

Chapter III. Securing Safe and Pleasant Traffic

Section 1. Traffic Situation in 2009

1. Situation of Traffic Accidents

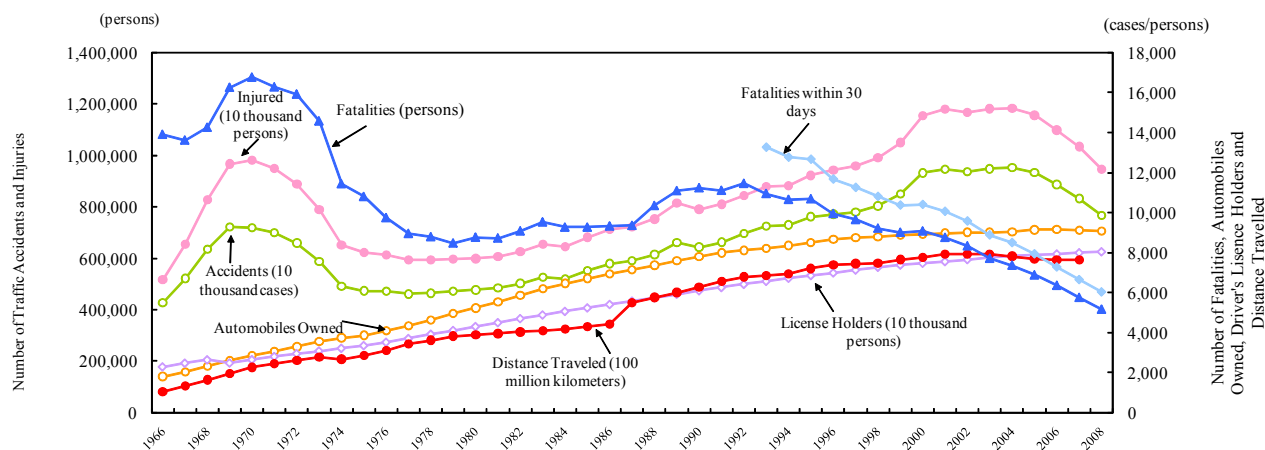
(1) Overview

In 2009, the number of fatalities from traffic accidents was 4,914, marking a decrease for the ninth consecutive year, as well as hitting the 4,000 mark for the first time in 57 years (since 1952). The number of

accidents and number of injured have also gone down for five consecutive years, and the number of injured has dropped further from last year when it was below one million, the first time in ten years.

Number of accidents in 2009	736,688 cases (down 29,459 from the previous year (3.8%))
Number of fatalities in 2009	4,914 persons (down 589 from the previous year (4.7 %))
Number of injured in 2009	910,115 persons (down 35,389 from the previous year (3.7%))
Number of fatalities within 30 days from the time of accident in 2009	5,772 (down 251 from the previous year (4.2%))
Number of driver's license holders at the end of 2009	80,811,945 (up 364,103 from the previous year (0.5%))
Number of automobiles owned at the end of 2009	90,464,031 vehicles (down 363,229 from the previous year (0.4%))
Number of kilometers driven by the end of FY2008 (distance traveled by automobiles)	746.9 billion kilometers (up 16.8 billion kilometers from the previous year (2.2%))

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

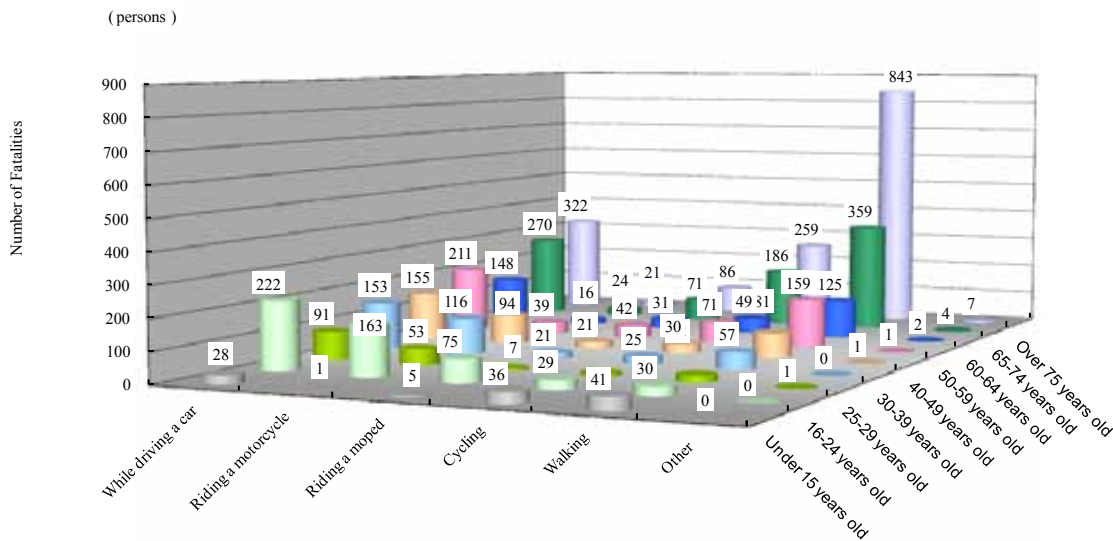
- Among fatalities while bicycle riding, the elderly¹ occupy 37.0 %.
- Youths² accounted for the highest number of fatalities caused while riding on two-wheeled motor vehicles, amounting to 30.9% of two-wheeled motor vehicles fatalities).

- Those over 75 years of age accounted for the highest number of fatalities caused while riding bicycles, amounting to 37.3% of the total bicycle fatalities).
- Those of over 75 years of age accounted for the highest number of pedestrian fatalities, amounting to 49.1 % 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 (2009)



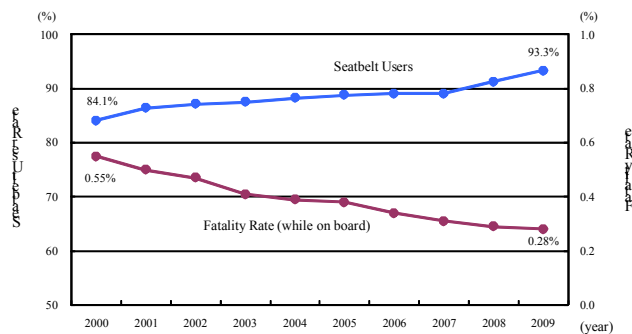
2. Reasons for the Decrease in Fatalities in Recent Years

In recent years, the number of fatalities have declined although the number of accidents and number of injured remain high. This 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 law violation.

(1) Rise in the Rate of Seatbelt Users

In 2009, the rate of fatalities among non-seatbelt users was 13 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) (2000-2009)



Note 1: seatbelt user rate = number of fatalities wearing seatbelts (while on board) ÷ number of fatalities (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 2009, the fatality rate in accidents involving high speed over 80 km/h was 49.7 times higher than that 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 (2000-2009)

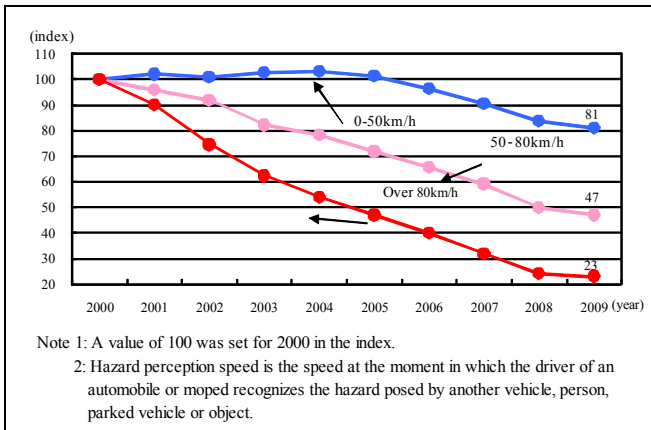
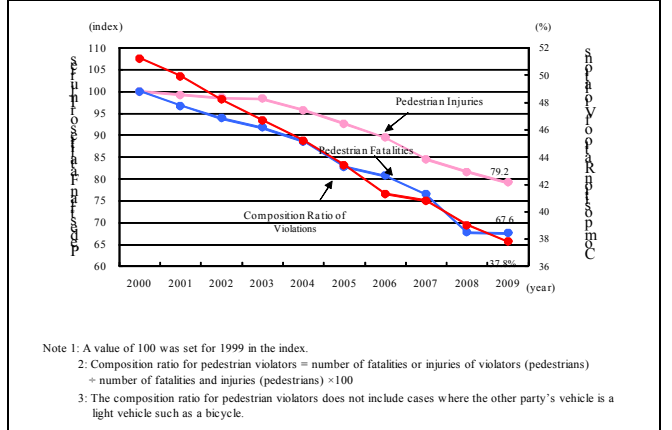


