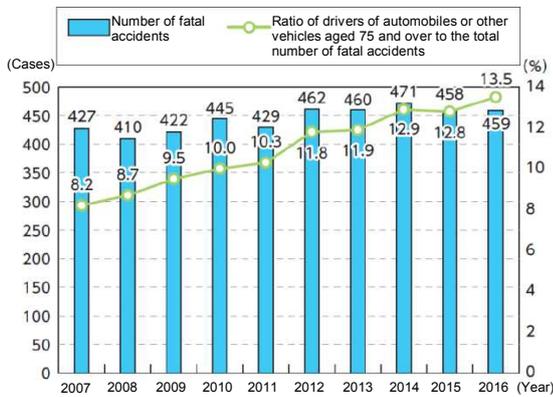
Note: The population used in the calculation is based on the Population Estimates (as of October 1, 2014) (before the intercensal adjustment) by the Statistics Bureau, Ministry of Internal Affairs and Communications.

(3) Fatal Accidents Caused by Elderly Drivers

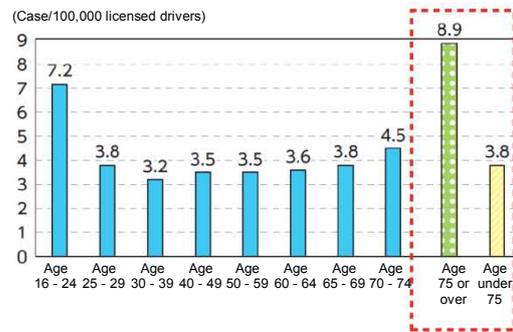
The number of fatal accidents caused by drivers aged 75 and over remains unchanged over recent years, however, the proportion of these drivers is increasing due to the overall decline in the number of fatal accidents.

Looking at the number of fatal accidents per 100,000 licensed drivers by the age group of primary parties, 8.9 fatal accidents were caused by drivers aged 75 and over, which is more than double compared with drivers aged under 75.

Changes in the Number of Fatal Accidents Caused by Drivers of Automobiles and Other Vehicles Aged 75 and over (2007 – 2016)



Number of Fatal Accidents per 100,000 Licensed Drivers by Age Group of Drivers of Automobiles and Other Vehicles (Primary Parties) (2016)

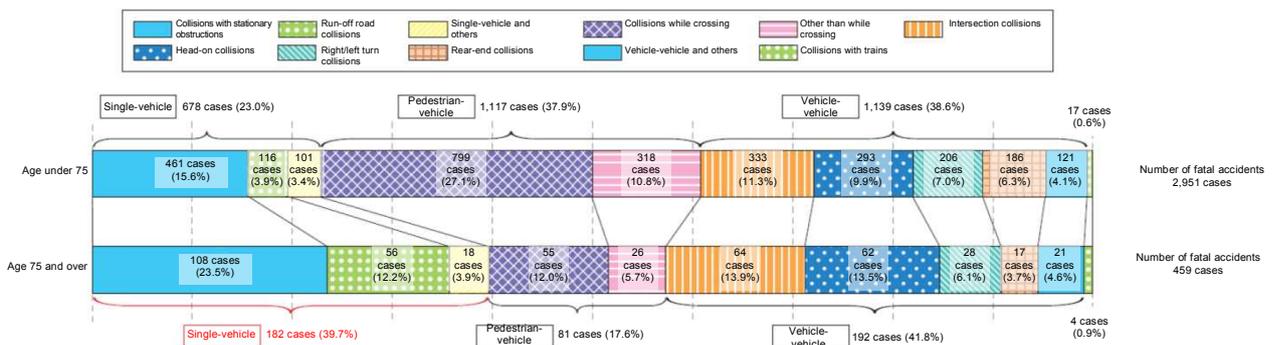


Note: The population of licensed drivers used in the calculation is the value as of the end of 2016.

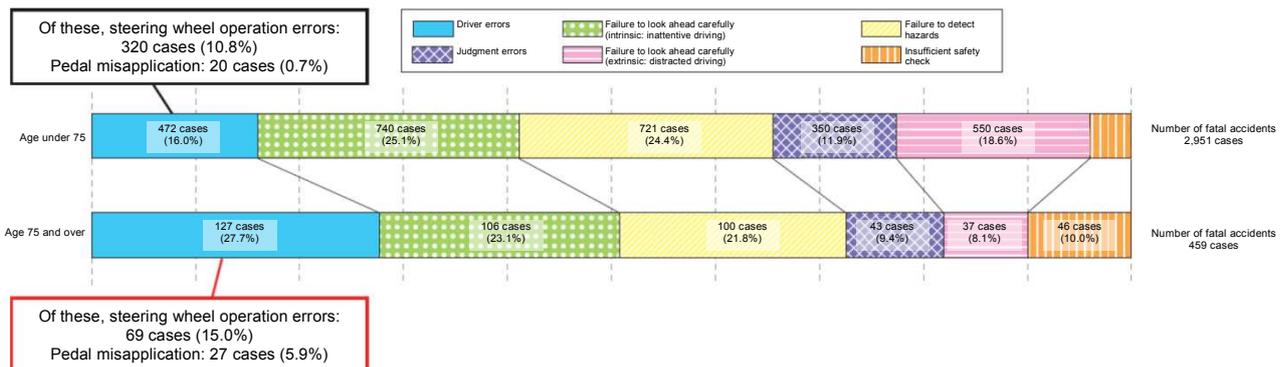
Fatal accidents in 2016 that were caused by drivers of automobiles and other vehicles aged 75 and over revealed the following facts:

- Approximately 80% of the accidents occurred during the daytime and 98% on ordinary roads;
- By accident type, collisions that occurred most frequently were collisions with stationary obstructions, followed by intersection collisions and head-on collisions. Compared to drivers aged under 75, the proportion of single-vehicle collisions was higher in this age group.
- By human factor, driver errors were the most frequently observed. Compared to drivers aged under 75, the proportion of pedal misapplication in which drivers mistakenly step on the accelerator pedal instead of the brake pedal, was higher in this age group.

Breakdown of the Number of Fatal Accidents by Type of Drivers of Automobiles and Other Vehicles (Primary Parties) (2016)



Breakdown of the Number of Fatal Accidents by Human Element of Drivers of Automobiles and Other Vehicles (Primary Parties) (2016)



4. New Goals in Traffic Safety Policies

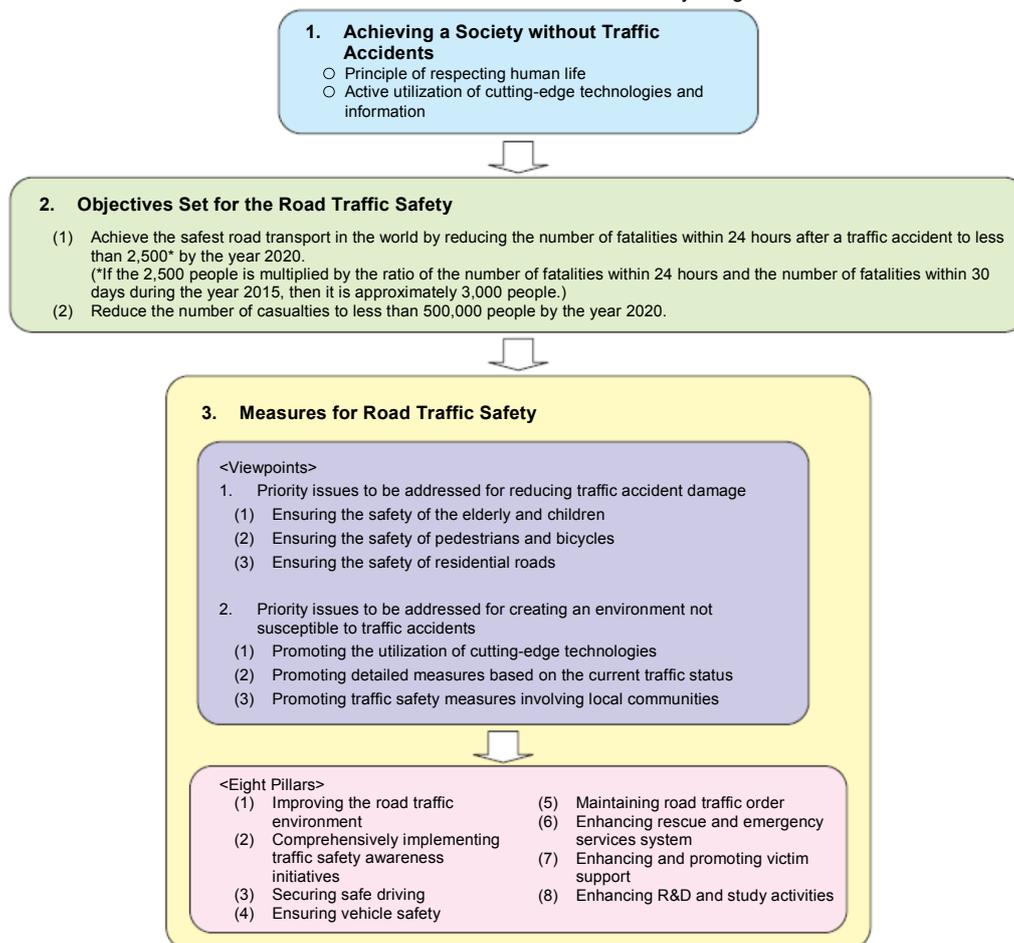
Japan experienced an enormous increase in the number of traffic accidents following the rapid growth of automobile traffic volume after the war. In response to this, the government identified developing and implanting adequate traffic safety measures as an important policy issue that all administrative sectors must address in collaboration with each other. Through the establishment of the Traffic Accident Prevention Headquarters headed by the Chief Cabinet Secretary in 1955, the Traffic Safety Policies Basic Act was enacted in 1970 and the Central Traffic Safety Policy Council was established with the Prime Minister serving as the Chairman under the same Act.

The Central Traffic Safety Policy Council has issued a Fundamental Traffic Safety Program once every five years since 1971, which is composed of the basic principles, basic viewpoints, objectives and measures. In the 8th Fundamental Traffic Safety Program implemented during the five-year term from 2006 to 2010, one of the objectives set was to reduce the number of fatalities to 5,500 or less by 2010. This objective was achieved in 2008 and the Statement by the Prime Minister (Chairman of the Central Traffic Safety Policy Council) released in 2009 declared the government’s intention to further reduce the number of fatalities by half over the next 10 years from 2009 onwards. As a result, a new objective to reduce the number of fatalities to 2,500 or less by 2018 was set.

In the 9th Fundamental Traffic Safety Program implemented during the five-year term from 2011 to 2015, one of the objectives set was to reduce the number of fatalities to 3,000 or less by 2015. However, the objective was not achieved due to the number of fatalities reaching 4,117 in 2015.

Under these circumstances, the 10th Fundamental Traffic Safety Program was formulated in March 2016 after deliberations on the basic policies regarding road traffic safety in the future based on the public opinions and requests obtained from the policy evaluation, public comment procedure and public hearing organized by the Cabinet Office concerning the Program.

Outline of the 10th Fundamental Traffic Safety Program



Section 2: History of Traffic Safety Policies

(1) Formation of the Basic Framework for Traffic Safety Policies

To improve the chaotic conditions of road traffic after the war, the Road Traffic Control Act was enacted in 1947, which aimed at “preventing dangers on the road and ensuring the safety of traffic”, and the basic rules of road traffic were established under the Act.

At the beginning of the enactment of the Act, the general rule was that pedestrians kept to the left side of the road, which was the same as the horse-drawn carts; however, the new bidirectional traffic which assigned “people to the right and vehicles to the left” was adopted after a partial revision of the same Act in 1949 to make the traffic flow in a safer and more reasonable way when walkways and roads were still not sufficiently separated.

After failing to keep pace with changes in road traffic conditions and the inadequacies of the provisions being pointed out, the Road Traffic Control Act was abolished in 1960. Then, the Road Traffic Act was enacted which aimed at “preventing dangers on the road and ensuring the safety and smooth flow of traffic” and since then, the Act has undergone numerous revisions in accordance with the traffic situation of the times.

(2) First Traffic War and the Efforts of the Police

Around 1955, automobile traffic in Japan stepped into a rapid growth period. Before then, the main type of vehicles on the road had been cargo trucks, however, the ownership of other types of vehicles started to increase, particularly motorcycles from 1955 and passenger vehicles from 1965. In 1970, vehicle ownership stood at approximately 18.59 million units, which was a thirteen-fold increase since 1955, and along with vehicle ownership, the number of individuals holding a driver’s license and the number of vehicle-kilometers travelled continued to increase significantly.

In parallel with these trends, road improvement also progressed where the total length of road extension exceeded 1 million km in 1969 and the distance of national expressways in service continued to increase.

The rapid growth of automobile traffic has greatly contributed to improving social, economic and everyday conditions of people’s lives; however, it also led to the period of sudden increase of traffic accidents, known as the “Traffic War”, with the number of fatalities reaching a record high of 16,765 in 1970.

During the period from 1950 to 1979, the police primarily focused their efforts on strengthening the traffic enforcement on traffic violations and promoting the improvement of traffic safety facilities and traffic safety education.

(3) Second Traffic War and the Efforts of the Police

The number of fatalities, which began to decrease after reaching its peak in 1970, started to increase again in 1980, reaching the 10,000 mark for a second time in 1988. The trend continued, earning the name of the “Second Traffic War”, eventually reaching 11,452 fatalities in 1992.

During this period, vehicle ownership continued to increase, although the growth rate declined gradually, and the number of vehicle-kilometers travelled also continued to increase. Starting in 1975 the main types of vehicles seen on the road shifted from cargo trucks and motorcycles to passenger vehicles. Moreover, the number of individuals holding a driver’s license continued to increase.

During the period from 1980 to 2007, the police primarily focused their efforts on improving driver education and the driver’s license system, strengthening measures to mitigate traffic accident damage and to combat malicious and dangerous drivers and promoting measures to tackle illegal parking of vehicles and bicycles.

(4) Recent Efforts of the Police

The number of fatalities, which began to decrease after reaching its 2nd peak in 1992, was down to the 4,000 level in 2009 for the first time in 57 years.

The trend has continued since then, dropping further to the 3,000 level in 2016 for the first time in 67 years, however, the rate at which traffic fatalities are declining has slowed, in part due to the growing elderly population.

Since 2008, the police primarily focused their efforts on promoting measures for elderly drivers, drivers with illnesses exhibiting certain symptoms, driving without a license and traffic enforcement/speed regulations that contribute to ensuring traffic safety on school roads and preventing traffic accidents.

