

Agenda item 10

Future Rulemaking Plan of MLIT Japan published on February 2007

June 2007
WP.29 142 session

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Future Rulemaking Plan of MLIT Japan published on February 2007

Area	Items Decided to Undertake Rulemaking Proceeding	Candidates for Future Vehicle Safety Regulation
Crash Worthiness	• Neck Injury Mitigation • Crash Worthiness of HV and EV	• Vehicle Compatibility • Improvement of side impact test
Heavy-Duty Vehicles		• Vehicle Stability
Safety for Vulnerable Road-Users		• Braking Assist • Approaching Warning Device for HV and EV
Active Safety	• EDR and Driving Recorder for Accident Analysis*	• ESC/ABS • Countermeasures for Rear-end Collision
Other Safety Measures	• Alcohol Interlock Device*	• Tyre Safety for Passenger Vehicle • Daytime Running Light

*) Non-Regulatory Measures

Future Rulemaking Plan of MLIT Japan

Decision to undertake rulemaking has made by MLIT based on recommendation from "Safety Regulation Expert Group." .
It is planned to adopt relevant gtr and/or revised ECE regulation for these two Items.

These items are under consideration by "Safety Regulation Expert Group." .
It is still open question whether any measures should be taken or not.

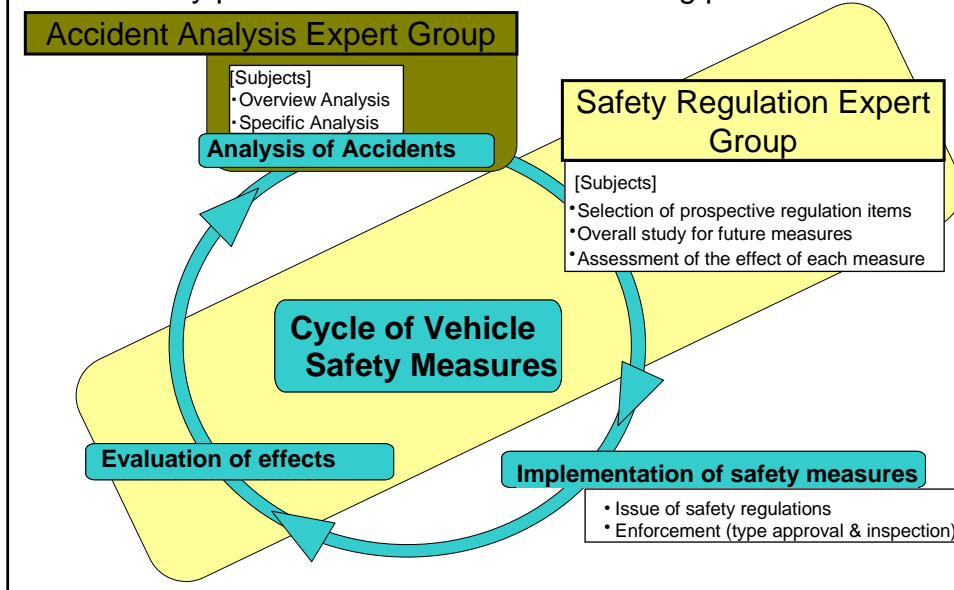
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These two items are special cases. MLIT has decided to take some kind of actions for these but not by regulations

Cycle of Vehicle Safety Measures

- Study process before & after rulemaking procedure -

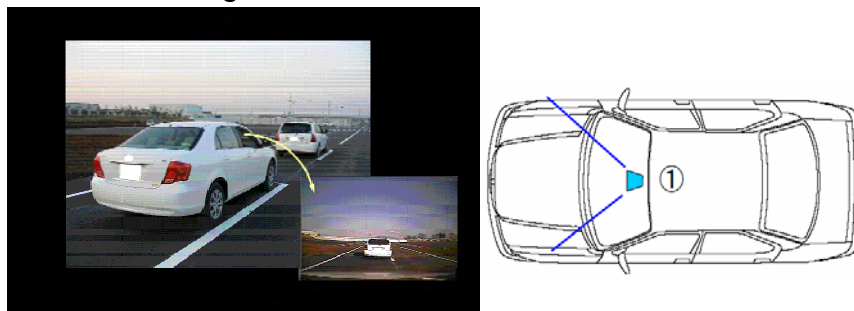


Guideline of EDR for accident analysis

- Technical guideline of EDR for accident analysis is planned to be published within 2007. The guideline will take account of FMVSS and be minimized.
- EDR satisfied with the guideline will be called J-EDR and the organizations conducting accident data analysis in Japan will develop their data collecting system to use J-EDR. Through these efforts, accident data analysis using J-EDR will be encouraged while there is no obligation to any one.
- In case that WP29 will initiate study to establish regulation of EDR, Japan will participate such activities and consider to adopt the results into the guideline.

DRs with video (VDRs) in Japan

- VDRs are attached to cars and record driving data like speed, acceleration rate and also vehicle's forward vision by video camera at the time of accident or near miss.
- In Japan, many taxis are voluntarily installing VDRs for certain purposes like driver education, simplifying procedure after traffic accidents and so on.
- From the view point of accident analysis, video image can be used for analyzing the behavior of the car before accident including distance to a car in front.



Alcohol Interlock Device

- Study Session for alcohol interlock device was organized in October 2006 with Government officials (MLIT; the National Police Agency; and the Ministry of Economy, Trade and Industry) and JAMA experts.
- Based on the findings of the study session, a review session has been held since January consisting of academia, industries and related ministries.
- Aim of the review session is to create the technical policy (draft) of the Alcohol Interlock Device within 2007, while keeping in mind the utilization methods (Example: as a measure against repeat offenders) of the device.

Under consideration

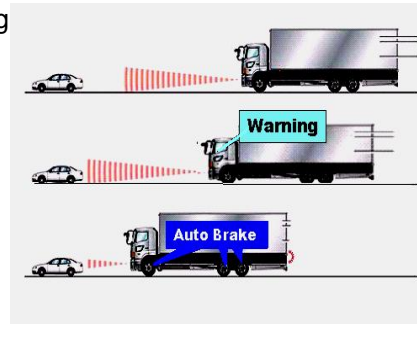
ESC

- Japan recognizes the importance of the improved active safety performance of vehicles through better stabilities by using ESC.
- It has been not matured enough, however, to have consideration about a regulation of ESC in Japan, for there is relatively small number of rollover accidents.
- Japan supports the development of ESC gtr for passenger vehicles and actively participates the related meetings.
- In parallel, the necessity for mandating ESC with the appropriate scope will be also examined through studies on real world accidents in Japan.

Under consideration

Countermeasures for rear end collision

- It is necessary to strongly encourage popularization of Crash Mitigation Braking system using sensor devices like radars, especially for heavy duty trucks.
- Incentive measures has been introduced since April 2007. It is also necessary to set the standard of such systems for continuous promotion.
- The study for developing technical standard will be start aiming to arrange the contents by the end of FY2007.



Collision mitigation braking system on the heavy duty trucks can reduce around 90% of fatal rear end collision.
More than 55% of accidents are rear end collision
Damage to other vehicles is 12 times more severe than collision with a passenger vehicle

⇒ *Incentive measure has been introduced : 50% subsidy for purchase*

Under consideration

Daytime running light

- Dedicated daytime running light (DRL) prescribed in R87 is prohibited in Japan while DRL under 300cd is permitted. It is because the intensity of DRL in R87 is not appropriate for the current Japanese road and environmental traffic conditions in view of the impairment of conspicuity of motorcycles or possible glare as reported by GRE-53-8.
- The study will be done for gathering more information on this issue.