

**Review of activities on the process of
developing measures related to Vehicle Safety
and Environmental Protection**



JAPAN AUTOMOBILE STANDARDS INTERNATIONALIZATION CENTER

- 1. Introduction of activities**
- 2. Review of activities**
- 3. Summary**

- ✓ **Japan has been making efforts in reducing the traffic accidents. Aiming at the target, we've been taking the measures based on the traffic accidents data (scientific approach) .**
- ✓ **We believe that we can help other Asian countries in achieving their reduction target of accidents by providing with our experiences.**



ASEAN and Japan Transport Ministers Meeting in 2010

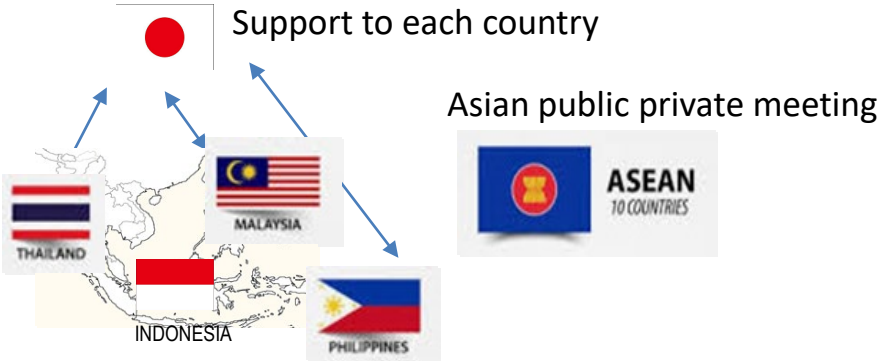
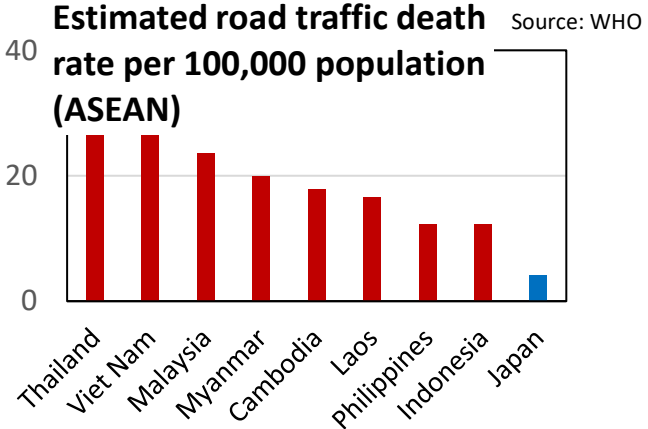


**New initiative was proposed for the promotion of safer and more environmentally-friendly vehicles.
i.e. 'ASEAN Japan Cooperative Program on development of technical regulations and establishment of a type approval system for vehicles'**

- **Our supports to ASEAN regions have started since 2015 FY .**

1. Introduction of the activities (Overall)

- ✓ The road traffic death rate per population is high in Asian countries (Significantly in ASEAN countries where motorization goes rapidly).
- ✓ As the first project by MLIT/JASIC started from Malaysia and expand it to other ASEAN countries,



Project starting from Malaysia

➤ JASIC with Malaysian government held several meetings among various organizations in terms of safety/environmental legislation.



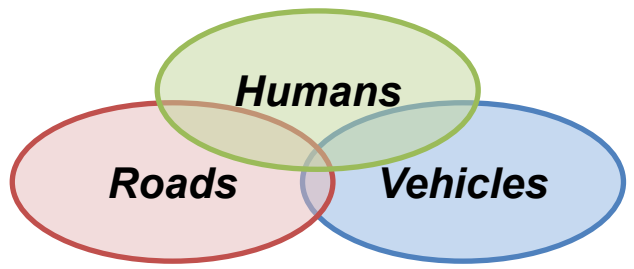
Expand areas to other ASEAN countries

- JASIC deployed to other ASEAN countries i.e. Thailand, Indonesia, Philippines
- JASIC with government held the seminar/meeting to promote the scientific approach.
- For other countries, we've included safety issues with accident situation in the country report session at public private meeting.

