

Chapter III. Securing Safe and Pleasant Traffic

Section 1. Traffic Situation in 2008

(1) Situation of Traffic Accidents

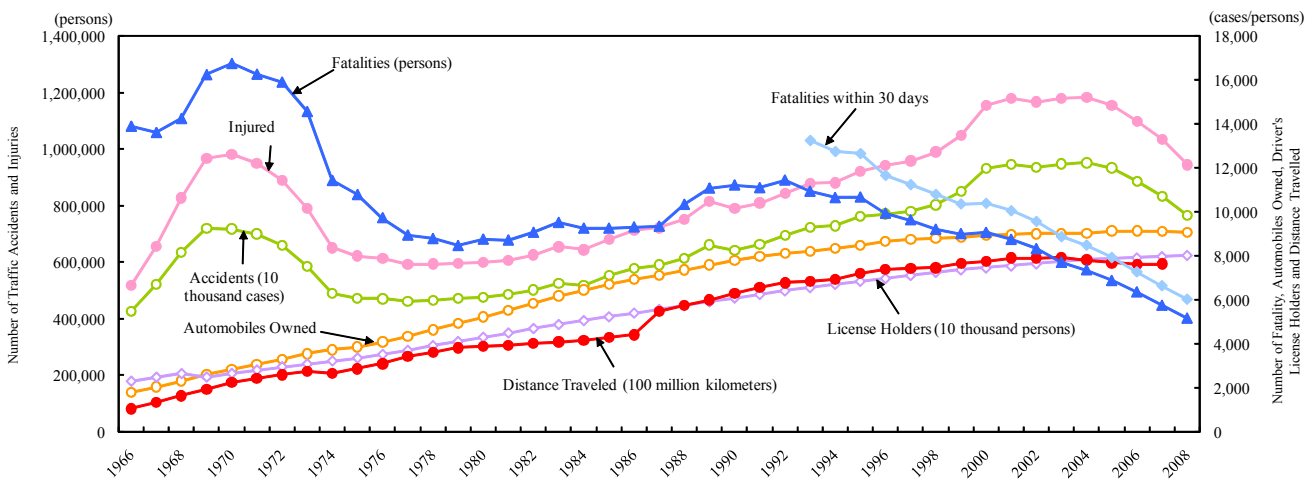
1) Overview

In 2008, the number of fatalities from traffic accidents was 5,155, marking a decrease for the eighth consecutive year, as well as a further reduction from last year when for the first time in 54 years since 1953 the figure was below 6,000. The number of accidents and number of injured have also gone down for four consecutive years, and are now below 1 million.

- Number of accidents in 2008: 766,147 cases (down 66,307 from the previous year (8.0%))
- Number of fatalities in 2008: 5,155 persons (down 589 from the previous year (10.3%))
- Number of injured in 2008: 945,504 persons (down 88,941 from the previous year (8.6%))

- Number of fatalities within 30 days from the time of accident in 2008: 6,023 (down 616 from the previous year (9.3%))
- Number of driver's license holders at the end of 2008: 80,447,842 (up 577,346 from the previous year (0.7%))
- Number of Automobiles owned at the end of 2008: 90,827,260 vehicles (down 338,860 from the previous year (0.4%))
- Number of kilometers driven by the end of FY2007 (distance traveled by automobiles): 763.6 billion kilometers (up 1.0 billion kilometers from the previous year (0.1%))

Diagram 3-1 Trends in the number of Accidents, Fatalities, Injuries, Automobiles Owned, Driver's License Holders, and Distance Traveled



Note: The number of automobiles owned and the distance traveled (100 million kilometers) are provided by the Ministry of Land, Infrastructure, Transport and Tourism

2) Fatal Accidents Situation

Among fatalities while bicycle riding, the elderly¹ occupy 34.3%.

Youths² accounted for the highest number of fatalities caused while riding on two-wheeled motor vehicles, amounting to 32.1% of two-wheeled motor vehicles fatalities).

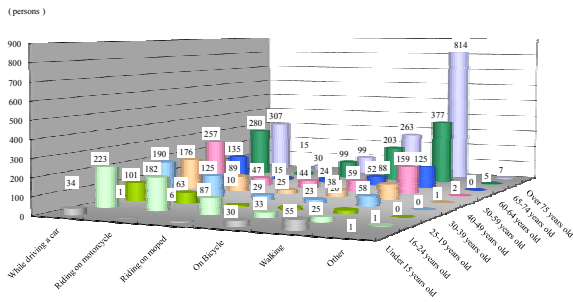
Those over 75 years of age accounted for the highest number of fatalities caused while riding bicycles, amounting to 36.7% of the total bicycle fatalities).

Those of over 75 years of age accounted for the highest number of pedestrian fatalities, amounting to 47.3 % of the pedestrian fatalities).

Note 1: Indicates 65 years of age or over.

2: Between 16-24 years of age.

Diagram 3-2 Fatalities by Situation and Age Group (2008)



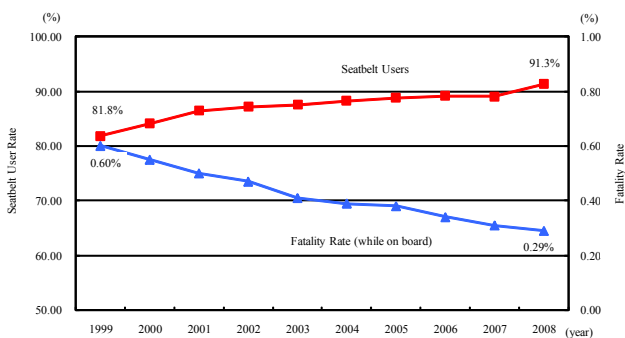
(2) Reasons for the Decrease in Fatalities in Recent Years

The decline in fatalities in the recent years is due to the following factors: a rise in the rate of seatbelt users bringing down the degree of injuries, a decrease in the number of vehicular accidents due to over speeding, a decrease in extreme and highly dangerous accidents; and a decrease in the percentage of traffic violations committed by pedestrians resulting in casualties.

1) Rise in the Rate of Seatbelt Users

In 2008, the rate of fatalities among non-seatbelt users was 11 times more than that of seatbelt users. Thus, wearing seatbelts can be recognized as contributing to reduce the number of accident fatalities. The rate of seatbelt-users has been steadily on the rise since 1993 and it is believed to be one of the factors in lowering the number of fatalities among automobile drivers/passengers.

Diagram 3-3 Trends in Seatbelt User Rates and Fatality Rates (while on board) (1999-2008)



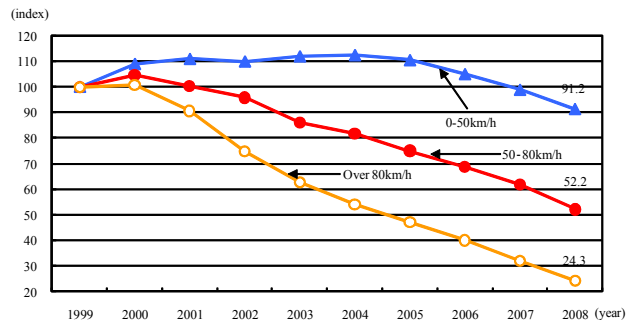
Note.1 seatbelt user rate = number of fatalities wearing seatbelts (while on board) ÷ number of fatality (while on board) × 100
 Note.2 fatality rate = number of fatalities (while on board) ÷ number of fatalities and injuries (while on board) × 100

2) Decrease in the Pre-accident Speed of Vehicles

In 2008, the fatality rate in accidents involving high speed over 80 km/h is 42.2 times higher than those at below 80 km/h. The decrease in accidents while driving at high speed is thought to be a factor that

contributes to the decrease in the number of fatalities.

Diagram 3-4 Trends in the Number of Traffic Accidents by Hazard Perception Speed on Open Roads (1999-2008)

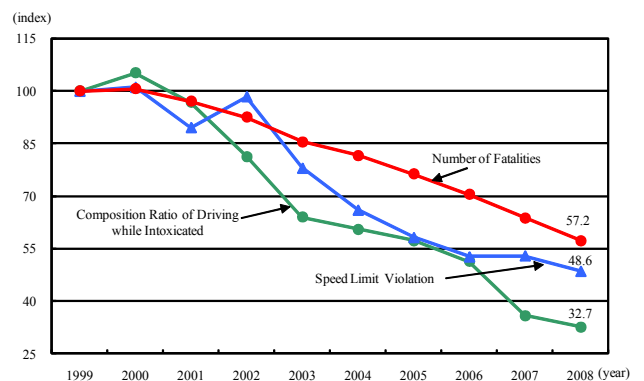


Note.1: A value of 100 was set for 1999 in the index
 2. Hazard perception speed is the speed at the moment in which the driver of an automobile or moped recognizes the hazard posed by another vehicle, person, parked vehicle or object.

