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Traffic Safety Policies in Japan Trajectory and Challenges toward Future

Cabinet Office (in charge of traffic safety policies)

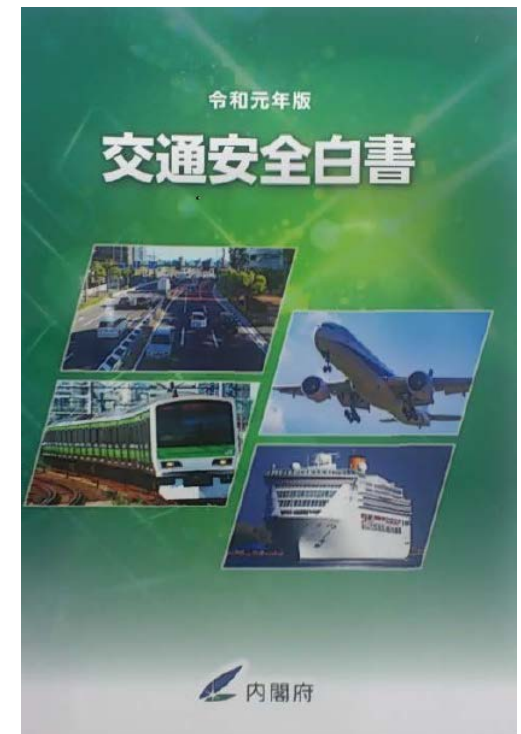
Traffic Safety Policies in Japan - Trajectory and Challenges toward Future

1. Traffic Accidents for These Three Decades

2. Traffic Safety Policies through Inter-Ministerial Collaboration

3. Challenges of Traffic Safety Policies toward Future

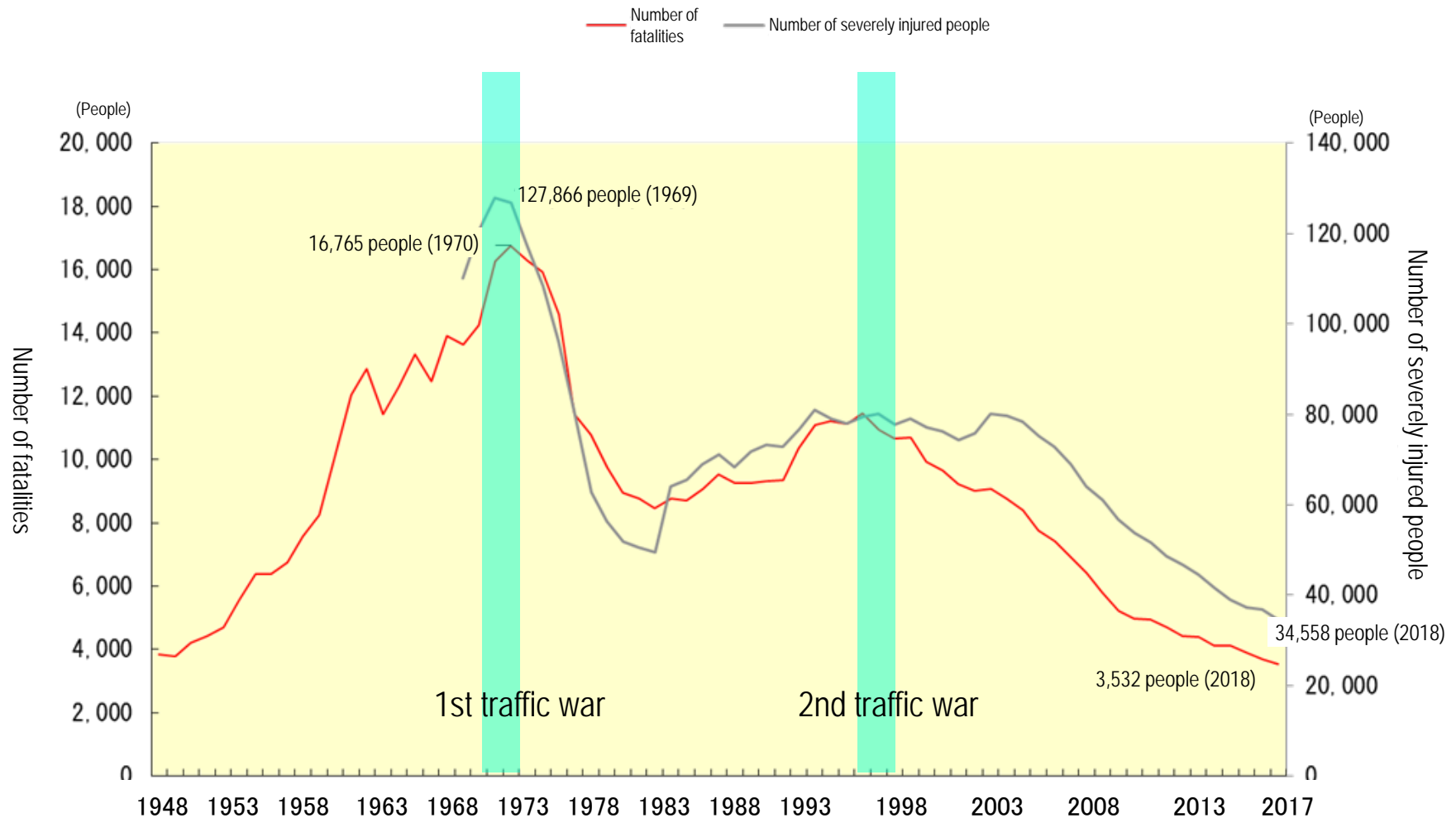
1. Traffic Accidents for These Three Decades



The White Paper on Traffic Safety is a legal white paper based on the Traffic Safety Policies Basic Act. In the 2019 edition of this white paper, the feature section gives an overview of traffic accidents and the trajectory of traffic safety activities, focusing on the three decades of the Heisei era, 1989-2019.

Changes in the Number of Traffic Accidents, Fatalities, and Seriously Injured People

The number of traffic accident fatalities in 2018 came to 3,532, less than a quarter of the 16,765 in 1970, the largest ever recorded, and the smallest since 1948, when the current traffic accident statistics began.

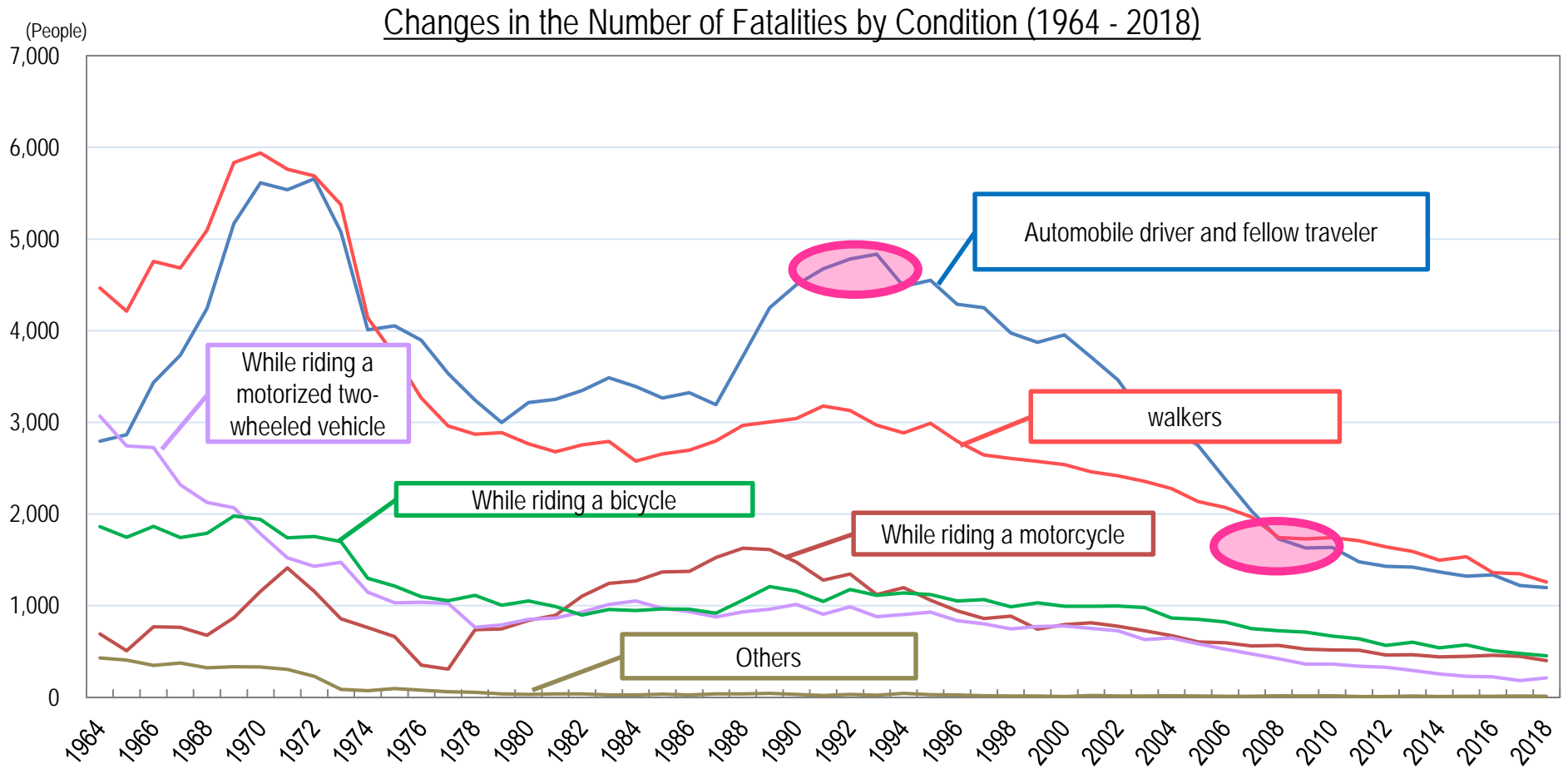


Material: Prepared based on National Police Agency material

Note: Before 1971, Okinawa is not included. The same applies to subsequent graphs.

