city, town or village or the Public Safety Commission of Special Ward, or who wants to be issued or re-issued the driving license certificate by the Public Safety Commission of city, town or village or the Public Safety Commission of Special Ward; or in case where city, town, village or To imposes the charge for issuance or re-issuance of the certificate concerned on any person who wants to be issued or re-issued the license certificate by the chief of the police station in the jurisdiction of the Public Safety Commission of city, town or village, or the Public Safety Commission of Special Ward, in accordance with the provisions of Article 26, the amount of charge shall not exceed one thousand (1,000) yen.

Article 27

Any person who operates a signal machine at random, removes roadmarks or damages or destroyes a signal machine, roadmarks or limit line and causes the dangers of traffic on a road, shall be condemned to imprisonment with labour of not more than three (3) years, or shall be fined not more than fifty thousand (50,000) yen.

Any person who sets up at random constructions which are similar to, or obstructive to the effects of a signal machine or roadmarks shall be dondemned to imprisonment with labour of not more than six (6) months, or shall be fined not more than ten thousand (10,000) yen.

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

Article 26

Any person who comes under any of the following items shall be condemned with imprisonment not more than six (6) months or shall be fined not more than five thousand (5,000) yen:

1. A person who violates the provisions of Article 7, paragraph 1, or Article 24, paragraph 1;
2. A person who does not follow the order to stop or direction of the police official of National Rural Police or Municipal Police in accordan with the provisions of Article 23, paragraph 2;
3. A person who does not follow the order to stop of the police official of National Rural Police or Municipal Police, or refuses presentation or examination, in accordance with the provisions of Article 23/2, paragra 2.
4. A person who does not follow the direction of the police official of National Rural Police or Municipal Police in accordance with the provisions of Article 23/2, paragraph 3.
5. A person who does not get a certificate of the chief of the police station or the administrative office concerned in accordance with the provisions of Article 23/2, paragraph 4.
6. A person who violates the disposition in accordance with the provisions of Article 26, paragraph 3 or 4.

Article 29

Any person who comes under any of the following items shall be fined not more than three thousand (3,000) yen:

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

with the provisions of Article 23, paragraph 2;

3. A person who does not follow the order to stop of the police official of National Rural Police or Municipal Police, or refuses presentation or examination, in accordance with the provisions of Article 23/2, paragraph 2.

4. A person who does not follow the direction of the police official of National Rural Police or Municipal Police in accordance with the provisions of Article 23/2, paragraph 3.

5. A person who does not get a certificate of the chief of the police station or the administrative office concerned in accordance with the provisions of Article 23/2, paragraph 4.

6. A person who violates the disposition in accordance with the provisions of Article 26, paragraph 3 or 4.

Article 29

Any person who comes under any of the following items shall be fined not more than three thousand (3,000) yen:

1. A person who violates the provisions of Article 8, paragraph 1, Article 9, paragraph 3 or 7, Article 11, Article 22, paragraph 1, Article 24, paragraph 2, Article 25 or Article 26 paragraph 1;

2

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

2. A person who commits such acts as to violate the provisions of Article 5, Article 12, paragraph 1, Article 14, paragraphs 1 to 3, Article 16, paragraph 3, Article 17, Article 18, Article 18/2, paragraphs 1 and 2, Article 19, paragraph 1 or Article 19/2.

3. A driver of vehicle who commits such acts as to violate the provisons of Article 3 or Article 4, paragraph 1.

4. A person who violates the prohibition or restriction in accordance with the provisions of Article 6, Article 12, paragraph 2 or Article 21, paragraph 2.

Article 30

In the orders in compliance with the provisions of Article 4, paragraph 2, Article 8, paragraph 2, Article 9, paragraph 8, Article 13, Article 16, paragraph 4, Article 20, Article 21, paragraph 1, Article 23, paragraph 1 or Article 23/2, paragraph 1 or 4, penal rules for a fine of not more than three thousand (3,000) yen may be provided.

Article 31

In case a representative of the juridical person or a deputy or a employee of a juridical person or a person does not get the certification in violation of the provisions of Article 23/2, paragraph 4, in regard to the business of the juridical person or the person, the penalty of fine of the respective Article sh be imposed on the juridical person or the person, other than giving a punishment to the person who was dalivered a written warning in accordance with the provisions of Article 23/2, paragraph 3; and in case he violates the dispositions in

Declassified E.O. 12065 Section 3-402/NNDC NO. 775009

4. A person who violates the prohibition or restriction in accordance with the provisions of Article 6, Article 12, paragraph 2 or Article 21, paragraph 2.

