

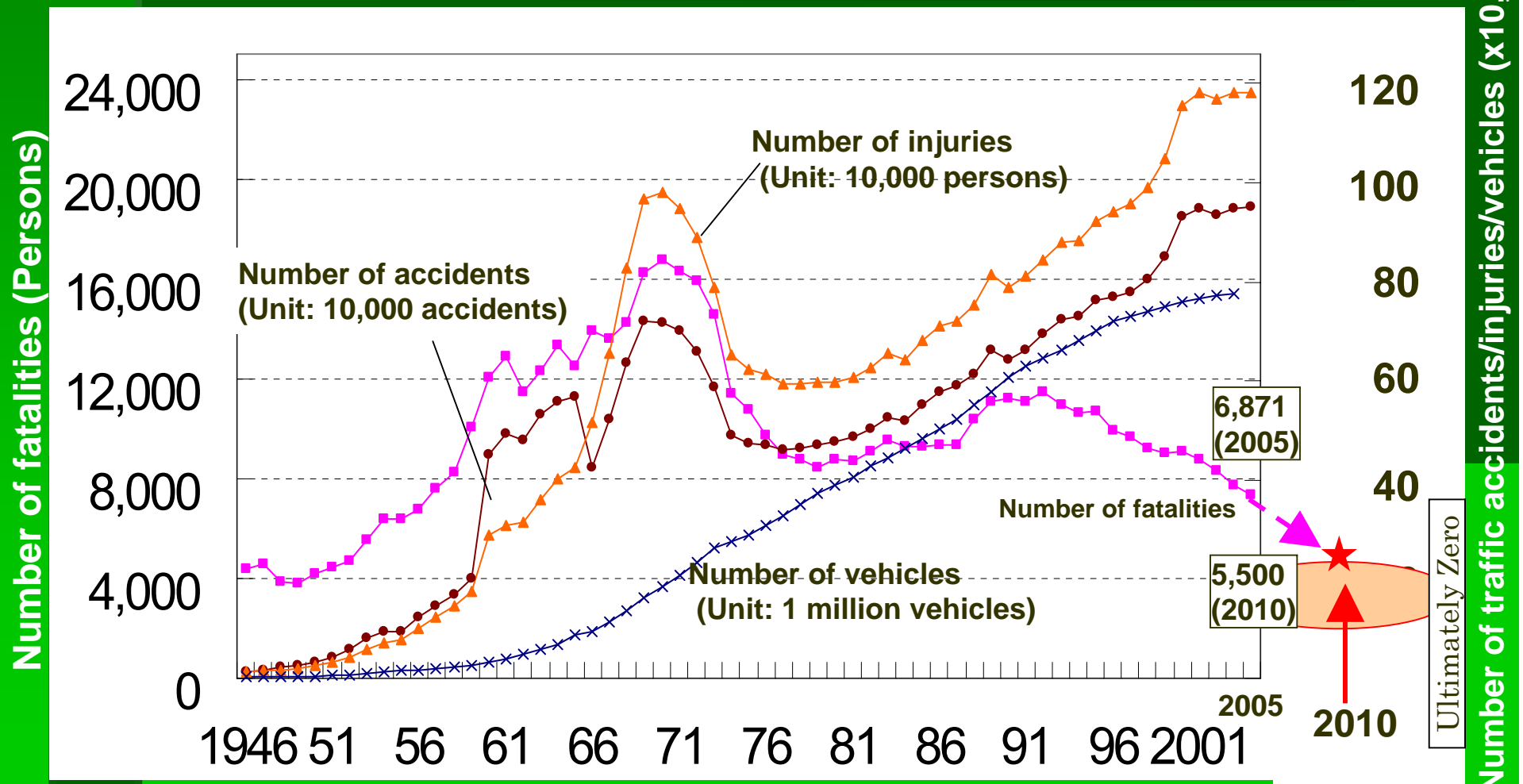
The Promotion of Active Safety Measures in Japan - collision damage mitigation brake -