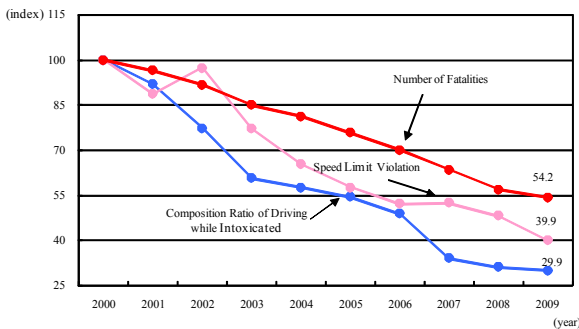
Diagram 3-6. Trends in the Number of Pedestrian Fatalities and Composition Ratio of Violations Resulting in Pedestrian Fatalities or Injuries (2000-2009)



(3) Decrease in Extreme and Highly Dangerous Accidents

In 2009, the fatality rate of accidents due to drunk driving and maximum speed limit violations in comparison with the overall level is 7.8 times and 18.8 times higher, respectively. The great decrease in vicious and dangerous 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 (2000-2009)



(4) Observance of Regulations by Pedestrians

In 2009, the fatality rate of pedestrians in cases where violations were committed was 2.9% times of that in cases where violations were not committed. In recent years, the composition ratio of pedestrians to the number of deaths has also been on a decreasing trend, which is seen as a reason for the drop in the number of fatalities among pedestrians.

Section 2. Uplifting the National Traffic Safety Awareness

1. Police Efforts for Eradicating Drunk Driving

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

In June 2009, administrative punishment for the drunken driving was enhanced, and thus traffic accidents by drunken driving decreased from the previous year.

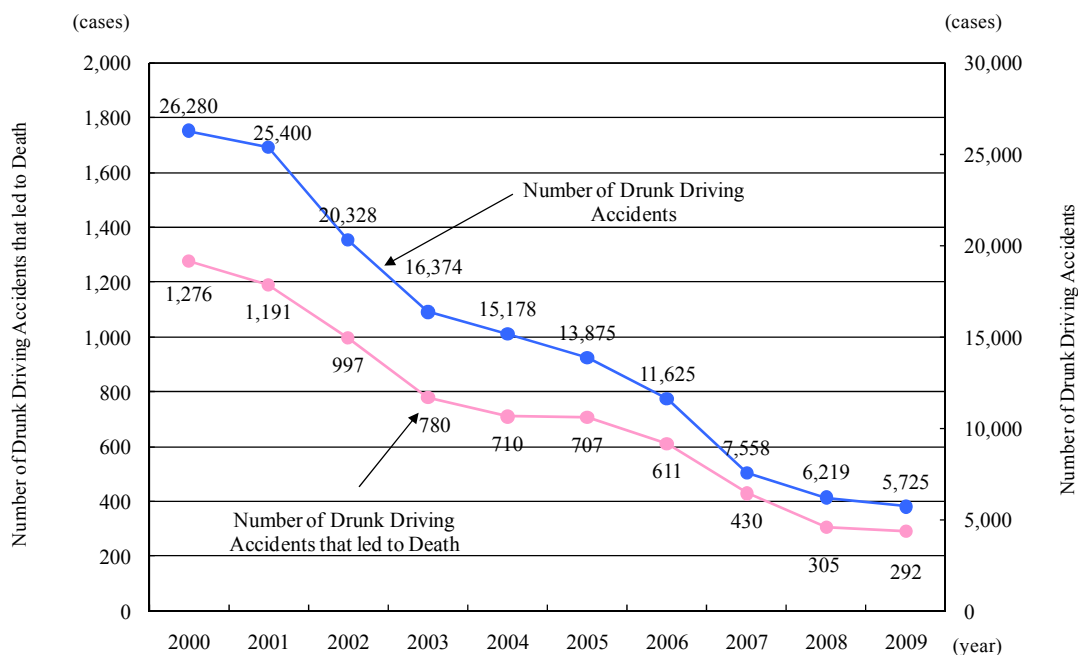
The police actively publicize the reality of the dangers of drunk driving as well as of the accidents caused by drunk driving, and promote traffic safety education holding participation and experience type workshops by using driving simulators and drunk driving simulator goggles.

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.

Diagram 3-7 Trends in the Number of Drunk Driving Accidents and Fatalities (2000-2009)



(2) 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.

Table 3-1 Trends in the Number of Authorized Substitute Driving Businesses (2005-2009)

Category \ Year	2005	2006	2007	2008	2009
No. of Authorized Businesses (businesses)	6,010	6,447	7,253	7,763	8,324
No. of Employees at Substitute Businesses (persons)	64,570	69,762	77,944	81,274	84,859
No. of Escort Car (cars)	23,817	25,332	28,002	28,347	29,531

(3) Strengthening Drunk Driving Regulations

Toward eradicating drunken driving, the police continue to promote a strict crackdown on the provision of vehicles and liquor, and applying punishment regulations on sharing rides by solicitation and request.

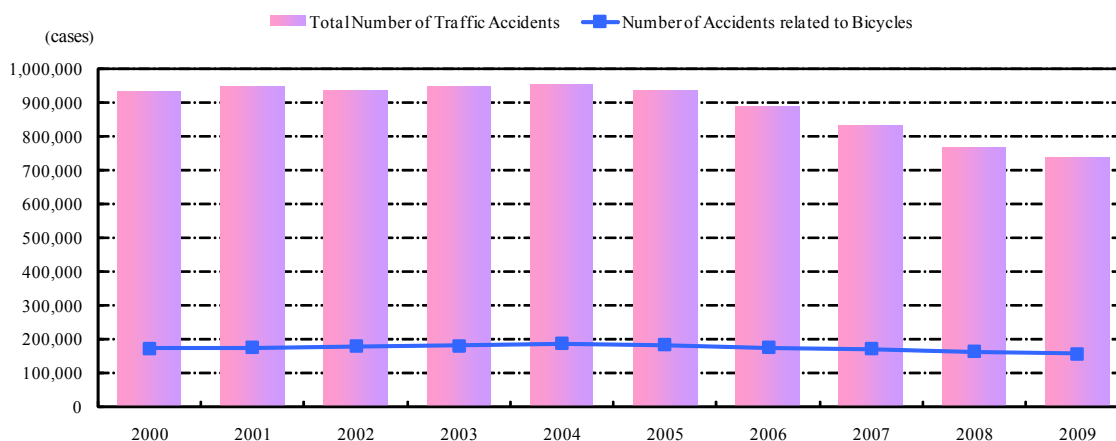
Table 3-2 Trends in the Number of Cases Cleared for Drunk Driving (2009)

Category	Drunk Driving	Driving while Intoxicated	Crime of Providing a Vehicle	Crime of Providing Alcohol	Crime of Demanding / Requesting a Ride
Number of Crackdowns	954	40,847	200	70	854

2. 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 2009, there were 156,373 cases of traffic accidents involving bicycles, accounting for 21.2% of all traffic accidents.

Diagram 3-8 Trends in the Number of Traffic Accidents and the Number of Accidents related to Bicycles (2000-2009)



Category \ Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Total Number of Traffic Accidents	931,934	947,169	936,721	947,993	952,191	933,828	886,864	832,454	766,147	736,688
Number of Accidents related to Bicycles	173,876	175,223	178,289	181,845	187,980	183,653	174,262	171,018	162,525	156,373

(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, as well as promoting efforts to establish the networking of bicycle zones.

(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.” The police are working to spread knowledge of bicycle traffic rules for such

broad types of users as children, students, the elderly and housewives.