3) Decrease in Extreme and Highly Dangerous Accidents

In 2008, the fatality rate of accidents due to drunk driving and maximum speed limit violations in comparison with the overall level is 7.2 times and 16.0 times higher, respectively. The great decrease in these accidents is seen as one reason for the decrease in the number of fatalities.

Diagram 3-5 Trends in the Composition Ratio and Number of Fatalities Caused by Accidents Resulting from Drunk Driving / Maximum Speed Violations (1999-2008)



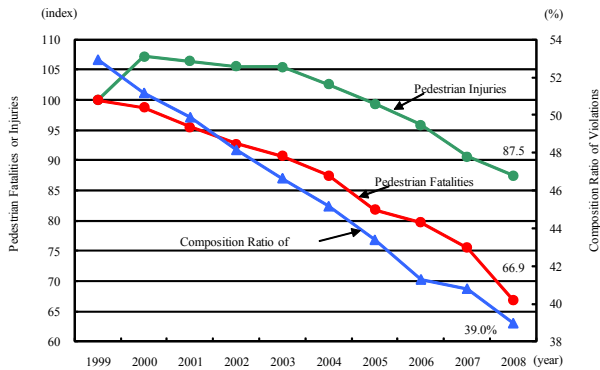
Note 1: A value of 100 was set for 1999 in the index
 2. Composition ratio of driving while intoxicated (speed limit violation) = total number of accidents caused by driving while intoxicated (speed limit violation) resulting in bodily harm (vehicle larger than a moped) ÷ total number of accidents resulting in bodily harm (vehicle larger than a moped) × 100

4) Observance of Regulations by Pedestrians

Looking at whether a violation was committed or not in pedestrian fatalities in 2008, the fatality rate in cases where violations were committed was 4.6% and cases where violations were not committed was 1.3%. Although the number of casualties among passengers has gradually decreased in recent years, the

composition ratio of violations committed has also been on a decrease, which is seen as a reason for the drop in the number of fatalities among pedestrians.

Diagram 3-6 Trends in the Number of Pedestrian Fatalities and Composition Ratio of Violations Resulting in Pedestrian Fatalities or Injuries (1999-2008)



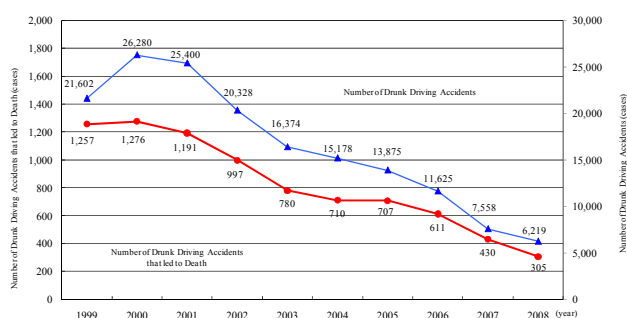
Note 1: A value of 100 was set for 1999 in the index.
 Note 2: $\text{Composition ratio for pedestrian violators} = \frac{\text{number of fatalities or injuries of violators (pedestrians)}}{\text{number of fatalities and injuries (pedestrians)}} \times 100$
 Note 3: The composition ratio for pedestrian violators does not include cases where the other party's vehicle is a light vehicle such as a bicycle.

Section 2. Police Efforts for Eradicating Drunk Driving

(1) Current Situation of Traffic Accidents Resulting from Drunk Driving

Triggered by an accident which occurred in Fukuoka Prefecture in August 2006, which killed three infants, the public's awareness towards the eradication of drunk driving rose. The police responded by implementing the revised Road Traffic Law which contains tighter regulations and stricter penalties targeting drunk driving and environments encouraging drunk driving (enacted in September 2007). This led to a dramatic decline in the number of drunk driving related accidents during 2007. However, drunk driving still continues and the police are strengthening efforts for the eradication of drunk driving.

Diagram 3-7 Trends in Drunk Driving Accidents and Fatalities (1999-2008)



(2) Activities to “Foster a Social Environment that does not Tolerate Drunk Driving”

The police developed “All Japan Campaign to Eradicate Drunken Driving” in October 2008. In addition to actively publicizing the reality of the dangers of drunk driving as well as of the accidents caused by drunk driving, the police promote traffic safety education holding participation and experience type workshops by using “drunk driving simulator goggles” and “driving simulators.”

Additionally, they are requesting cooperation from relevant industries, including alcohol liquor manufacturers, retailers, and establishments that serve alcohol to deter drunk driving. The police also take part in promoting activities to “Foster a Social Environment that does not tolerate Drunk Driving” in cooperation with the private sector, such as encouraging people to participate in the “Designated Driver Movement” (Handle Keeper Movement)¹ which is being promoted by the Japan Traffic Safety Association.

Note 1: A campaign to eradicate drunk driving in which a person within a group of customers at an establishment serving alcohol is chosen (designated driver) to refrain from drinking and take the responsibility to drive the others safely back home, on visiting alcohol service establishments. This is done with the cooperation of the establishment serving alcohol.

(3) Strengthening Drunk Driving Regulations

In an effort to eradicate drunken driving, the police continue to promote strict regulations. In addition, when a person is arrested for drunk driving, accurate investigation is conducted not only to the driver, but also on all of the vehicle users, place of alcohol consumption, passengers, and those present at the time of alcohol consumption. In line with newly included provisions to the revised Road Traffic Law which promotes the application of the penal code to fellow passengers who provide alcohol or demand/request rides. Additionally the police are actively making arrests for violations such as soliciting and abetting violations.

Table 3-1 Number of Cases Cleared for Drunk Driving in 2008

Category	Drunk Driving	Driving while Intoxicated	Crime of Providing a Vehicle	Crime of Providing Alcohol	Crime of Demanding / Requesting a Ride
Number of Crackdowns	969	49,267	220	90	1,011

Section 3. Promotion of the safe use of bicycles

(1) Situation of Traffic Accidents Involving Bicycles

Bicycles are a beloved method of transportation for the people of Japan; they are used by a wide-range of people for a variety of purposes. In 2008, there were 162,525 cases of traffic accidents involving bicycles, 21.2% of all traffic accidents.

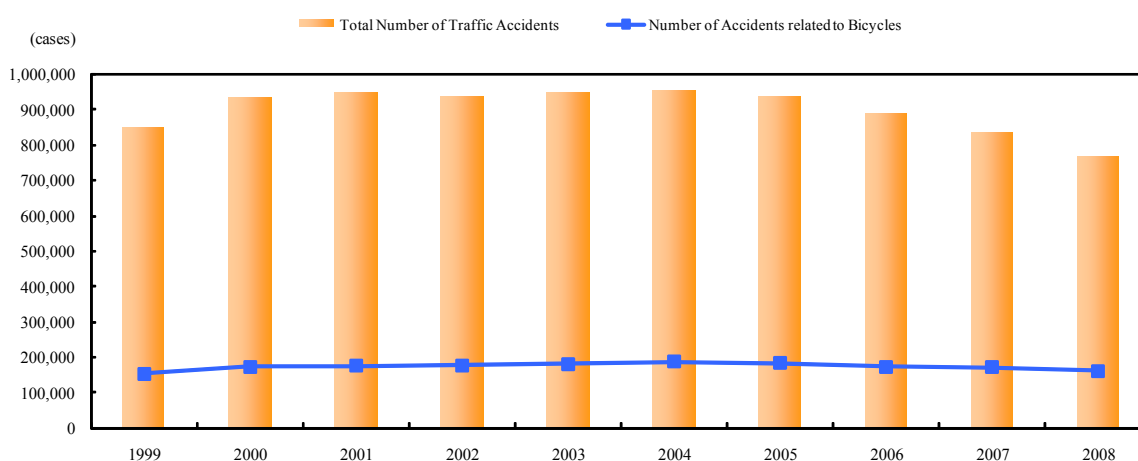
(2) Preparing Environments to Handle Bicycle Traffic

The police are promoting the preparation of a traffic environment for bicycles by partnering with road

administrators, establishing bicycle zones and modifying car roads to ensure that pedestrians and bicyclists can safely use and appropriately share roads. In particular, in January 2008, 98 locations across the country were designated as “Bicycle Environment Model Areas.” Moving forward, the police will work to expand the scale of these areas.