Changes in the Number of Traffic Accidents Fatalities by Condition

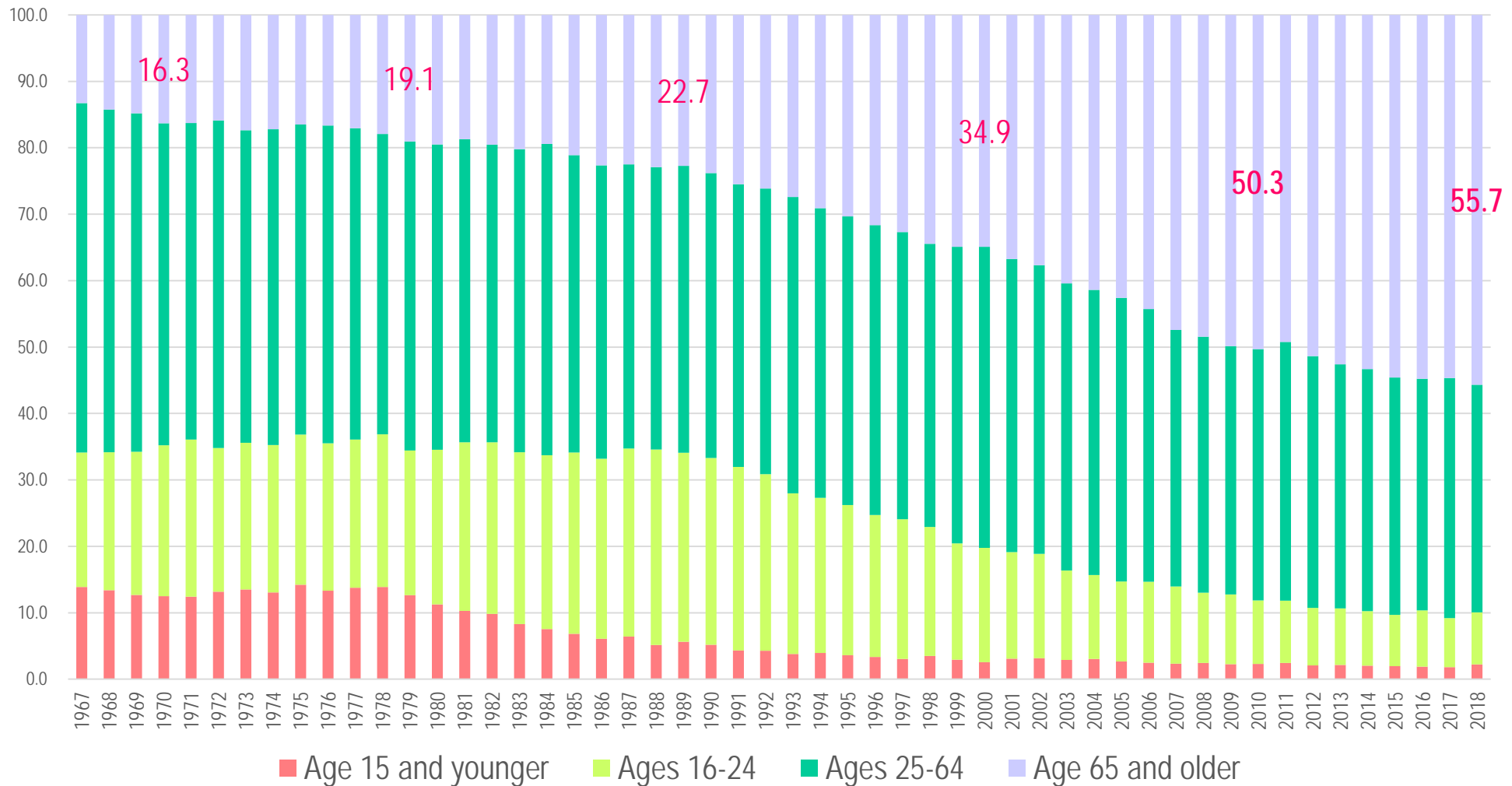
Looking at changes in the number of traffic accident fatalities by condition, automobile drivers and fellow travelers accounted for the largest 30 years ago, however, decreased significantly in the 1990s. In the 2010s, the number of walkers became slightly greater than automobile drivers and fellow travelers.



Source material: National Police Agency

Changes in the Number of Traffic Accident Fatalities by Age Group

Looking at changes in the percentage of traffic accident fatalities by age group, the percentage of elderly people aged 65 and older exceeded 50% for the first time in 2010.



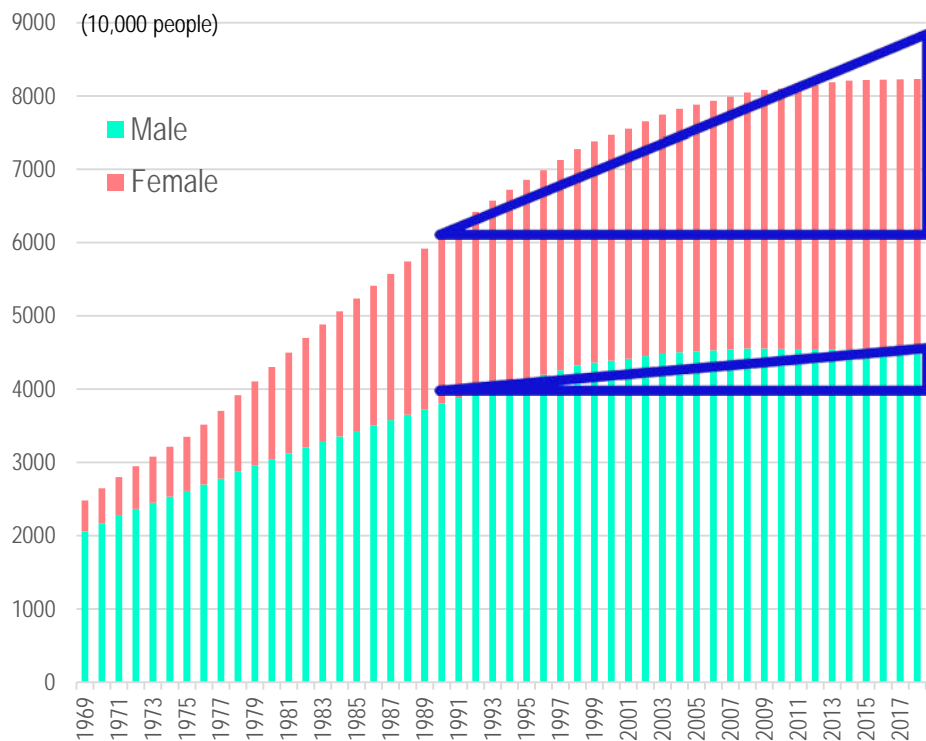
Source: : National Police Agency

Changes in Driver's License Ownership (by Gender and Age Group)

