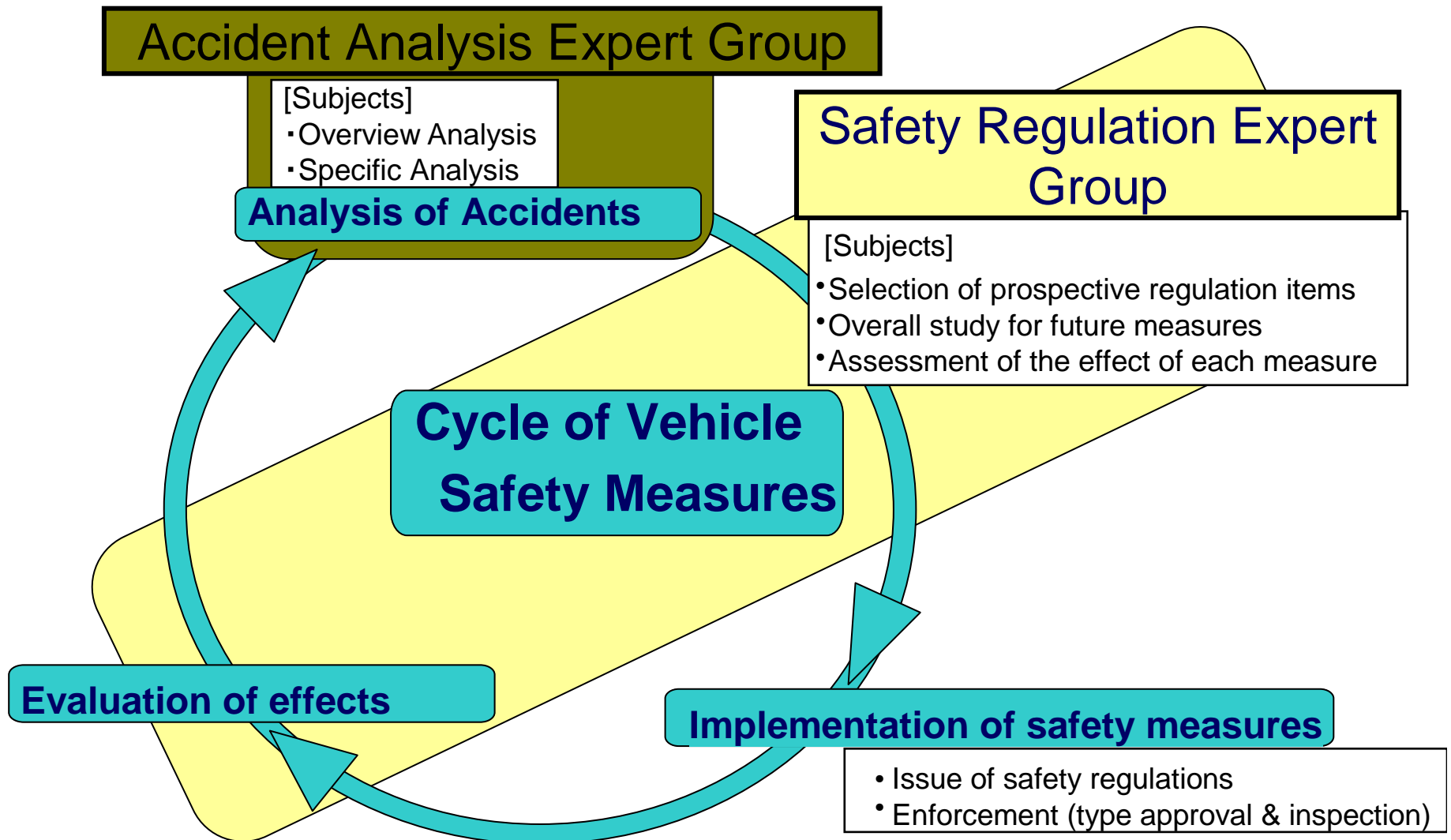


Cycle of Vehicle Safety Measures in Japan

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- Study process before & after rulemaking procedure



Countermeasure Process of Vehicle Safety Legislation in Japan

Generally three options are taken into account to legislate new safety measurement.

1) To develop international regulations in UN-ECE/WP29

- The common recognition among CPs have established
- The similar ideas have already came up from CPs in Geneva

2) To make national regulations

- urgent issues and,
- No consensus among CPs as important safety measurement.

3) To make national regulations as voluntary base

- not related to vehicle safety directly

Rule Making Plan in Japan

- ~~black character~~ ... Just applied to national regulation in December 2010
- red character ... national voluntary base

Areas	Items Decided to Undertake Rulemaking Proceeding	Candidates for Future Vehicle Safety Regulation
Crash Worthiness	<ul style="list-style-type: none"> • Neck Injury Mitigation 	<ul style="list-style-type: none"> • Vehicle Compatibility • Improvement of side impact test
Heavy-Duty Vehicles		<ul style="list-style-type: none"> • Electric Braking System • Vehicle Stability
Safety for Vulnerable Road-Users	<ul style="list-style-type: none"> • Pedestrian Safety • Braking Assist • Approaching Vehicle Audible Systems (AVAS) 	<ul style="list-style-type: none"> • Seating Position • Safety of infant-carrying vehicles
Active Safety	<ul style="list-style-type: none"> • ESC 	<ul style="list-style-type: none"> • Countermeasures for Rear-end Collision
Other Safety Measures	<ul style="list-style-type: none"> • Driving Recorder for Accident Analysis • Event Data Recorder (EDR) • Electrical Compatibility • Safety of Lithium-ion Battery 	<ul style="list-style-type: none"> • Tyre Safety for Passenger Vehicle • Daytime Running Lamp • Prevention of Drunk Driving • Field of Vision for Passenger Vehicle • Brake Override system

WG on the technology and Safety for Vehicle of Council for Transport Policy

○ Purpose

- The environment around road transport vehicles is beginning to change greatly because of the change of traffic accident victim group that is reflected from development of aging society and the introduction of new technologies including electric vehicles aiming at realizing of low carbon society.
- Therefore, the WG will set a new target after ten years and make a conclusion of measures and direction of policy to reach the target.

○ The main discussion issue

- Evaluating achievements of the target to reduce 2,000 fatalities by the vehicle safety measures until fiscal year 2010.
- Setting new numerical targets until fiscal year 2020.
- Example of measures which should be effective for achievement of the new targets.
 - 1) Reduction of injury by traffic accident in which senior citizen and pedestrians are involved
 - Driving support system for senior drivers
 - Dissemination of ITS technologies that can detect pedestrian and other vehicles.
 - 2) Responding the development and dissemination of new technologies such as EV
 - Securing of safety of battery and Measures against QRTV
 - Safety measures against micro mobility such as application of collision safety and introduction of preventing safety technologies

○ The status and schedule for the future

- The 1st session was held last October and the 3rd was just held on March 4 this year.
- The conclusion is scheduled to be obtained by around May this year.