Article 30

In the orders in compliance with the provisions of Article 4, paragraph 2, Article 8, paragraph 2, Article 9, paragraph 8, Article 13, Article 16, paragraph 4, Article 20, Article 21, paragraph 1, Article 23, paragraph 1 or Article 23/2, paragraph 1 or 4, penal rules for a fine of not more than three thousand (3,000) yen may be provided.

Article 31

In case a representative of the juridical person or a deputy or a employee of a juridical person or a person does not get the certification in violation of the provisions of Article 23/2, paragraph 4, in regard to the business of the juridical person or the person, the penalty of fine of the respective Article sh be imposed on the juridical person or the person, other than giving a punishment to the person who was dalivered a written warning in accordance with the provisions of Article 23/2, paragraph 3; and in case he violates the dispositions in compliance with the provisions of Article 26, paragraph 1, 3 or 4, the penalty of fine of the respective Article shall be imposed on the juridical person or th person, other than giving a punishment to the persons who committed the action.

Declassified E.O. 12065 Section 3-402/NNDC NO. 175009

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

Supplementary Provisions

The present Law shall come into force as from November 1, 1949.

The application of penal provisions to the act performed before the enforcement of the present Law shall still conform to existing instances.

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

PUBLIC SAFETY DIVISION
ADMIN ROUTING SLIP

	FROM: JB	DATE: 8 June
	CAPT. HOLTON	
	MISS WEBSTER	
1	PSD CENTRAL FILE	
	TYPISTS	
	TRANSLATORS	
	SUPPLY	
	MESSAGE CENTER	
	CHIEF CLERK	

For:

Information_____ Comment
Action_____
Approval_____ File

Remarks:

Hall:
Letter received and translated addressed to Col. Pullman.
OMG

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

CD

Public Safety Division
Routing Slip

	From:	Date:
3	Chief of Division	
2	Executive Officer	
	Executive Assistants	
4	Lt. Col. Whitmore	
	Captain Nealon	
1	Administrative Officer	
6	Chief Clerk	
	Fire Branch	
	Legal Branch	
	Liaison Branch	
	Maritime Branch	
5	Police Branch	
	Prison Branch	
	Stat & Anal Branch	

For:

Information ✓ Comment _____

Action _____

Approval _____ File 6

Remarks:

Received by Japanese Mail

Eaton ≡ Here is a chance to buy some stock in a coming enterprise. Looks OK up to him to sell it to the public. HEP

No PSD action indicated. HBE

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

"PASS SIGNAL LIGHT"

As Attached to the Back-Side of Motor-Cars for the Traffic Safety

May 15th, 1949 Dr. Ry. Nakao, Yamanashi-Ken.

"PASS SIGNAL LIGHT" will be entirely effective for the accident provention and beneficial for the trafic welfare. The reasons are summerized as follows.

1) Drivers can easily recognize the course-changing of the preceding car, merely looking at its back signal (red light of "PASS SIGNAL LIGHT" showing the direction), without any hindrance.

2) The following car will be able to pass safely the preceding one in front, by the clear PASS-OK signal (green light of "PASS SIGNAL LIGHT) on the back of the preceding.

3) We can drive with least anxiety or irritation by "PASS SIGNAL LIGHT," as all signals of the motion of cars will be beforehand recognisable on the back-side. Then, driver's fatigue will be greatly reduced. At present wd are obliged to grazing alternately at three sides (right and left side, and back-side).

4) Accordingly, by the installation of "PASS SIGNAL LIGHT" drivers may be possibly reflieved from the burden of the psychologieal stresses. It may inevitably reduce the accidents.