The police intend to finish this project by the end of 2009.

Diagram 3-8 Trends in the Number of Traffic Accidents and the Number of Accidents Involving Bicycles (1999-2008)



Category	Year	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Total Number of Traffic Accidents		850,363	931,934	947,169	936,721	947,993	952,191	933,828	886,864	832,454	766,147
	Number of Accidents related to Bicycles	154,510	173,876	175,223	178,289	181,845	187,980	183,653	174,262	171,018	162,525

(3) Promotion of Bicycle Safety Education

The police are partnering with local public entities, schools and bicycle-related organizations to promote “Rules relating to Traffic Routines” and “The Five Principles of Bicycle Safety.”¹ The police are working to spread knowledge of bicycle traffic rules among children/students, the elderly and married couples.

In addition, the police are creating a wealth of educational content by partnering with schools to promote bicycle safety education for children/students and carrying out “Education Model Projects for the Safe Use of Bicycles among Middle and High School Students,” a project which aims to create highly effective educational material. In 2008, approximately 3.46 million people participated in the 35,000 bicycle education courses targeted at children/students and the

elderly across the nation.

(4) Strengthening of Guidance and Arrest Measures for Traffic Act Infringements by Bicyclists

Focusing on bicycle guidance/enlightenment priority areas/roads,² the police are strengthening guidance measures against bicyclists not equipped with lights, those riding two-to-one-bicycle, those who ignore traffic lights, and those who loiter. Additionally, the police are sternly handling those who cause real danger to vehicles and pedestrians by breaking the law and those who continue to break the law despite warnings by utilizing traffic tickets which threaten arrest.

Note 1: These principles were specified for promotion measures

and publicity as bicycle traffic rules by “Regarding the Promotion of the Safe Use of Bicycles,” which was established by the Head Office for Traffic Countermeasures of the Central Traffic Safety Countermeasures Committee in July 2007.

- 2: Building on local resident complaints and demand work on the state of traffic accidents involving pedestrians and bicycles, 1,827 locations (as of May 1, 2008) have been specified as bicycle guidance/enlightenment priority areas/roads. The police are promoting guidance and enlightenment regarding bicycle use in these areas.

Section 4. Traffic Safety Education and Traffic Safety Activities

(1) Traffic Safety Education

1) Guidelines to Traffic Safety Education

The National Public Safety Commission (NPSC) has drawn up and made public the Traffic Safety Education Guidelines to ensure that local public entities and private entities can carry out effective and appropriate traffic safety education, and to establish a common standard for the traffic safety education carried out by the Prefectural Public Safety Commissions. The Guidelines specify the basic attitude required of those engaged in traffic safety education, as well as the contents and methods of systematic traffic safety education that are suited to the mental and physical development and traffic attitudes of each age group.

2) Traffic Safety Education in Business Establishments and Other Places

Business establishments using more than a specified number of vehicles are obliged, under the stipulations of the Road Traffic Law, to carry out traffic safety education in accordance with the Guidelines by appointing a safe driving supervisor. The police provide the necessary instruction such as lessons for safe driving supervisors in order to ensure that traffic safety education is implemented appropriately.

(2) Traffic Safety Activities

The police are trying to uplift the national traffic safety awareness in cooperation with concerned organizations/entities and local volunteers (traffic safety campaign promotion committees, traffic counselors and others) in various ways.

1) National Traffic Safety Campaign

The police conduct National Safety Campaigns in spring and fall every year aiming for the thorough prevention of traffic accidents by widely spreading and implementing the idea of traffic safety and to

encourage people to comply with traffic rules and uphold good standards in traffic manners. During campaign periods, national and local public entities and private entities work together to carry out large-scale, nationwide campaigns.

Diagram 3-9 Traffic Safety Education by Age

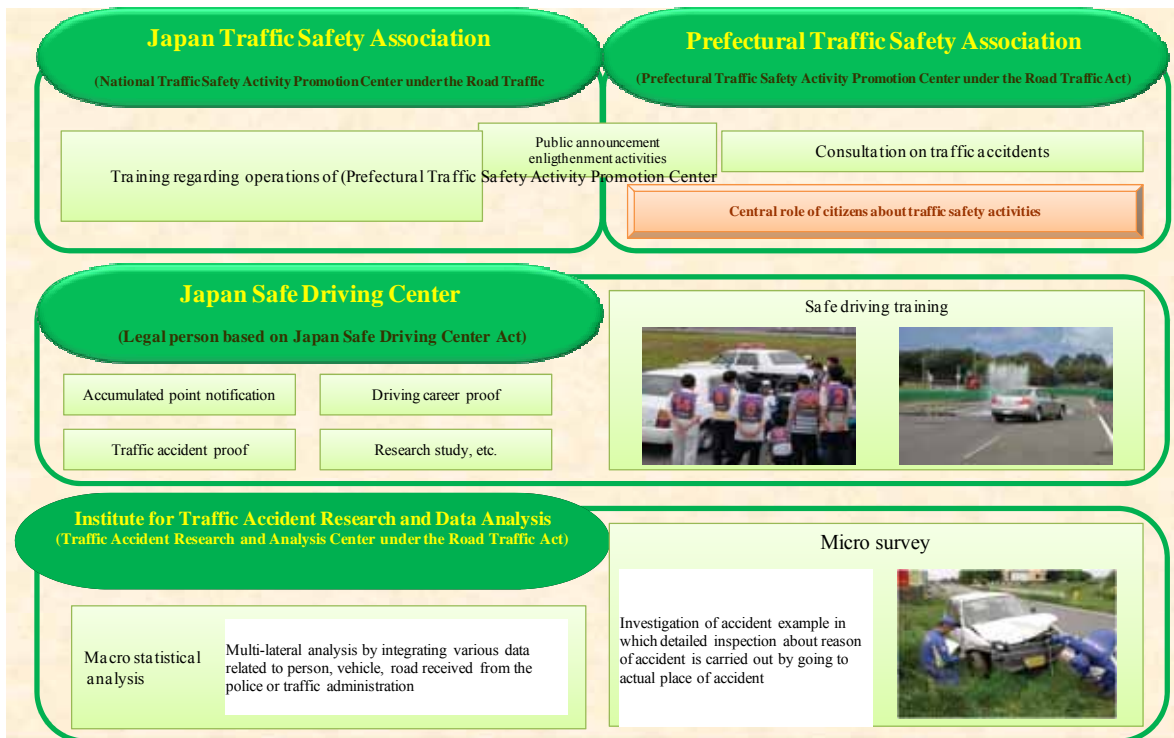


2) Other Traffic Safety Activities

To uplift national traffic safety awareness, the police provide various assistances. These include cooperation in announcing public activities such as traffic safety campaigns that are conducted by local public entities and other entities, workshops for the leaders of local volunteers who takes initiatives in traffic safety activities to ensure efficiency, and provision of information on the actual state of traffic accidents.

Other than above, the following entities shown in Diagram 3-10 are developing activities to aim at the traffic safety.

Diagram 3-10 Activities of Various Institutions



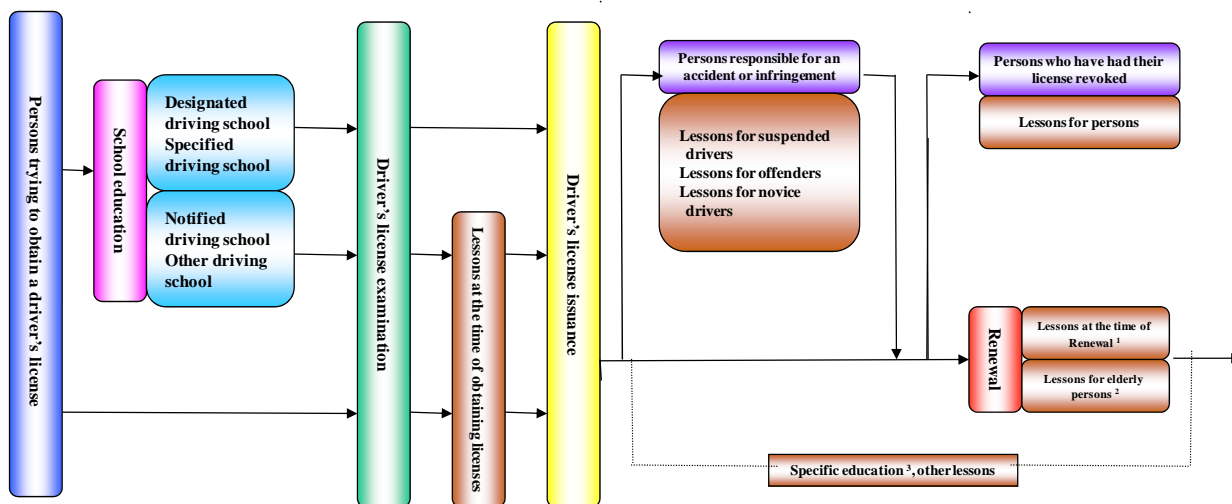
Section 5. Traffic Safety Education and Traffic Safety Activities

(1) Traffic Safety Education

Opportunities for driver education are systematically established at various stages in the license-obtaining

process and after licenses are issued. The flow of this setup is as follows.