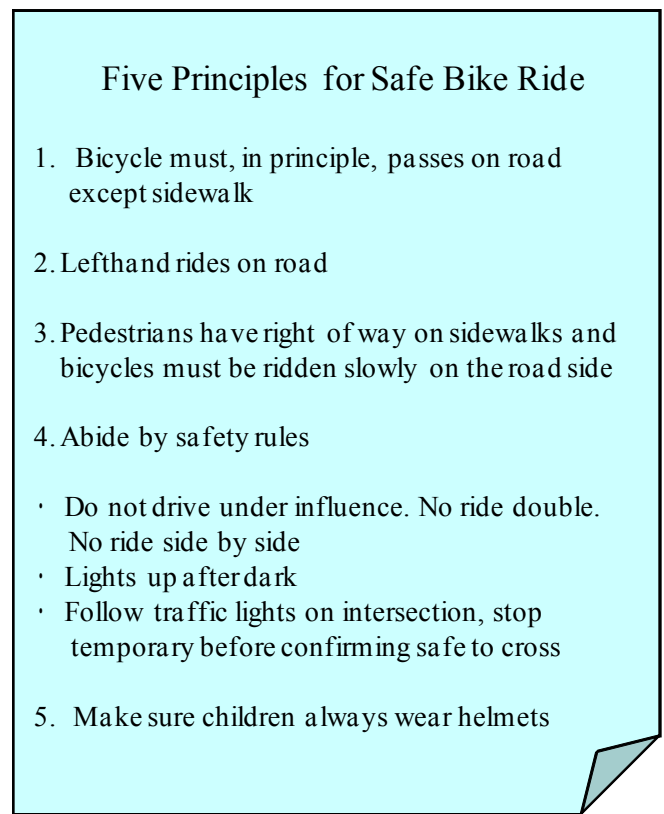
In addition, the police are creating a wealth of educational content by partnering with schools through participatory, practical bicycle training to children and students, by utilizing reenactments of accidents by stunt men, or bicycle simulators. In 2009, approximately 3.37 million people participated in the 31,000 bicycle education courses targeted at children/students and the elderly across the nation.

(4) Strengthening of Guidance and Crackdown on Traffic Law Infringements by Bicyclists

Focusing on bicycle guidance/enlightenment priority areas/roads¹, the police are strengthening guidance measures against bicycle riders that ride without

headlamps, ride a bicycle together with another person, ignore traffic lights, and loiter. Additionally, the police are taking strict measures on those who dangerously and viciously violate the traffic law and cause real danger to vehicles and pedestrians, and those who continue to break the law, despite warnings, by utilizing traffic tickets which threaten arrest.

Diagram 3-9 The Five Principles of Bicycle Safety



Note 1: Based on the state of traffic accidents involving pedestrians and bicycles, local resident complaints and requests, 1,827 locations nationwide (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.

3. Traffic Safety Education and Traffic Safety Activities

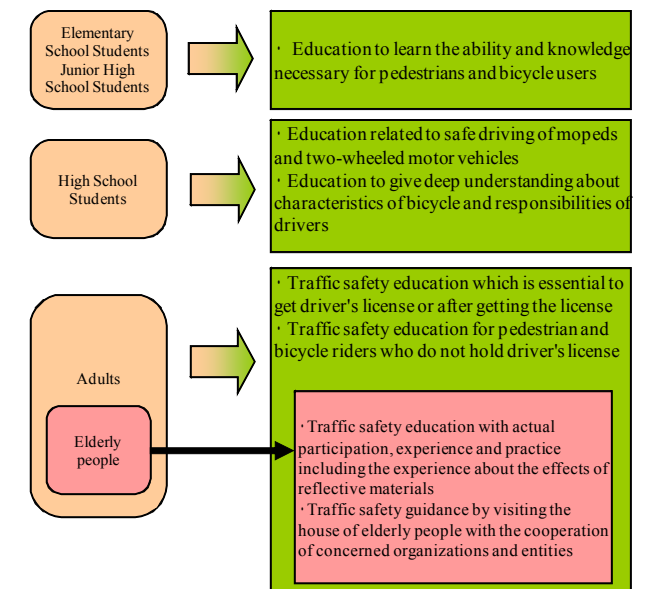
(1) Traffic Safety Education

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 (PPSC). The police implement the guidelines that specify the

basic preparedness 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 modes of each age group.

Diagram 3-10 Traffic Safety Education by Age



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 Act, 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/groups and traffic volunteers (traffic safety campaign promotion committees, traffic counselors, etc.) in various ways.

1) National Traffic Safety Campaign

The police conduct National Traffic 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.

2) Thorough Wearing and Use of Seatbelts and Child Seats

The police have mandated the wearing of seatbelts for backseat passengers from June 2008, and an administrative punishment of traffic violation points will be incurred on offenders on the expressway. In a national survey conducted in October 2009 (joint survey by the NPA and Japan Automobile Federation (JAF)), the rate of backseat passengers wearing seatbelts stands at 33.5% on general roads and 63.4% on expressways. The police promote participatory, experiment-based, and practical traffic safety education by utilizing images of collision experiments or “seatbelt convincers” that enable people to feel the effects of wearing a seatbelt, thus facilitating the thorough wearing of seatbelts in all seats including the backseats.

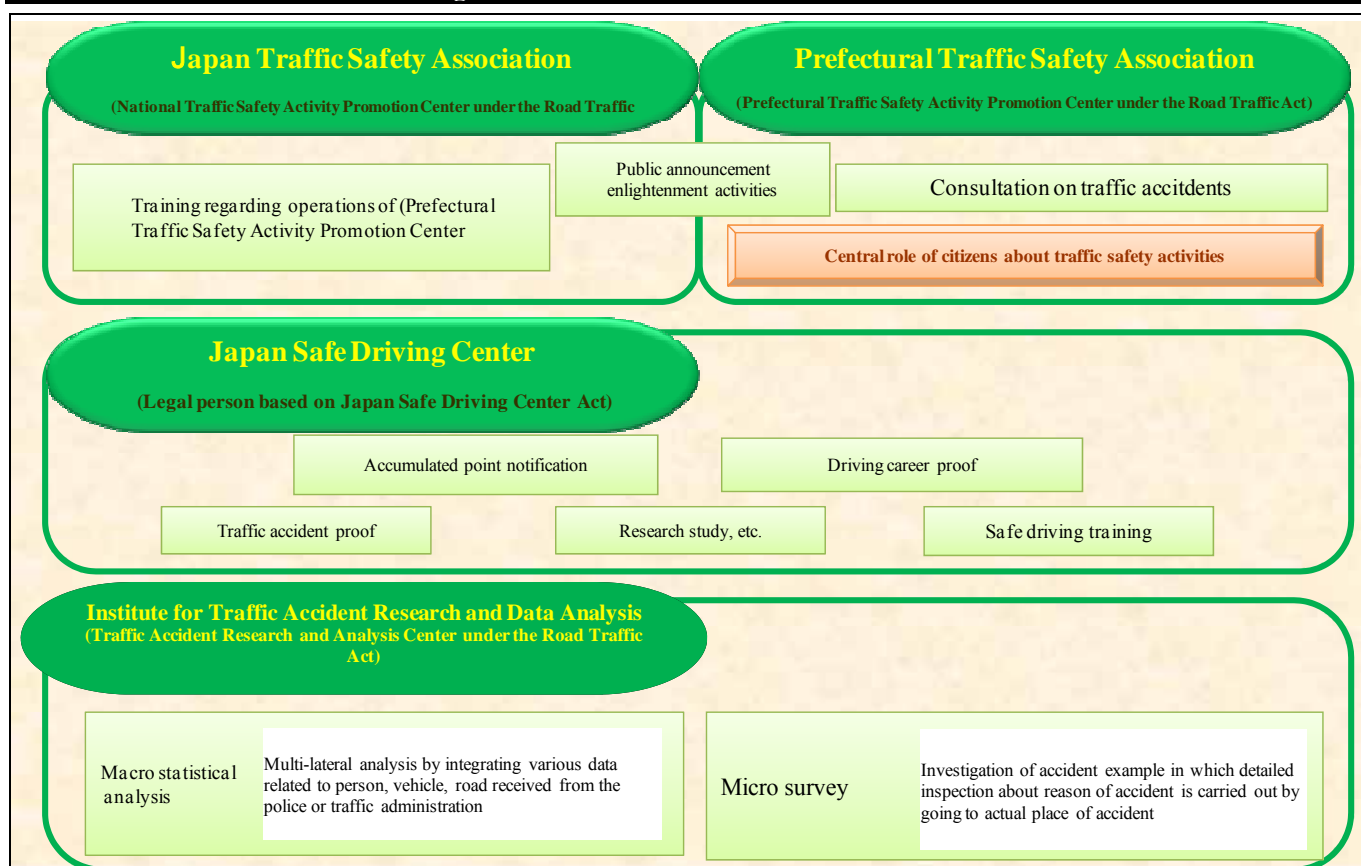
In addition, for child seats of which the rate of use remains at 56.8%, as shown in a survey in April 2010, the thoroughness of proper use is being facilitated by providing parents with publications or instructions on proper installation at kindergarten or nursery schools.