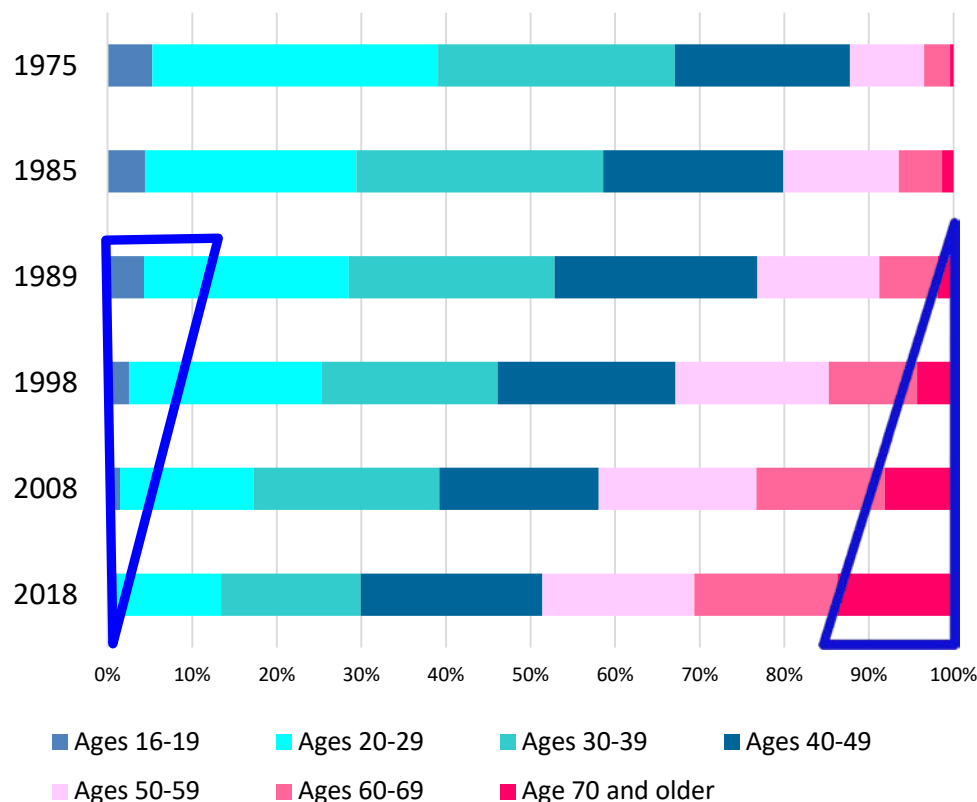
Looking at changes in the number of driver's license ownership by gender, over the last 30 years, the number of male driver's license holders increased by about 7.75 million, and that of the number of female driver's license holders by about 15.4 million, an increase by more than 23 million in total.

Looking at the changes in the percentage of driver license holders by age group, the share of the number of driver license holders aged 16 to 19 decreased to about one-third, while the share of those aged 70 and older increased to more than 10 times over the past three decades.

Changes in the Number of Driver's License Holders (by Gender)



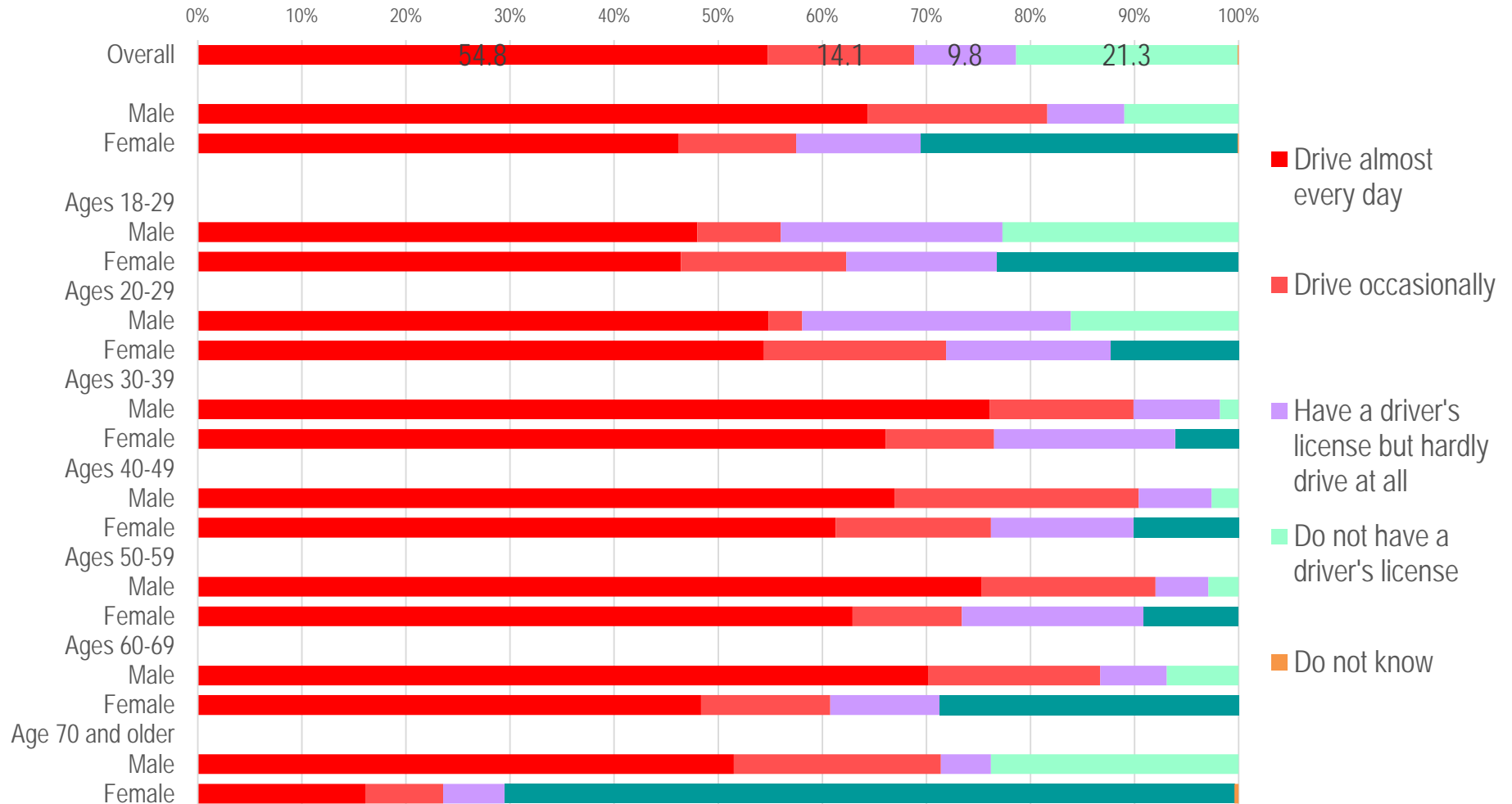
Changes in the Proportion of Driver's License Ownership by Age Group



Situation of Driving by Gender and Age Group as Seen in Public Opinion Polls

According to the results of an opinion poll asking people about driving of automobiles, motorcycles, etc. by gender and age group, there is a large gender gap among people aged 60 and older, compared to other age groups.

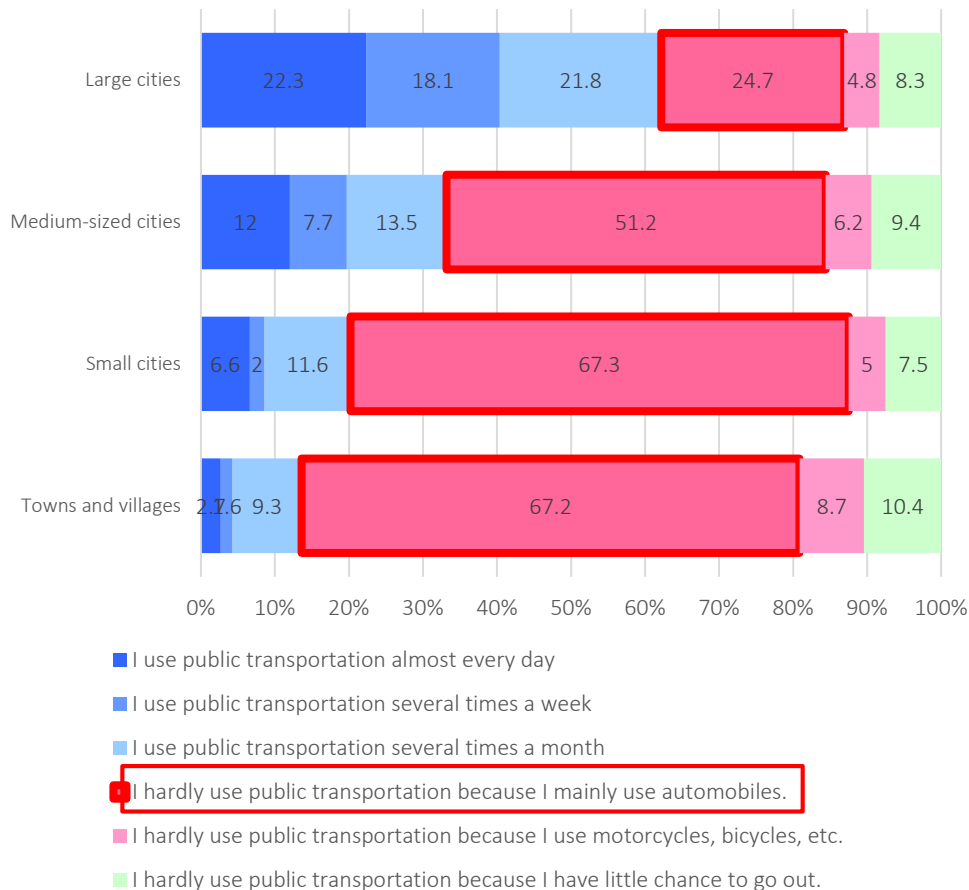
Traffic Safety Public Opinion Poll: Do you usually drive an automobile or a motorcycle?