1. Introduction of the activities (Our Message)

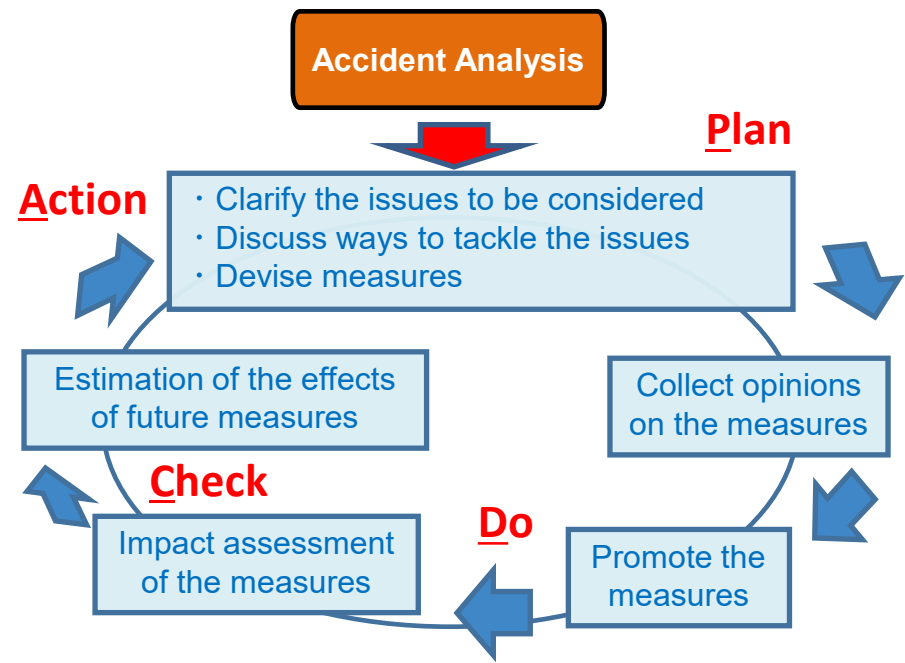
✓ In order to effectively reduce traffic accidents, it is important to strengthen enhance measures related to all of "humans", "roads" and "vehicles," and to coordinate among the measures in each of the three factors.
 ✓ It is crucial to carry out 'accident analysis' to make the effective measures.

Three Factors of accident cause



Vehicles	① Safety regulations ② Vehicle inspection & maintenance, etc.
Humans	① Traffic rules and driver education ② Daily training/condition check of drivers by operation manager & management of working hours, distance traveled, etc.
Roads	① Road maintenance and improvement ② Construction of sidewalks, etc.

Safety measurement process based on accident analysis



- We recognize most of countries settle target by so called the 'master plan of road safety'.
- However, in order to carry out the plan, concrete processes and actions are needed i.e. PDCA (Plan/Do/Check/Action) cycle.
- Traffic accident date collection/analysis plays great role in it in deciding measures.

2. Review of activities (Malaysia 2016-2018)



- ✓ **We have been working with Malaysian government to enhance their activities in line with their road safety plan to reduce traffic accidents through developing measures based on accident data.**

First year

Purposes: To present how Japan has developed its policies on traffic safety and environmental conservation and consider possible policy initiatives to be taken.

- Held meetings with all Malaysian ministries and agencies concerned. Japan presented how she develops policies, collects and analyzes macro and micro accident data and promotes policies through the PDCA cycle and Malaysia explained how they developed its safety policies, initiatives taken.
- We identified the issues that are to be brushed up. Japan was expected to contribute in Malaysia's achieving those tasks.