Proposals Concerning the Ideal Status of Crackdown and Speed Regulations to Contribute to Preventing Traffic Accidents (Overview)

Shared Understanding of the Proposal

- Necessity of Speed Control
 - Examining the status of traffic accidents and the relationship between crackdowns and traffic accidents, the reduced speed of vehicles is linked to a reduction in damage from traffic accidents. Therefore, appropriate speed control through means such as speed regulations and crackdowns is necessary to reduce the number of fatalities.

Speed Regulations and Other Measures that Help to Prevent Traffic Accidents

(Concepts for the review of speed regulations for regular roads)

- For regular roads, a low-speed regulation (20 km/hour) that covers a wide area and is easy to understand for drivers should be further promoted.
- For regular roads, taking into account the status of traffic accidents and other factors, roads with speed limits of 40km/h and 50km/h, and particularly those with speed limits that are significantly different from the speed of actual driving (Roads) should be reviewed periodically.

(Speed regulations for highway)

- Including the Shin-Tomei Expressway, the maximum speed limit on high-standard highways with a design speed of 120 km/h and at least 3 lanes on each side should be given an immediate review concerning the raising of the speed limit to a level exceeding 100 km/h (the review should also cover issues such as safety matters that need to be investigated/verified and the importance of the formulation of regulatory requirements).
- In addition to these proposals on “raising the policies on speed control with the public” and “measures to promote safe traffic behavior” should also be made.

Crackdowns that Help to Prevent Traffic Accidents

(Speeding crackdowns that help to prevent traffic accidents)

- In addition to well-known measures that are carried out, it is assumed that the introduction of devices that allow the police to conduct crackdowns on individual roads with limited space and during the hours when assigning police officers may be difficult such as late night hours.
- The practice of the “PCA Cycle”, through which the location and time bases of crackdowns are selected based on the analysis results of the status of previous traffic accidents and such locations and time frames are regularly reviewed, should be further strengthened.
- All practices intended to prevent traffic accidents, crackdowns, such as those based on the results of the analysis of traffic accidents and conducted to catch offenders off guard, and activities, such as patrolling by police resources, should be carried out as a direct campaign during the commuting time and evening hours, should be combined in a well-balanced way.

(Information dissemination of the policies of crackdown control)

- After the presenting of police on speed control by methodical police, the policies on the crackdown control of the maximum speed limit violation clearly indicating the roads and time zones for intensive crackdowns on such violation should be presented based on the results of the analysis of traffic accidents and other factors.

Matters to be Further Promoted for the Future Measures to Prevent Traffic Accidents

- Further strengthening crackdowns on malicious and dangerous traffic violators and raising general “collaboration with town development”, “promotion of traffic safety education for people other than drivers” and “implementation of appropriate evaluation of police duties that contribute to the prevention of traffic accidents” should also be further promoted.

Note: For example, when 100 units of vehicles that travel a certain section are arranged in descending order of the traveling speed, the speed of the 85th vehicle.

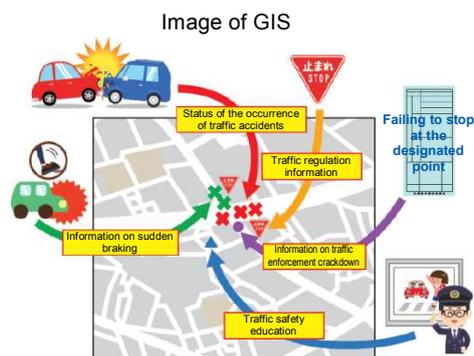
Section 3: Efforts of the Police for Ensuring Safe and Smooth Traffic Conditions

1. Efforts for the Advancement and Refinement of Traffic Accident Analysis

The traffic accident situation has improved significantly through the implementation of comprehensive traffic safety measures.

Nonetheless, the rate at which traffic fatalities are declining has slowed in recent years, in part due to the growing elderly population. Therefore, we must analyze the area in which accidents occur, the locations at which they occur, their forms, and other factors based on detailed data and then implement more fine-tuned measures effectively and efficiently.

In FY2014 and FY2015, the National Police Agency (NPA) conducted surveys to establish a traffic accident analysis method using GIS (Geographical Information System). The method aims at achieving more effective planning and formulation of traffic safety measures, efficient implementation of these measures and objective evaluation of the results by displaying various data—traffic measures such as traffic regulations and traffic enforcement and other information such as the status of traffic accidents—on top of the road image displayed to clarify their relationships that were not previously recognized.



Prefectural police are conducting traffic accident analyses that take their regional circumstances into account by utilizing GIS and other tools. These analyses are also based on the results of the NPA's surveys and are intended to promote effective and efficient traffic safety measures within budgetary and personnel limitations.

2. Boosting Traffic Safety Awareness

(1) Ensuring the Safety of Children

The police are promoting stepwise and systematic traffic safety education according to the physical and mental developmental stages of children. For example, the police provide traffic safety classes for toddlers in collaboration with kindergartens, nursery schools and parents, also, traffic safety classes for elementary school children and bicycle safety classes for junior high school students in collaboration with their schools and PTAs.

(2) Ensuring the Safety of the Elderly

In order to provide an opportunity to receive traffic safety education for the elderly who do not possess driver's licenses, the police, cooperating with related agencies and other organizations, provide guidance calling for observance of traffic rules and conduct publicity/enlightenment activities. The police also provide participation, experience and practice-based traffic safety education that fully utilize various educational instruments to help the elderly understand how changes in their physical functions due to aging affect their behaviors.

(3) Promoting Safe Usage of Bicycles

The number of bicycle-related accidents is on a declining trend; however, it still accounts for approximately 20% of all traffic accidents.

In 2016, the number of fatalities on bicycles was 509, which was a decrease of 63 people (11.0%) from the previous year; however, looking at these fatalities by legal violation, approximately 80 of these people committed certain legal violations, particularly inattentive riding and improper riding being the most prevalent violations.

The police, cooperating with schools and other organizations, are working to enhance and promote bicycle safety education for children and students by providing participation, experience and practice-based bicycle safety classes that use a bicycle simulator and other tools.

In addition, since June 2015, the police have been providing the Cyclists Training Course for cyclists who have repeatedly committed certain violations that may cause traffic hazards. In 2016, 80 cyclists who have repeatedly engaged in risky riding behaviors such as ignoring traffic lights and riding faulty bicycles (such as those without brakes) attended the Course.

(4) Efforts of the Police to Eradicate Drunken Driving

In 2016, after a decrease for 16 consecutive years, the number of traffic accidents caused by drunken driving was 3,757. However, the number of fatal accidents caused by drunken driving increased from the previous year.

Drunken driving is an extremely malicious and dangerous offense whose fatality rate is 8.4 times higher than all other causes.

The police are actively informing and educating the public with accurate information about the dangers of drunken driving, the reality of tragic traffic accidents caused by drunken driving and alcoholism that leads to drunken driving. The police are also promoting traffic safety education to help people deepen their understanding of the impacts of drinking and driving.

Moreover, the police have requested related industries to take measures to prevent drunken driving and are also working to, in collaboration with related agencies and organizations, enhance the public consciousness of “never drink and drive and never let anyone drink and drive” by promoting public participation in campaigns such as the “designated driver campaign”.

[Column] Review of Speed Regulations on High-standard Highways

In March 2016, the “proposals concerning the review of speed regulations on high-standard highways” were compiled by the Research Committee.

The proposals highlighted the possibility of raising the current speed limit to that exceeding 100 kilometers per hour for some sections of the high-standard highways that meet certain conditions. These high-standard highways are those whose structurally allowed maximum speed limit is 120 kilometers per hour. Based on these proposals, it was decided that the speed limit be raised on a trial basis for the section from the Shin-Shizuoka IC to Morikakegawa IC of the Shin-Tomei Expressway and the section from the Hanamaki-Minami IC to Morioka-Minami IC of the Tohoku Expressway.

3. Ensuring Safe Driving by Detailed Measures for Drivers

(1) Promoting Measures to Prevent Traffic Accidents Involving Elderly Drivers

The Act on Partial Revision of the Road Traffic Act (hereinafter referred to as the “revised Road Traffic Act”), which included the improvement of provisions aimed at promoting measures for elderly drivers, came into force in March 2017. Under the revised Road Traffic Act, drivers aged 75 and over who have committed certain traffic violations are required to undergo an occasional cognitive test apart from the test at the time of renewal of driver’s licenses and those whose test results have deteriorated compared to the immediately prior test results are required to take a traffic safety class for elderly drivers.

Moreover, drivers aged 75 and over who are deemed as possibly having dementia based on the cognitive test taken when they renewed their licenses or committed certain traffic violations are obliged to seek an assessment by a doctor regardless of the status of their traffic violations.

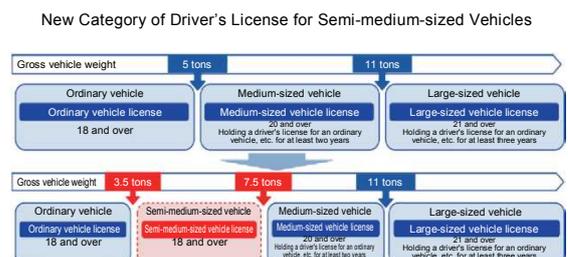
(2) Detailed Measures for Various Drivers

1) Improving Driving Capability Consultations

In order to make an individual assessment of whether or not drivers with disabilities and illnesses exhibiting certain symptoms are capable of driving automobiles or other vehicles in a safe manner, the police established driving capability consultation offices in the Driver’s License Centers, providing consultations to drivers themselves as well as their family members. Driving capability consultation offices are staffed with personnel having extensive expert knowledge and are arranged with careful consideration to protect the privacy of people visiting for consultation. Moreover, while working closely with patient groups, medical associations and other organizations, various efforts are being made to enrich the quality of consultations such as introducing medical specialists to people who sought consultation as necessary.

2) Measures to Prevent Traffic Accidents for Trucks

Based on the revised Road Traffic Act, a new category of driver’s license for semi-medium-sized vehicle was created which can be acquired by anyone who is aged 18 and over. The new license category was created as part of the measures to prevent traffic accidents involving trucks and also to meet a social demand for the necessity of a driver’s license which allows young people to drive trucks.



[Column] Holding the Expert Advisory Council Meeting on Measures to Prevent Traffic Accidents by Elderly Drivers

In light of the current status of fatal traffic accidents caused by elderly drivers, a meeting of the “Ministerial Council on Measures for the Prevention of Traffic Accidents by Elderly Drivers” was held in November 2016 to combat such traffic accidents through concerted efforts of the government. At the meeting, Prime Minister Abe delivered an address in which he instructed cabinet ministers to work on “smooth enforcement of the revised Road Traffic Act”, “development of systems through which the lives of the elderly are supported by society as a whole” and “review of the necessity of further measures”. Then, in the same month, the “Working Group for Measures to Prevent Traffic Accidents by Elderly Drivers” consisting of director generals and other officials from relevant ministries was established under the Traffic Safety Headquarters of the Central Traffic Safety Policy Council. The Working Group is aimed at accelerating the review of the relevant administrative organs on further measures for the prevention of traffic accidents by elderly drivers and promptly taking measures based on the results of such review.

Since January 2017, the NPA has been holding the Expert Advisory Council Meeting on Measures to Prevent Traffic Accidents by Elderly Drivers consisting of academic experts in law, sociology, automobile engineering, traffic psychology and other fields and representatives of related organizations such as medical and welfare organizations. Based on a detailed analysis of traffic accidents involving elderly drivers and the opinions of experts, the NPA is making extensive studies on the measures necessary for preventing traffic accidents associated with the characteristics of elderly drivers through these meetings.

4. Traffic Environment Improvement

(1) Traffic Environment Improvement Based on the Current State of Traffic Infrastructure

In order to ensure a safe and smooth traffic flow, the police are working to improve traffic safety facilities such as traffic lights and road signs.

From FY2015 to FY2020, the police will be promoting the improvement of traffic safety facilities in a prioritized, effective and efficient manner according to the 4th Priority Plan for Social Infrastructure Development, which is implemented during the same period.

Meanwhile, recognizing the issue of deteriorating traffic lights and other traffic facilities that have been in service for a long time after their last maintenance, the NPA formulated its Action Plan for Life Extension of Infrastructure in March 2015. The Action Plan clarified the directionality of mid- and long-term approaches required to steadily promote maintenance and other updates of police facilities based on the Basic Plan for Extending Service Life of Infrastructure formulated at the meeting of the Liaison Council for Ministries Involved in Promotion of Measures on Extending Service Life of Infrastructure in November 2013.

In line with these plans, the police are working on management of stock and reduction of life-cycle costs in a planned way by updating facilities from a mid- and long-term perspective, removing facilities with deteriorating effects due to changes in the traffic environment and extending the service life of facilities.

[Column] Developing Easy-to-understand Road Signs for Foreign Drivers

As the number of foreign visitors is continuing to increase and Japan is gearing up for the 2020 Tokyo Olympics and Paralympics, the NPA partially revised the Order Concerning Road Signs, Demarcation Lines and Road Markings in April 2017 to develop easy-to-understand road signs for both foreign and domestic drivers, and the revised Order was enacted in July of the same year.

As a result of this revision, a regulatory coming-to-a-stop sign will be listed with both the Japanese word “Tomare” and its English translation “STOP” underneath and likewise, a regulatory driving-at-reduced-speed and yield-ahead sign will be listed with both the Japanese word “Joko” and its English translation “SLOW” underneath.



New Bilingual Signs

(2) Promotion of Intelligent Transport Systems (ITS) and Efforts toward the Realization of Automated Driving

1) Promotion of ITS

To optimize traffic control by using cutting-edge information and communication technology and other advanced technologies, the police are working to realize a safe, smooth and comfortable traffic society with a low environmental load by promoting ITS through the development and improvement of the Universal Traffic Management Systems (UTMS) utilizing the function of infrared beacons and other systems.

2) Efforts toward the Realization of Automated Driving

Automated driving technology is expected to contribute to preventing traffic accidents and alleviating traffic congestion, and the police are actively working to support the progress of such technology.

In February 2016, it was approved at the Inland Transport Committee of the Economic Commission for Europe under the United Nations Economic and Social Council that Japan would become a full member of the Global Forum for Road Traffic Safety (WP1) that discusses the consistency between automated driving and international treaties. The NPA aims at early realization of fully automated driving through participation in the WP1 and other international discussions.

Moreover, the NPA has been working on a variety of legal and policy issues regarding the realization of automated driving by inviting experts since October 2015. The NPA formulated and published the “Guidelines for Public Road Testing of Automated Driving Systems” in May 2016 which laid out matters to be considered from the perspective of ensuring a safe and smooth traffic flow and the “Criteria for the permission for use of road for public road testing of Driving Automation System with remote Control Technology” in June 2017.