Lifestyle Changes and Traffic Safety

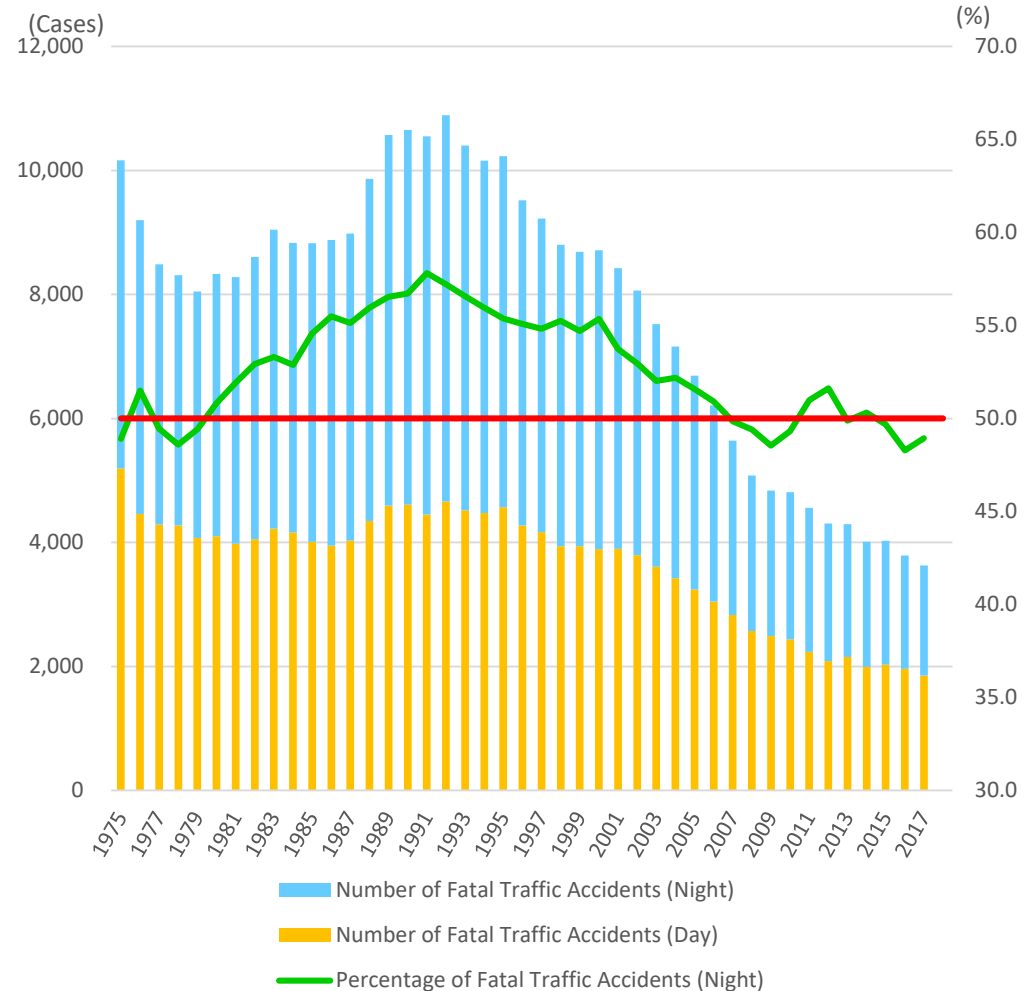
Car-Dependent Lifestyle in the Suburbs

"To what extent do you use railways and buses for daily public transportation?"



Source material: Cabinet Office "Public Opinion Poll on Public Transportation" (2016)

Shift to lifestyles active in the evening and nighttime and Traffic Accidents



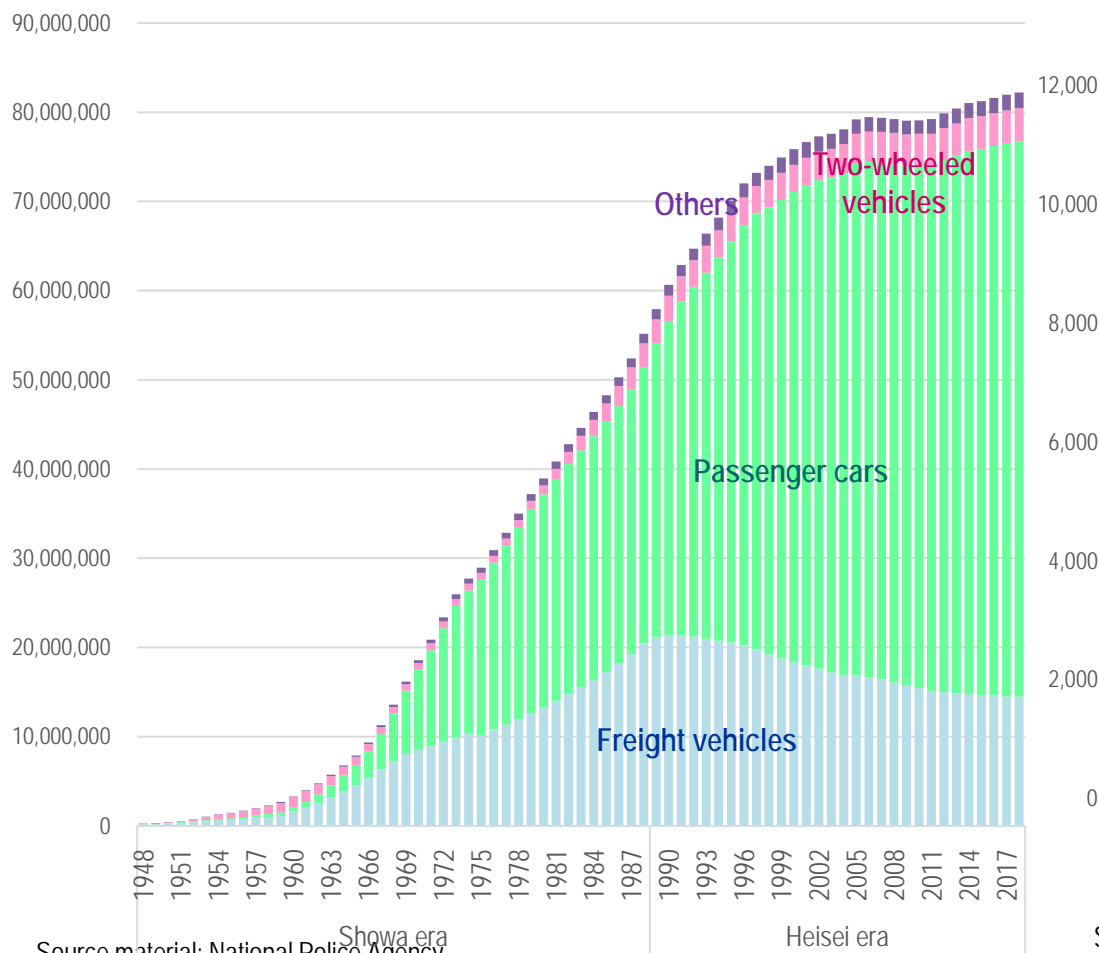
Material: Prepared based on National Police Agency material



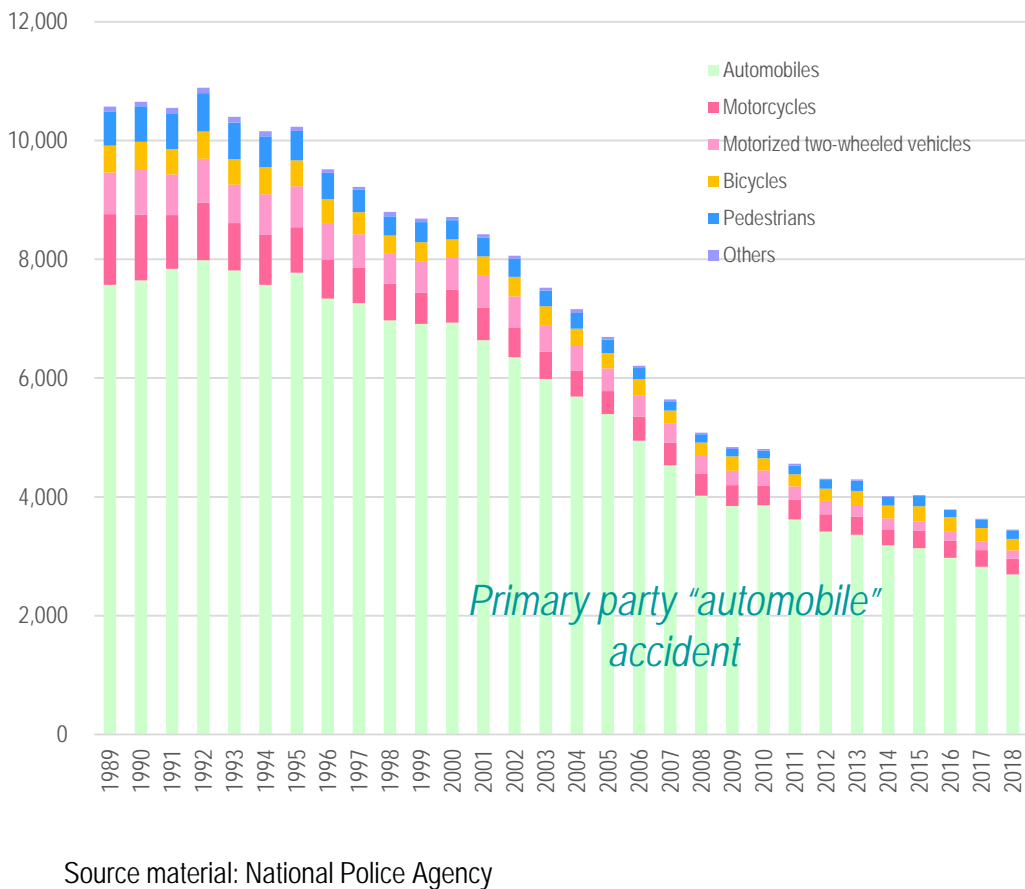
Increase in the Number of Motor Vehicle Ownership and Changes in the Number of Fatal Accidents by Type of Vehicle Involved