3) Other Traffic Safety Activities

To raise 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 the above, various entities listed in Diagram 3-11 are developing activities to aim for traffic safety.

Diagram 3-11 Activities of Various Institutions



Section 3. Measures for Drivers

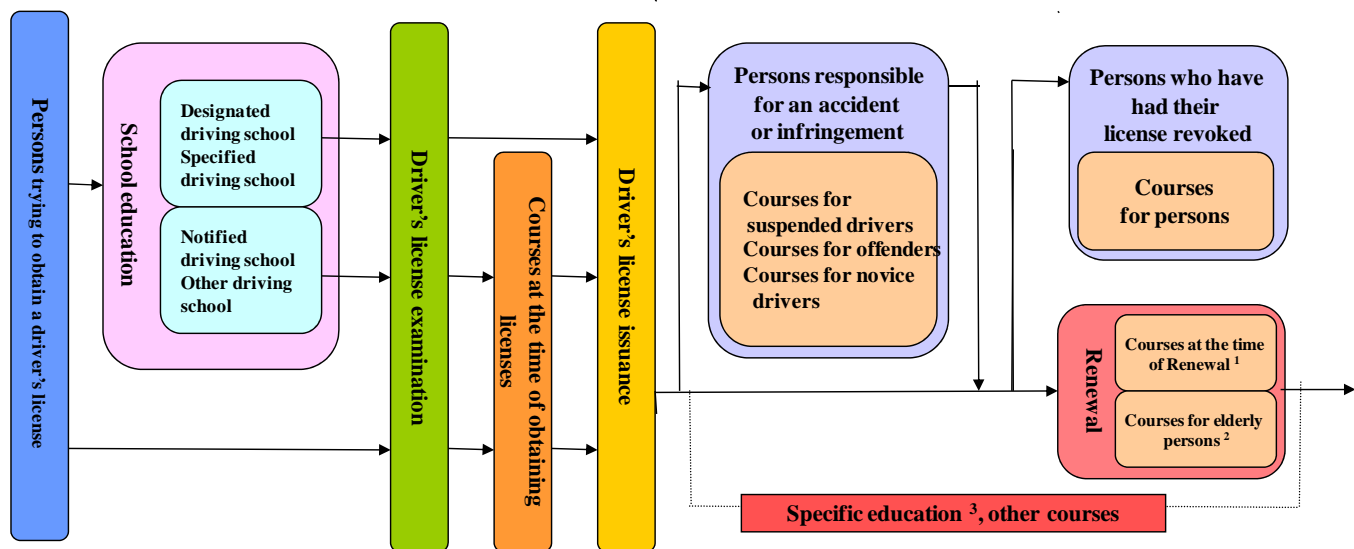
1. Driver's Education

(1) System for Driver's Education

Opportunities for driver's 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 3-12 Driver's Education System



Note 1: Persons trying to renew a driver's license are required to take courses 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 courses 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 courses 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 courses for elderly drivers and the courses at the time of renewal are exempt from taking courses.

(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 PPSC. However, those who have graduated from designated driving schools¹ are exempt from the skills test.

As designated driving schools play a central role in driver education for beginners, the police are striving to enhance the instruction given at driving schools through such means as improving the quality of instructors.

- Designated driving schools: 1,392 places nationwide (as of the end of 2009)
- Number of graduates who passed the driver's license examination during the same year: 1,564,841 persons (95.9% of all passed persons).

Additionally, applicants for driver's licenses are obligated to take lectures (courses to be given at the time the license is acquired) in order to learn the necessary skills and knowledge for safe driving according to 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 the same contents.

Note 1: Driving schools designated by the PPSC as meeting set standards for staff, facilities, and teaching methods.

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

Table 3-3 Situation of Provision of Lectures for License Acquisition (2009)

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	430
	Medium-sized Vehicle		302
	Ordinary Vehicle Course		15,858
	Large-sized Two-wheel Motor Vehicle Course		508
	Ordinary Two-wheel Vehicle Course		2,425
	Large-sized Passenger-carrying Vehicle Course		1,805
	Medium-sized Passenger-carrying Vehicle Course		98
	Ordinary Passenger-carrying Vehicle Lecture		2,863
	Emergency Treatment Course		Essential knowledge on emergency treatment such as artificial respiration, CPR, etc.
Moped License	Moped Course	Essential knowledge for safe driving such as manipulating methods and driving methods of mopeds	195,624

Note: Each course should include practical training sessions.

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

1) Provision of Carefully-laid out Courses upon Renewing License

Courses that must be taken by those who apply for renewal of their driver's license aim to increase the driver's safety awareness by supplementing necessary knowledge for safety driving by periodically providing courses upon renewal of licenses.

The lectures are held by categorizing drivers by the degree of compliance with the law and other criteria; gold card (model) drivers, general drivers, drivers who have broken the law, and drivers of first time renewal.

In addition, special courses are compiled according to the condition of the drivers such as courses for senior drivers, young drivers, and motorcycle drivers. The courses are also enhanced by taking up the actual situation of accidents by those taking the courses.

Category	Courses for Safe Drivers	Courses for General Drivers	Courses for Offenders	Courses for Drivers Renewing for the First Time
Number of attendants (persons)	8,505,895	3,149,673	4,136,410	1,173,060
Drivers with expired licenses with specialized reasons	12,290	76,318	88,910	43,960
Course Time	30 minutes	1 hour	2 hours	2 hours
Course 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 courses 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 courses for general drivers, discussions are held and guidance related to knowledge essential for driving automobiles is given.	In addition to the contents of the courses for offenders, an exercise is given for the drivers to fully acquire the fundamental knowledge related to driving of automobiles.

Table 3-4 Situation of Provision of Lectures at the Time of Renewal (2009)

2) Education for Reeducating Reckless Drivers

Enhanced education is provided for dangerous drivers through 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 Act. Courses are also held for those who have received administrative punishment, for novice drivers, those with revoked licenses or with suspended licenses, and traffic offenders.

In particular, as measures against habitual drunk drivers, drunk driving classes have been established for those whose licenses have been suspended due to drunken driving violations. Enriching the content of education is being facilitated through simulated experiences of drinking by using drunken driving goggles or simulators, or through lectures by the family of victims of drunk driving.

Table 3-5 Situation of Implementation of Education to Reeducate Dangerous Drivers (2009)

Course Names	Target Persons	Contents	Outcome	Number of Participants (persons)
Courses 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)	56,655
Courses 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.	33,631
Courses 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.	438,029
Courses 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.	185,411

Note: Re-examinations are held for those who did not attend the courses for novice drivers and the criteria is the same as those for the driver's license examination. In 2009, 2,905 candidates took the examination and the driver's licenses of 2,156 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, including so-called “paper driver’s education,” 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) Education for Senior Drivers

Based on the introduction of preliminary training (cognitive impairment screening test) in June 2009, the police enriched the contents of lectures for senior drivers. (Refer to P.37)

Besides courses for senior drivers, the police are composing classes for senior drivers who are 65 years old or above and 70 years old or below, giving prioritized explanation on driving attributes of senior drivers, or characteristics of traffic accidents. In addition, driving aptitude examinations using related equipment are being conducted. By implementing traffic safety guidance based on the results of these examinations, the police are striving for continuous support of the safe driving of senior drivers. The number of persons who took the course for senior drivers was 45,105 in 2009.