Second year

Purposes: To review the issues that Malaysia was facing in the way it developed its traffic safety and environmental conservation policies and make proposals that contribute to improvement.

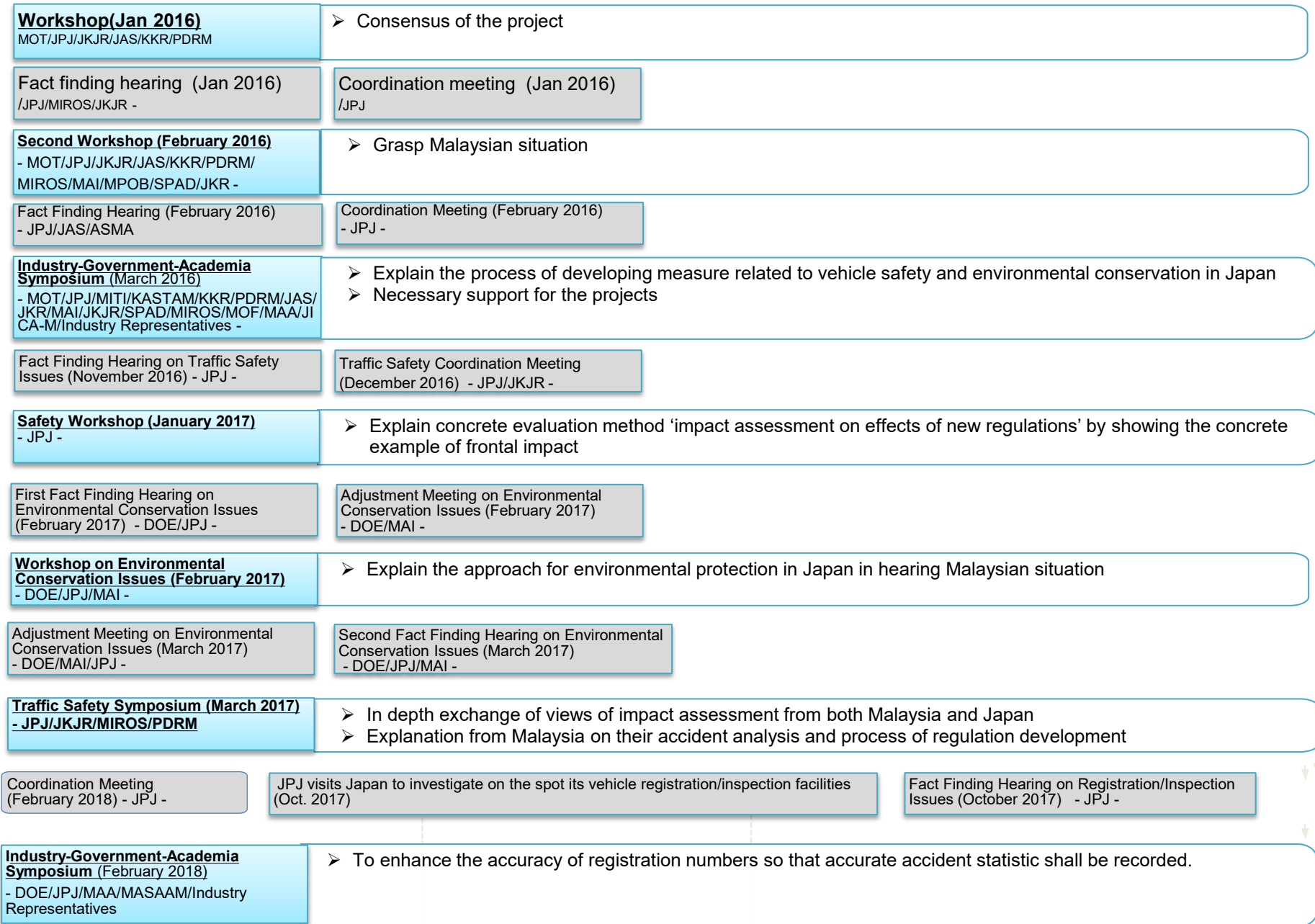
- Traffic Safety Japan explained how to forecast the effects of policies by analyzing data at the policymaking stage and evaluated actual effects after implementation. Through practical coaching on evaluation methods, (coordination and data sharing among ministries and agencies is the key).
- Environment Conservation: Japan presented how Japan developed its policies and test methods on emissions/fuel efficiency. It is key that to utilize the results of air quality measurement in policymaking and developing measures to control emissions from in-service vehicles.