5. Maintenance of Road Traffic Order

(1) Traffic Enforcement Contributing to the Prevention of Traffic Accidents

1) Traffic Enforcement Based on the PDCA Cycle

Based on the Proposal for Traffic Enforcement and Speed Regulations Contributing to the Prevention of Traffic Accidents, the police are promoting traffic enforcement that contribute to the prevention of traffic accidents by making use of the PDCA cycle, where the situations of traffic accidents are analyzed, traffic enforcement policies such as the time and location are formulated, traffic enforcement is conducted systematically, the effects of traffic enforcement are verified and the verified results are reflected in the subsequent measures.

Moreover, in order to deepen the public’s understanding on the necessity for traffic enforcement, the police have formulated guidelines of speed enforcement based on the situations of traffic accidents caused by violating maximum speed limits and requests from local residents, and are releasing information such as the high-priority road and time frame of speed enforcement on their websites and other media.

2) Measures against Driving Behaviors that are Highly Malicious, Dangerous and Disturbing to Others

The police are promoting street activities for maintaining traffic safety and making efforts to prevent traffic violations. The police are also promoting traffic enforcement focused on highly malicious and dangerous violations directly linked to traffic accidents, such as driving without a license, drunken driving, excessive speeding and violations at intersections, and those focused on violations that are highly disturbing to others such as parking violations.

In recent years, traffic accidents caused by people focusing their attention on the screen of their smartphones have been on the rise. Because using mobile phones or other mobile devices while driving is an extremely dangerous behavior that could lead to a serious traffic accident, the police are promoting publicity campaigns for drivers in cooperation with related agencies and organizations and are reinforcing traffic enforcement on violations related to the use of mobile devices.

In 2016, the police dealt with 6,739,199 violations of the Road Traffic Act.

(2) Support for Traffic Accident Victims

The police are promoting considerate support activities for the victims of traffic accidents based on the NPA’s Basic Plan for Crime Victims.

[Case] Following a fatal tour bus crash that occurred in Nagano Prefecture in January 2016 where many people were killed and seriously injured, Nagano Prefectural Police created a photo book of the items such as clothing of unidentified owners to the victims



Making the Photo Book

of the accident. The police showed the photo book to the victims and returned the items as soon as their owners were identified.

Section 4: Future Prospects

1. Promotion of Effective Measures Based on the Careful Analysis of Traffic Accidents

In recent years, the rate at which traffic fatalities are declining has slowed due to the rate of seatbelt use reaching its peak and the number of traffic accidents caused by drunken driving bottoming out in addition to the increase in the elderly population.

Implementing comprehensive traffic safety measures once significantly decreased traffic accidents. However, under the circumstances where the rate of traffic fatalities is decreasing only very slowly, symptomatic measures that remove the direct causes of traffic accidents will not be enough to achieve the objective set in the 10th Fundamental Traffic Safety Program to “achieve the safest road transport in the world by decreasing the number of fatalities within 24 hours to less than 2,500 by 2020”.

In order to implement effective measures to further reduce traffic accidents, it is indispensable to comprehensively and scientifically analyze complex and diverse factors of traffic accidents and precisely understand the actual conditions of traffic accidents. Considering the severe fiscal challenges facing the national and local governments, efforts must be made to achieve the maximum effect under the limited budget and personnel. To do so, it is extremely important to promote measures based on these traffic accident analyses efficiently and work to improve the measures by objectively evaluating their effects on reducing traffic accidents and alleviating damage.

For this reason, efforts to promote advancement and refinement of traffic accident analysis are being made, for example, the NPA is identifying the tendency of traffic accidents by conducting detailed analyses of traffic accident statistics and prefectural police are using GIS and other technologies. In the future, further efforts will be made to improve the collection of traffic accident information and traffic accident analysis and to clarify the directionality of traffic safety measures. Also, the police will review analyses continuously to develop and implement more effective measures by further reinforcing the PDCA cycle that allows verification of the effects of traffic regulations and traffic enforcement implemented based on the results of traffic accident analysis.

2. Strengthening of the Detailed Measures that Correspond to Characteristics of People

For efficient promotion of effective measures based on the accurate traffic accident analysis, it is extremely important to strengthen detailed measures that correspond to characteristics and behavior of various subject persons.

For example, after entering elementary school, children are involved in a wider range of activities and they get to walk on the road without their parents many times; however, their awareness and ability to predict danger and travel safely by avoiding such danger are still underdeveloped. This makes them significantly more prone than any other age group to accidents of pedestrians crossing the road or rushing out into the road. To prevent traffic accidents involving children, rather than making them merely memorize traffic rules and manners, it is necessary to promote traffic safety measures that take into account their characteristics, for example, providing traffic safety education focused on dangerous areas of the road around their elementary school that they are familiar with, providing opportunities to conduct traffic safety education for their parents and traffic safety education for children that require the participation of their parents.

In the process of becoming a super-aging society, Japan is seeing a rise in the proportion of the elderly in the total number of fatalities as well as the proportion of elderly drivers in the total number of fatal accidents. Though addressing this issue is an urgent need, it is necessary to first understand the characteristics of elderly people in each condition of the accident such as while walking, riding on a bicycle and riding in a vehicle for reviewing the measures to be taken.

Particularly concerning the measures to prevent traffic accidents of elderly drivers, the revised Road Traffic Act enacted in March 2017 and the introduction of occasional cognitive tests allowed the police to take appropriate actions in a timely manner according to the condition of the cognitive function. However, it should be noted that not all accidents associated with the characteristics of elderly people are caused by a decline in their cognitive function.

The Expert Advisory Council Meeting on Measures to Prevent Traffic Accidents by Elderly Drivers discussed this issue from multilateral and diversified viewpoints and it emphasized the necessity of continuously promoting the measures to ensure the enforcement of the revised Road Traffic Act, such as securing the number of doctors who

diagnose elderly drivers and improving the system of traffic safety classes for elderly people to implement them smoothly and continuously. The Meeting also emphasized the necessity of promoting measures to spread and raise awareness about the voluntary surrender of driver's license, ensuring transportation means for elderly and advanced safety technologies such as an automated emergency braking considering the deterioration of physical function due to aging, such as slower reflexes and weaker muscular strength, in addition to dementia and visual impairment, as a driving risk of elderly people.

For this reason, the police will work to promote traffic safety education on the desirable driving experience that corresponds to aging to elderly drivers who intend to continue to drive, such as by conducting traffic safety classes as appropriate and improve and strengthen driving capability consultations for elderly drivers who are not confident with their driving. In order to take detailed measures that correspond to driving risks that each elderly driver has, the police will improve measures for elderly drivers while working closely with relevant agencies and organizations and continue to study comprehensive measures to prevent traffic accidents.

3. Utilization of New Technologies

In order to further prevent traffic accidents in the future, it is necessary not only to enhance various measures that have been taken until now but also to take measures of the new age that actively adopt advanced technologies that contribute to ensuring traffic safety.

In particular, information and communication technology, which is also being utilized in the promotion of ITS, is expected to contribute greatly to improving traffic safety by complementing the abilities and activities of people, such as recognition and judgment, counteracting people's careless mistakes and minimizing damage arising from such mistakes.

In view of the fact that most traffic accidents are caused by the mistakes of drivers, automated driving technology may contribute greatly to improving traffic safety and also resolving existing issues of road traffic society, such as alleviating traffic congestion, reducing environmental load and supporting the mobility of elderly people.

However, fully automated vehicles that practically do not require drivers are completely different from "vehicles" that have been generally understood by people and thus, introducing such vehicles requires careful examination on how the system should work while taking into account the social acceptability. Moreover, it is expected that technological development toward the early realization of various forms of automated driving including platooning of multiple vehicles using electronic coupling technology and remotely-operated vehicles using telecommunications technology will further accelerate. Therefore, it is necessary to take measures to ensure safe and smooth traffic conditions according to specific forms of each vehicle while maintaining consistency with international treaties.

The NPA will continue to promote ITS in order to optimize traffic control by using cutting-edge information and communication technology and other relevant technologies including probe traffic information. During the process of the introduction of automated driving, the NPA will ensure safety by constantly monitoring the directionality of the detailed technological development related to automated driving and promote measures for the step-by-step realization of automated driving including the study of legal aspects.

Technological development is rapidly progressing and the police will strive to realize the safest road transport in the world by taking effective traffic safety measures in view of the future by accurately grasping traffic conditions that change from moment to moment and utilizing new technologies.

Topic I: Measures to Prevent Cybercrime/Cyber-Attack Damage

With an increasing prevalence, complexity and sophistication of the modus operandi of cybercrimes and cyber-attacks, the importance of damage prevention measures is also increasing. The police are actively sharing information on the modus operandi of such cybercrimes and cyber-attacks and are also promoting various damage prevention measures in collaboration with private business operators and overseas investigation agencies.

(1) Information Dissemination by the Police

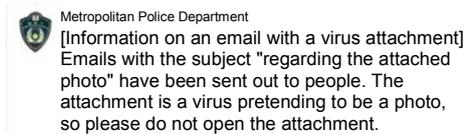
The police are asking for the public to be more cyber aware by actively disseminating information on the modus operandi of cybercrimes and cyber-attacks that the police have gathered in the course of criminal investigations. The National Police Agency (NPA) posts information on the current status and modus operandi of cybercrimes and cyber-attacks on the NPA's portal site developed for ensuring that the Internet environment of general users becomes secured, reminding them to be wary of cybercrimes and to take appropriate damage prevention measures. In addition to these efforts, prefectural police are also disseminating information through their websites, SNS and other means of communication to prevent cybercrime and cyber-attack damage.



Cyber Police Agency

[Case] In October 2016, the Cyber Force Center of the NPA alerted the public of the spread of a virus called Mirai that is a malicious program that targets devices connected to the Internet such as household appliances including digital video recorders and web cameras.

[Case] In October 2016, the Metropolitan Police Department (MPD) analyzed one of the malicious programs that distributes emails with a virus related to illegal money transfer and developed a system that detects such virus at the stage when the command server of the malicious program orders the computer infected with the same malicious program to send the emails infected with the virus. Since November of the same year, the NPA and the MPD have been disseminating such information, such as the subject of email with the virus, through SNS and other means of communication.



An Example of Information Disseminated via SNS

(2) Efforts through Public-Private Collaboration

In order to prevent damage arising from cybercrimes and cyber-attacks, it is important to work collaboratively with private business operators. Working in collaboration with the Japan Cybercrime Control Center (JC3), the police are disseminating information to prevent damage and are also taking various damage prevention measures through public-private collaboration, such as conducting joint prevention drills with business operators which could be targets of cyber-attacks in the future.

[Case] From May to July 2016, the Tokushima Prefectural Police and other police forces have obtained information on a malicious program created for stealing the online banking information of individuals, such as IDs, passwords and credit card numbers, in the course of their criminal investigation on illegal money transfers via online banking. On the basis of this information, the NPA conducted a joint analysis with the JC3 and identified the infection route and other details of the malicious program. In June of the same year, the NPA, in collaboration with an overseas investigation agency, brought down the command and control server connected to the computer infected with the same malicious program. The JC3 also released a warning about the malicious program on its website, asking Internet users to take appropriate measures.

[Case] The Saitama Prefectural Police, setting their sights on the Tokyo 2020 Olympic and Paralympic Games, conducted a joint drill, as part of measures against cyber-attacks, in March 2016 with administrators of facilities which would be venues of the Games. In the drill, assuming that a computer used by a member of staff of the facility was infected with a malicious program due to a cyber-attack, participants of the drill checked on procedures for responding to the incident. The police, demonstrating how a computer infected with the malicious program could be controlled remotely, highlighted the seriousness of cyber-attacks.



At the Joint Cyber Security Drill

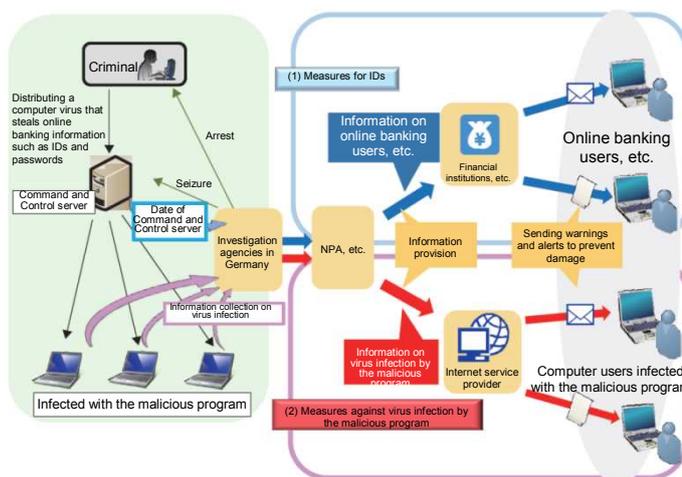
(3) Efforts through Collaboration with Overseas Investigation Agencies

Global efforts are needed to combat the threat of cyberspace and the police are making various efforts to prevent damage arising from cybercrimes and cyber-attacks by always working closely with overseas investigation agencies.

[Case] In order to prevent damage arising from websites which were hosted on overseas servers, and which were disguised as those of actual companies or were opened to commit online shopping fraud or to sell counterfeit name brand goods, the NPA, since July 2016, has begun providing information, obtained in the course of investigation, on those websites for the Anti-Phishing Working Group (APWP) that many web browser companies have joined as well as for antivirus software companies. These efforts have enabled computer screens of Internet users who do not install antivirus software to display a warning message when they are about to browse these malicious websites.

[Case] In November 2016, as the malicious program suspected to be used in illegal money transfers via online banking is spreading throughout the world, investigation agencies of countries concerned to which Germany was central worked together to arrest the suspects of illegal money transfers where the malicious program was used, and also seized their command servers. On the basis of the information provided by investigation agencies in Germany and other countries, the NPA, in collaboration with related agencies and organizations, is encouraging online banking users to change their IDs and passwords that were stolen by this malicious program. Also, the NPA is providing information on how to remove such program to computer users in Japan whose computers have been infected with the program.

Overview of Global Measures to Prevent Damage from Illegal Money Transfers Committed via Online Banking



Topic II: Measures against Stalking Based on the Revised Anti-stalking Act

(1) Revision of the Anti-stalking Act

In recent years, various stalking cases have occurred and the number of people seeking consultation on stalking cases is increasing.