Diagram 3-11 Driver's Education System



Note 1: Persons trying to renew a driver's license are required to take lessons at the time of renewal.

2: Persons who are 70 years old or over on the day of driver's license expiration are required to take lessons for senior citizens. In addition, for those who are 75 years old or over are required to take preliminary inspection training (Cognitive Impairment Screening Test for Senior Drivers, and lessons for elderly persons are held based on the result.

3: As part of driver's license education which has been approved by the Prefectural Public Safety Commission (PPSC), persons who have completed the equivalent process of training as the lessons for elderly drivers and the lessons at the time of renewal are exempt from taking lessons.

(2) Enhancement of Education for Those Who Wish to Acquire a Driver's License

Individuals who wish to acquire a driver's license must take the driver's license examination given by Prefectural Public Safety Commissions. However, those who have graduated from designated driving schools¹ are exempt from the skills test. The police are striving to enhance the instruction given at driving schools through such means as improving the quality of instructors.

- Designated driving schools: 1,408 places nationwide (as of the end of 2008).
- Number of graduates who have passed the driver's license examination during the same year: 1.62 million (95.7% of all passed persons).

Additionally, applicants for driver's licenses are obligated to take lectures (lectures for license acquisition) in order to learn the necessary skills and knowledge for safe driving in accordance with the type of license sought. However, graduates of designated driving schools and specified driving schools² do not need to take these courses as they have received instruction on these contents.

and teaching methods.

- 2: Specified driving schools that provide training courses specified by Prefectural Public Safety Commissions as meeting set standards for staff, facilities, training methods, and so forth.

Note 1: Driving schools designated by the Prefectural Public Safety Commissions as meeting set standards for staff, facilities,

Table 3-2 Situation of Provision of Lectures for License Acquisition (2008)

Type of License	Course Name	Contents	Number of Attendees (persons)
Ordinary Licenses etc.	Large-sized Vehicles	Driving techniques and knowledge essential for safe driving of respective vehicles such as risk assessment	434
	Medium-sized Vehicle		223
	Ordinary Vehicle Course		17,964
	Large-sized Two-wheel Motor Vehicle Course		661
	Ordinary Two-wheel Vehicle Course		3,016
	Large-sized Passenger-carrying Vehicle Course		1,828
	Medium-sized Passenger-carrying Vehicle Course		73
	Ordinary Passenger-carrying Vehicle Lecture		2,193
	Emergency Treatment Course	Essential knowledge on emergency treatment such as artificial respiration, CPR, etc.	22,368
Moped License	Moped Course	Essential knowledge for safe driving such as manipulating methods and driving methods of mopeds	202,988

Note: Each course should include practical training sessions.

driver's safety awareness, by supplementing necessary knowledge for safety driving periodically upon renewal of licenses. The lectures are held by categorizing drivers by the degree of compliance with the law and other criteria including whether the driver is a general driver, whether they have broken the law, and whether or not they are a first-time updater, and by forming particular courses by type such as senior drivers' courses, student drivers' courses, and motorcycle drivers' courses.

(3) Improvement of Education following Acquisition of a Driver's License

1) Provision of Detailed Lectures upon Renewing License

Lectures at the time of renewal aims to increase the

Table 3-3 Situation of Provision of Lectures at the Time of Renewal (2008)

Category	Lectures for Safe Drivers	Lectures for General Drivers	Lectures for Offenders	Lectures for Drivers Renewing for the First Time
Number of attendants (persons)	6,802,037	2,974,039	4,351,008	1,179,231
Drivers with expired licenses with specialized reasons	11,536	76,715	93,247	42,041
Lecture Time	30 minutes	1 hour	2 hours	2 hours
Lecture Contents	An explanation is given on the situations of traffic accidents as well as knowledge necessary for safe driving by using videos and other audio visual materials.	In addition to the contents of the lectures for safe drivers, a qualification test using "safe driving self diagnosis" is offered and practical guidance is given.	In addition to the contents of the lectures for general drivers, discussions are held and guidance related to knowledge essential for driving automobiles is given.	In addition to the contents of the lectures for offenders, an exercise is given for the drivers to fully acquire the fundamental knowledge related to driving of automobiles.

2) Education for Reeducating Reckless Drivers

Enhanced education is provided for dangerous drivers on the following scheme. An education program is held to decrease the dangers in driving of those who have accumulated a certain number of points due to violations of the Road Traffic Law and who have received administrative punishment.

Additionally, Drunk Driving classes have been established for those whose licenses are suspended due to alcohol driving violations within the suspended drivers' course.

Table 3-4 Situation of Education to Reeducate Reckless Drivers (2008)

Lecture Names	Target Persons	Contents	Outcome	Number of Participants (persons)
Lectures for Novice Drivers	Persons under one year since license acquisition who have violated the law and meet certain standards	This program provides practical instructions through on-road training and training to predict and avoid risks using driving simulators aimed at stabilizing driving techniques and knowledge.	Re-examination exempted (Note)	61,820
Lectures for those with Revoked Licenses	Persons whose licenses have been revoked or cancelled	In order to make the participants recognize their aptitude for driving and improve their driving attitude, examinations are conducted regarding driving aptitude by having them drive and then provide individual and concrete instructions based on the results.	The persons become qualified for taking driving license examination again.	38,460
Lectures for Suspended Drivers	Persons whose licenses are suspended or validities are terminated.	Appropriate guidance is given on a request basis by persons who have been penalized as well as based on the results of driving aptitude tests conducted by having them drive.	The period of suspension is reduced.	470,936
Lectures for Offenders	Persons whose violations amount to less than three points and meet certain standards	It is possible to select a course which includes guidance and diagnosis to check individual driving aptitude by actually driving or a course which includes social participation activities which help to improve qualities in the driver.	An administrative punishment such as suspension of driver's license is not performed.	194,680

Note: Re-examinations are held for those who did not attend the lectures for novice drivers and the criteria is the same as those for the driver's license examination. In 2007, 3,661 candidates took the examination and the driver's licenses of 2,683 candidates who failed in the examination were revoked.

3) Traffic Safety Education at Driving Schools

Driving schools also offer traffic safety education for license holders, for instance for the so-called "paper drivers," and act as a traffic safety education center in the community. In order to raise the standard and the extent of training, accreditation may be received from Prefectural Public Safety Commissions when prescribed standards are met.

(4) Enhanced Measures for Senior Drivers

1) Implementation of Lectures for Senior Drivers

Lectures for the senior drivers are mandatory for those above 70 years of age upon the renewal of their licenses. Besides the lecture concerning necessary knowledge for safe driving etc., physical inspections such as driving and the dynamic visual acuity tests are conducted. Participants must face the changes in their own physical functions and advice and guidance are given based on the results. 1,364,488 persons attended these lectures in 2008.

2) Introduction of a Training Examination (Cognitive Function Examination)

Those who are aged 75 and older must take a Training Examination (Cognitive Function Examination) within 6 months of renewing their driver's license, according to the amended Road Traffic Law enforced in June 2009. The examination has been introduced with the purpose of helping the elderly to understand the state of their own memory/judgment through a simple examination. The examination also supports safe driving practices. The exam, which last about 30 minutes, consists of a time approximation test,¹ a deduction test² and a test in which test-takers draw watches,³ with the aim of testing the state of test-takers' memory and judgment.

If the test results show the test-taker to have low powers of memory and judgment, and if the test-taker has been implicated in a specific traffic violation, such as ignoring a stoplight, after the time of update or one year prior to the date on which the test-taker updated their license, the test-taker is required to take a special aptitude test from a specialist. If it is found that the test-taker has dementia, his/her license may be revoked or canceled.

Note 1: Applicants must answer the time, date, and day of the week of the test during this examination.

2: In this examination, applicants are asked to memorize an illustration, and after some talk about an unrelated matter, are asked the name of the illustration without being provided any hints.