Third year

Purposes: To support Malaysia in enhancing the accuracy of registration numbers of the vehicle in the vehicle inspection and registration systems

- A Malaysian delegation visited inspection and registration facilities in Japan to brush up their system. It is important to grasp the accurate number of registered vehicles in evaluating the effects of policies.

2. Review of activities (Malaysia 2016-2018)



2. Review of activities (Thailand 2018-)



- ✓ **We worked with DLT to develop measures base on accident analysis.**
- ✓ **In addition to JASIC, JICA also support Thai government investigation and analysis method of accidents on the spot.**

Purposes: The aim is to enhance accident data collection, develop policies and measures based on accident data, and enhance coordination among ministries and agencies concerned, to share our findings and experiences in best utilizing accident data to reduce traffic accident in line with road safety master plan.

- The issue is that there are three sources of traffic accidents (the police/hospitals/insurance companies). It is expected to unify those in one system.
- The symposium was held with the participation of representatives from the industry, the government, and the academia. Japan presented the findings and experience it acquired in the development of traffic safety policies based on the activities and accident analysis by the Institute for Traffic Accident Research and Data Analysis (ITARDA). The importance is recognized to unify the data.
- While JICA support the accident data collection and its analysis part, we MLIT/JASIC focus on developing measures based on accident data.

2. Review of activities (Thailand 2018-)

Coordination Meetings (Feb 2018)

- DDPM / TMEA
- DLT / TMEA

It was confirmed that:

- Efforts are being made in Thailand to develop accident data systems, data-based policymaking, and coordination among ministries and agencies.
- Accident data comes from the police, hospitals, and insurance companies in different formats and contents and needs to be integrated in a unified format.
- An accident analysis body needs to be established.

Interview Surveys with Parties Concerned (Jan 2019)

- MOPH / RAVP / APN / TMEA / TAIA
- MOI / DDPM / TMEA / TAIA
- MOT / ITC / OTP / DLT / TMEA / TAIA
- OTP / TMEA / TAIA
- RTP / TMEA / TAIA

- To check the progress of the Master Road Safety Plan in Thailand and help them establish an accident analysis body, interview survey meetings were held with parties concerned on the following subjects:

- Existing three accident databases
- Establishment of an accident analysis body
- Existing efforts to reduce traffic accidents
- Requests from the Thai side

Coordination Meetings (Jan 2019 / Feb 2019)

- TAIA / TMEA

- Coordinated actions and built a consensus on preparations for a symposium.

Symposium between Industry, Government and Academia (Feb 2019)

- MOT / MOI / MOPH / RTP / TAIA / JICA-T / Insurance companies / Industry

- The following presentations were made at the symposium:

- Presentation by ITARDA, Japan's accident analysis agency, on its activities.
- Presentation by MLIT on how ITARDA's analysis is being used to develop vehicle safety laws and regulations.
- Presentation by a Thai professor on the necessity of a scientific institution for road safety management in Thailand.

- Further, regarding establishing an accident analysis body, opinions were exchanged between participants from Japan and Thailand and discussions were held between parties involved in traffic safety in Thailand.