- The number of vehicles owned, in particular, passenger cars, increased rapidly in the decade from 1965, and the number of passenger cars doubled over the three decades of the Heisei era.
- Regarding the number of fatal traffic accidents over the past 30 years by focusing on the primary party, the number of accidents caused by “automobiles” as the primary party came to one-third, while the percentage in the total number of accidents remained more than 70%.

Changes in the Number of Motor Vehicle Ownership

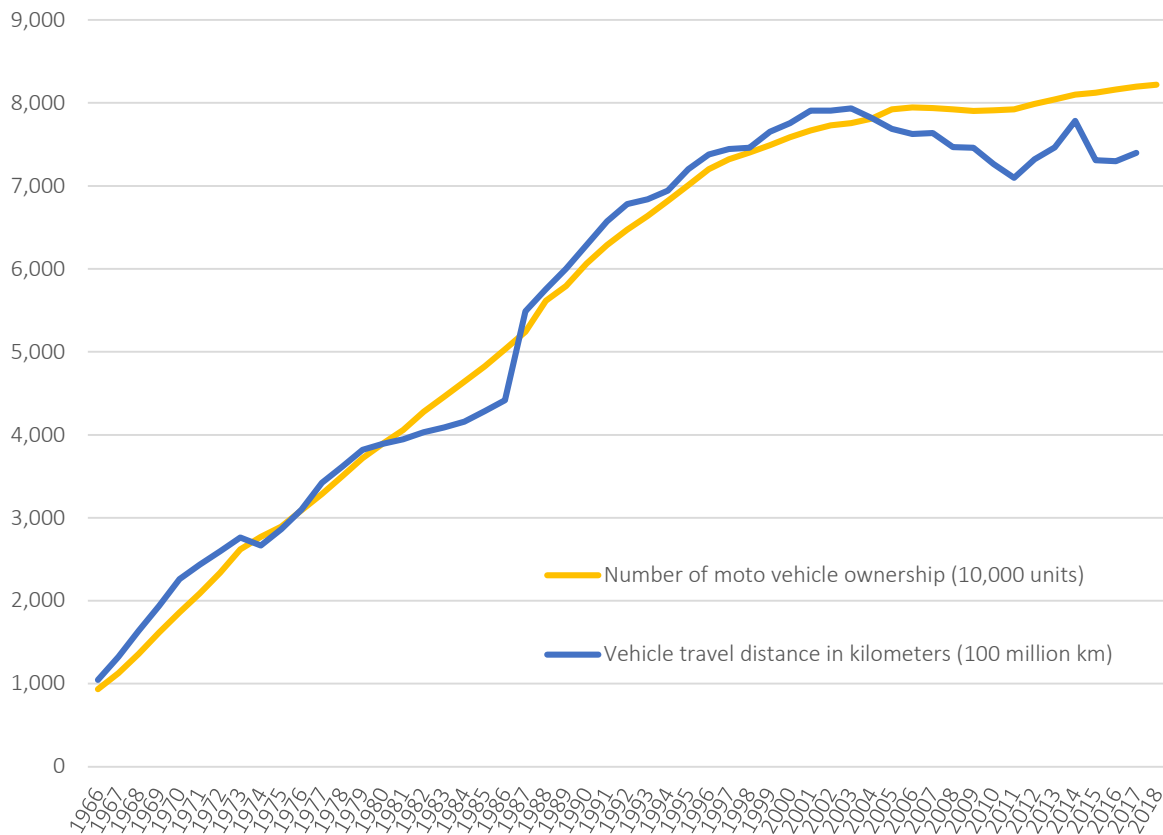


Situation of Occurrence of Fatal Traffic Accidents by Party (First Party)



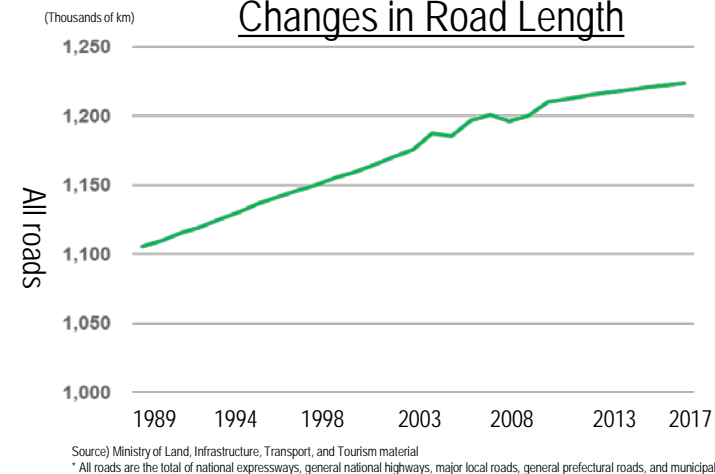
Increase in the Number of Motor Vehicle Ownership and Progress in Road Development

Changes in the Number of Motor Vehicle Ownership and Vehicle Travel Distance in Kilometers

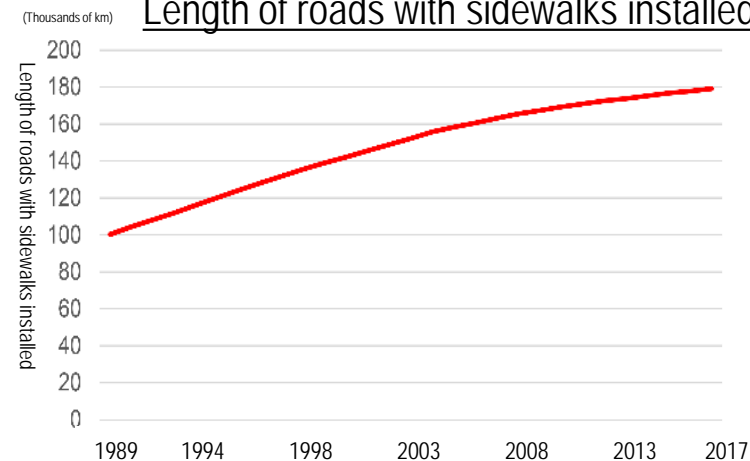


Note 1: Based on National Police Agency material
 2: The number of motor vehicle ownership is as of the end of December each year according to data from the Ministry of Land, Infrastructure, Transport, and Tourism. The number of vehicles owned does not include Class 1 and Class 2 engine-attached bicycles as well as small special vehicles.

Changes in Road Length



Length of roads with sidewalks installed



2. Traffic Safety Policies through Inter-Ministerial Collaboration -- Toward Effective Governance for Reducing Traffic Accidents --

Examples of Major Roles of Government Ministries and Agencies Involved in Traffic Safety

Cabinet



Extra-ministerial bureaus specified as designated administrative organization have been selected in addition to one office (Cabinet Office) and 12 ministries/agencies

Traffic Safety Policies Promotion System based on the Traffic Safety Policies Basic Act

Based on the Traffic Safety Policies Basic Act, the Central Traffic Safety Policy Council shall administer the work of drafting, etc. of the Fundamental Traffic Safety Program, and the Traffic Safety Policy Headquarters shall flexibly promote measures based on the Program.

Traffic safety policy councils shall be established in prefectural and municipal governments.

Traffic Safety Policies Basic Act (Law No. 110 of 1970)

Purpose: In addition to clarifying the responsibilities regarding traffic safety of national and local governments, users of vehicles, ships and aircraft, vehicle drivers, sailors, and aircraft crews, promote traffic safety policies comprehensively and systematically by establishing a necessary system through the national and local governments as well as by formulating traffic safety plans and establishing the basic policies of the national and local governments, and thereby contribute to promoting public welfare.