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

Col. Pulliam, PSD

Traffic Safety Device (Part 1)

一、自動車用後部標示燈PSLについて

現在自動車に使用されている方向指示器は、前方より注視する場合は充分の効果をあげるも、後方より注視する場合は充分の効果をあげえない。後方より見る時、方向指示器が死角に入る場合は、その効果が全く失われる。さらに死角に入らずとも、荷物満載の場合は、その効果を認められない。（第一図参照）

亦現在、自動車に於ては追越しを指示する信号燈がない為、前車輌が後続車輌の前進を知らず、それがしばしば事故の原因となる。この場合もし前行車が後続車にバス○Kの信号を送りうれば、後続車輌は安心して前進できる訳である。バスライトの必要なる所以は後続車輌が前方の車輌を追越さんとする場合前方に障碍物のある時後車輌は前車輌の為、充分これを見極める事が出来ず、下測の事故の原因となる場合多き為、後続車輌が完全に追越しを完了する迄前車輌は、後方車輌の目となつて其の責任の一半を受持つ可きであり当然追越に危険なき事を知らせる信号を後方に送る可きであり「バスライト」の必要なる所以でもある。

これらの理由から、後部標示燈PSL（バス・シグナル・ライト）を考案した。

第一図、

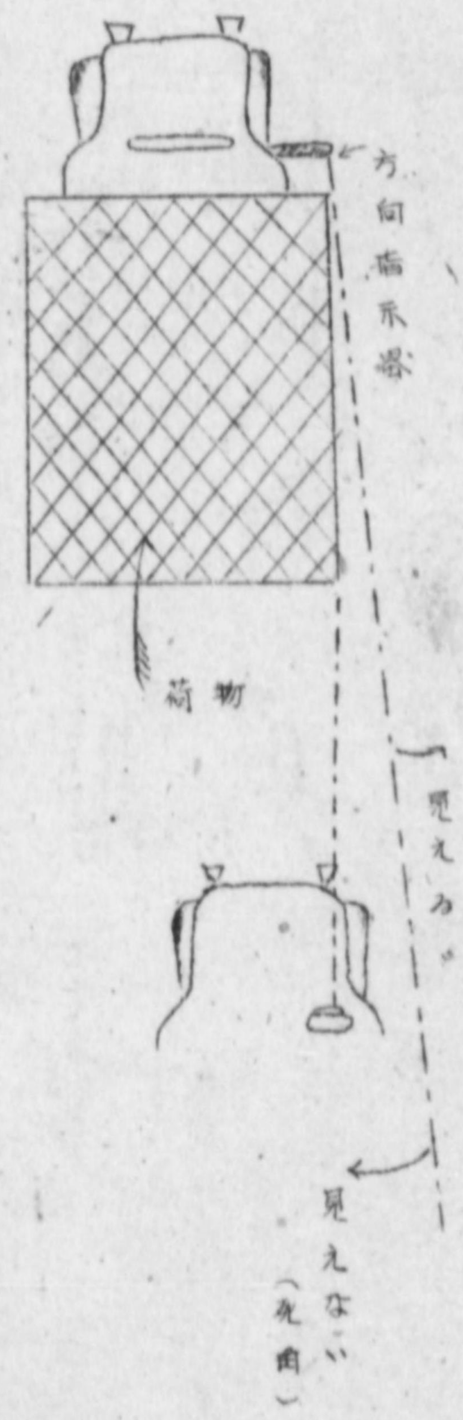
後よりみた従来の方向指示器

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

二、後部標示燈の構造

PSL燈は、大略長さ二五糎、幅五・五糎の堅固な眞鍮ケースに納められた三区劃のライト・ホックスよりなり、中央部が緑色のパスライト、左右部が方向指示燈よりなり、各一個計三個のライトを具えている。その外欲は第二図のようである。これらのライト中、左右の方向指示燈は前部にある従来の方向指示器と連動点火するよう配線し、中央のパスライトへ追越指示器）は新たに運転台パネルに取付けたパススヰッチにより点火する。PSL燈が兼用車・バス・トラック・木炭車への取付けは、第三図のように行へばよいから、取付・操作ともに極めて簡単である。

なお後部標示燈PSLは目下特許出願中二四・二三八八である。



第一図

後方よりみた従来の方向指示器

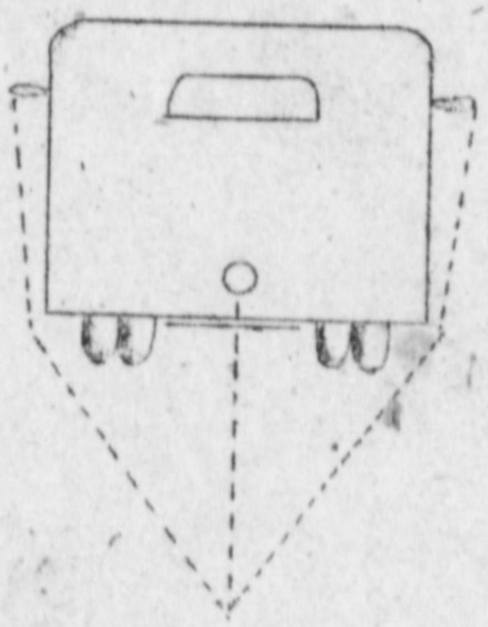
Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