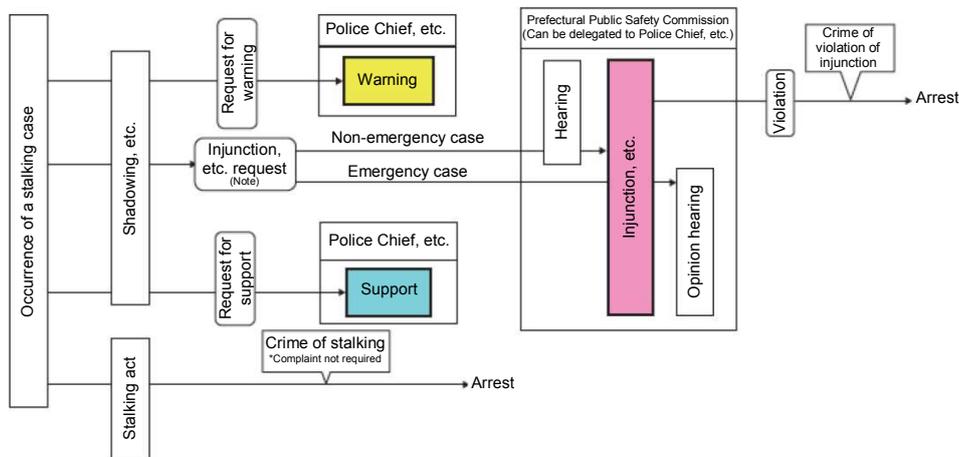
Pursuant to Article 5 of the Supplementary Provisions of the Act for Partial Revision of the Anti-stalking Act that passed in June 2013, the government implemented measures such as the establishment of the Council for the Review of Regulations on Stalking Behaviors. In response to this, the NPA has been holding expert meetings consisting of experts and victims of stalking since November 2013 and compiled the “report on regulations on stalking behaviors” in August 2014. In December 2016, the Act for Partial Revision of the Anti-stalking Act based on the recommendations made in the same report was passed at the 192nd Diet, and it was fully enforced on June 14, 2017.

Outline of the Revised Anti-stalking Act

<p>(1) Expansion of the range of regulated acts such as "shadowing" The following acts were added to supplement regulations on stalking acts arising from the entanglement of emotions related to romantic attachment:</p> <ul style="list-style-type: none"> ○ Wandering around in the vicinity of the victim's house, etc. ○ Despite being refused, repeatedly sending messages using SNS, etc. or writing comments on the victim's personal webpages such as blogs 	<p>(4) Measures for the victims of stalking acts</p> <ul style="list-style-type: none"> ○ Measures necessary for securing the safety of the victims by the officials concerned, maintaining confidentiality of the victims, training and raising awareness of the officials concerned and managing personal information held by the national and local governments, etc. ○ Support of the national and local governments for the victims staying in private facilities and renting public housing
<p>(2) Review of the injunction system, etc.</p> <ul style="list-style-type: none"> ○ Abolition of advance warning for injunctions, etc. ○ New establishment of injunctions in case of emergency, abolition of temporary injunction ○ Introduction of effective period and extension of injunctions, etc. 	<p>(5) Measures to contribute to the prevention, etc. of stalking acts</p> <ul style="list-style-type: none"> ○ Promotion of studies on methods for rehabilitating perpetrators and restoring the physical and mental health of victims ○ As measures to be taken by the national and local governments, collaborative efforts with private organizations were added, such as understanding the actual situation of stalking acts, training and qualitative improvement of human resources and educational activities.
<p>(3) Prohibition of information provision pertaining to stalking acts Prohibition of providing the necessary information for conducting stalking acts to a person knowing that he/she may commit stalking acts</p>	<p>(6) Review of penalties</p> <ul style="list-style-type: none"> ○ Categorizing stalking as a crime not requiring a complaint from the victim for prosecution ○ Increasing penalties for the crime of stalking

The Anti-stalking Act after the said revision (hereinafter referred to as the “revised Anti-stalking Act”) enables the police to promptly take administrative measures or make an arrest of perpetrators based on the characteristics of the stalking cases that are likely to develop quickly into a serious incident as the actions of perpetrators escalate, further preventing damage to the body, freedom and honor of victims.

Flow of Measures Based on the Revised Anti-stalking Act



Note: Injunction, etc. can be made by the authority regardless of the complaint by the victim (Emergency case is limited to when the physical safety of the victim is in immediate danger.)

[Case] In January 2017, a male junior high school teacher (23) committed stalking behaviors toward his ex-girlfriend, such as harassing her by sending unwanted messages repeatedly through SNS. In the same month, the man was arrested for the violation of the Anti-stalking Act (Akita).

[Case] In January 2017, a male company employee (43) committed stalking behaviors toward his ex-girlfriend, such as driving and walking around her workplace. In the same month, the man was arrested for violation of the Anti-stalking Act (Miyagi).

(2) Promotion of Measures against Stalking

The revised Anti-stalking Act clearly states that taking measures for the victims of stalking behaviors and measures contributing to preventing stalking behaviors are the responsibilities of the national and local governments. The police are promoting the following measures in cooperation with relevant agencies and organizations.

1) Assisting Victims with Temporary Refuge

Since FY2015, in order to ensure the safety of victims of highly dangerous and urgent cases of stalking, the police have been bearing expenses for accommodation fees with public funds in cases where it is necessary to urgently or temporarily evacuate these victims into hotels.

2) Measures for Stalkers

Since FY2014, the police have been conducting studies on psychiatric and psychological approaches to stalkers. Based on the results of these studies, the police have received advice from local psychiatrists and other professionals on how to deal with stalkers and the need for counseling and treatment, and the police have been promoting collaboration with local psychiatric medical institutions and other organizations since FY2016, such as recommending relevant stalkers to receive medical treatment.

[Case] In May 2016, Ibaraki Prefectural Police signed a “memorandum of understanding on psychiatric treatment for stalkers” with local psychiatric medical institutions. The memorandum states that both parties will collaborate to take appropriate measures for stalkers, such as counseling and treatment for them.



At the Signing Ceremony of the Memorandum of Understanding

3) Promotion of Awareness and Public Education about Stalking

To protect young people from stalking, the police have created educational materials (pamphlets, DVDs, etc.) describing stalking behaviors with illustrations for high school and university students and provide anti-stalking classes using these materials. The NPA also created a portal site and disseminates various information concerning stalking cases.



Leaflet Made for Victims

Topic III: Changes in Modus Operandi of Special Frauds and Efforts of the Police

(1) Present Situation of Special Frauds

Special frauds are classified into remittance frauds (“hey it’s me” fraud, billing fraud, advance-fee loan fraud and refund fraud) and non-remittance frauds. These frauds are committed in an organized manner: with the criminal group’s leader and its core members playing key roles, “caller”, who makes phone calls repeatedly and deceives the victim, and “collector”, who comes to the victim’s home or other locations to collect the cash, etc. and such players taking parts. The police analyze the modus operandi of the frauds and the actual situation of damage. Based on the analysis, the police make efforts to arrest criminal groups and also promote measures to prevent future damage.

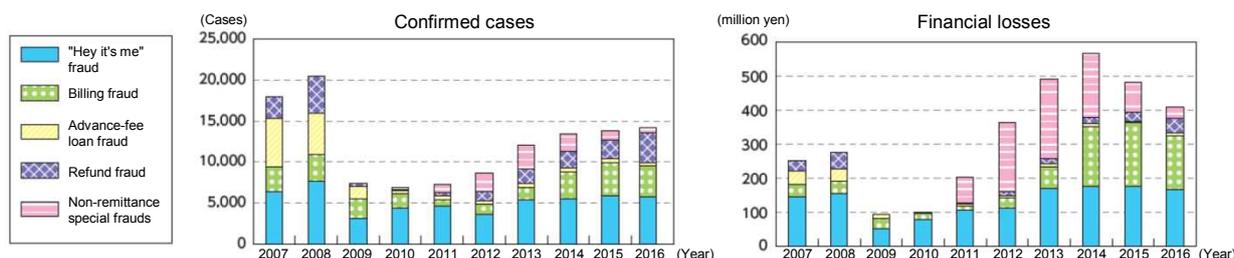
1) Current Situation of Special Frauds

The total losses of all special fraud cases decreased from the previous year in 2016, however, the number of confirmed cases increased from the previous year. In 2016, the number of cleared cases was 4,471, which was the largest since 2011 and the number of persons arrested was 2,369, which was the second largest after the record high reached in 2015. In addition, among the persons arrested in 2016, the number of Boryokudan members accounted for 26.3% of all persons arrested for special frauds. The number suggests that special frauds serve as one of the financial resources for criminal organizations including Boryokudan.

2) Special Frauds Targeting the Elderly

The elderly are a target for special frauds. The number of persons aged 65 and over accounted for 78.2% of all victims of special frauds in 2016, with particularly high proportions in the “hey it’s me” fraud (95.9%), refund fraud (93.1%) and financial instrument fraud (89.6%).

Changes in the Situation of Special Frauds (2007 to 2016)



Classification	Year	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Total number of confirmed special fraud cases (cases)		17,930	20,481	7,340	6,888	7,216	8,693	11,998	13,392	13,824	14,154
"hey it's me" fraud		6,430	7,615	3,057	4,418	4,656	3,634	5,396	5,557	5,828	5,753
Billing fraud		3,007	3,253	2,493	1,774	756	1,177	1,522	3,180	4,097	3,742
Advance-fee loan fraud		5,922	5,074	1,491	362	525	404	469	591	440	428
Refund fraud		2,571	4,539	299	83	296	1,133	1,817	1,928	2,376	3,682
Non-remittance special frauds		—	—	—	251	983	2,345	2,794	2,136	1,083	549
Total amount of financial losses caused by special frauds (100million yen)		251.4	275.9	95.8	112.5	204.0	364.4	489.5	565.5	482.0	407.7
"hey it's me" fraud		145.3	155.2	52.0	79.2	107.1	112.0	171.3	174.9	175.1	167.1
Billing fraud		37.7	35.9	31.8	17.5	10.4	30.1	63.4	175.8	187.5	158.3
Advance-fee loan fraud		38.6	37.5	9.5	3.4	7.2	7.0	7.1	9.1	5.6	7.0
Refund fraud		29.9	47.4	2.4	0.7	2.5	11.3	16.9	19.9	25.5	42.6
Non-remittance special frauds		—	—	—	11.6	76.9	204.0	230.8	185.7	88.3	32.6
Total number of cleared special fraud cases (cases)		3,079	4,400	5,669	5,189	2,556	2,990	3,419	3,252	4,112	4,471
Remittance frauds		3,079	4,400	5,669	5,189	2,419	2,313	2,519	2,351	3,555	3,914
Non-remittance special frauds		—	—	—	—	137	677	900	901	557	557
Total number of persons arrested by committing special frauds (persons)		454	699	955	686	923	1,523	1,774	1,985	2,506	2,369
Remittance frauds		454	699	955	686	775	1,028	1,213	1,486	2,080	2,165
Non-remittance special frauds		—	—	—	—	148	495	561	499	426	204

Note 1: Concerning non-remittance special frauds, the numbers of confirmed cases and total losses were aggregated from February 2010; the number of cleared cases and the number of persons arrested were aggregated from January 2011.
 2: The reason why the total losses caused by special frauds for each year is different from the total of the breakdown amounts is because any fractional amount less than one million yen of the amount of losses of each year is disregarded.

(2) Modus Operandi of Recent Crimes

Including the “hey it’s me” fraud which started to occur frequently in May 2003, the number of confirmed cases of remittance frauds has remained high since 2004; however, it decreased to about one-third of the 2004 level in 2009. Since around 2010, non-remittance frauds such as financial instrument frauds have been occurring frequently, and they have been on a decreasing trend since 2014. On the other hand, the number of remittance frauds have been rising again since 2012.

Special frauds are becoming ever more sophisticated by criminal groups using various cunning means to disguise their frauds such as deceiving elderly people with topics that are familiar and interesting to them, for example, the right of admission to care facilities and medical expenses, and several callers taking turns calling the victim to avoid being identified as fraud.

The modus operandi of special frauds in 2016 were as follows:

1) Increased Occurrence of Refund Frauds and Frequent Occurrence of “Hey it’s me” Frauds

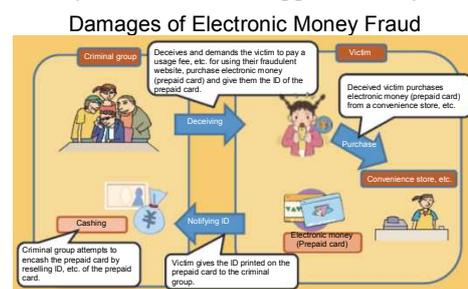
Of all special frauds, the number of confirmed cases of refund frauds was 3,682 (an increase of 1,306 (55.0%) from the previous year) and the amount of total losses was approximately 4.26 billion yen (an increase of 1.71 billion yen (67.3%) from the previous year), both increasing significantly from the previous year. In many of these cases, victims were told to use unstaffed ATMs so that they are not approached by the staff of financial institutions.

In addition, the number of confirmed cases of “hey it’s me” fraud was 5,753 (a decrease of 75 (1.3%) from the previous year) and the amount of damage was approximately 16.71 billion yen (a decrease of 0.79 billion yen (4.5%) from the previous year). Although both of these levels decreased, they still account for approximately 40% of all special frauds, the highest levels in terms of modus operandi.

2) Electronic Money Fraud

Regarding the number of confirmed cases and the amount of total losses by type of delivery, both the “cash handover type”, in which the victim hands over cash directly to the criminal who comes to the victim’s home or other locations to collect it and the “cash delivery type”, in which the victim sends cash by delivery services have decreased from the previous year.

However, cases where a fraudulent website charges the victim a usage fee, demands the victim to purchase electronic money (prepaid card) from a convenience store, asks the victim to provide the ID of the prepaid card purchased and swindles the face value of the prepaid card (right of use) have been increasing.



(3) Efforts of the Police

1) Promotion of Enforcement

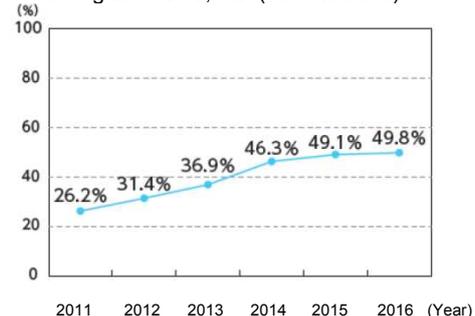
In addition to exposing footholds of criminal groups and setting criminals up for a Pretend-to-be-deceived operation, the police are promoting enforcement on criminal acts that facilitate special frauds, such as illicit use of mobile phones, and arrests of vicious rental mobile phone operators to prevent mobile phones, etc. under a fictitious name or another person’s name from being handled by criminal groups.