February 2007



Road Transport Bureau
MLIT Japan

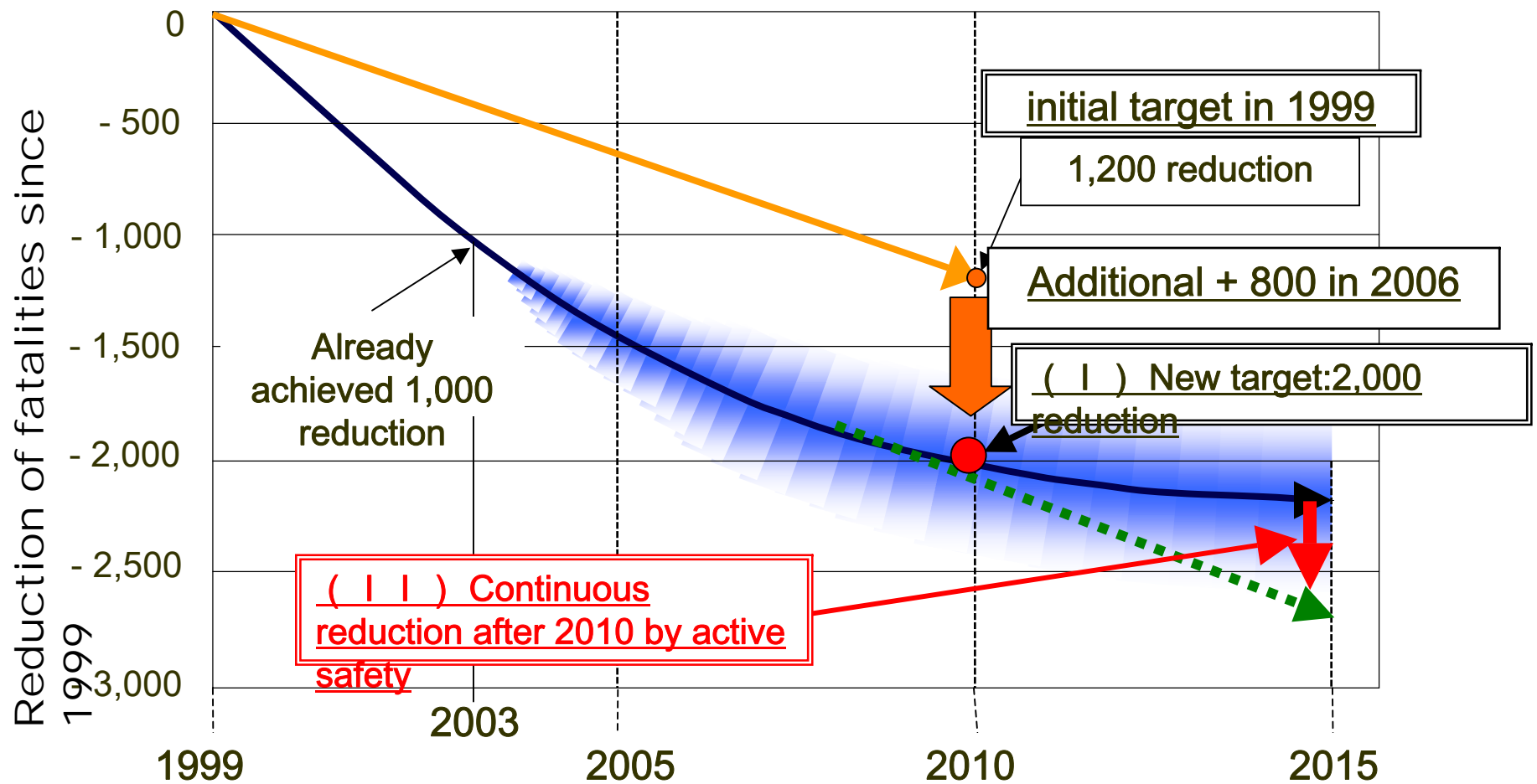
Target of safety measures Government of Japan



[Based on Traffic Accident Occurrence Conditions (National Police Agency Traffic Bureau)]

"The 2006 MLIT Transport Policy Council's Report on vehicle safety"

Target of Fatality Reduction Effect by vehicle safety measures



*"The 2006 MLIT Transport Policy
Council's Report on vehicle safety "*

Strategies for active safety measures

After success of passive safety measures, prompt action should be taken now to expand utilization of active safety for continuous reduction after 2010 .

- **Short term measures:** incentives for priority technologies should be considered.
- **Middle term measures :** introduction of new type of accident analysis using driving recorder.
- **Future measures:** development of communication technologies is important.