Central Traffic Safety Policy Council (Articles 14 and 15 of the Basic Act)

Chair: Prime Minister

Members: Minister for State for Special Mission (in charge of traffic safety policies) and 12 other cabinet ministers

Roles: Formulation and promotion of implementation of Fundamental Traffic Safety Programs, and formulation and implementation of other important comprehensive policies regarding traffic safety

Traffic Policy Headquarters (Central Traffic Safety Policy Council decision)

Headquarters Chief: Minister for State for Special Mission (in charge of traffic safety policies)

Members: 15 administrative vice ministers and other relevant officials
Roles: Flexible promotion of measures set forth in the Fundamental Traffic Safety Programs, and flexible formulation and implementation of other important comprehensive policies regarding traffic safety

Prefectural Traffic Safety Policy Councils

Prefectural Traffic Safety Policy Councils

Municipal Traffic Safety Policy Councils

National Traffic Safety Campaigns

The Spring and Autumn National Traffic Safety Campaigns have been carried out by relevant ministries and agencies, prefectural governments, 13 sponsoring organizations, and cooperating organizations from various industries (153 organizations).

According to an awareness survey, more than 70% of the respondents replied that they “know” about the national traffic safety campaigns.

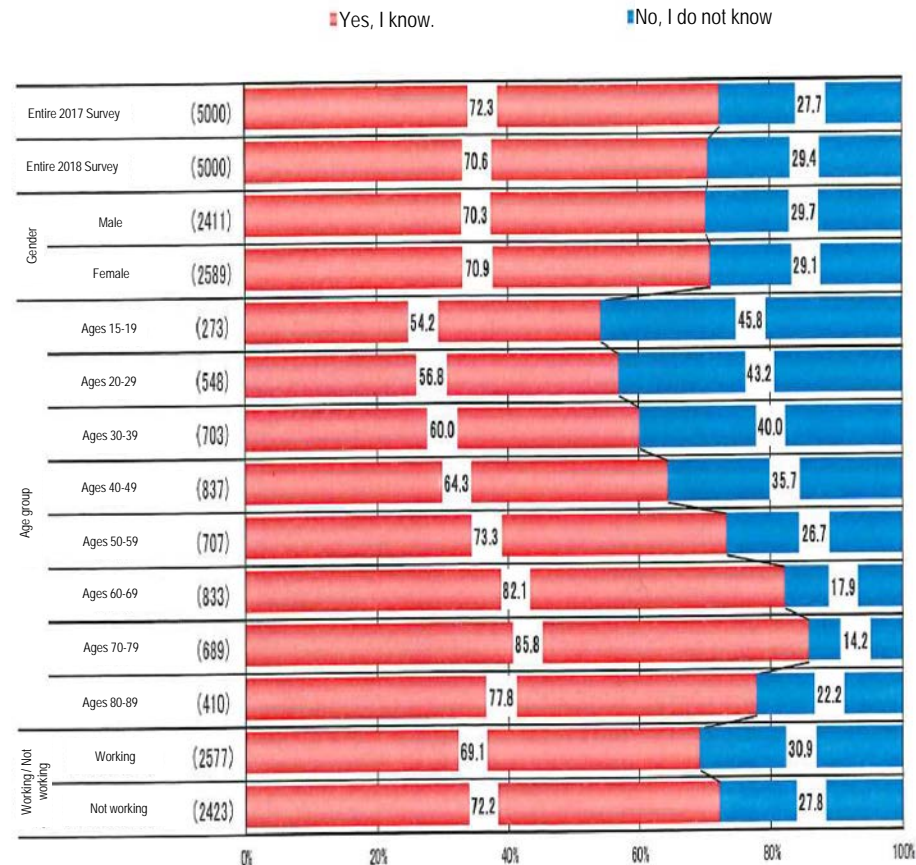
Spring and Autumn National Traffic Safety Campaign Poster

Let's all check this out!
Please observe traffic rules.

Check the left and right sides!
Early turning on of lights and reflective materials



Situation of recognition of awareness-raising activities for Spring and Autumn National Traffic Safety Campaigns, etc.



Source material: Cabinet Office

National and Local Government Programs Related to Traffic Safety

Program for five fiscal years

Program for each fiscal year

Designated government ministries and agencies

Fundamental Traffic Safety Program

Traffic Safety Service Program
(drafted by each ministry and agency)

Prefectural governments

Traffic Safety Program

Traffic Safety Implementation Program

Municipal governments

Traffic Safety Program
(voluntary)

Traffic Safety Implementation Program
(voluntary)

Note: Traffic Safety program at prefecture and municipal levels focus only on land transport.

Changes in the Fundamental Traffic Safety Program

After 1971, the Fundamental Traffic Safety Program was formulated 10 times, which has guided the national and local governments and related private organizations working together to promote traffic safety policies in the land, sea and air sectors (the current 10th program is for FY2016 - FY2020).

		Plan	Pillar of road transport sector, future direction, priorities, etc.			Plan	Pillar of road traffic sector, future direction, priorities, etc.					
1971-75	<i>First Traffic War</i> <i>Population exceeds 100 million</i>	1st	Development of traffic safety facilities Measures for pedestrians	2001 2002		7th	Future direction (priorities and new measures)	Promotion of traffic safety policies for the elderly Thorough enforcement of wearing of seat belts and child seats Development of a safe and smooth road traffic environment Promotion of traffic safety education Securing of vehicle safety				
1976-80		2nd	Establishment of a road traffic safety environment Promotion of private-sector traffic safety activities Development/enhancement of traffic safety facilities	2003 2004	<i>Percentage of elderly people in the total population exceeds 20%</i>			Implementation of effective guidance and law enforcement Development of emergency/rescue systems Enhancement of measures for victims Enhancement of traffic accident investigation/analysis Promotion of citizen participation type traffic safety activities				
1981-85		3rd	Development/enhancement of traffic safety facilities Promotion of traffic safety education Promotion of voluntary traffic safety activities in the local community Development/enhancement of emergency/rescue systems	2005								
1986		4th	Future direction	Development/enhancement of traffic safety facilities					2005	8th	Four perspectives	Response to an aging society with a low birth rate Securing of pedestrian safety Citizens changing their way of thinking on their own
1987				Setting of targets according to age stage					2007			
1988				Promotion of lifelong traffic safety activities		2008	<i>Total population peaks</i> <i>Number traffic accident fatalities falls below 5,000</i>					
1989				Development/enhancement of emergency/rescue systems	2009	Effective traffic safety policies in line with the actual situation of the local community						
1990	<i>1.57 Shock (public sensation associated with the announcement of the record-low total fertility rate of 1.57 for 1989)</i>							Utilization of IT				
1991		5th	Future direction (priorities / new measures)	Promotion of comprehensive traffic accident survey and research Securing of vehicle safety	2010	9th	Three perspectives	Securing of safety of the elderly and children Securing of pedestrian and bicycle safety Securing of safety on community roads and arterial roads				
1992	<i>Second Traffic War</i>			Development of a safe and smooth road traffic environment Promotion of traffic safety education Implementation of effective guidance and law enforcement	2011 2012							
1993	<i>Number of traffic accident fatalities starts decreasing</i>			Development of emergency/rescue systems Enhancement/strengthening of traffic safety promotion systems	2013 2014				<i>Number of foreign visitor arrivals exceeds 10 million</i>			
1994				Promotion of various measures for dealing with the mode of accidents that are increasing significantly and the mode of accidents with many fatalities	2015							
1995												
1996	<i>Number of traffic accident fatalities falls under 10,000</i>	6th	Future direction (priorities / new measures)	Promotion of traffic safety policies for the elderly	2016	10th	Perspective of thinking about future traffic safety policies	Securing of safety of the elderly and children Securing of pedestrian and bicycle safety Securing of safety on community roads and arterial roads				
1997				Thorough enforcement of wearing of seat belts	2017			<i>Number of births falls below 1 million</i> <i>Number of foreign visitor arrivals exceeds 20 million</i>				
1998	<i>Female driver's license holders exceed 40%</i>			Development of a safe and smooth road traffic environment Promotion of traffic safety education	2018							
1999				Securing of vehicle safety Implementation of effective guidance and law enforcement	2019 2020		Matters that should be prioritized		Utilization of advanced technology Promotion of meticulous measures based on the actual traffic conditions Promotion of traffic safety policies involving the whole community			
2000				Development of emergency/rescue systems Accident investigation/analysis and enhancement of research on traffic safety								



10th Fundamental Traffic Safety Program (FY2016 - FY2020)

Basic Philosophy of the Program

- Under a People-First Traffic Safety Philosophy, the number of road traffic accident fatalities has decreased to less than one-fourth of the worst ever.
- In order to set higher goals and further prevent traffic accidents in the future, advanced technologies in a new era need to be proactively applied , together with strengthening of existing measures. In addition, further efforts will be made toward safety measures for public transportation.
- Through all these policy measures, a significant progress will be achieved toward the realization of a society without traffic accidents and a world-leading traffic safety society.