2) Public-Private Sector Partnership in Advancing Crime Prevention Activities

The police actively disseminate information on the modus operandi of crimes and on precautions against being deceived. Especially for the elderly, the police promote crime prevention activities so that alerts and warnings will be made through various media and staff members of private call centers.

To prevent losses of special frauds from being withdrawn or remitted by deception, the police, cooperating with financial institutions, are encouraging the staff of financial institutions to speak to their customers and are also requesting mail and delivery services and convenience stores to report to the police when finding any suspicious parcel that may contain losses derived from frauds. In 2016, 13,139 cases and losses amounting to about 18.86 billion yen were prevented through these efforts.

Changes in the Rate of Special Frauds Prevented (Note) by Talking to Victims, etc. (2011 to 2016)



Note: Percentages obtained by dividing the number of prevented cases by the confirmed cases (committed cases) added with the number of prevented cases

[Column] Disabling Landline Phones Used in Crimes

The police promote measures to prevent landline phones from being used in special frauds, such as by sharing information on any illicit use of landline phones by criminal groups with telecommunications carriers. For example, the Metropolitan Police Department provided the telephone numbers that were used wrongfully in special frauds to a telecommunications carrier. In December 2016, the telecommunications carrier cancelled approximately 5,900 landline phone numbers that they had provided to another telecommunications carrier in Tokyo.

Topic IV: Measures against Rokudaime Yamaguchi-gumi and Kobe Yamaguchi-gumi

At the end of August 2015, 13 direct line Boryokudan leaders that had merged with the Rokudaime Yamaguchi-gumi, Japan's largest Boryokudan, left to form the Kobe Yamaguchi-gumi. Since the formation, there have been frequent crime cases involving shooting and injuries committed by members of both groups throughout Japan. Given the situation, the NPA determined on March 7, 2016 that these groups were in an ongoing turf war.

In April of the same year, the Hyogo Prefectural Public Safety Commission recognized the Kobe Yamaguchi-gumi as a designated Boryokudan group based on the provisions of the Anti-Boryokudan Act. In June of the same year, the Rokudaime Yamaguchi-gumi was also recognized as a designated Boryokudan group by the same Commission for the ninth time.

As of July 2017, both groups are still in a turf war.

[Column] Latest Trends over the Kobe Yamaguchi-gumi

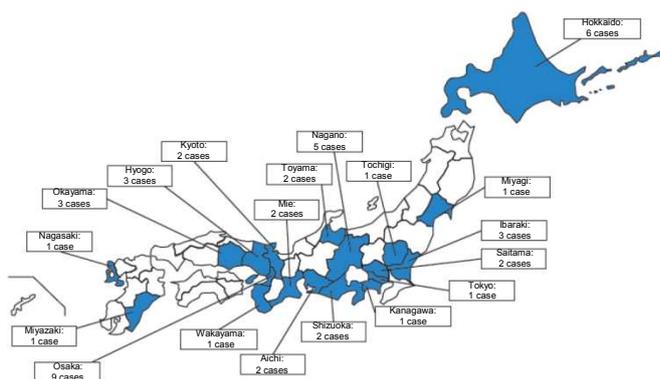
In April 2017, a part of direct line organizations of the Kobe Yamaguchi-gumi announced the formation of another organization. The police are strengthening efforts to ensure the safety of the lives of people and to weaken and annihilate these groups through the collection of information of related groups including the Rokudaime Yamaguchi-gumi, the implementation of extensive crackdowns and vigilance activities against these groups as well as the application of the Anti-Boryokudan Act.

(1) Occurrence of Illegal Acts Believed to be caused by Turf War between Rokudaime Yamaguchi-gumi and Kobe Yamaguchi-gumi

Since March 7, 2016 when these groups were determined as being in a turf war against each other, there have been 48 cases of illegal acts believed to be caused by this turf war occurring in 19 prefectures by the end of May 2017. These cases included 6 shooting cases, 3 cases of firebomb attacks and 10 cases of vehicle slamming into Boryokudan offices.

Including a fatal shooting incident that occurred in May 2016 where a senior member of the Kobe Yamaguchi-gumi affiliate was shot dead on the street in a residential area, violent crimes are committed by these Boryokudan groups within familiar areas of people, posing a great threat to the lives of people.

Occurrence of Illegal Acts Believed to be caused by Turf War



Since March 7, 2016, 48 cases occurred in 19 prefectures (as of the end of May 2017).

Type	Frequency (cases)	Number cleared (cases)	Number of persons arrested (persons)
Illegal acts believed to be caused by the turf war between Rokudaime Yamaguchi-gumi and Kobe Yamaguchi-gumi	48	31	163
Including firearm shooting	6	4	12
Including the use of firebombs (including those similar)	3	2	6
Including vehicle slamming	10	8	40

(2) Police Countermeasures

1) Implementation of Thorough Crackdowns and Vigilance Activities

Establishing centralized control headquarters in the NPA and related prefectural police for both Boryokudan groups on March 7, 2016, the police across the nation have been conducting extensive crackdowns to prevent repeated incidents caused by the turf war between these Boryokudan groups as well as to weaken and annihilate these groups. The police are also working to thoroughly conduct vigilance activities to ensure the safety of people's lives. By the end of May 2017, the number of arrests related to illegal acts believed to be caused by the turf war between Boryokudan groups was 31 and the number of persons arrested was 163.



The Search of Rokudaime Yamaguchi-gumi Headquarter

[Case] In May 2016, a member (32) of the Rokudaime Yamaguchi-gumi affiliate shot and killed a senior member of the Kobe Yamaguchi-gumi affiliate. In June of the same year, the police arrested the member for murder and other charges (Okayama).

[Case] In March 2016, a member (52) of the Kobe Yamaguchi-gumi affiliate and others injured members of the Rokudaime Yamaguchi-gumi by acts of violence such as mass beating on the road. In the same month, the police arrested the members for violating the Act on Punishment of Physical Violence and Others (Hokkaido).

2) Activities to Eliminate Boryokudan

In addition to crackdowns and vigilance activities, the police are working closely with Prefectural Centers to Promote Movements for Elimination of Violence and bar associations to support activities to eliminate Boryokudan, including lawsuits on the removal of Boryokudan offices.

[Case] In January 2016, an office of the Rokudaime Yamaguchi-gumi affiliate was firebombed. In response to this, in August 2016, the certified Fukuoka Prefectural Center to Promote Movements for Elimination of Violence filed, based on the entrustment of local residents, the provisional disposition to the Fukuoka District Court for the prohibition of the use of the office by the same Boryokudan group in August 2016. The court decision was issued in September of the same year, ordering the Rokudaime Yamaguchi-gumi affiliate not to use the office, and they removed it in October of the same year. This was the first case in Japan that the provisional disposition filed by a certified Prefectural Center to Promote Movements for Elimination of Violence was approved by the court (Fukuoka).

[Case] In response to vehicle slamming and gunfire incidents that repeatedly occurred at an office of the Kobe Yamaguchi-gumi affiliate in Mito, Ibaraki in March 2016. Mito City, the establisher of the elementary school near the office, filed the provisional disposition requesting the prohibition of the use of the office in cooperation with the Ibaraki Prefectural Police, Ibaraki Prefecture Center to Promote Movements for Elimination of Violence and Ibaraki Bar Association. In April of the same year, settlement was made which included the office not being used by Boryokudan groups and the Kobe Yamaguchi-gumi affiliate removed the office in June of the same year (Ibaraki).

Topic V: Situation of International Terrorism and Efforts of the Police – Toward the Tokyo 2020 Olympics and Paralympic Games

Currently, the international community, including Japan, is facing a wide range of threats of international terrorism. In 2016, terrorist attacks occurred in various parts of the world, including the truck attack that occurred in Nice, France in July of the same year, and some of these attacks also victimized Japanese nationals living overseas. In addition to the fact that ISIL has repeatedly pointed out Japan and the Japanese nationals as targets of terrorism, some people in Japan express their support toward ISIL.

Under such circumstances and considering the Tokyo 2020 Olympics and Paralympic Games to be hosted in 2020 (hereinafter referred to as the “Tokyo Games” in this section), Japan must take full security measures in order to fulfill the responsibilities as a host country.

(1) Terrorist Attacks Targeting Major Sporting Events

Two major sporting events are scheduled to be held in Japan: the 2019 Rugby World Cup and the Tokyo Games. These major international sporting events will be attended by a large number of foreign VIPs, athlete groups and visitors and will attract an enormous amount of attention from around the world, which makes them potential terrorist targets.

In fact, there have been a number of terrorist attacks that targeted major international sporting events. For example, during the World Cup in South Africa in 2010, two suicide bombings that were targeted at World Cup watchers in a restaurant, were carried out in Kampala, the capital of Uganda, killing 76 people. In the Boston Marathon bombing that occurred in April 2013, two bombings near the finish line of the Boston Marathon, which had more than 20,000 entrants, detonated and killed 3 people. In November 2015, a series of coordinated terrorist attacks occurred in Paris, France. Suicide bombers struck and exploded near the stadium during a friendly soccer match between France and Germany and some of the suicide bombers tried to get into the stadium where the French President and German Foreign Minister were also watching the game.

Considering the fact that ISIL has been proclaiming its intention to attack outdoor events and gatherings on its online magazine, it is undeniable that terrorist attacks arising from this propaganda will continue to occur at major sporting events or other mass-gathering areas.

[Column] Security for the G7 Ise-Shima Summit

The G7 Ise-Shima Summit was held in Kashikojima, Shima City, Mie Prefecture on May 26, 2016. After the summit on the 27th, President Obama (former) visited Hiroshima, the atomic-bombed city, for the first time as the sitting U.S. president. Eight meetings were concentrated in about a month and a half, between the Foreign Ministers’ Meeting held in Hiroshima City, Hiroshima Prefecture on April 10 and 11 and the Finance Ministers’ and Central Bank Governors’ Meeting held in Sendai City, Miyagi Prefecture on May 20 and 21. Also in September, the Health Ministers’ Meeting and the Transport Ministers’ Meeting were held in Kobe City, Hyogo Prefecture and Karuizawa Town, Nagano Prefecture respectively.



The 42nd G7 Summit Meeting in Ise-Shima
(Provided by: Ministry of Foreign Affairs of Japan)

The National Police Agency (NPA) established the Committee of Security Measures on G7 Ise-Shima Summit headed by the Deputy Commissioner-General of the NPA in June 2015. In addition, Mie, Hiroshima, Miyagi and Aichi Prefectural Police established the Summit Countermeasures Division and all other prefectural police formed a committee for security measures. Through this system, the police nationwide strongly carried out comprehensive security measures in a unified manner and fulfilled the responsibility to provide a safe and secure environment as a host country.

The police will closely examine the effects of security measures implemented for the G7 Ise-Shima Summit and accurately reflect them in future measures to deliver thorough security at the Tokyo Games.

(2) Efforts of the Police toward the Tokyo Games

In January 2014, the police established the Tokyo 2020 Olympics and Paralympic Games Preparation Office at the NPA and the Tokyo Metropolitan Police Department Olympic and Paralympic Games Task Force at the Metropolitan Police Department (MPD) and are carrying out the examination on various security measures at the Tokyo Games. In addition to these efforts, various preparations necessary for the success of the Tokyo Games are underway. For example, the Deputy Commissioner General of the NPA has been assigned as “senior security commander”, which is to lead related organizations at the planning/management stage of security at the Tokyo Games. Also, the security information center that conducts information gathering, risk analysis on the Tokyo Games and other functions has been established in the NPA. During the Rio 2016 Olympic and Paralympic Games held in Rio de Janeiro in the summer of 2016 (hereinafter referred to as the “Rio Games”), local security conditions and other factors were also studied to make the best of their experience in security measures and other efforts for the Tokyo Games.

Unlike the Rio Games of which competition venues were concentrated in four areas, those of the Tokyo Games are dispersed around and outside Tokyo. Therefore, it is necessary to examine effective and efficient integration of vigilance to ensure a high security level for each venue. As it is currently under consideration that the Olympic torch relay, which takes place prior to the start of the Tokyo Games, will pass through all prefectures in Japan, measures to prevent any disruption of the relay, which occurred in previous Olympic Games, need to be examined by the police nationwide.

Furthermore, as the Internet is becoming a social infrastructure that is indispensable for people’s lives and socioeconomic activities, we must be prepared for the threat of cyber-attacks that can paralyze the functions of society. Major international sporting events are increasingly becoming the targets of cyber-attacks as seen in the Rio Games, where websites of government agencies and organizations related to the Rio Games were made inaccessible and information was stolen by cyber-attacks. To be prepared for the Tokyo Games, the police are promoting information gathering, analysis and other measures concerning cyber-attacks and attackers in collaboration with related agencies, and are also conducting joint drills that assume the occurrence of cyber-attacks.

Chapter 1 Police Organization and Public Safety Commission System

Section 1: Police Organization

1. Public Safety Commission System

The Public Safety Commission is an administrative committee of the council system introduced for the purpose of the democratic operation and political neutrality of the police. The National Public Safety Commission (NPSC) was set up on a national level to supervise the National Police Agency (NPA), while the Prefectural Public Safety Commissions (PPSCs) were set up at prefectural levels to supervise prefectural police. The Minister of State is appointed as Chairperson of the NPSC in order to clarify the administrative responsibilities of the Cabinet in relation to public safety.

2. National and Prefectural Police Organization

In contrast to the prefectural police that assume centralized enforcement duties, the NPA, as a national agency, formulates police systems, conducts police operations regarding cases involving national public safety and undertakes the administration of matters that form the foundation of police activities, such as police education and training, police communications, criminal identification as well as the development of police administration. As of April 1, 2017, along with police headquarters, police academies and other facilities, there are 1,163 police stations in the 47 prefectures.

Section 2: Public Safety Commission Activities

1. National Public Safety Commission (NPSC)

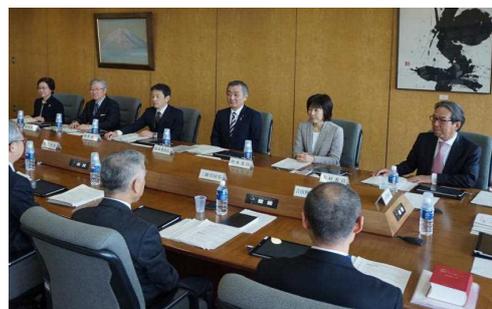
In accordance with the Police Act and other laws, the NPSC supervises the NPA by undertaking administrative tasks that fall within the scope of its authority, such as the establishment of the NPSC Regulations, appointment of the Commissioner General of the NPA and local senior police officers (officers among prefectural police organizations ranked Assistant Commissioner and higher) and instructions for inspections and development of

the traffic safety work plan and disaster prevention work plan.