Market introduction of Active Safety Technology

- Technical measures
 - Technical guidelines based on “ the concept of driver assistance.”
- Public outreach
 - Publication
 - Events
- Knowledge for users
 - Basic information about ASV technologies
- Industries' effort
 - ┆ Motor vehicle industries
 - ┆ Truck operators
- Government support
 - ┆ Clear message of importance of ASVs
 - ┆ Incentive measures

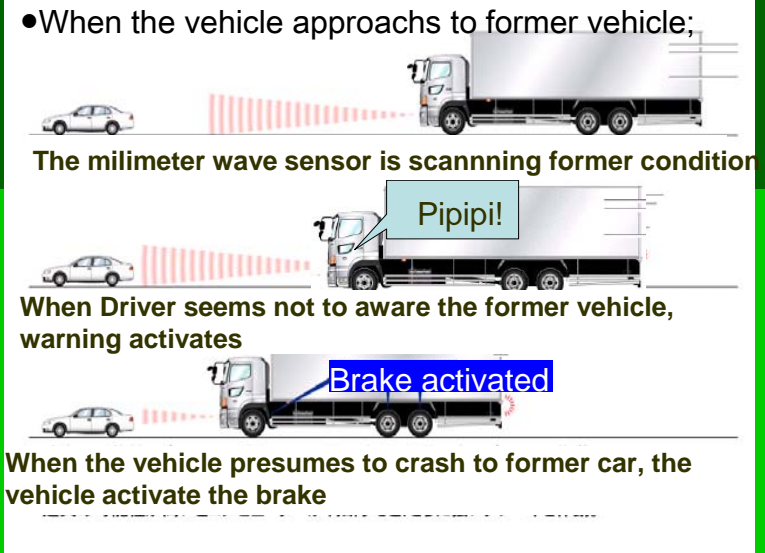
Incentives

- Heavy duty vehicles equipped with collision damage mitigation brake are subsidized from 1st April 2007.(Plan*)

(*) The Diet are discussing a final drafted budget of 2007 FY and have not yet approved it.

Why collision damage mitigation brake on heavy duty vehicle was selected for incentives?

- ┆ Matured technologies
- ┆ Effectiveness
- ┆ Social necessity



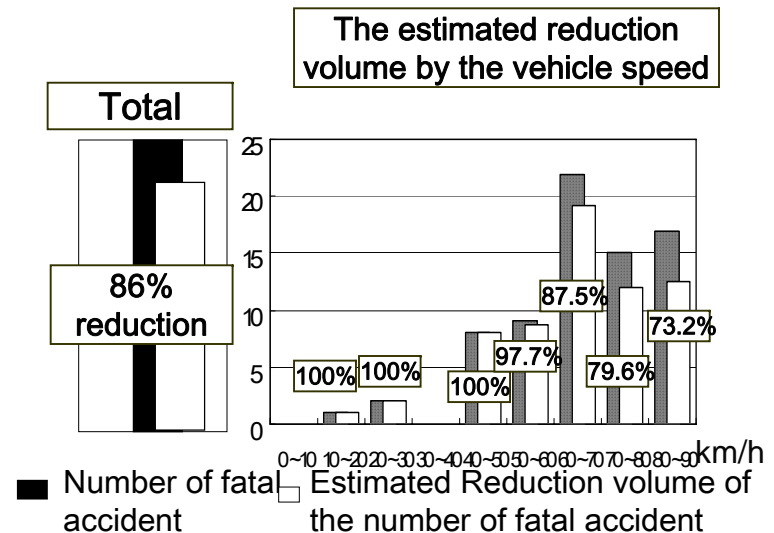
Matured Technology

It depends on the manufacture's philosophy.

Ex) Heavy duty vehicle equipped with the brake become to be sold.

Effectiveness

MLIT estimates that the number of fatal accidents related heavy duty vehicle can be reduced about 90% when collision mitigation braking system on the heavy duty vehicles reduce speed around 20 km/h.



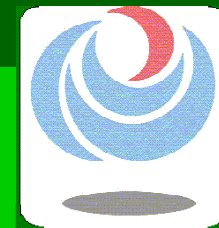
Social Necessity

- More than 55% of accidents are rear end collisions.
- The rate of fatality in the vehicles rear-hit by heavy duty vehicle is 12 times more severe than the rate by passenger vehicles.

Conclusion

- Transport Policy Council, which is advisory group of MLIT, revised the target of road safety in June 2006.
- Continuous fatality reduction after 2010 is one of the new target.
- To archive the new target, the promotion of the active safety technology is necessary.
- Accordingly, to promote the active safety technology, MLIT will start to give new subsidy for “collision damage mitigation brake” from 1st April 2007.

Thanks for your attention!



MLIT Japan