1. Road Traffic Safety

The number of traffic accident fatalities has increased the first time in 15 years, and the proportion of fatal accidents resulting from violation of safe driving obligations has become relatively high. In order to achieve the safest road traffic in the world, it is therefore important to further promote the use of progressively advanced technologies and information that contribute to traffic safety, in addition to elaborate existing measures.

Objectives:

- (1) Achieve the safest road traffic in the world by reducing the number of fatalities within 24 hours to 2,500(*) or less (* About 3,000 fatalities within 30 days)
- (2) Reduce the number of casualties to 500,000 or less

Countermeasures:

< Perspectives >

1. Priority targets to reduce damage caused by traffic accidents

- (1) Securing of the safety of elderly people and children
- (2) Securing of pedestrian and bicycle safety
- (3) Securing of safety on local community roads

2. Priority targets in order to create an environment where traffic accidents are less likely to occur

- (1) Promotion of the use of advanced technologies
- (2) Promotion of measures tailored for actual traffic conditions, and so on.
- (3) Promotion of traffic safety policies involving the whole local community

< Pillars of Countermeasures >

- (1) Improvement of the road traffic environment, (2) Intensive dissemination of traffic safety philosophy, (3) Securing of safe driving, (4) Securing of vehicle safety, (5) Maintaining of road traffic order, (6) Intensification of rescue and emergency activities, (7) Enhancement/promotion of support for victims, and (8) Enhancement of R&D and investigation/research.

2. Railway Traffic Safety

3. Traffic Safety at Railway Crossings

4. Maritime Traffic Safety

5. Air Traffic Safety

Perspective 1: Priority targets to Reduce Damages by Traffic Accidents

Priority Targets to be Addressed	Factors examined to set the targets
(1) Securing of safety of elderly people and children	<ul style="list-style-type: none"> High proportion of elderly people among those killed by traffic accidents compared to other countries. Progressive declining of fertility; realization of a society in which parents could give birth to babies and bring them up with no worries
(2) Securing of pedestrian and bicycle safety	<ul style="list-style-type: none"> From 2008, the number of walkers has exceeded the number of drivers and fellow passengers among the killed by traffic accidents. Percentage of bicycle riders among those killed in traffic accidents is larger in Japan than in Western countries.
(3) Securing of safety on local community roads	<ul style="list-style-type: none"> Percentage of fatal traffic accidents occurring on roads with a width of less than 5.5 meters is on an increasing trend.

Percentage of Traffic Accident Fatalities and population by Age Group by Country (2017)

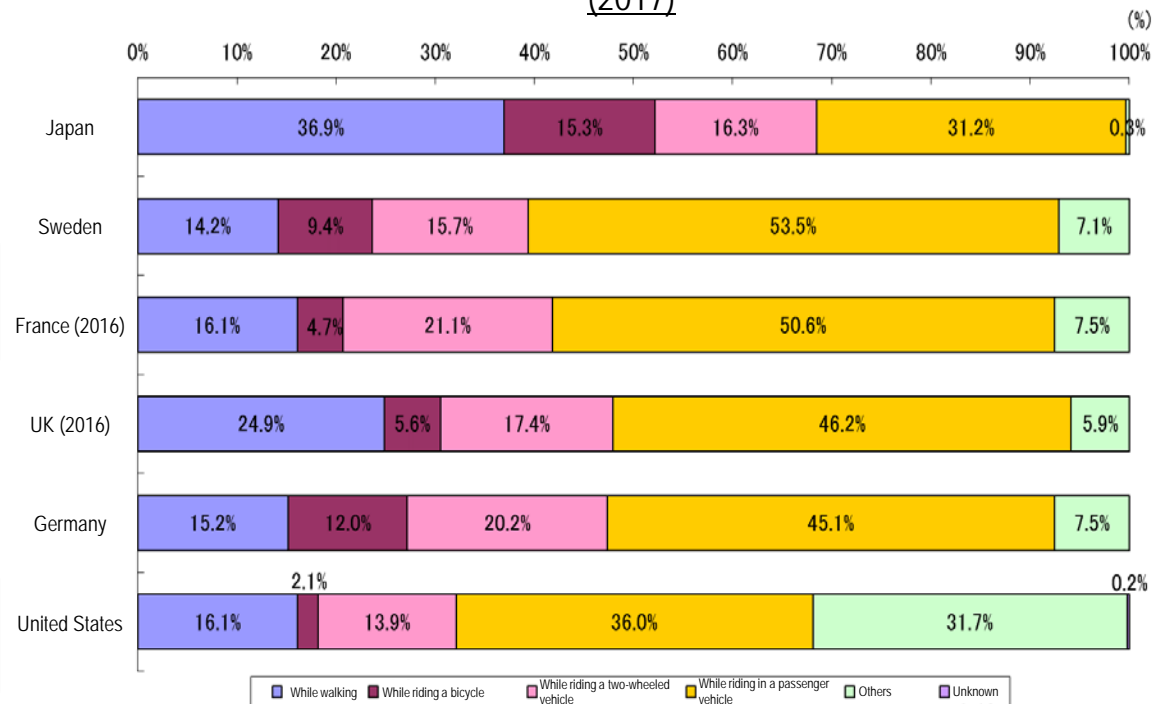


Source material: Cabinet Office "White Paper on Traffic Safety (2019 edition)"

Note: Figures in the inner circle indicate the ratio of traffic accident fatalities per population, while figures in the outer circle indicate the composition ratio of traffic accidents (by age group).

The number of fatalities is "fatalities within 30 days of an accident" as defined in IRTAD material.

Percentage of Traffic Accident Fatalities by Condition by Country (2017)

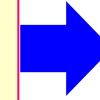


Source material: Cabinet Office "White Paper on Traffic Safety (2019 edition)"

Note: The number of fatalities is "fatalities within 30 days of an accident" as defined in IRTAD material.

Perspective 2: Priority target to Create an Environment Where Traffic Accidents Are Less Likely to Occur

- Slowing down of decrease in the number of traffic accident
- A relative increase in the percentage of fatal accidents due to violation of safe driving obligations such as failure to confirm safety and inattentive driving.



Need to create an environment where traffic accidents are less likely to occur.

New perspectives

– Priorities to create an environment where traffic accidents are less likely to occur –

(1) Promotion of the use of advanced technologies

- Safe driving support systems that preemptively prevent accidents due to carelessness of drivers and decline in physical functions of elderly drivers
- System for quick rescue and first-aid activities
- Research and development of world-leading technologies, and effective use of new technologies

(2) Promotion of measures tailored for actual traffic conditions, and so on.

- Analyses based on detailed information including the type of accident and the place of its occurrence; implementation of measures adapted to individual situations.

(3) Promotion of traffic safety policies involving the whole local community

- Proactive participation of local residents, etc.

Major examples of measures

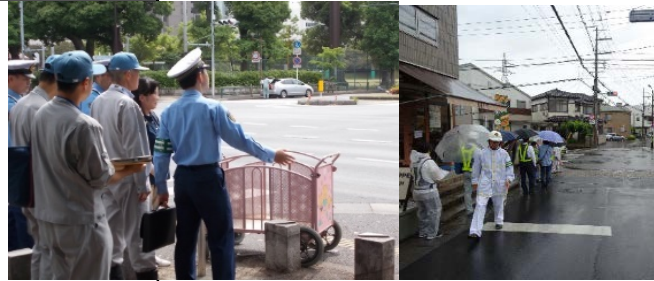
- Expansion and strengthening of safety standards including mandatory installation of collision avoidance system and so on.
- Development and dissemination of new technologies such as a system for handling driver abnormalities
- Dissemination and sophistication of an automatic collision notification system (ACN), etc.
- Measures to address potentially dangerous spots by utilizing big data such as sudden braking
- Grasping and analyzing the actual accident situation by utilizing drive recorders, etc.
- Upgrading of traffic accident analysis by utilizing geographic information systems, etc.
- Detailed investigation of the mechanism of injuries in accidents with the cooperation of medical institutions
- Securing of the safety of elderly people by watching over them through whole community participation
- Proactive provision of information on traffic accidents via the Internet, etc.
- Promotion of monitoring of traffic safety facilities with participation by local residents, etc.