Also, authority extends to indicating all-encompassing policies for administrative tasks assumed by the NPA, such as the

planning and budget of the police administration taken by the NPA, cases related to the public security of the nation, training of police officers and adjustments on police administrations.

The NPSC usually convenes regular meetings once a week. In addition, the NPSC strives to maintain an understanding of the state of public safety and policy operations through the mutual exchange of views between members of the commission, and by listening to reports from the NPA, exchanging views with the PPSC members and conducting on-site inspections of police activities. The situation of such activities is introduced on the website.



Regular Meeting of the National Public Safety Commission

[Case] In September 2016, the Chairperson of the NPSC visited Chiba Prefecture and inspected the security situation at the Narita International Airport.



Chairperson of the NPSC Inspecting the Security Situation of the Narita International Airport

2. Prefectural Public Safety Commissions (PPSCs)

The PPSCs supervise the prefectural police by undertaking many administrative tasks in relation to people's lives, including issuing driver's licenses, regulating traffic, awarding benefit payments to victims of crime, supervising various types of business, such as antique dealing, and by receiving reports from chiefs of prefectural police at regular meetings and other assemblies and giving guidance on the police efforts based on incidents, accidents and disasters within the jurisdiction, organizational status, personnel management and other matters.

The PPSCs generally convene three to four regular meetings a month and also strive to maintain an understanding of the state of public safety and police operations through participation in Police Station Councils, discussions with relevant organizations, such as the board of education and also on-site inspections of police activities. The situation of such activities is introduced on the website.

[Case] In May 2016, the Kumamoto PPSC visited the area significantly damaged by the 2016 Kumamoto Earthquake and gave encouragement to the "Metropolitan Police Department (MPD) Kizuna-tai (bond building group)" that was actively working in the evacuation shelter.



Member of the Kumamoto PPSC
Giving Encouragement to the
MPD Kizuna-tai

3. Handling Complaints and Giving Instructions for Inspections

A system for filing complaints has been stipulated in the Police Act. Any person who has a complaint about the duties executed by the personnel of the prefectural police may file it in writing to the PPSCs. The PPSCs will generally notify the complainant of its decision in writing. In 2016, the PPSCs nationwide received 965 complaints.

In addition, in accordance with provisions in the Police Act, if inspection is found to be necessary, the NPSC and PPSCs may give specific instructions for it to the NPA and prefectural police, respectively.

4. Mutual Communication between Public Safety Commissions

The NPSC and all PPSCs hold various liaison conferences in order to maintain constantly close communication. In 2016, two liaison meetings between the NPSC and all PPSCs nationwide were held. At these meetings, views were exchanged concerning the status of activities by the Police Station Councils.

In 2016, in each Regional Police Bureau and in Hokkaido, a total of thirteen liaison meetings were held between jurisdictional public safety commissions and between the Hokkaido Public Safety Commission and the Area Public Safety Commission in Hokkaido. Members of the NPSC also attended these meetings that involved reports concerning the state of public safety and the efforts of each prefecture as well as an exchange of views.

Furthermore, views were exchanged among the PPSCs.

[Case] In February 2016, the members of the Saitama, Tokyo, Chiba and Kanagawa PPSCs exchanged their views and shared information on the efforts toward enhancing and strengthening the administrative functions of the Public Safety Commission in each prefecture at the liaison meeting held in Chiba Prefecture.



Members of the Four PPSCs
Exchanging their Views

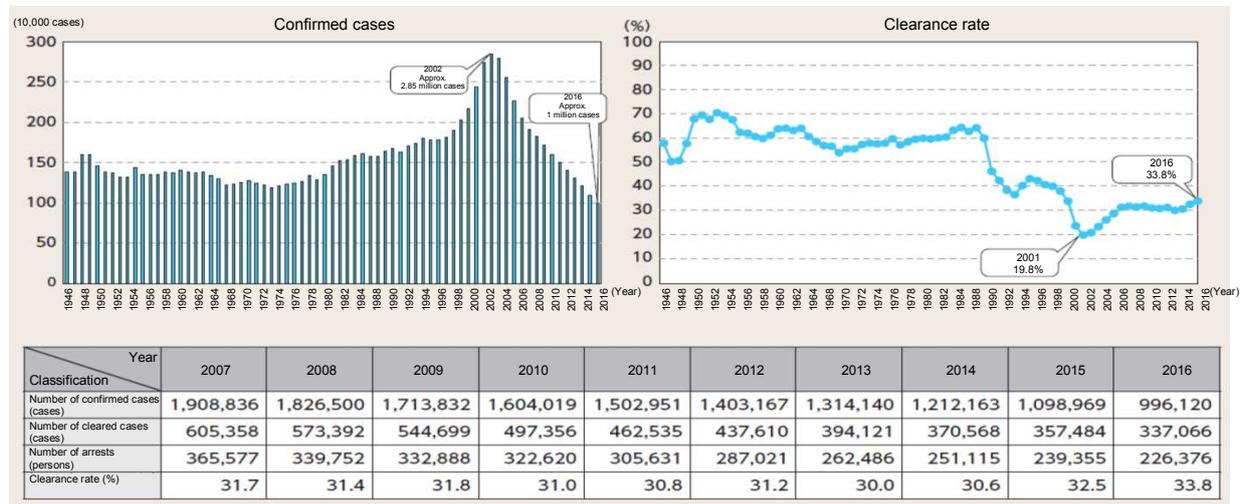
Chapter 2 Ensuring Community Safety and Criminal Investigation

Section 1: Crime Situation and Countermeasures

1. Criminal Cases

The number of confirmed criminal cases in 2016 was 996,120, a decrease of 102,849 (9.4%) from the previous year. The number of persons arrested in criminal cases in 2016 was 226,376, a decrease of 12,979 (5.4%) from the previous year.

Changes in Confirmed and Cleared Criminal Cases (1946-2016)

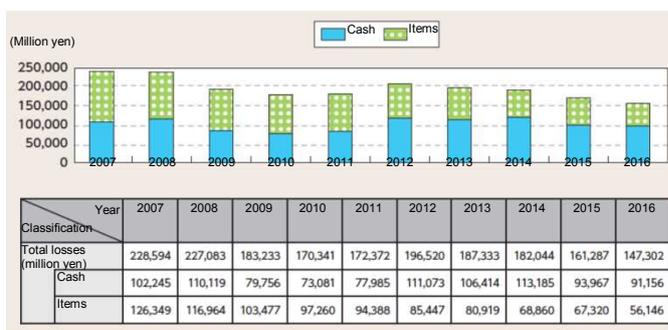


2. Countermeasures against Crimes Targeting People's Assets

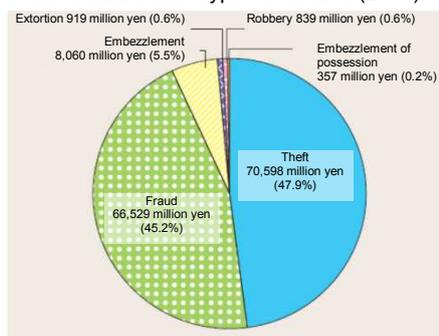
The total amount of financial losses caused by property offenses has shown a decreasing trend since 2002.

Regarding the situation in the amount of financial losses caused by property offenses, in accordance with types of crimes, the amount of financial losses caused by larceny offences was the largest in 2016, reaching approximately 70,598 million yen (47.9%).

Changes in the Amount of Financial Losses caused by Property Offenses (2007-2016)



The Situation in the Amount of Financial Losses caused by Property Offenses, in Accordance with Types of Crimes (2016)



Section 2: Developing Infrastructure for Police Investigations

1. Enhancing Investigative Capability

The National Police Agency (NPA) promotes examinations of measures for the effective use of DNA profiling and the DNA database and also the introduction of new investigation methods in order to respond accurately to crimes that are growing in seriousness and sophistication due to changes in the environment involving interrogation, developments in scientific techniques and other factors and to enable accurate verification through objective evidence.

In order to make up-to-date improvements regarding proper and effective ways of obtaining statements that represent the truth during interrogations and regarding ways of passing on these techniques, the NPA also promotes measures for more advanced and appropriate interrogations through efforts such as creating an instruction manual incorporated with psychological knowledge, "Interrogation: Basic Edition" in December 2012.

2. Police Investigations Corresponding to New Criminal Justice System

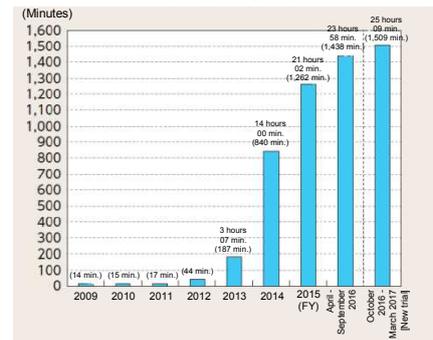
(1) System of Audio and Video Recording of Interrogations

Since April 2009, the prefectural police nationwide have introduced the pilot program for audio and video recordings of suspect interrogations in cases for trial by lay judges. In addition, the system of audio and video recordings of interrogations will come into force by June 2019 based on the Amendments to the Code of Criminal Procedure. In anticipation of this, prefectural police also introduced a new pilot program in October 2016 that includes making audio and video recordings of all processes of interrogation and deposition procedures applicable to such system, in principle.

(2) Other Systems

In addition to the system based on the agreement that grants privilege for prosecution in exchange for cooperation on evidence collection, which was introduced under the Amendments to the Code of Criminal Procedure, the Act on Wiretapping for Criminal Investigation was also amended. Under this Act, the use of communications interception has become possible for organized crimes such as special frauds and organized thefts since December 2016. The Amendments to the Code of Criminal Procedure also contains other new systems such as the expansion of the evidence disclosure system. Through this integrated revision, a new criminal judicial system will be established in line with the demands of the times.

The Average Recording Time per Case of Audio and Video Recordings of Suspect's Interrogations in Cases for Trial by Lay Judges (FY2009-FY2016)



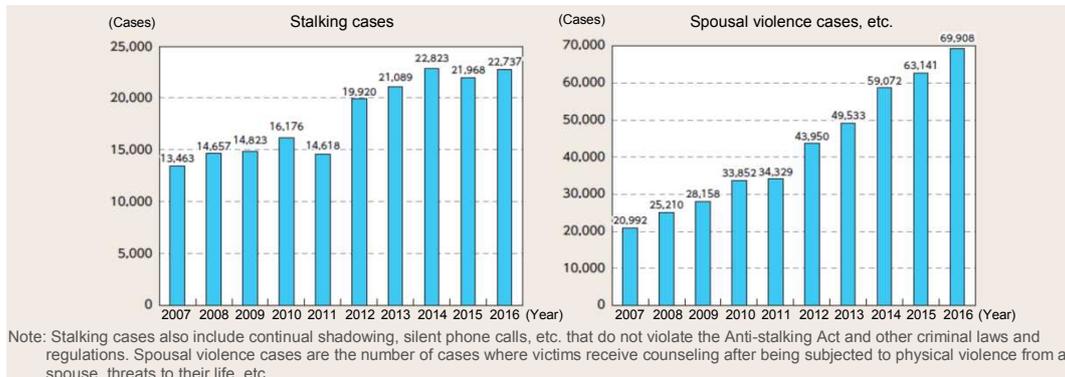
Section 3: Initiatives for Protecting Women and Children from Crimes

Handling Stalking and Spousal Violence Cases

(1) Current Circumstances

The number of consultations on stalking cases has been increasing recently and the number of consultations on spousal violence cases during 2016 was the largest since the enforcement of the Act on the Prevention of Spousal Violence and the Protection of Victims.

Trends in the Number of Consultations on Stalking and Spousal Violence Cases (2007-2016)

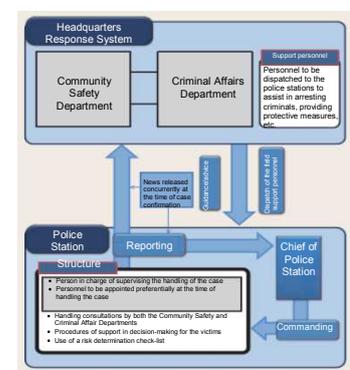


(2) Measures

The police established a system that enables cases in which the immediate securing of personal safety is deemed necessary (e.g., violent cases arising from stalking and spousal violence cases) to be handled in an integrated fashion. The police put the highest priority on ensuring the safety of the victims and other individuals and systematically promote prompt and appropriate responses including arresting suspects through proactively applying the Anti-stalking Act, the Act on Prevention of Spousal Violence and the Protection of Victims and other current laws and regulations, undertaking protection measures such as encouraging victims and other individuals to evacuate to safer places, assuring their security and promoting the registration of phone numbers in the 110 Emergency Call Registration System as well as the use of video cameras.

Moreover, in order to appropriately respond to consultations from victims and other individuals, the police have also introduced “Procedures of Support in Decision-making for the Victims” and other measures.

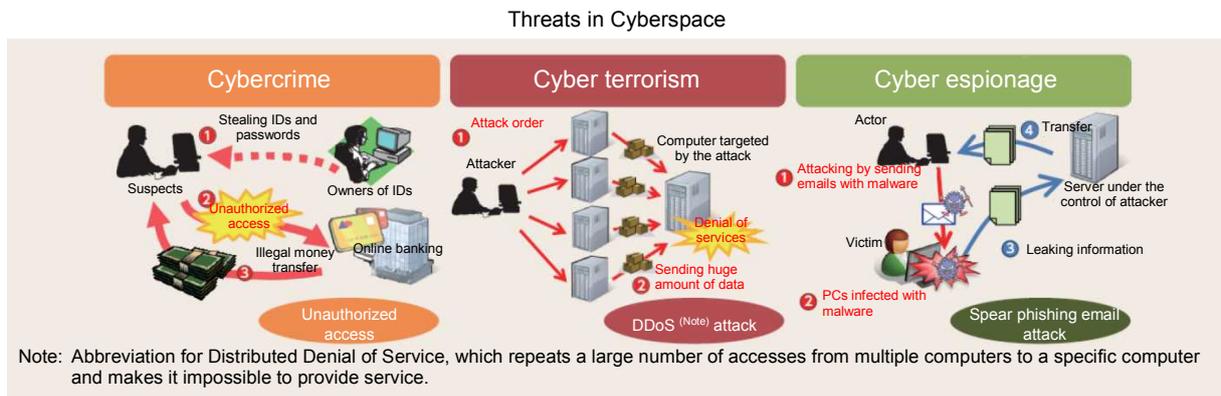
Establishment of the System



Chapter 3 Securing Safety in Cyberspace

Section 1: Threats in Cyberspace

The Internet has become recognized as a social infrastructure essential to people's lives and socioeconomic activities and cyberspace has become a part of people's everyday life. At the same time, threats in cyberspace are becoming increasingly serious. For example, cybercrimes such as illegal money transfers via online banking are frequently committed, and cyber-attacks including cyber terrorism which can cause the core systems of critical infrastructure to fail and paralyze social functions, and cyber espionage by which someone steals confidential information from government agencies and companies with advanced technology, are often carried out on a global scale.