Meeting among Government and MLIT/JASIC supported with industries (Feb 2020)

- MOT(DLT) / TAIA

- The following presentations were made at the symposium:

- Presentation by MLIT on Japan's accident situation and how we've taken actions and reduce accidents.
- DLT explained the current regulations status on motor-cycle and large truck. i.e. UN Regulations for lighting, brake and Tire for motor-cycle and reflector and Front and Rear under run protection.
- DLT reiterate the issue that there are three accident data source from police, insurance sectors and public health organization. (JICA will support this.)

2. Review of activities (Indonesia 2020-)

✓ We've started project last year by grasping the latest accident situation and exchange views specifically on their focused area of heavy-duty trucks.

Purposes: As Indonesia is on the way in reducing the traffic accidents in line with their national traffic safety plan (RUNK). MLIT/JASIC support by sharing our findings and experience in best utilizing accident data.

Meeting with (Mar 2020)
/MOT

- MOT explained Indonesian accident situation. i.e. 60% of the human factors 25% of 15 road factors and safety measures of vehicle.
- BAPENAS administrates cooperate road safety policy.

Meeting with Traffic Control Center (Mar 2020)
/NTMC National Traffic management Center

- National Traffic Management Center collect the data from the police. Some of the data are available in public for their purpose, such as research.

Preliminary Meeting(Nov.2020)
/MOT

- Review and follow up the meeting 2020 fiscal year
- MOT appreciate the support from Japan in providing information with accidents of bicycle, speed control, control of commercial vehicle operations. They also have concern on the accidents of heavy-duty trucks. -Expectation is shown on educational course.

Meeting with (Mar 2020)
/MOTs

To brush up the automotive safety and environmental legislation process, Japan made presentation on the process of developing measures related to vehicle safety and environmental protection in Japan.

We've exchanged the views on several focused area such as heavy-duty vehicles.

e.g. Regulations of Rear underrun protection(UN R58) , Front under run protection (UN R93) Side guard . Overload prevention measures, Operation management system

2. Review of activities (Philippines 2020-)



✓ **We've started support Philippines from last year by collecting the information of Philippines .**

Purposes: The aim is to reduce accidents in line with Philippine's road safety master plan. We share our experiences and findings on process of developing measures on road safety based in best utilizing accident data.

Interview Surveys (Feb.2020)

- To grasp the latest situation in Philippines and kindly reported from
- The traffic accident data came from Philippine statistic Office. Oher date also cited Department of Public Works and Highways(DPWH) Metro Manila Development Authority (MMDA) and Department of health.(DOH)
- The fatal traffic accidents are increasing in decades.
- DRIVERS is established by the DOT and LTO(Land Transportation Office supported by World Bank
- Phillipines are also make efforts on the MVIS (Motor Vehicle Inspection System)

Meeting with (Mar 2020)

/DOTr

- The following presentations were made
 - DOTr explained the traffic accident information system in Philippines. i.e. DRIVERS (Data for Road -Incident Visualization Evaluation and Reporting System)
- Their concerns are
 - As the data are collected by different organization, there are inconsistency among them.
 - Accidents of motor cycle is the top ranking.
- DRIVERS is established by the DOT and LTO(Land Transportation Office supported by World Bank. It promote the consistency of the data and urge related governmental organization to use it. It includes various factors related traffic accidents and ca be used analysis and statistics. DOTr intends to adopt UN Regulations in line with ASEN AP-MRA.

- ✓ **In Asia, safety and environment of the vehicle is big concern. The accidents rate per population remains high in ASEAN countries and governments are addressing it in line with their master plan.**
- ✓ **On the framework under ASEAN-Japan Cooperative Program on development of the technical regulations and establishment of type approval for vehicle, JASIC supports Malaysia, Thailand, Indonesia and Philippines. Taking the opportunities of Public Private meeting, we also raised the agenda of accident situation and road safety and environmental conservation actions in each country.**
- ✓ **Throughout projects, the recognition of importance of accident analysis and its usage for developing measures to vehicle safety and environmental protection are recognized.**