3: In this examination, applicants are asked to draw a watch, and draw the correct time on it.

3) Application to Cancel a Driver's License (The Voluntary Turning-in of a Driver's License)

License holders may apply to cancel and turn in their driver's license if the degradation of their physical abilities prevents them from driving a vehicle or if they decide they wish to stop driving. Additionally, in the event that the license is to be turned in, the applicants may apply to receive proof of their driving history. In 2008 29,150 people applied to cancel their driver's license (26,311 of these were over 70), and 16,376 applied for records of their driving history (of these 15,054 were over 70).

Section 6. Policies for Drivers

(1) Administrative Punishment and Education Tailored to Degree of Negligence

The police are working for the strict and swift implementation of administrative punishment for the early removal from road traffic areas of drivers who repeat Road Traffic Law violations and who have initiated major traffic accidents.

The amending of the Road Traffic Law in June 2009 raised the amount of time required before a potential driver can reapply for a license after their license has been revoked due to certain malicious and reckless driving. The police are spreading knowledge on the amendment, and working to prevent malicious and reckless driving.

Table 3-5 Trends in Administrative Punishment for Driver's Licenses (2004-2008)

Year	2004	2005	2006	2007	2008
Total (cases)	945,327	911,001	847,721	728,060	612,163
Revoked	59,173	55,138	54,461	44,252	34,942
Suspended	886,154	855,863	793,260	683,808	577,221

Note: Number of cases of revocation does not include the number of revocations related to retesting of driving beginners and revocations resulting from application.

(2) Improvement in Convenience of Procedures for Obtaining a Driver's License

To mitigate the citizens' burden during the process of driver's license renewal, policies and measures such as the following are being enforced: issuance of renewed licenses on the day of application;; acceptance of applications on Sundays; setting up counters for renewing driver's licenses at police stations; the omission of an ID photo from application forms; and the acceptance of renewal applications through Public Safety Commissions other than the area of the driver's residence (limited to gold card holders).

In addition, for the benefit of disabled applicants/drivers, development and improvement of examination facilities, utilization of instructional video with subtitles, and implementation of academic examinations with hiragana readings for the kanji

characters used in examination questions are among the measures being put into effect.

Moreover, in order to individually assess whether persons with physical disabilities or chronic illnesses are capable of driving safely, the police assign staff with abundant expert knowledge and are working for the enhancement of counseling activities on proper driving.

(3) License Administration Adapted to Internationalization

Individuals who possess driver's licenses issued by foreign administrative agencies are exempt from a portion of the driver's license examination under certain conditions. The number of driver's licenses issued under the same conditions in 2008 was 37,512. The police also produced a video for traffic safety education for foreign drivers, making it more available. As such, the police are striving to enhance traffic safety education based on local circumstances for foreign drivers.

(4) Digitalizing Driver's Licenses

IC card licenses began to be issued in January 2007, and have currently been introduced in 38 prefectures (as of FY2008). Individuals who possess driver's licenses issued by foreign administrative agencies are exempt from a portion of the driver's license examination under certain conditions. As there have been cases of individuals attempting to use false foreign licenses to obtain Japanese driver's licenses, the police carefully screen licenses in an effort to prevent fraudulent acquisition of Japanese driver's licenses.

Section 7. Development of Safe and Secure Traffic Environment

(1) Promotion of Development of the Project for Traffic Safety Facilities

The police are promoting the development of traffic safety facilities such as signals to secure traffic safety and smoothness.

The Project for Traffic Safety Facilities is planned to be promoted according to the Social Infrastructure Maintenance Emphasis Plan. Based on the plan with the planned period of 2008 through 2012, the project is currently promoting development of traffic safety facilities emphatically, effectively and efficiently.

Diagram 3-12 Implementation of Main Traffic Safety Facilities

• Signals :	Approx.200,000 units
• Road Signs :	Approx.6.77 million boards
• Infrared Beacon Devices:	Approx.52,000 units
• Traffic Information Boards:	Approx.3,600 boards
• Traffic Control Centers:	Approx.163 locations
(As of the end of FY2008)	

Diagram 3-13 Infrastructure Maintenance Emphasis Plan (Planning Period 2008-2012)

[Outcome of Improvement of Traffic Facilities Arranged by Police]

1. Improvement of traffic safety
 - Fatality and Injury Rate in Traffic Accident (Reduced by approx. 10%)
2. Promoting measures for community roads and measures related to pedestrians and bicycles
 - Control rate over accidents causing death and injuries in safe pedestrian areas (controlled by approx.20% of the number of accidents causing death and injuries related to pedestrians and bicycles at places where measures are taken)
 - Barrier-free type signals in major community-related roads (Approx.83% 100%)
3. Promoting measures for trunk roads
 - Control rate over accidents causing death and injuries in accident risk prone places (Controlled by approx. 30 at places where measures are taken)
 - Control over accidents causing death and injuries (Controlled by approx. 40,000 cases/year)
4. Promoting smoothness in traffic by advanced signals
 - Reducing the intersection passing time by advanced signals (reduced by approx. 220 million-persons/hour/year)
 - Control over elimination of carbon dioxide by advanced signals (controlled CO₂ by 460,000t every year)
5. Promoting Intelligent Transport Systems

(2) Development of Advanced Traffic Control System

In the urban area, complex and concentrated street traffic is one of the causes of traffic jams, traffic pollution, and traffic accidents.

The police strive to make the flow of traffic smoother by analyzing data of the traffic volume and driving speed collected through vehicle recognition devices and other devices. By based on the analyzed information by traffic control systems, the police control traffic signals and provide traffic information.

The measures taken are as follows:

- Smoothening of traffic by controlling traffic signals in response to traffic conditions
- Guiding and dispersing the flow and volume of traffic by providing detailed traffic information
- Control over gross traffic volume by controlling signals to give busses priority and lowering the demand for individual vehicles

The measures described above and other measures are taken to effectively and safely control street traffic which has become highly complex and concentrated.

Diagram 3-14 Traffic Control Center On-board unit



(3) Environmental Measures through Traffic Control

1) Traffic Control for Environmental Measures

The police execute measures such as the maximum speed restriction to reduce the engine sound and vibrations by reducing the speed of passing vehicles and the middle lane restriction to keep away the large-sized cars with large engine sounds and vibration from the roadside, according to the situation of the traffic noise and the vibration.

2) Promoting Eco-Driving

Since the “use of cars in which the reduction of the environmental burden is considered (eco-driving)” is effective for environmental preservation and is expected to contribute to a certain extent for traffic accident prevention, the police are trying to spread eco-driving based on the “10 tips for Eco-Driving”

formulated in October 2006 by the Eco-Drive Spread Liaison Council which consists of four ministries/agencies including the NPA.

Diagram 3-15 Ten Tips for Eco-Driving

1 “e-start” by putting foot on the gas pedal lightly	6 Warming up the engine properly
2 Driving without acceleration/braking	7 Utilize road traffic information
3 Release the gas pedal early	8 Check outside air pressure in tires frequently
4 Refrain from using the air conditioner	9 Drive without unnecessary baggage loaded
5 Stop idling	10 Attention to parking

Section 8. Introduction of IT into Road Traffic

(1) Intelligent Transport Systems (ITS)¹ by Police

The police are promoting the development and installation of Universal Traffic Management Systems (UTMS)³ such as the following three systems, using infrared beacons devices² that optimize traffic management using the latest information transmission technologies in order to achieve a safe, smooth, and comfortable traffic society with low environmental burden.

1) Public Transportation Priority Systems (PTPS)⁴

This system aims to prevent traffic accident by drawing attention to risk factors by offering peripheral traffic situations to drivers with the help of visual and audio information through car navigation devices for Vehicle Information and Communication System (VICS)⁵ by creating an environment that enables driving with composure. (In FY2007, a model project was implemented in Tokyo and Saitama prefecture to evaluate the effect of providing simple diagrams which are designed to draw the driver's attention to collisions). Plans to conduct a range of sustentative experiments through joint initiatives of public and private sectors and to assess the nature of effective service are schedule for FY2008.

2) FAST Emergency Vehicle Preemption Systems (FAST)⁵

This system allows traffic priority to vehicles used for lifesaving and other emergency purposes by controlling traffic signals. The aim of this system is to shorten the travel time for these vehicles to reach their destinations and avoid any accidents en route to reach their destinations (introduced in 13 prefectures as of the end of FY2008).