[Column] Computer Virus Demanding Ransom, “Ransomware”

Recently, there has been damage caused by a computer virus called “ransomware.”

Ransomware restricts the function of the infected computer, and demands that the user of the infected computer pay ransom in exchange for restoring a normal function of the computer.

In May 2017, computers of government agencies, hospitals, banks and companies in many countries were infected with ransomware called “Wannacry,” and the infection was confirmed in Japan as well.

The police are striving to investigate the actual condition of the infection, and are making efforts to prevent the infection from spreading.

Section 2: Dealing with Threats in Cyberspace

1. Strengthening Comprehensive Cyber Security Measures

Dealing with threats in cyberspace has become a significant issue for all divisions of police, which requires the entire police force to strengthen their abilities to deal with such threats under a unified strategy. Therefore, in order to strengthen NPA's functions as headquarters for cyber security measures on the whole, the NPA has established the Director-General and the Director for cyber security that manage and coordinate various cyber security initiatives.

2. Measures against Cybercrimes

(1) Measures against Illegal Money Transfers via Online Banking

The total loss caused by illegal money transfers sharply increased to approximately 1,406 million yen in 2013, 2,910 million yen in 2014 and 3,073 million yen in 2015, which is the highest to date. However, the total loss significantly decreased in 2016 to approximately 1,687 million yen (decreasing by 45.1% as compared with the previous year) due to a decrease of the losses that Shinkin banks (a kind of Japanese depository institutions) incurred. The decrease of the losses is attributed to Shinkin banks' use of anti-virus software which detects access from computers infected with malicious programs.

(2) Measures against Crimes Arising from Community Sites and Online Dating Sites

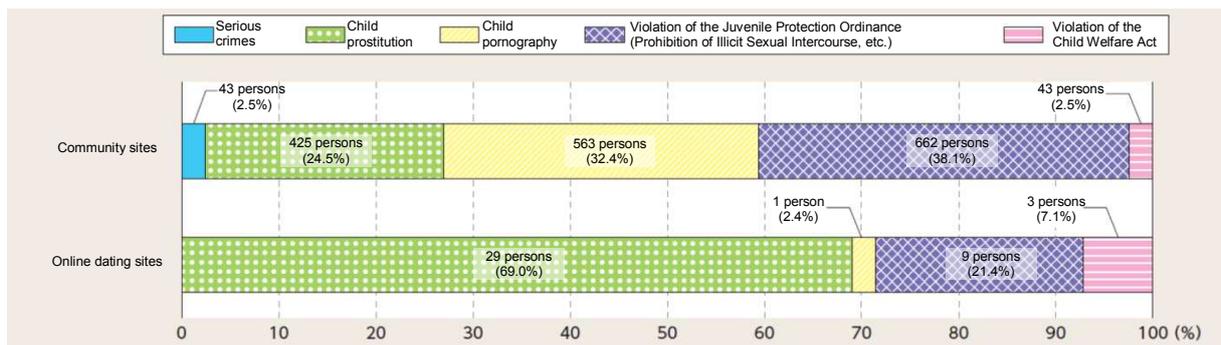
The number of children becoming victims of crimes attributable to community sites has been increasing since 2008, reaching the highest record level of 1,736 in 2016.

On the other hand, the number of children becoming victims of crimes attributable to online dating sites has been decreasing since the revision of the Act on Regulation on Soliciting Children by Using Opposite Sex Introducing Service on Internet in 2008, and the number was 42 in 2016. The decrease stems from the revision of the Act. The revised Act obligates online dating business operators to notify a local public safety commission of items the Act stipulates, that facilitates a good grasp of the actual condition of online dating business operators and to prevent children from becoming victims of crime.

As part of the measures to prevent children from becoming victims of crimes attributable to the use of community sites, the police, as to the size of website operators and what the operators provide, are promoting enhancement of website monitoring including checking posted contents and pushing website operators to introduce effective “Internet zoning”. In addition, the police are conducting thorough crackdowns on unregistered malicious online dating site operators which do not make notifications required by the Act, and those who conducted prohibited solicitation activities on online dating sites as measures to prevent children from becoming victims of crimes attributable to online dating sites.

Furthermore, the police are conducting cyber guidance on community sites and online dating sites and promoting measures, such as dissemination of the use of filtering services mainly for smartphones and awareness raising for children, their parents and those concerned with their school, efforts at preventing children from becoming victims of crime.

Number and Ratio by Crime on Child Victims of Crimes involving Community Sites and Online Dating Sites (2016)



3. Measures against Cyber-Attacks

The NPA and prefectural police have units responding to cyber-attacks, and each division of the NPA and prefectural police is collaborating to promote elucidation of the actual condition of cyber-attacks and prevention of damage due to cyber-attacks. The police are also working on measures such as strengthening of cooperation on investigation and information gathering with foreign security intelligence agencies, and establishment of cooperation with the private sector to foil damage due to cyber-attacks to deal with ever-changing situations over cyber-attacks.

4. Promoting Public-Private Sector Collaboration

(1) Council for Countermeasures against Cyber Terrorism

The police have set up the Council for Countermeasures against Cyber Terrorism that consists of critical infrastructure operators which might be a target of a cyber-attack, and conduct joint drills, assuming that cyber-attacks will take place, as well as provide information on threats of cyber-attacks and information security, hold seminars by experts from the private sector and urge information exchange and information sharing among member business operators.

(2) Collaboration with the Japan Cybercrime Control Center

The Japan Cybercrime Control Center (JC3), launching its operations in 2014 as a new framework of industry-academia-government collaboration in Japan, aims to identify the source of threats, by collecting and analyzing information and intelligence provided from businesses, academic community and governmental agencies, and returning results of the analysis to them, and to prevent cyber incidents taking place, by mitigating and neutralizing the source. The police contribute cybersecurity efforts made in industry and academic community, sharing information on investigation with the JC3, and make efforts to build safe and secure cyberspace by making use of information with promptness and accuracy shared with the JC3 for police activities.

Chapter 4 Measures against Organized Crime

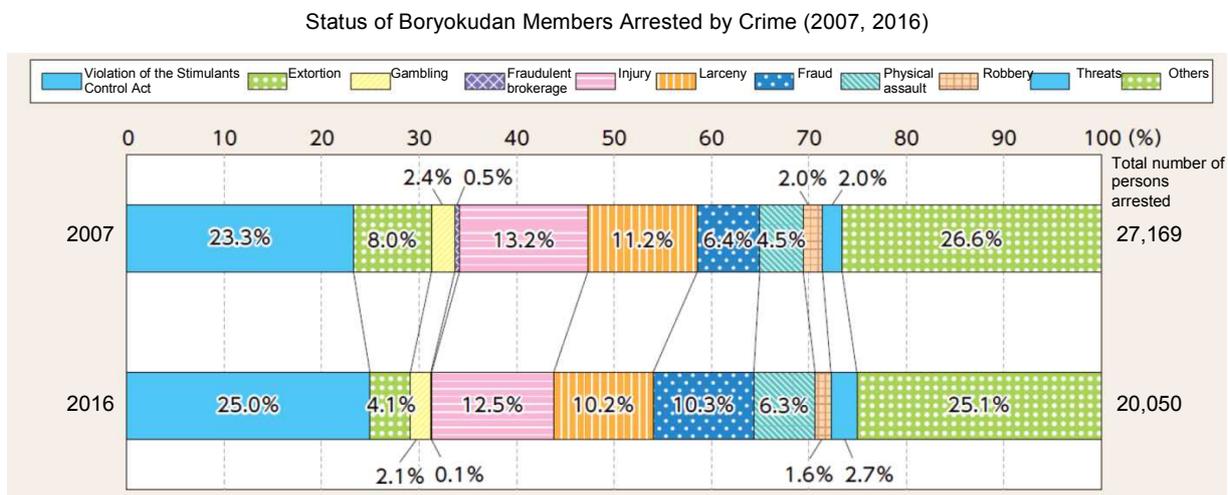
Section 1: Measures against Boryokudan

1. Situation of Boryokudan

The total number of full and associate members of Boryokudan has declined since 2005. In addition, more than 70% of that number belongs to one of the major Boryokudan groups; however, the demographic has been changing since the formation of the Kobe Yamaguchi-gumi following the split of the Rokudaime Yamaguchi-gumi in August 2015, which once accounted for slightly less than 50% of the total number of full and associate members of Boryokudan.

2. Measures against Boryokudan

The total number of full and associate members of Boryokudan and other related individuals arrested has been on a declining trend in recent years. Of the total arrests, the percentage of arrests for violations of the Stimulants Control Act and conventional money acquisition offenses, such as extortion, gambling and bookmaking, has hovered around 30%, which means that these are important sources of funds. However, the percentage of persons arrested for frauds that can be committed without the exercise of the power of Boryokudan is increasing. This reveals how Boryokudan are changing their activities for acquiring funds.



Section 2: Measures against Drugs and Firearms

1. Drugs Situation

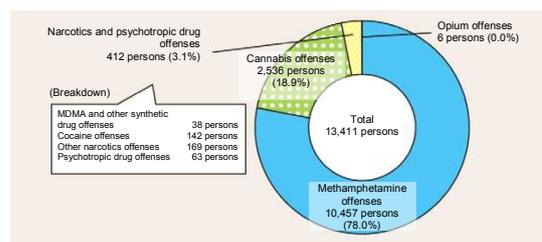
The number of persons arrested for drug offenses in 2016 remains high at 13,411. In addition, there have been a series of smuggling cases of large amounts of methamphetamine using vessels, indicating that the drug situation remains an issue of concern.

2. Firearms Situation

In 2016, including shooting incidents caused by the turf war between the Rokudaime Yamaguchi-gumi and Kobe Yamaguchi-gumi, a series of shooting incidents believed to be caused by Boryokudan have occurred in downtown and residential areas, with the number of cases involving the use of firearms reaching 112. This indicates that the firearms situation remains in a difficult situation.

The police are carrying out comprehensive anti-firearm measures, such as conducting crackdowns focused on exposing the weapon caches and smuggling/illicit trade of firearms of criminal organizations, calling on all people to support the eradication of firearm crimes and elimination of illegal firearms and striving to ensure public understanding and support through activities in collaboration with related organizations and groups.

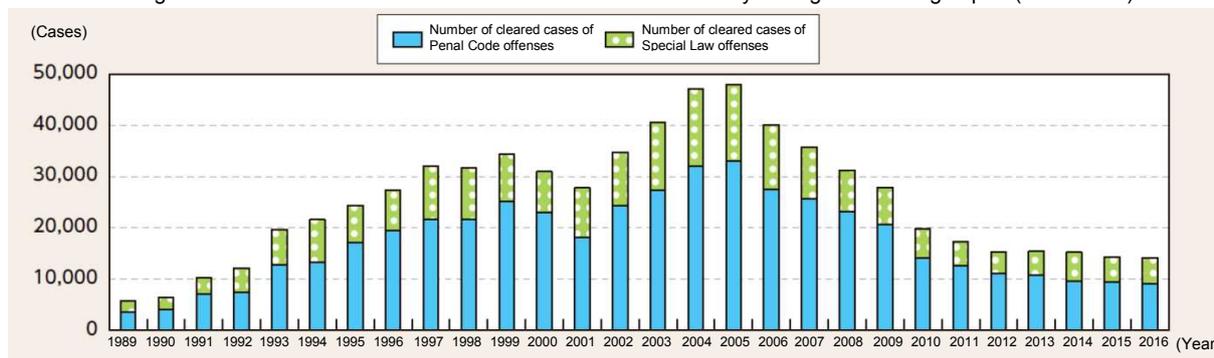
Number of Persons Arrested for Drug Offenses (2016)



Section 3: Measures against Crimes Committed by Foreigners Visiting Japan

The number of cleared cases of crimes committed by foreigners visiting Japan was on the rise after 1989, however, it has decreased significantly since peaking in 2005 at 47,865. In 2016, the number of cleared cases was 14,133.

Changes in the Number of Cleared Cases of Crimes Committed by Foreigners Visiting Japan (1989-2016)



Section 4: Measures against Criminal Proceeds

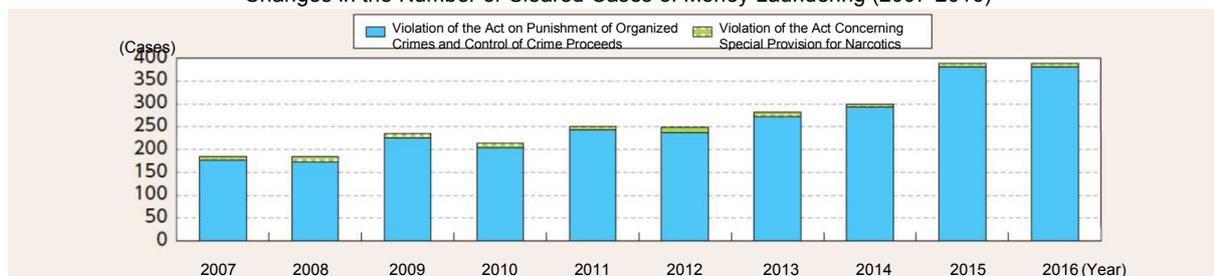
1. Activities Based on the Act on Prevention of Transfer of Criminal Proceeds

In order to effectively advance measures against criminal proceeds, it is important that the obligation to confirm the identity of the customer at the time of transaction and the obligation to give notification of suspicious transactions are appropriately fulfilled by the specific business operators based on the Act on Prevention of Transfer of Criminal Proceeds. The information on suspicious transactions that business operators report to each competent authority is provided to investigation agencies and other bodies, and is utilized for investigation of money laundering offenses.

2. Situation on Cleared Money Laundering Related Cases

The number of cleared money laundering cases in 2016 was 388, a decrease of 1 from the previous year. Among these, 76 cases were committed by Boryokudan members, accounting for 19.6% of the total number of cases. This data shows that Boryokudan members are conducting money laundering of the funds they acquired through crimes such as frauds and thefts.