2) 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 2009, 51,086 people applied to cancel their driver’s license (44,463 of these were over 70 years old), and 23,048 applied for records of their driving history (20,321 of these were over 70 years old).

2. Policies for Drivers

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

It is necessary to implement appropriate administrative punishment for the early removal from road traffic areas of drivers who repeat Road Traffic Act violations and who have initiated major traffic accidents.

In June 2009, the police raised the amount of time required before a potential driver can reapply for a license to 10 years after their license has been revoked due to certain vicious and reckless driving. Based on this, the police are attempting to implement rigorous and prompt administrative punishment, toward the early removal of drivers who conduct vicious and reckless driving.

Table 3-6 Trends in Administrative Punishment for Driver's Licenses (2005-2009)

Category \ Year	2005	2006	2007	2008	2009
Total (cases)	911,001	847,721	728,060	612,163	571,912
Revoked	55,138	54,461	44,252	34,942	38,100
Suspended	855,863	793,260	683,808	577,221	533,812

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 burden for citizens 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 (model) drivers).

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. In particular, with the introduction of the preliminary examination, it is expected that consultation by examinees or their families on aptitude for driving or medical institutions where diagnoses of dementia can be given, will increase. As such, the police attempt to enhance the counseling system and secure counseling places.

(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 2009 was 31,316. The police also produced a video for traffic safety education for foreign drivers, making it more available. As such, the police are striving to enrich traffic safety education based on local circumstances.

(4) Digitalizing Driver’s Licenses

The issuance of IC card licenses began in January 2007, and was introduced in all prefectures in January 2010. IC card licenses have the advantages of the prevention of forgery, as well as the protection of the driver’s privacy by eliminating the inscription of legal domicile from the face of the license and making it an electromagnetic record.



IC Card License

Section 4. Development of Traffic Environment

1. 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 or road signs to secure traffic safety and smoothness. Since 1966, in order to prevent frequent traffic accidents promptly and effectively, efforts in line with the Long-term Project for Traffic Safety Facilities have been promoted, but in order to improve various social infrastructure maintenance projects more emphatically, effectively and efficiently, the Act on Priority Plan for Social Infrastructure Development was enacted on March 2003. In this Act, the “Priority Plan for Social Infrastructure Development” was to be formulated by integrating the past long-term plans by field of business on development of such social infrastructure as traffic safety facilities, roads and ports. Efforts were

made to further enhance cross-sectional efforts and collaboration between businesses.

In line with the Second Phase of the Priority Plan for Social Infrastructure Development with the planned period of 2008 through 2012, development of traffic safety facilities are being facilitated toward achieving the objectives listed in the plan.

Diagram 3-13 Implementation of Main Traffic Safety Facilities

• Signals :	Approx.200,000 units
• Road Signs :	Approx 6.60 million boards
• Infrared Beacon Devices:	Approx 53,000 units
• Traffic Information Boards:	Approx 3,600 boards
• Traffic Control Centers:	Approx 163 locations
(As of the end of FY2009)	

Diagram 3-14 Second Phase Priority Plan for Social Infrastructure Development (Planned Period 2008-2012)

[Measures and Index of Development Projects by the Police such as Traffic Safety Facilities]

1. Improvement of traffic safety
 - Fatality and Injury Rate in Traffic Accident (Reduce 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 (Control 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 (Control by approx. 30 at places where measures are taken)
 - Control over accidents causing death and injuries (Control by approx. 40,000 cases/year)
4. Promoting smoothness in traffic by advanced signals
 - Reducing the intersection passing time by advanced signals (Reduce by approx. 220 million-persons/hour/year)
 - Control over elimination of carbon dioxide by advanced signals (Control CO2 by 460,000t every year)
5. Promoting Intelligent Transport Systems

Diagram 3-15 Traffic Facilities Arranged by Police



Signals

Road Signs

Road Markers

Traffic Control Center

(2) Development of Advanced Traffic Control System

In urban areas, 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. Based on the analyzed information by traffic control systems, the police control traffic signals and provide traffic information.

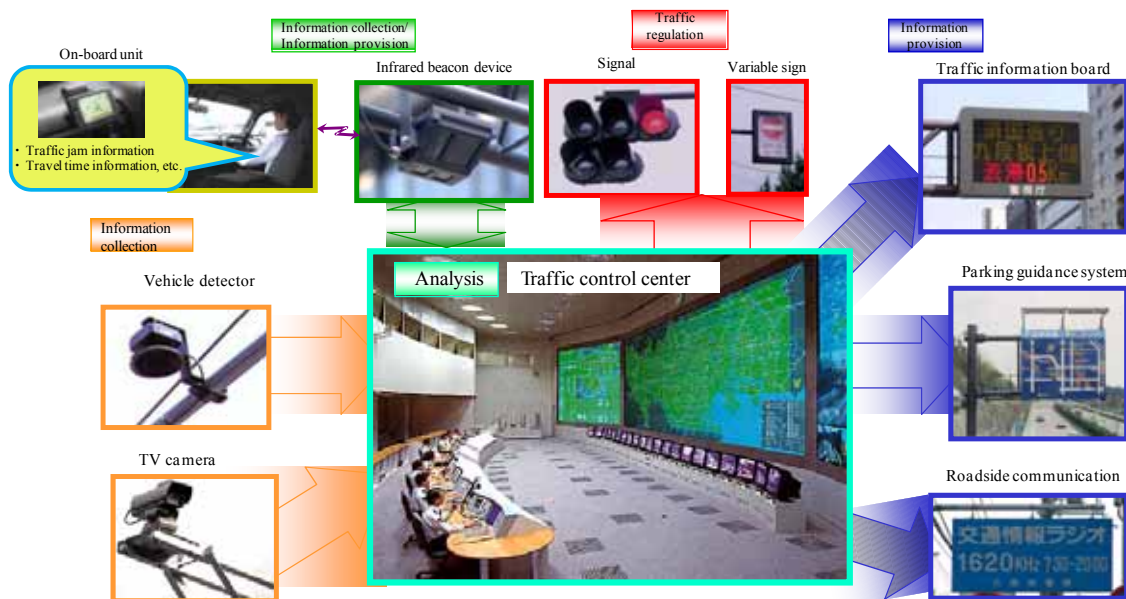
The measures taken in concrete are as follows;

- Smoothing 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
- Improving the convenience of public transportation by controlling signals to give buses 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 3-16 Traffic Control Center On-board Unit



(3) Traffic Information Provision by the Police

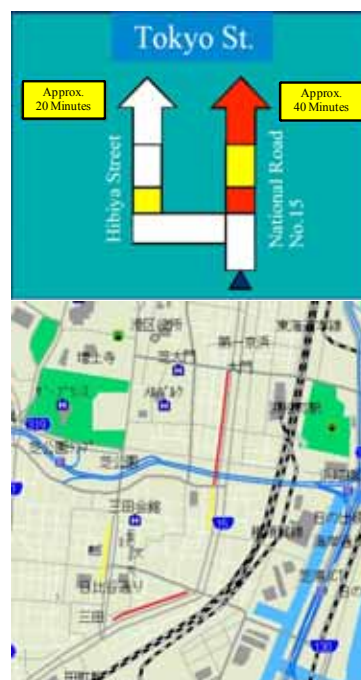
The police are making efforts to enable drivers to precisely ascertain the level of traffic congestion and the amount of time required for safe transit and pleasant driving by providing traffic information data gathered and analyzed by traffic control systems to the public at large. Efforts are also 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 in 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 a system that provides traffic information through infrared beacons² 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.

Diagram 3-17 Example of Display of VICS Car Navigation Device



(4) Environmental Measures through Traffic Control

1) Traffic Control for Environmental Measures

The police execute measures according to the situation of the traffic noise and vibration by restricting maximum speed to reduce the engine sound and vibrations by reducing the speed of passing vehicles and by restricting vehicles to use lanes closer to the middle lane to keep away large-sized vehicles with large engine sounds and vibration from the roadside.