3) Driving Safety Support Systems (DSSS)⁶

This system aims to prevent traffic accident by drawing attention to risk factors by offering peripheral traffic situations to drivers with the help of visual and audio information by creating an environment that enables driving with composure. (In FY2007, a model project was implemented in Tokyo and Saitama prefecture to evaluate the effect of providing simple diagrams which are designed to draw the driver's attention to collisions). In FY2008, it plans to conduct a range of substantiate experiments through joint initiatives of public and private sectors, then to assess

the nature of effective service.

Note 1: Intelligent Transport Systems

2: An infrared ray communication device which is installed on road to perceive passing car, to measure traffic loads and mediate the information between the on-board unit and the Traffic Control Center.

3: Universal Traffic Management Systems

4: Public Transportation Priority Systems

5: FAST Emergency Vehicle Preemption Systems

6: Driving Safety Support Systems

(2) Promotion of International Cooperation concerning ITS

Promotion of collaborative projects with other countries and the establishment of other such international cooperation are important since it is necessary to investigate from a broad view in the field of technological development. The NPA participated in the 15th ITS World Congress held in New York, the United States in November, 2008 (approximately 8,000 concerned participants from governments, private sector and educational institutions from 66 countries) in October 2007. At the conference, the countries shared ITS information and further strengthened the cooperative relationship. In addition, based on a written agreement concerning the cooperation in traffic safety and ITS, and in response to emergency situations between the NPA and the US Department of Transportation's National Highway Traffic Safety Administration, the police also sponsored a meeting in the United States in January 2008 to hold research presentations on measures and policies of bilateral promotions for ITS.

(3) Traffic Information Provision by the Police

The police are making efforts to enable drivers to precisely ascertain the level of traffic congestion and the amount of time required for safe transit and pleasant driving by providing traffic information data gathered and analyzed by traffic control systems to the public at large. Efforts are also being made to disperse traffic to reduce congestion and accidents.

VICS (Vehicle Information and Communication System)¹ has been used as a means of information provisioning addition to traffic information boards. VICS can display the real time situation of the road traffic which changes by the minute on the map screen with the system which offers the traffic information

through infrared beacon devices to the car navigation devices installed in cars.

In addition, with the aid of concerned entities, the police are supporting private businesses that provide traffic information by means of mobile phones, the Internet, and car navigation systems through the construction of a system that provides real-time online traffic information. The police are also setting guidelines for the provision of traffic information so that these businesses can smoothly contribute to safe traffic.

Note 1: Vehicle Information and Communication System

Section 9. Ensuring the Safe Passage of Pedestrians and Others by Improving the Road Traffic Environment

(1) Ensuring the Safe Passage of Pedestrians

Compared to the US and various countries in Europe, the ratio of pedestrian and bicycle user deaths to overall traffic accident fatalities in Japan is remarkably high. Thus, creating measures to deter traffic accidents involving pedestrians and bicycle users has become a vital task.

1) Development of Safe Pedestrian Areas

In cooperation with road administrators, the police designated the locations as “safe pedestrian areas” that require urgent measures for securing safe passage of pedestrians and bicycle riders. These include areas such as those used frequently by children who walk or take a bicycle to school; the areas surrounding facilities used by the elderly or persons with disabilities; and areas with shopping streets crowded with pedestrians. In these areas, the police have been undertaking safety measures focused on the special characteristics of the given area including carrying out traffic regulations which aim to lessen the volume of traffic and decrease

traveling speeds; making traffic signals, road markers, and signs user-friendly for the elderly and persons with disabilities

2) Installation of Barrier-Free Type Traffic Signals and Other Equipment

The police are promoting various measures to ensure safety for the elderly and disabled persons when crossing streets, in line with the law relating to ease of mobility of the elderly and the disabled persons. These include measures for the installation of barrier-free traffic signals such as those that emit sound to indicate the state of the traffic signal and traffic signals which indicate how much time remains until the light changes color, measures to enlarge the display panels of road signs and markers, and using reflective material which is easily visible when illuminated by car headlights.

Section 10. Revitalizing Cities through the Promotion of Comprehensive Measures against Illegal Parking

(1) Current Situation of Illegal Parking

Illegal parking not only aggravates traffic congestion on trunk roads, it also impedes the safe passage of pedestrians and vehicles, interferes with the work of emergency vehicles, damages the living environment of residents, and has a large effect on the lives of people in general.

Furthermore, illegal parking is also a cause of traffic accidents. During 2008 there were 1,556 collisions involving parked vehicles, with 59 people killed in these accidents. Among complaints, requests, and consultations made through “Dial 110” emergency number, 19.6% were related to parking issues, showing the public’s high concern.

(2) Promotion of Measures against Illegal Parking

1) Detailed Parking Regulations

In order to establish better parking conditions that adapt to factors such as change in the road environment, traffic conditions, and parking demand, the police are reviewing current regulations. In doing so, the police are considering things both from a time-specific perspective of changes in the flow and volume of traffic depending on the time of day, day of the week, and season, and from a location-specific perspective of the special features in the traffic situation and road structure of each road section.

2) Regulation of Illegal Parking

The legislation of new illegal parking regulations was enacted on 1 June 2006 to enable Chiefs of Police Stations to outsource the checking work¹ of unattended parked vehicles² to corporations designated by Prefectural Public Safety Commissions nationwide.

Crackdowns on illegal parking are conducted in accordance with guidelines based on the opinions and requests of local residents.

Note 1: Defined as an illegally parked vehicle whose driver is away from the vehicle.

2: Tasks related to attaching stickers after confirmation of illegal parking.

Table 3-6 Trends in the Situation of Outsourcing of Checking Work (2006-2008)

Category \ Year	2006	2007	2008
Number of Police Stations Outsourcing (stations)	270	310	347
Number of Companies Commissioned (legal persons)	74	73	73
Number of Parking Control Officers (persons)	1,580	1,766	1,966

Table 3-7 Situation of Crackdowns on Illegal Parking (2008)

Number of crackdowns on illegal parking	2,809,657
Order for payment of a fine for illegal parking	2,251,254
Number of illegal parking stickers on unattended parked vehicles	2,759,804
By Parking Control Officers	1,672,606
Number of towed vehicles (vehicles)	36,993

3) Parking Measures Combining Hard and Soft Methods

Illegal parking is particularly striking in trunk roads, and Prefectural Public Safety Commissions, road administrators, and others are cooperating to promote intensive parking measures that combine hard methods (off-road parking and spaces for freight-handling and others, use of colored pavement to clearly mark areas where parking is prohibited) and soft methods (implementation of detailed parking regulations, crackdown on illegal parking and others) against illegal parking.

4) Measures for Securing Parking Spaces

In order to stop the use of roads as vehicle parking spaces, the police issue parking space certificates, accept notices concerning parking spaces for mini-vehicles based on the Act on Securing Vehicle Parking Spaces. Additionally, the police are cracking down on such acts called *aozora chusha*¹ and, *shako tobashi*².

Note 1: To park on the public road as if it were a parking space.

2: To obtain parking space certificates by giving false information on the parking space and base location for using the vehicle.

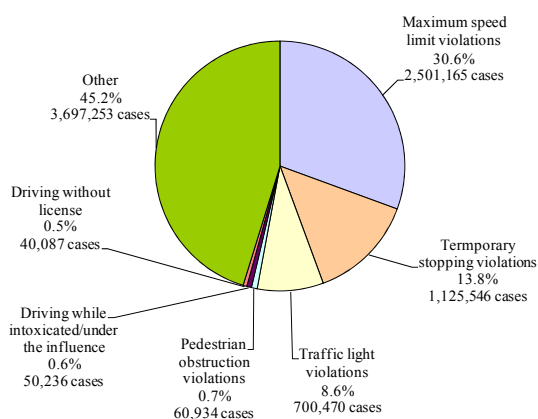
Section 11. Traffic Guidance and Regulation

(1) Strengthening Measures against Vicious, Dangerous, and Troublesome Driving

The police are advancing traffic guidance and control activities with mobility in the streets, working to prevent violations, and focusing their law enforcement activities on vicious, dangerous and troublesome driving such as driving without a license, driving while intoxicated, significant speeding and ignoring traffic lights, etc., which directly leads to traffic accidents and for which regulations is highly requested by residents for their annoyance.

In 2008, the police crackdowns accounted for 8,175,691 cases of violations of the Road Traffic Act.