Changes in the Number of Cleared Cases of Money Laundering (2007-2016)



Classification \ Year	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Violation of the Act on Punishment of Organized Crimes and Control of Crime Proceeds (cases)	177 (60)	173 (63)	226 (90)	205 (90)	243 (81)	238 (55)	272 (75)	293 (55)	381 (89)	380 (70)
Management control of enterprises (Article 9)	0 (0)	1 (1)	0 (0)	1 (0)	1 (0)	0 (0)	2 (0)	1 (1)	2 (0)	0 (0)
Concealment of criminal proceeds (Article 10)	137 (35)	134 (41)	172 (49)	139 (46)	150 (43)	158 (27)	171 (35)	180 (26)	234 (43)	268 (45)
Receipt of criminal proceeds (Article 11)	40 (25)	38 (21)	54 (41)	65 (44)	92 (38)	80 (28)	99 (40)	112 (28)	145 (46)	112 (25)
Violation of the Act Concerning Special Provision for Narcotics (cases)	7 (5)	12 (5)	10 (4)	9 (5)	8 (3)	11 (4)	10 (10)	7 (5)	8 (5)	8 (6)
Concealment of drug criminal proceeds (Article 6)	5 (4)	10 (4)	5 (1)	8 (4)	8 (3)	8 (2)	6 (6)	5 (3)	5 (3)	5 (4)
Receipt of drug criminal proceeds (Article 7)	2 (1)	2 (1)	5 (3)	1 (1)	0 (0)	3 (2)	4 (4)	2 (2)	3 (2)	3 (2)

Note: Numbers in parentheses indicate offenses committed by Boryokudan members.

Chapter 5 Maintaining Public Safety and Disaster Countermeasures

Section 1: International Terrorism and Countermeasures

1. Situation of International Terrorism

During 2016, the threat of terrorism by Islamic extremists remained high with a series of terrorist attacks occurring all around the world.

Major International Terrorist Attacks in 2016

Date of occurrence	Cases
January 14	Terrorist attack in Jakarta, Indonesia
March 22	Series of terrorist attacks in Brussels, Belgium
June 12	Terrorist mass shooting in Florida, U.S.A.
June 28	Terrorist attack at an international airport in Istanbul, Turkey
July 1	Terrorist attack in Dhaka, Bangladesh
July 14	Terrorist truck attack in Nice, France
December 19	Terrorist truck attack at a Christmas market in Berlin, Germany

2. Countermeasures against International Terrorism

As the threat of international terrorism against Japan has become a reality, the National Police Agency (NPA) concluded and announced the Counter-Terrorism Strategy of the NPA in June 2015 to be promoted within a span of approximately 5 years until the Tokyo 2020 Olympic and Paralympic Games.

The police are strongly promoting anti-terrorism measures, such as information gathering/analysis, border control, vigilance and security activities, response operations and collaboration between government and the private sector, based on the Guidelines.



Anti-terrorism Partnership, Tokyo

Section 2: Foreign Affairs and Countermeasures

1. Harmful Activities against Japan and Countermeasures

(1) North Korea

Adhering to its pursuit of “the parallel development of economy and nuclear weapons (“byungjin”)", North Korea continued to display its military strength through repeated nuclear tests and ballistic missile launches in 2016. North Korea’s increased capabilities to develop and operate these nuclear weapons and missiles pose a new level of threat to Japan.

(2) China and Russia

China and Russia conduct various kinds of information gathering activities in sophisticated and diverse ways in Japan and also conduct operations against Japan through actively approaching political, bureaucratic and business circles and concerned persons of other fields. The police intend to carry out strict crackdowns so that the national interests of Japan will not be damaged due to illegal information gathering activities by China and Russia.

2. Cracking Down on Illegal Exports of Materials Related to Weapons of Mass Destruction

In addition to measures against North Korea based on the United Nations Security Council (ban on all imports and exports of weapons, ban on the travel of people, etc.), Japan has also taken its own measures against North Korea (ban on the entry of all North Korean flag vessels into Japanese ports, ban on imports and exports of all items, etc. between Japan and North Korea) in order to comprehensively address various issues, such as abduction, nuclear weapons and missiles. To ensure the effectiveness of these sanctions, the police have been tightening their crackdowns on illegal activities related to these sanctions imposed on North Korea, exposing a total of 36 cases by December 2016.

[Case] Despite the ban on export of all cargos to North Korea since June 18, 2009, a trading company executive (48) exported daily necessities to North Korea via Singapore and Dalian, China in January 2014 without the permission of the Minister of Economy, Trade and Industry. In February 2016, the police arrested the man for the violation of the Foreign Exchange and Foreign Trade Act (unauthorized export) (Kyoto, Yamaguchi, Shimane, Kanagawa).

Section 3: Public Safety and Countermeasures

1. Trends in Aum Shinrikyo and Countermeasures

To prevent a recurrence of Aum Shinrikyo's indiscriminate mass murder, the police are continuously working with related agencies to reveal its actual state and are strengthening the crackdown on its coordinated illegal activities. In September 2016, the police arrested two live-in communal members of the Main Group for violating the Act on the Control of Organizations Which Have Committed Acts of Indiscriminate Mass Murder (inspection evasion). These two men obstructed the on-site inspection of the Public Security Intelligence Agency by concealing the items subject to the inspection that were necessary for revealing the status of activities of the group (Kanagawa).

2. Trends in Extreme Leftist Groups and Countermeasures

Extreme leftist groups, which aim to realize a communist society through violent revolution, engage in various protests such as mass and union protests while concealing their violence and political leanings without arousing suspicion to maintain and expand their organizations. In 2016 as well, these groups engaged in protests against issues such as constitutional amendment, the US military bases in Okinawa and the restarting of nuclear power plants.

[Column] Clearing the Police Officer Murder Case

Suspecting that Masaaki Osaka who had been designated as the NPA's most wanted suspect for the murder case of a police officer that occurred in 1971 (the Shibuya Riot incident) was on the run and hiding while receiving organizational support from an extreme leftist network called Chukaku-ha (middle core faction), the police designated the case as a Special Reward case in November 2016 and carried out various measures for the arrest.

In May 2017, Osaka Prefectural Police raided an underground stronghold of Chukaku-ha (middle core faction) and arrested a man for obstructing police officers from performing official duties. The police later confirmed that the man was Masaaki Osaka and the MPD rearrested him in June 2017 for murder and other charges.

3. Trends in Rightist Groups and Countermeasures

In 2016, rightist groups conducted protest activities including propaganda activities on the streets involving issues such as the territorial and history issues. The police are working to prevent serious cases such as terrorism by the right wing through the implementation of crackdowns applying various laws and ordinances on firearm-related crimes and illegal acts committed to acquire funds.

In addition, right-wing citizens' groups including Zaitoku-kai whose activities are based on the ideology that promotes extreme nationalism and antforeignism, worked on demonstrations and street propaganda activities involving issues such as Japan's relationship with South Korea and North Korea. In 2016, approximately 40 of these demonstrations were held in various locations throughout Japan. From the perspective of preventing illegal acts arising from the conflict between the right-wing citizens' groups and their opposing forces, the police will continue to take necessary security measures in a fair and equitable position, and strictly deal with any illegal act found and promote necessary training for police officers.

Section 4: Dealing with Disasters and Security Measures

1. Dealing with Natural Disasters

In 2016, earthquakes, heavy rains, typhoons, gales and other natural disasters resulted in 92 fatalities/missing persons and 3,267 injuries. In April 2016, earthquakes centered in Kumamoto Prefecture occurred and in the same year, 26 typhoons occurred with six of them landing on Japan. On August 30, 2016, Typhoon Lionrock, which was the 10th typhoon recorded in the same year, landed on Iwate and Hokkaido Prefecture and brought record-breaking heavy rainfall to the regions.

2. Imperial/Dignitary Protection

With due consideration to the affinity between the Imperial Family and the citizenry, the police have implemented security measures to ensure the safety of the Imperial Family, as well as to manage crowds and prevent accidents among well-wishers.

In addition, under the current climate of heightened tension surrounding important officials with concerns of possible terrorist and other illegal attacks, the police are implementing appropriate security measures against terrorism and other illegal attacks to ensure their safety.



Escorting the Imperial Family for the Attendance of the Memorial Service Commemorating the 2600th Anniversary of the Death of Emperor Jimmu (April, Nara)

Chapter 6 Police Activity Support

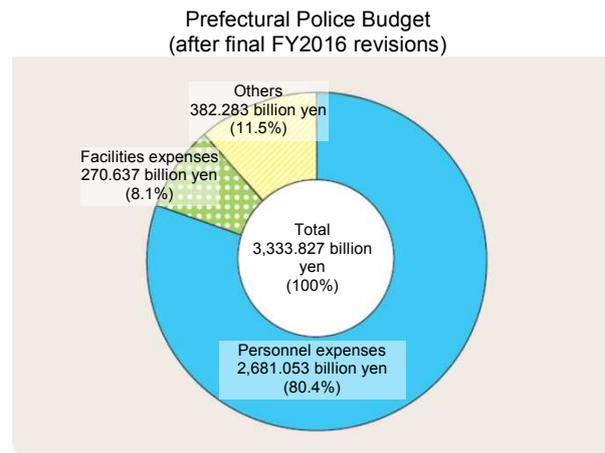
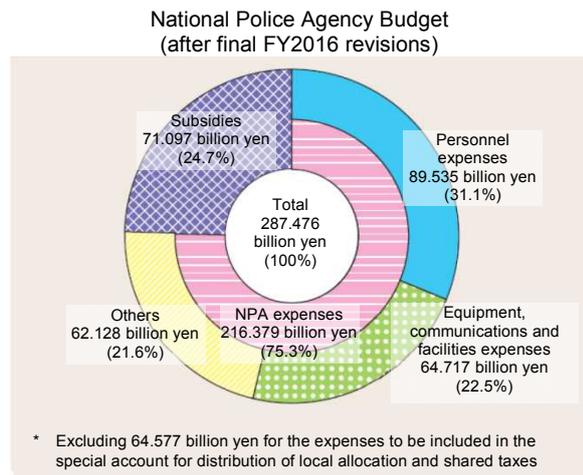
Section 1: Foundation of Police Activities

1. Structure

The total number of police personnel in FY2017 was 296,667, of which 7,848 were National Police Agency (NPA) personnel, and 288,819 were prefectural police personnel.

2. Budget

The police budget consists of the NPA budget and prefectural police budgets. Among these budgets, the NPA budget includes expenses and subsidies from National Treasury required for prefectural police.



3. Police Info-communications

The police are developing various info-communications systems that enable them to immediately respond to incidents, accidents and disasters in any situation. The police are working to provide these systems nationwide and to increase the level of sophistication of the systems.

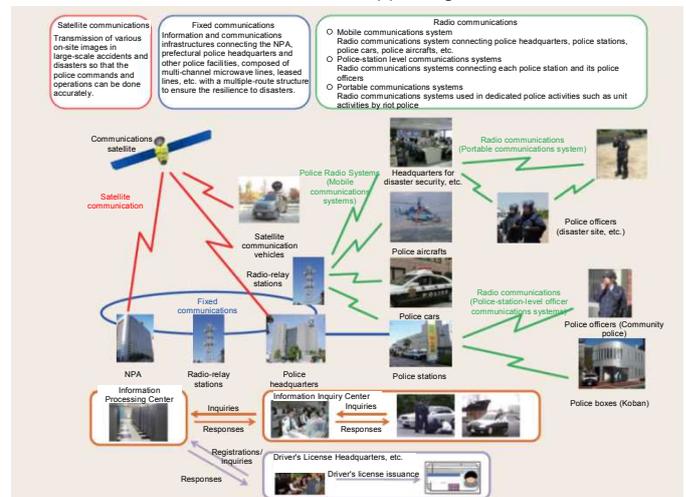
4. Management and Operation of Detention Facilities

As of April 1, 2017, there are 1,150 detention facilities nationwide. In accordance with the Act on Penal Detention Facilities and Treatment of Inmates and Detainees, the police have fully separated investigations and detention while ensuring appropriate operations in detention management through treatment that pays due regard to the human rights of detainees and pressing ahead with facility improvements.

5. Support for Crime Victims

The victims of crime and their bereaved families or families not only suffer physical, emotional and financial harm directly as a result of the crime, but also incur a varying range of secondary victimization. Therefore, the police are working to enhance a variety of aspects of their support for victims of crime and their families.

Police Info-communications Supporting Police Activities



Section 2: Strong Police Worthy of People's Expectations and Trust

1. Measures to Establish Strong Police Worthy of People's Expectations and Trust

(1) Active and Rational Organizational Management

In September 2013, the police set forth policies to strengthen efforts for the establishment of “a strong police force that can prove worthy of people’s expectations and trust” and are advancing active and rational organizational management.

Specifically, while police duties are becoming more diverse and wide-ranging, in order to fulfill the responsibilities the people charge them with, the police are moving ahead with bold streamlining/optimization centering on police stations duties, and tackling the utilization of enhanced capabilities by young police officers at an early stage, given the advent of a period of mass hiring and retirement.

Also, together with punishing misconducts and undisciplined behaviors by police officers, the police are working systematically on mitigating similar risks, based on the analysis of causes and context behind individual misconducts.

(2) Carrying out Inspections

In FY2016, the NPA and the Regional Police Bureau conducted 2,018 inspections on prefectural police and gave necessary advices for strengthening inter-departmental collaboration to fight against the threats of cyberspace.

2. Police Activity Transparency

When undertaking activities to prevent local crimes and traffic accidents, it is necessary to understand the views of the residents and their demands, and to obtain the understanding and cooperation of local residents.

Consequently, all police stations nationwide have, in principle, set up Police Station Councils. These councils allow the chiefs of police stations to hear the views of local residents regarding police station affairs, and also provide an opportunity to seek their understanding and cooperation.

3. Efforts of Ministerial Meeting Concerning Measures against Crime

Presently, while indicators of public security in Japan such as the number of confirmed criminal offenses are improving, the nation is facing serious threats that include cybercrimes, cyber-attacks, international terrorism and organized crime. In addition, good public security ensures the safety of people’s lives while also contributing to social and economic development. Given that, in December 2013, the Strategy to Make Japan “the Safest Country in the World” was drawn up at the 21st Ministerial Meeting Concerning Measures Against Crime and was approved by the Cabinet.

Section 3: Collaboration with Foreign Public Security Organizations

The NPA is strengthening cooperative relations with public security organizations of foreign countries including the Association of Southeast Asian Nations (ASEAN) member states in the fields of countering international terrorism and improving cyber security.

In addition, the NPA is working to enhance bilateral relationships through such measures as holding consultations with public security organizations of countries including the Republic of Korea, the People’s Republic of China and Vietnam, with which Japan has had close relationships in crime control.



Group Discussion by Young Police Officers



A Meeting between the Chairman of the National Public Safety Commission and the Minister of Home Affairs of Myanmar