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 to the prevention of traffic accidents, the police are trying to

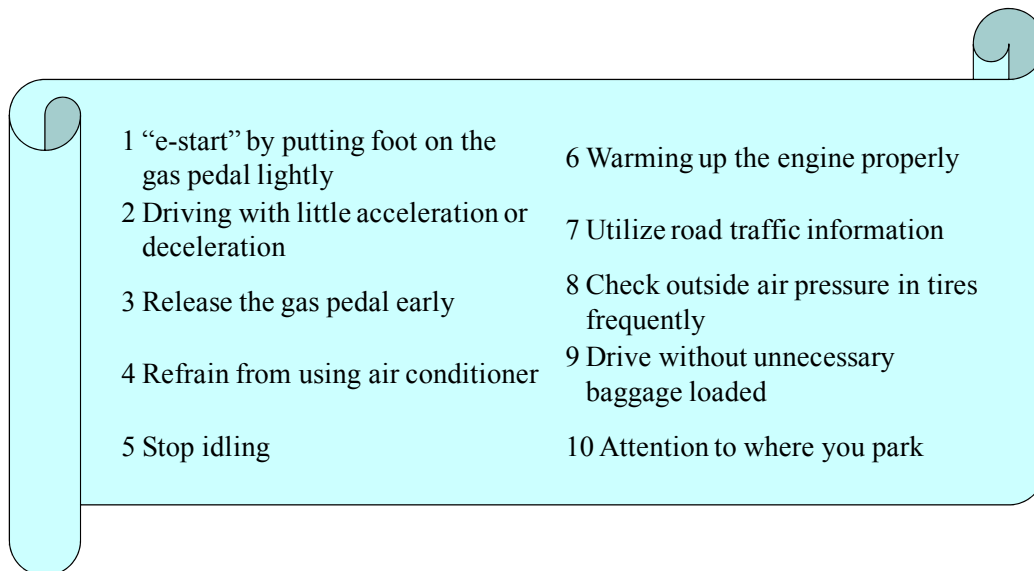
spread and promote eco-driving based on the “10 Tips for Eco-Driving” formulated in October 2006 by the Eco-Drive Spread Liaison Council.³

Note 1: Vehicle Information and Communication System

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

3: Consists of the NPA, the Ministry of Economy, Trade and Industry, the Ministry of Land, Infrastructure, Transport and Tourism, and the Ministry of the Environment.

Diagram 3 - 18 Ten Tips for Eco-Driving



(5) Promotion of Effective Traffic Regulations

Based on the actual traffic conditions of an area, the police are constantly working to inspect and review traffic control, and traffic regulations such as speed and parking. And in response to traffic condition changes due to road development, local development, new commercial facilities, etc., the police are working to maintain safe and smooth traffic flow by accurately understanding these and implementing comprehensive measures in terms of both software and hardware.

For speed regulations, existing regulation standards were created in 1992. Thereafter, the environment involving road traffic changed due to road development progress and enhanced automotive functions. Considering this, starting in fiscal 2006, the

Survey Research Study Committee on How to Determine Speed Regulations (Chairman: Katsutoshi OTA, Professor, Toyo University) studied how to determine more rational speed regulations. In March 2009, this committee submitted its Survey Research Report on How to Determine Speed Regulations. In response to this report, the standards on maximum speed regulations for general roads were revised in October 2009. Based on these new standards, the police are actively inspecting the existing speed regulations.

Column 1. How Speed Regulations are Determined under the New Standards

(1) General Roads

For general roads, while complying with the maximum speed standards set in accordance with the Standard Speed Table, speed regulations are adjusted according to each road's traffic accident occurrence situation, road structure such as existence of sidewalks, roadside situation, etc. In principle, the actual speed regulation is determined within a range of 10km/hr above or below the standard speed.

Standard Speed Table

Category	Area	Lanes	Central divider	Pedestrians	Standard speed	
1	Urban	2 lanes		Many	40km/hr	
2				Few	50 km/hr	
3		4 or more		Yes	Many	50 km/hr
4					Few	60 km/hr
5				None	Many	50 km/hr
6					Few	50 km/hr
7	Not urban	2 lanes		Many	50 km/hr	
8				Few	60 km/hr	
9		4 or more		Yes	Many	60 km/hr
10					Few	60 km/hr
11				None	Many	50 km/hr
12					Few	60 km/hr

(2) Residential Roads

For residential roads, the priorities are the safety and peace of mind of local residents and ensuring pedestrian safety. Therefore, in order to maintain speeds which enable response to sudden running out into the street and the avoidance of major accidents, when implementing the speed regulation, the maximum speed shall in principle be 30 km/hr. The police will also study the implementation of zone regulation, and installation of physical devices which reduce vehicle speed such as humps and cranks in cooperation with related institutions.

(3) Road Structures Emphasizing Vehicle Traffic Functions

Even for a general road, on a road which emphasizes automobile drivability with an advanced structure and few danger factors, the maximum speed shall in principle be 70 or 80 km/hr if safety is maintained.

2. 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)² such as the following three systems, using infrared beacons devices that optimize traffic management using cutting edge information communication technologies in order to achieve a safe, smooth, and comfortable traffic society with low environmental load.

1) Public Transportation Priority Systems (PTPS)³

This system aims to improve on-time transport and user-friendliness, through traffic signal control prioritizing mass public transportation by bus, etc. (introduced in 40 prefectures as of the end of FY2009).

2) FAST Emergency Vehicle Preemption Systems (FAST)⁴

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 2009).

3) Driving Safety Support Systems (DSSS)⁵

This system aims to prevent traffic accidents 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 (introduced in 5 prefectures as of the end of FY2009).

Note: 1 Intelligent Transport Systems

2: Universal Traffic Management Systems

3: Public Transportation Priority Systems

4: FAST emergency vehicle preemption systems

5: Driving Safety Support Systems

(2) Promotion of International Cooperation concerning ITS

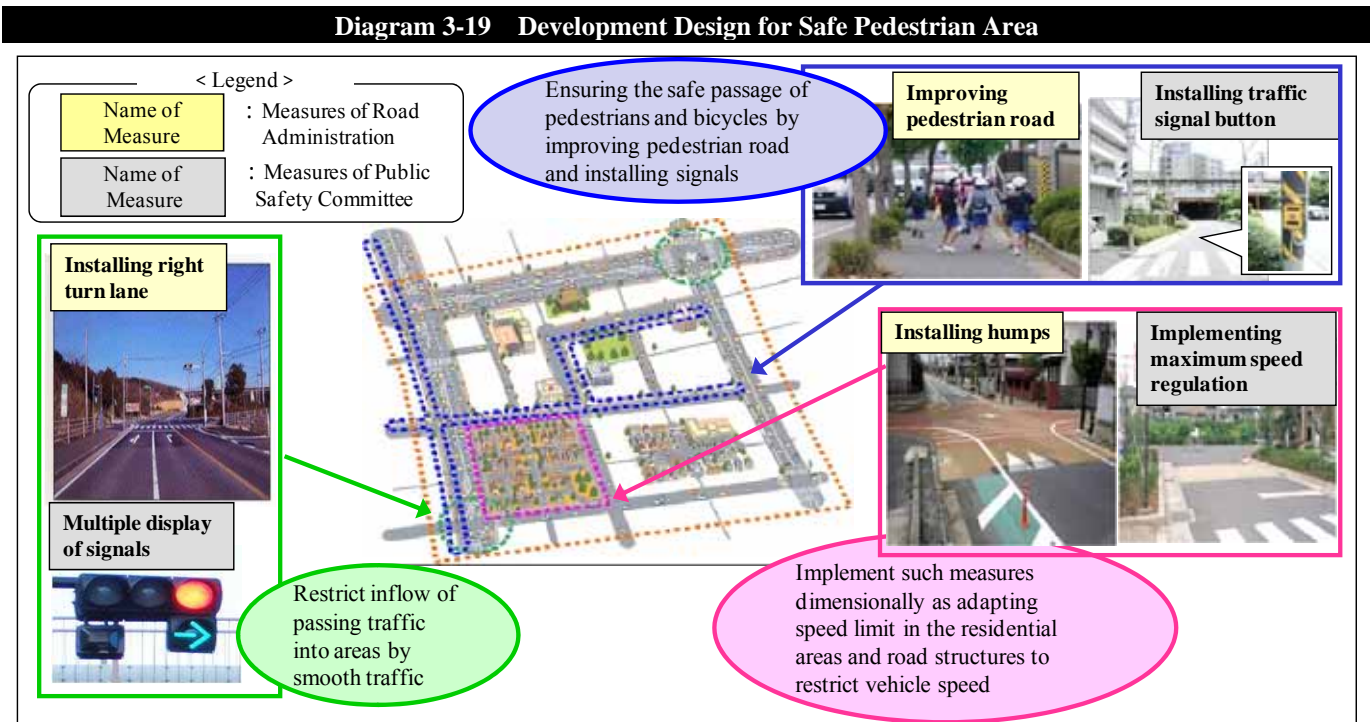
Promotion of collaborative projects with other countries and the establishment of other such international cooperation is important since it is necessary to investigate from a broad view in the field of technological development. The NPA participated in the 16th ITS World Conference held in Stockholm, Sweden in November 2009 (approximately 8,500 concerned participants from governments, private sector and educational institutions from 64 countries). 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 2010 to hold research presentations on measures and policies of bilateral promotions for ITS.