3. Priorities and Challenges of Recent Traffic Safety Policies

Overview of Traffic Safety Emergency Measures for Preschoolers and Elderly Drivers (June 2019)

1. Securing the safety of routes for preschoolers' daily promenade in groups

- (1) Implementation of immediate safety checks on routes where small children, in particular, preschoolers, walk daily in groups
- (2) Child safety Promotion of the development of a road traffic safety environment in order to secure safe passage by children
- (3) Measures to watch over small children by whole of local community
- (4) Joint inspection of elementary school school-commuting roads



Suppress traveling speeds



Secure pedestrian spaces



Secure pedestrian/bicycle spaces



2. Further promotion of measures to support safe driving by elderly people

- (1) Promotion of safe driving support vehicle
- (2) Support for elderly people who feel anxiety about driving
- (3) Construction of a road environment friendly to elderly drivers



3. Enhancement of measures to support daily life involving mobility of elderly people

- (1) Flexible use of public transportation
- (2) Enhancement of local transportation services beyond the boundaries of the system
- (3) Practical application of new means for transportation utilizing new technologies such as automated driving technology

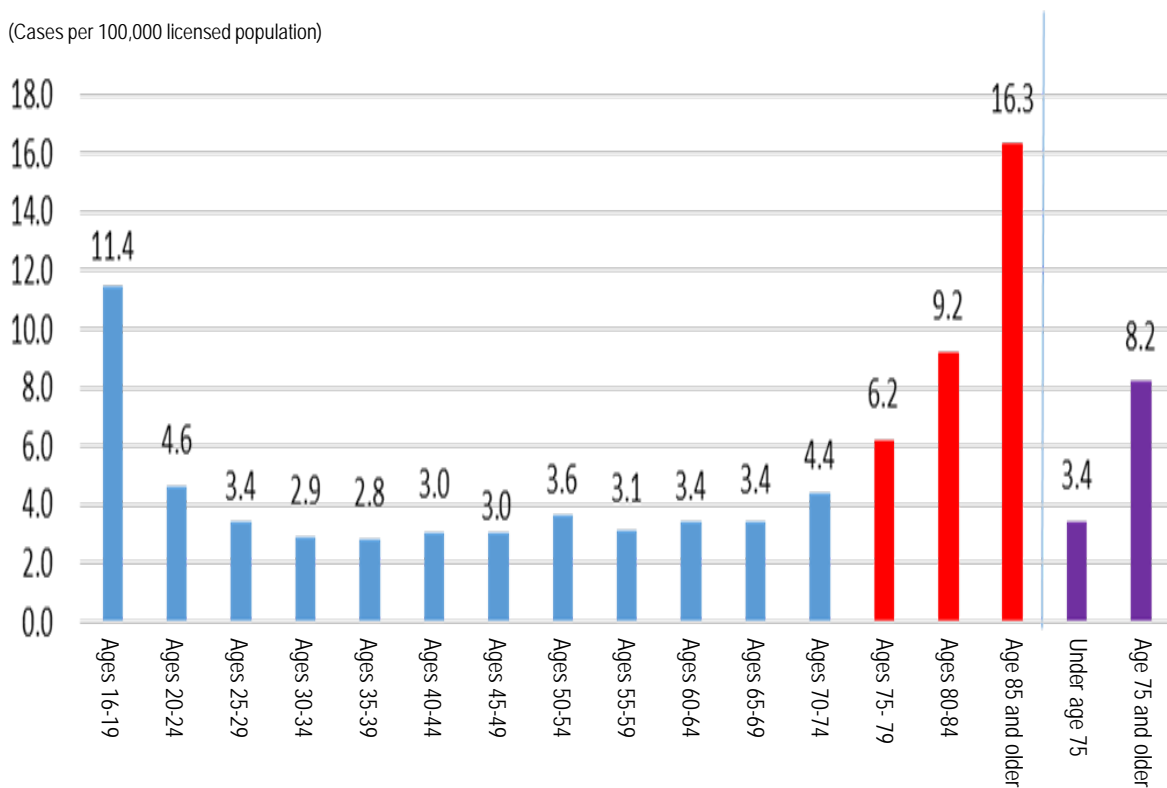
Future image of the automated driving services with roadside stations in hilly and mountainous areas serving as a hub



Example of Challenges toward the Future: Further Progress in Aging and Traffic Safety

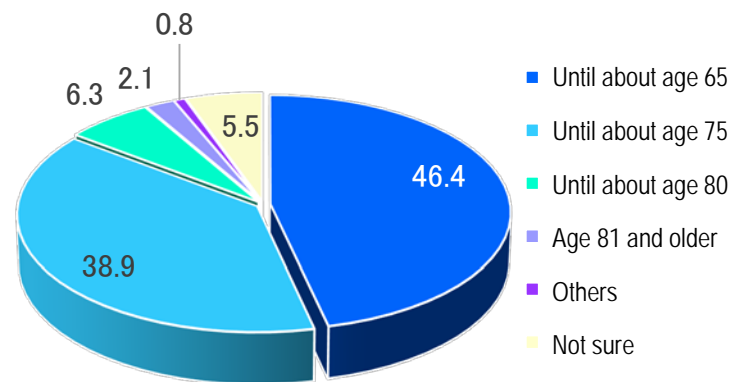
Number of Fatal Accidents per Licensed Population of 100,000 by Age Group When the Primary Party is the Driver of a Class 1 "Gentsuki (engine-attached bicycle)" or larger (2018)

(Cases per 100,000 licensed population)



Note 1: The primary party has recorded a fatal accident with a gentsuki or larger vehicle.
 Note 2: The licensed population used for the calculation is the value as of the end of 2018.

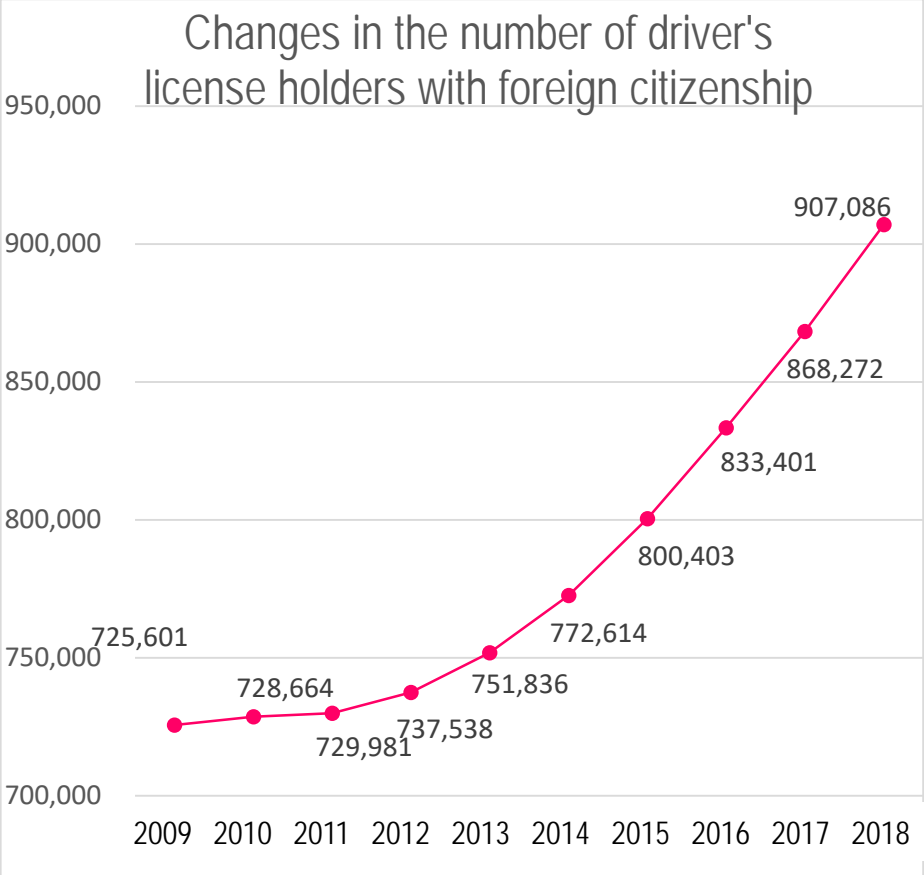
Up to what age do you think you can drive? (1992 survey)



Source: Prime Minister's Office "Public Opinion Poll on Traffic Safety"

Over the last 30 years, the average life expectancy of men and women increased by roughly 5 years.

Example of Challenges toward the Future: Increase in Foreigners and Traffic Safety



Source material: National Police Agency



Steps toward the 11th Fundamental Traffic Safety Program

FY2016 – FY2020

Implementation of the 10th Fundamental Traffic Safety Program

FY2017 - FY2018

Discussion on the frameworks & methodologies for evaluating the 10th Program

FY2019

Study panel for preparing a draft agenda for discussions at the Central Traffic Safety Policy Council

- Draft evaluation document on the 10th Program
- Needs for traffic safety measures toward the 11th Program
 - Priorities in the demographic and societal changes
 - Measures sought by citizens, etc.
 - Long-term prospects related to traffic accidents

Develop draft proposals on the agenda items to be discussed including the principles of the next program, its targets, perspectives and policy measures.

FY2020

Central Traffic Safety Policy Council and the Expert Committee Members' Conference



The 11th Program will be adopted by the Central Traffic Safety Policy Council

FY2021 -

11th Fundamental Traffic Safety Program

Thank you for your attention.

< Reference >

Cabinet Office website

<https://www8.cao.go.jp/koutu/index.html>



検索

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第10次交通安全基本計画

平成28年3月11日、中央交通安全対策会議において、第10次交通安全基本計画(計画期間:平成28年度～平成32年度)を作成しました。

[中央交通安全対策会議\(平成28年3月11日開催\)](#) **New**

[第10次交通安全基本計画\(全文\)\(PDF形式:667KB\)](#) **New**