Diagram 3-16 Situation of Crackdowns on the Road Traffic Law Violations (2008)



(2) Pursuing Employer Responsibility

When enforcing regulations on driving under extreme fatigue, overloading, illegal parking, speeding, and other violations committed with vehicles used for a commercial purpose, as well as traffic accidents resulting from these violations, the police not only prosecute the driver, but also give the employer instructions or orders for the restricted use of the vehicle. Employers who have ordered or approved these violations¹ are arrested and their involvement and responsibility are pursued.

Moreover, violations of regulations such as the Road Traffic Law committed by the drivers of vehicles used for commercial purposes such as taxi and trucking services during the term of these operations are reported to the Transport Bureau and the necessary administrative sanctions are advocated, in order to prevent accidents involving commercial vehicles.

Furthermore, the police are also enforcing regulations on crimes by companies which threaten traffic safety such as illegal vehicle remodeling by automobile manufacturers.

Note 1: Includes users, safe driving supervisors and other persons who directly manage the operation/driving of the vehicles.

Section 12. Comprehensive Measures against Motorcycle Gangs (*Boso-zoku*)

(1) Status and Trends in *Boso-zoku*

Although both the number of *Boso-zoku* members and the number of emergency calls to the police related to *Boso-zoku* have decreased compared with the previous year, the public's demand for the improvement of measures against *Boso-zoku* remains as strong as ever.

There are two types of *Boso-zoku* members: reckless group drivers (who recklessly drive through the streets in groups making loud noises) and illegal racers (whose members compete in illegal driving skills such as rolling and drifting). As shown in Diagram 3-17, the illegal racers account for about 13.3% of the total and the most of *Boso-zoku* are categorized as enthusiasts. Moreover, up until now the majority of *Boso-zoku* consisted of minors, however, the ratio of adults have increased in the past few years to the point that they have now become the majority.

In addition, the *Kyushakai* was also formed, mainly composed of former and current *Boso-zoku* members who amass old two-wheel motor vehicles refurbished in *Boso-zoku* style and travel in large groups. They have been spotted traveling towards scenic areas and in a number of other areas.

Boso-zoku commits a wide range of crimes, from violating road traffic related regulations to Penal Code violations and drug abuse. There have been a number of murder cases within *Boso-zoku* groups and cases of bodily injury to regular citizens. Furthermore, some of these groups have been confirmed to be potential *Boryokudan* (*yakuza* syndicates) members.

Table 3-8 Trends in the Number of *Boso-zoku* Members and Emergency Calls to the Police Related to *Boso-zoku* (2004-2008)

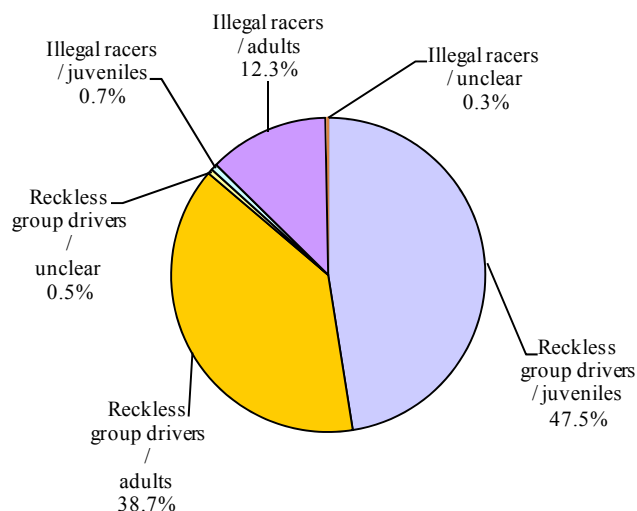
Category	Year	2004	2005	2006	2007	2008
Number of Motorcycle Gang Members (Note) (persons)		18,811	15,086	13,677	12,584	11,516
Number of Emergency Calls to the Police		87,448	73,364	65,520	64,057	57,593

Note: Number of persons who are counted by police at the end of every year.

Table 3-9 Situation of Clearances by Law (2008)

Category	Number of Arrests (persons)
Road Traffic Act	32,963
Joint Dangerous Act	2,833
Penal Code	2,229
Murder/burglary/arson, etc.	100
Obstruction of performance of official duties	89
Violence/battery	351
Unlawful Assembly with Dangerous Weapons	15
Larceny	1,212
Other	462
Road Trucking Vehicle Act	280
Other	282
Total	35,754
Arrests	3,336

Diagram 3-17 Makeup of *Boso-zoku* Members by Type (Enthusiasts/Illegal Racers) (2008)



(2) Regulations on and Other Measures against *Boso-zoku* in Cooperation with Relevant Organizations

The traffic, juvenile and community police affairs divisions of the police are cooperating to dismantle *Boso-zoku* groups and encouraging members to withdraw by advancing regulations by applying various laws, including arresting those involved in group risk activities at site.

Moreover, the police cooperate for the establishment

and application of the *Boso-zoku* Eradication (Ejection) Ordinance¹ in local public entities. The police are also implementing comprehensive measures against *Boso-zoku*, such as sponsoring lectures to discourage memberships in *Boso-zoku* in junior high schools and high schools and encouraging withdrawal from these groups with the cooperation of families, schools and guardians.

Note 1: As of the end of 2008, regulations were enacted in 24 prefectures and 154 cities and towns

Section 13. Traffic Accident Investigation

(1) Situation Regarding Traffic Accident Investigations

The number of cases cleared concerning traffic

accidents in 2008 is as follows.

Table 3-10 Situation of Clearance of Cases of Charges of Dangerous Driving Resulting in Death or Injuries

Category	Driving negligence resulting in injury	Driving negligence resulting in death	Gross negligence and injury by negligence	Gross negligence resulting in death and death by negligence	Total
Cases	705,800	4,371	4,773	33	714,977

Note 1: Driving negligence resulting in injury indicates driving negligence resulting in injury or occupational negligence resulting in injury.

2: Driving negligence resulting in death indicates driving negligence resulting in death or occupational negligence resulting in death.

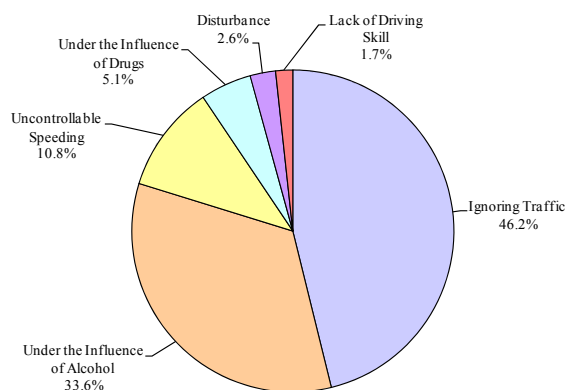
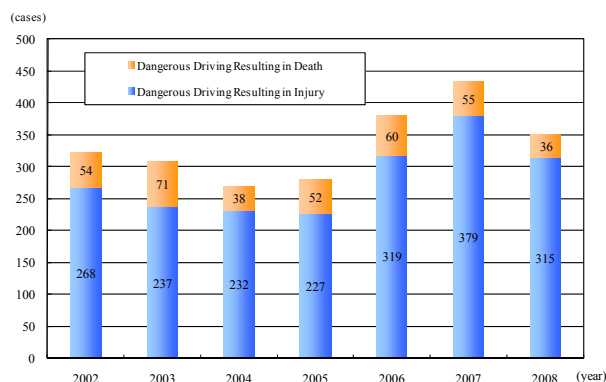
(2) Promotion of Appropriate Investigations of Traffic Accidents

Traffic Accident Investigation Instructors assigned in Traffic Investigation Divisions at Tokyo Metropolitan Police Department and Prefectural Police Headquarters are providing on-the-spot guidance in cases including hit-and-run cases, or cases in which it is deemed a charge of dangerous driving resulting in death and injuries applicable, or it is difficult to acquire evidence other than the statements of the party involved one-sidedly among traffic accidents resulting in death and injuries. They are thus promoting systematic and focused investigation.

Furthermore, the police are working to ensure prompt initial investigation of hit-and-run cases and to make prompt arrests of suspects by effectively employing traffic identification devices such as computer search systems for traces of evidence¹. In 2008, the clearance rate for fatal hit-and-run accidents was 93.2%.

Note 1: A system which filters and identifies the model and other information of a vehicle from pieces of a lens or from tire marks left behind at the scene of the hit-and-run.

Diagram 3-18 Trends in the Number of Applied Dangerous Driving Resulting in Death or Injuries (2002-2008)



(3) Scientific and Rational Traffic Accident Investigations

Taking up the opinions of citizens seeking precise, scientific investigations of traffic accidents, the police are offering specialized courses on the appraisal of traffic accidents that make use of crash experiment accident analysis in order to cultivate traffic investigators with sophisticated knowledge and skills.