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

Compared to the United States 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 582 locations (as of March 2009) 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 and students who walk or take a bicycle to school, 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.

Diagram 3-20 Barrier Free Examples of Traffic Safety Facilities by the Police



Acoustic traffic signals Traffic signals responding to the elderly Traffic signals for pedestrians to indicate passing time Escort zone

4. 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 arterial roads but 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 2009 there were 1,513 collisions involving parked vehicles, with 45 people killed in these accidents. Among complaints, requests, and consultations made through “Dial 110” emergency number, 18.2% 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 matters 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

Under the new illegal parking regulations that were enacted on June 1, 2006, the confirmation task¹ of unattended parked vehicles² conducted by the monitors of designated corporations have been operating properly and smoothly, showing great effectiveness in assuring traffic safety and smoothness.

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

Note 1: Tasks related to attaching stickers after confirmation of illegal parking.

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

Table 3-7 Trends in the Situation of Outsourcing of Checking Work (2006-2009)

Category \ Year	2006	2007	2008	2009
Number of Police Stations Outsourcing (stations)	270	310	347	378
Number of Companies Commissioned (legal persons)	74	73	73	70
Number of Parking Control Officers (persons)	1,580	1,766	1,966	2112

Table 3-8 Situation of Crackdowns on Illegal Parking (2009)

Number of crackdowns on illegal parking	2,518,006
Order for payment of a fine for illegal parking	2,032,626
Number of illegal parking stickers on unattended parked vehicles	2,462,327
By Parking Control Officers	1,597,489
Number of towed vehicles (vehicles)	21,647

3) Parking Measures Combining Hard and Soft Methods

Illegal parking is particularly striking in arterial roads, and Prefectural Public Safety Commissions, road administrators, and others are cooperating to promote intensive parking measures that combine hard methods¹ and soft methods² 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 notifications 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*³ and, *shako tobashi*⁴.

Note 1: Off-road parking and spaces for freight-handling and others, use of colored pavement to clearly mark areas where parking is prohibited

2: Implementation of detailed parking regulations, crackdown on illegal parking and others

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

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

5. 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 in 2009 there were a total of 156 routes extending 10,295 kilometers.

In the future, appropriate 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 expressway toll reform is expected.

The number of fatalities on the expressway in 2009 is 178, a decline for six consecutive years since 2004.

Table 3-9 Trends in the Number of Expressway Accidents and Resulting Fatalities (2000-2009)

Category \ Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Number of Accident (cases)	14,325	14,726	14,083	13,992	13,797	13,775	13,803	12,674	10,965	11,112
Fatalities (persons)	367	389	338	351	329	285	262	244	193	178
Injuries (persons)	23,181	23,888	22,875	22,661	22,119	21,931	22,007	21,005	18,123	19,271

(2) Securing Safety and Smoothness of Traffic on Expressways

1) Traffic Accident Measures based on Traffic Accident Analysis

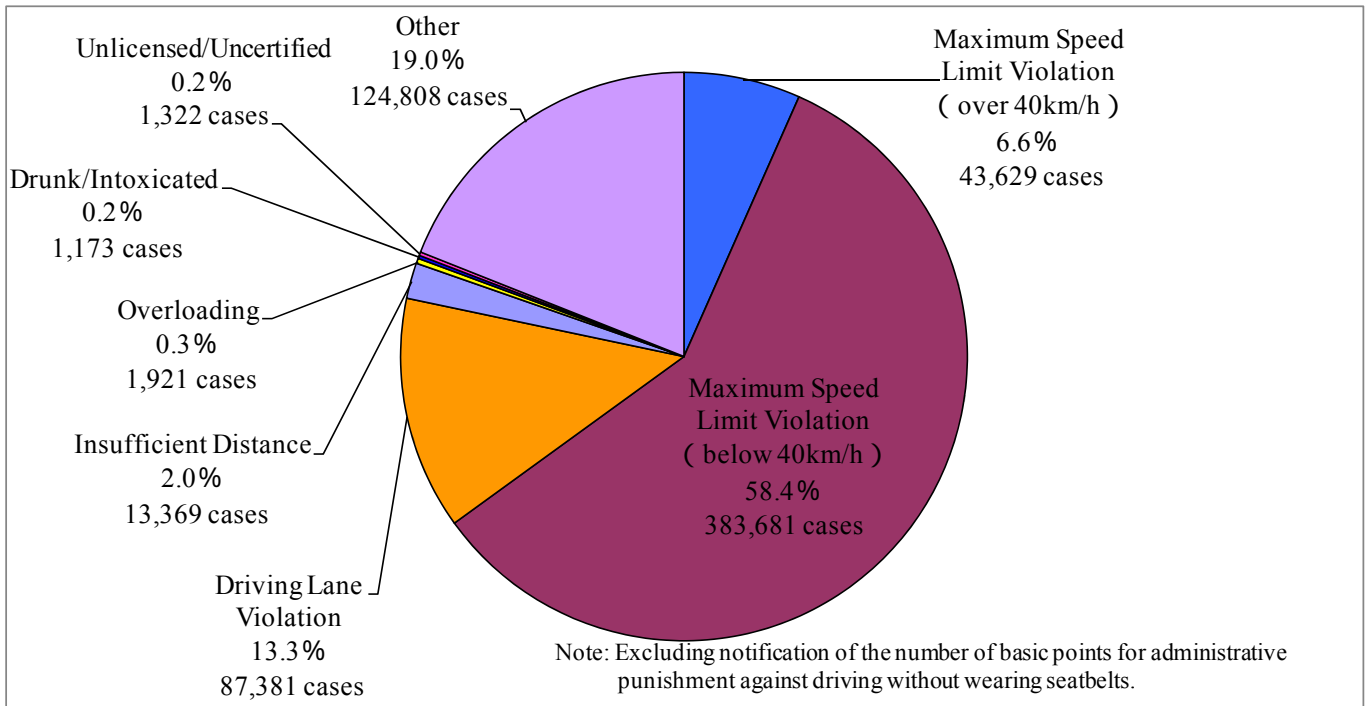
Upon the detailed analysis of the occurrence situation of traffic accidents, the police are implementing on-site inspection with the cooperation of road administrators on such serious accidents as fatal accidents and the spots where accidents frequently occur. They are also deliberating required measures and enhancing patrols.

2) Implementing Appropriate Traffic Regulations and Promoting Measures against Driving the Wrong Way

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

In order to prevent the occurrence of driving in the wrong direction, the police have been promoting enlightenment campaigns to publicize the danger of driving in the wrong direction with the cooperation of concerned organizations and entities as well as carrying out participatory, experimental, and practical traffic safety education which allow drivers on the expressway to inspect the place of driving in the wrong direction and examine the causes of occurrence or preventive measures.

Diagram 3-21 Situation of Traffic Violation Crackdowns on Expressway (2009)



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 regulations on wearing seatbelts, and cracked down on 179,869 cases for breach of obligation in 2009.