Additionally in order to lessen the burden of the

involved parties and the early dissolution of traffic buildup by fast-tracking the handling of accidents, a support system for each investigation, such as equipment that automatically records traffic accidents¹, as well as a system which leaves out on-scene inspections of certain minor accidents, are being utilized.

(4) Promotion of Assistance Considering the Feelings of Traffic Accident Victims (Refer to Page 183)

The police have been making continuous effort to ensure appropriate victim support is carried out for victims and their bereaved families (hereafter referred to as “victims”) under the “Basic Plan for the Victims of Crimes” enacted in December 2005. In addition to carrying out investigations while placing consideration to their requests and sentiments, the police inform the victims of hit-and-run cases, cases equivalent to dangerous driving resulting in death and injuries, fatal traffic accidents or cases in which it takes three months after accidents for the recovery of heavy injuries of such information as the outline of the accident, the progress of investigation, and the status of arrests of suspects in line with the “Guidelines for Contact with Victims”².from early stage.

Several other efforts include the revision of the “Booklet for victims” in which detailed explanation was added on criminal procedures and compensation systems to victims and the creation and distribution of different types of “Booklet for victims” differing in contents by characteristics of the accidents and needs, and leaflets to be handed out at accident sites which introduces various consultation offices.

Moreover, since April 2008, other than assigning Traffic Accident Investigation Instructors in Traffic Investigation Divisions at Tokyo Metropolitan Police Department and Prefectural Police Headquarters, as well as securing systematic and unified liaison measures with the victims, education and training to those traffic accident investigators are being strengthened so as to assert that adequate responses by considering the feelings of the victims.

Note 1: A device which reacts to collision sounds and slip sounds of traffic accidents, and records the situation of the moment before and after the accident

2: In order to expect the positive implementation of reporting of investigation situation to the victims of hit-and-run and other cases, it was enacted in 1996 and has set about the incidents to be covered and the contents of reporting.

Section 14. Traffic Police Activities on Expressways

(1) Current Status of Expressway Networks

The number of expressways routes (national expressways and designated motorways) is increasing every year and the total extension is also increasing to over 10,000 kilometers.

In the future, exact traffic management corresponding to various situations such as safety measures in the sections where the lanes are not divided by a median showing the direction of travel

and the Smart Interchange system¹ is expected.

The number of fatalities on the expressway in 2008 is 193, a decline for five consecutive years since 2004. The number of traffic accidents and the number of the injured have also declined continuously since last year.

Note 1: Interchanges at service areas, parking areas, and bus stops on expressways with newly built ETC dedicated gates to stop at to be able to exit to or enter from nearby roads.

Table 3-11 Trends in the Number of Routes and Total Extension of Expressways (2004-2008) (2004-2008)

Category	Year	2004		2005		2006		2007		2008	
		Expressways Routes (routes)	Total Extension (km)	Expressways Routes (routes)	Total Extension (km)	Expressways Routes (routes)	Total Extension (km)	Expressways Routes (routes)	Total Extension (km)	Expressways Routes (routes)	Total Extension (km)
Expressways Routes		138	9,373.9	142	9,533.4	146	9,749.7	149	9,930.6	150	10,109.7
National Expressways		48	7,341.1	48	7,367.5	49	7,421.6	50	7,488.2	50	7,621.3
Designated Motorways		90	2,032.8	94	2,165.9	97	2,328.1	99	2,442.4	100	2,488.4

Table 3-12 Trends in the Number of Expressway Accidents and Resulting Fatalities (1999 -2008) (1999-2008)

Category	Year	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Number of Accident (cases)		12,986	14,325	14,726	14,083	13,992	13,797	13,775	13,803	12,674	10,965
Fatalities (persons)		323	367	389	338	351	329	285	262	244	193
Injuries (persons)		21,079	23,181	23,888	22,875	22,661	22,119	21,931	22,007	21,005	18,123

(2) Securing Safety and Smoothness of Traffic on Expressways

1) Traffic Accident Prevention Measures for Larger-sized Trucks

The police are implementing traffic regulations (first lane classification transit regulations) which stipulates that all large-sized trucks (large-sized commercial vehicles, special medium-sized commercial vehicles, and special large-sized vehicles) must use the farthest-left-side lane in nine routes, including the Tomei Expressway (as of the end of March 2008).

2) Promoting Measures against Traveling the Wrong Direction

The police are taking into consideration factors such as road construction, weather conditions, traffic volume, and the state of traffic accident occurrences to ensure the propriety of traffic regulations on expressways and review them adequately if and when necessary.

In recent years, with the frequency of accidents involving elderly drivers traveling in the wrong direction, the police have been promoting enlightening campaigns with the cooperation of concerned organizations and entities as well as working with road administrators in improving the size of road signs and installment of on-road indicators, as well as

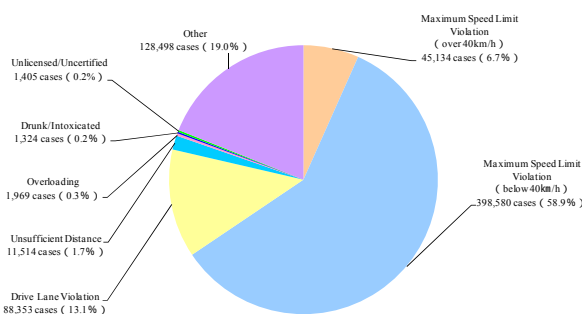
wrong-direction preventing devices¹.

Note 1: Devices at the entrances and exits at expressway services areas and other locations, which detect vehicles driving in the wrong direction and alert the drivers using sirens and electronic signs.

3) Traffic Guidance and Regulation

The police are enforcing traffic regulations focused on extreme and dangerous driving such as excessive speeding, drunk driving, tailgating, and road or lane infringement. In addition, the police are implementing proper guidance and regulation.

Diagram 3-19 Situation of Traffic Violation Crackdowns on Expressways (2008)



Note: Excluding notification of the number of basic points for administrative punishment against driving without wearing seatbelts.

Section 15. Substitute Driving Business

(1) Current Status of the Substitute Driving Business

The number of persons operating substitute-driving businesses has been consistently increasing after the enforcement of the Act on Promoting Proper Substitute Driving Business (hereafter referred as “Substitute Driving Business Act”). In particular, the number has been significantly increasing since August 2005 when drunken driving became a social issue.

The Substitute Driving Business Act stipulates that persons operating a substitute driving business must receive approval from Prefectural Public Safety Commissions, as well as specifying that obligatory measures be taken to provide compensation for losses incurred by accidents which occur during business operations. Moreover, from June 2004, drivers of ordinary vehicles for substitute driving must obtain a second-class license.

Table 3-13 Trends in the Number of Recognized Substitute Driving Agencies (2004-2008)

Category \ Year	2004	2005	2006	2007	2008
Number of Application Received (cases)	6,771	7,774	8,863	10,380	11,687
Number of Recognized Agencies (agencies)	5,635	6,010	6,447	7,253	7,763
Number of Employees of Substitute Driving Business (persons)	62,296	64,570	69,762	77,944	81,274
Number of Vehicles for Accompaniment (vehicles)	22,883	23,817	25,332	28,002	28,347

(2) Securing the Propriety of Substitute Driving Businesses

In order to ensure fair operation of substitute driving businesses, the police collect reports from substitute driving businesses, conduct on-site inspections, and strongly enforce regulations on uncertified operators and illegal acts, including violations of the obligation to take measures for compensation for damages and violations of the Road Transportation Law, as well as ordering the suspension of such businesses. Since the implementation of the Substitute Driving Business Act until the end of 2008, there were 2,266 cases where administrative punishments such as orders based on the Substitute Driving Business Act were imposed and 300 cases relating to uncertified operations, violations of the obligation to take measures for compensation for damages, and allowance of driving without license.

Moreover, through the guidance of the Japan Driving Agent, the police are working on the sound

development of the business.

(3) Promoting the spread of substitute driving business as means to eradicate drunken driving

From the viewpoint of drunken-driving extermination, sound development of substitute driving business is indispensable. From the point of view of eradicating drunk driving, wide promotion of substitute driving as the means for this is important. The police, in tandem with the Ministry of Land, Infrastructure, Transport and Tourism, formulated the “Program for the Improvement of the Environment and Use of the Substitute Driving Services” to explore ways to improve customers’ convenience and safety as well as the sound operation of substitute driving businesses on February 2008, and advance measures to improve the safety and quality for the usage of these services.