Section 5. Maintaining Road Traffic Order

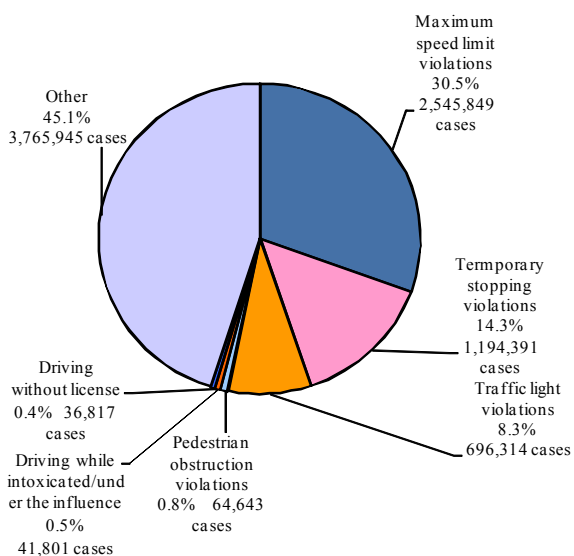
1. Traffic Guidance and Regulation

(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, excessive 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 2009, the police crackdowns accounted for 8,345,760 cases of violations of the Road Traffic Act.

Diagram 3-22 Situation of Crackdowns on the Road Traffic Act Violations (2009)



(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 Act committed by the drivers of vehicles used for commercial purposes such as taxi and trucking services 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.

2. Comprehensive Measures against Motorcycle Gangs (*Bosozoku*)

(1) Status and Trends in *Bosozoku* Members

Although both the number of *Bosozoku* members and the number of emergency 110 calls to the police related to *Bosozoku* members have decreased compared with the previous year, the public's demand for the improvement of measures against *Bosozoku* members remains strong.

There are two types of *Bosozoku* members: enthusiasts (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 3-25, the illegal racers account for about 12.7% of the total and the most of *Bosozoku* members are categorized as enthusiasts. Moreover, up until now the majority of *Bosozoku* members consisted of minors but the ratio of adults has 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 *Bosozoku* members who amass old two-wheel motor vehicles refurbished in *Bosozoku* style and travel in large groups. They have been spotted traveling towards scenic areas and in a number of other areas.

Bosozoku members commit a wide range of crimes, from violating road traffic related regulations to Penal Code violations and drug abuse. There have been a number of cases of rivalry conflict between *Bosozoku* members and cases of attempted murder for citizens. Furthermore, some of these groups have been confirmed to be potential *Boryokudan* (*yakuza* syndicate) members.

Table 3-10 Trends in the Number of *Bosozoku* Members and Emergency Calls to the Police Related to *Bosozoku* Members (2005-2009)

Category \ Year	2005	2006	2007	2008	2009
Number of Motorcycle Gang Members ¹ (persons)	15,086	13,677	12,584	11,516	10,454
Number of Emergency Calls to the Police related to Motorcycle Gang (cases)	73,364	65,520	64,057	57,593	55,549

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

Diagram 3-23 Makeup of *Bosozoku* Members by Type (Enthusiasts/Illegal Racers) (2009)

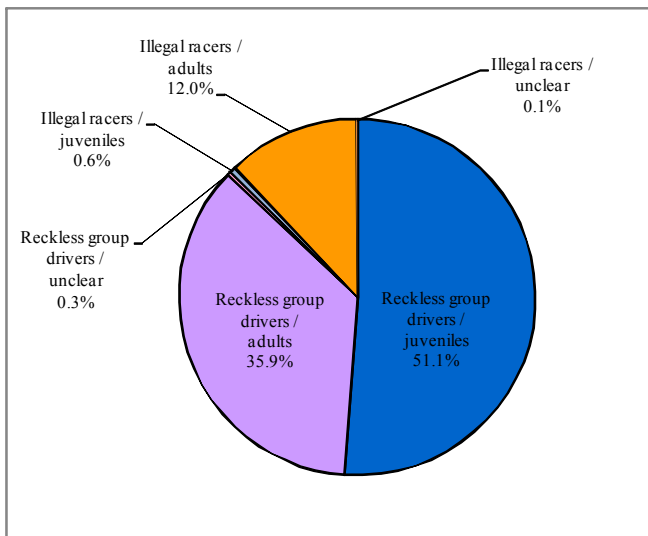


Table 3-11 Situation of Clearances by Law (2009)

Category	Number of Arrests (persons)
Road Traffic Act	29,534
Joint Dangerous Act	2,405
Penal Code	2,165
Murder/burglary/arson, etc.	94
Obstruction of performance of official duties	96
Violence/battery	309
Unlawful Assembly with Dangerous Weapons	6
Larceny	1,213
Other	447
Road Trucking Vehicle Act	201
Other	270
Total	32,170
Arrests	2,931

(2) Regulations on and other measures against *Bosozoku* Members in cooperation with related organizations

The traffic, juvenile and community police affairs divisions of the police are cooperating to dismantle *Bosozoku* 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 *Bosozoku* Eradication Ordinance¹ in local public entities. The police are also implementing comprehensive measures against *Bosozoku* members, such as sponsoring lectures to discourage memberships in *Bosozoku* members in junior high schools and high schools and encouraging withdrawal from these groups with the cooperation of families, schools and guardians.

Note 1: Enacted in 24 prefectures and 155 cities and towns as of the end of 2009,

3. Traffic Accident Investigation

(1) Situation Regarding Traffic Accident Investigations

The number of cases cleared concerning traffic accidents in 2009 is as follows.

Table 3-12 Situation of Cases Cleared of Occupational Negligence Resulting in Death or Injury (2009)

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	687,129	4,067	5,116	21	696,333

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 2009, the clearance rate for fatal hit-and-run accidents was 93.0%.

Diagram 3-24 Trends in the Number of Offenses where Dangerous Driving Resulting in Death and Injuries Apply (2002-2009)

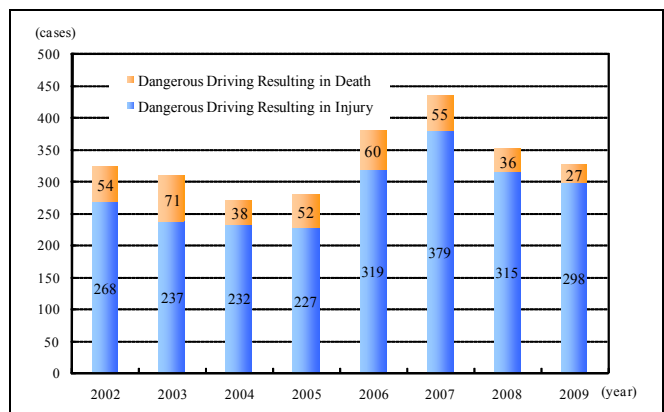
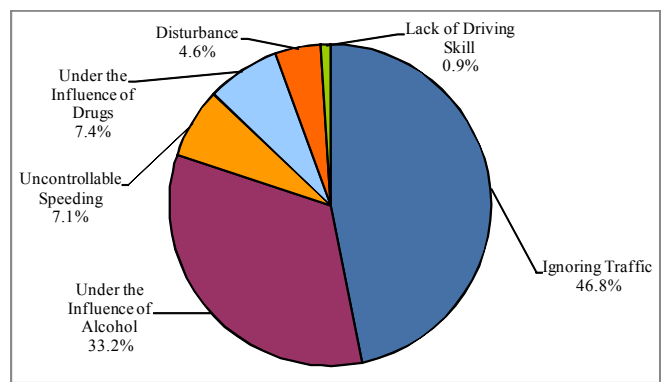


Diagram 3-25 Situation of Clearance of Cases of Charges of Dangerous Driving Resulting in Death or Injuries (2009)



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.

(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 education 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 mitigate 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 P.177)

The police have been making continuous effort to ensure that appropriate victim support is carried out for victims and their bereaved families (herein after referred to as “victims”) under the “Basic Plan for the Victims of Crimes” formulated 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 and cases equivalent to dangerous driving resulting in death and injuries, fatal traffic accidents, or cases in which it takes three months or more after accidents for the recovery 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 stages of investigation.

Several other efforts include the creation and distribution of different types of the “Booklet for Victims” in which detailed explanation was added on the operating procedure for liaison to the victims, criminal procedures and compensation systems to 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 Headquarters 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 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 assure the positive implementation of reporting of the investigation situation to the victims of hit-and-run and other cases, it was enacted in 1996 and has set the incidents to be covered and the contents of reporting.