(Part 1)

三　後部標示燈PSL装置の運転者に及ぼす心理学的医学的効果に就て

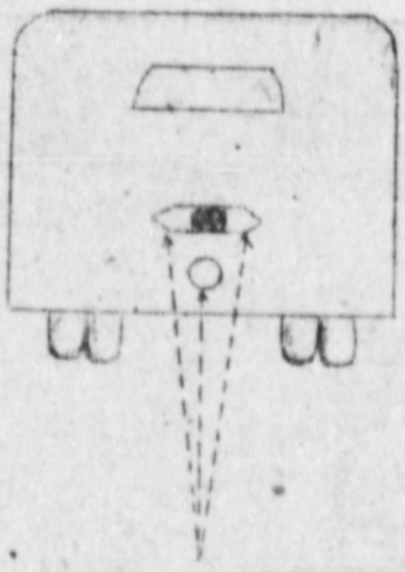
現在自動車運転者は前方の凡ゆる部面に向つて注意力を必要とするのであるが、特に前方に先行車がある場合は、その左右相反する側面に附せる方向指示器と背面のストップ・ライトとの三部面につき注意力を分散しなければならない。この場合の注視力の散漫は、PSLを装置することにより、ストップライトと同時に左右の方向指示及びバス信号を背面にみることができ、注視力を分散しないでよいから運転者の精神疲労を軽減し心理的な餘裕をもたせ　運転事故の防止に役立つものである。（第四回参照）

尚後方に対する信号という一つの義務的責任を運転者に附すことにより　自己の運転に対する注意力を増加する結果となる。



三部面の注視

(a) 従来の方向指示器
The indicators now being used

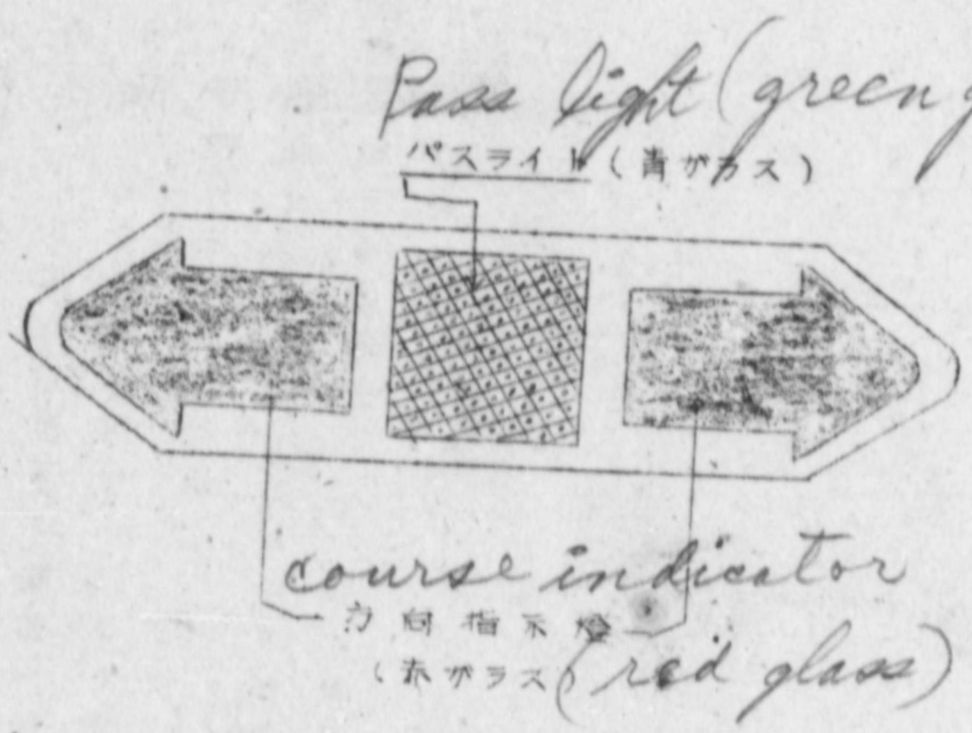


一部面の注視

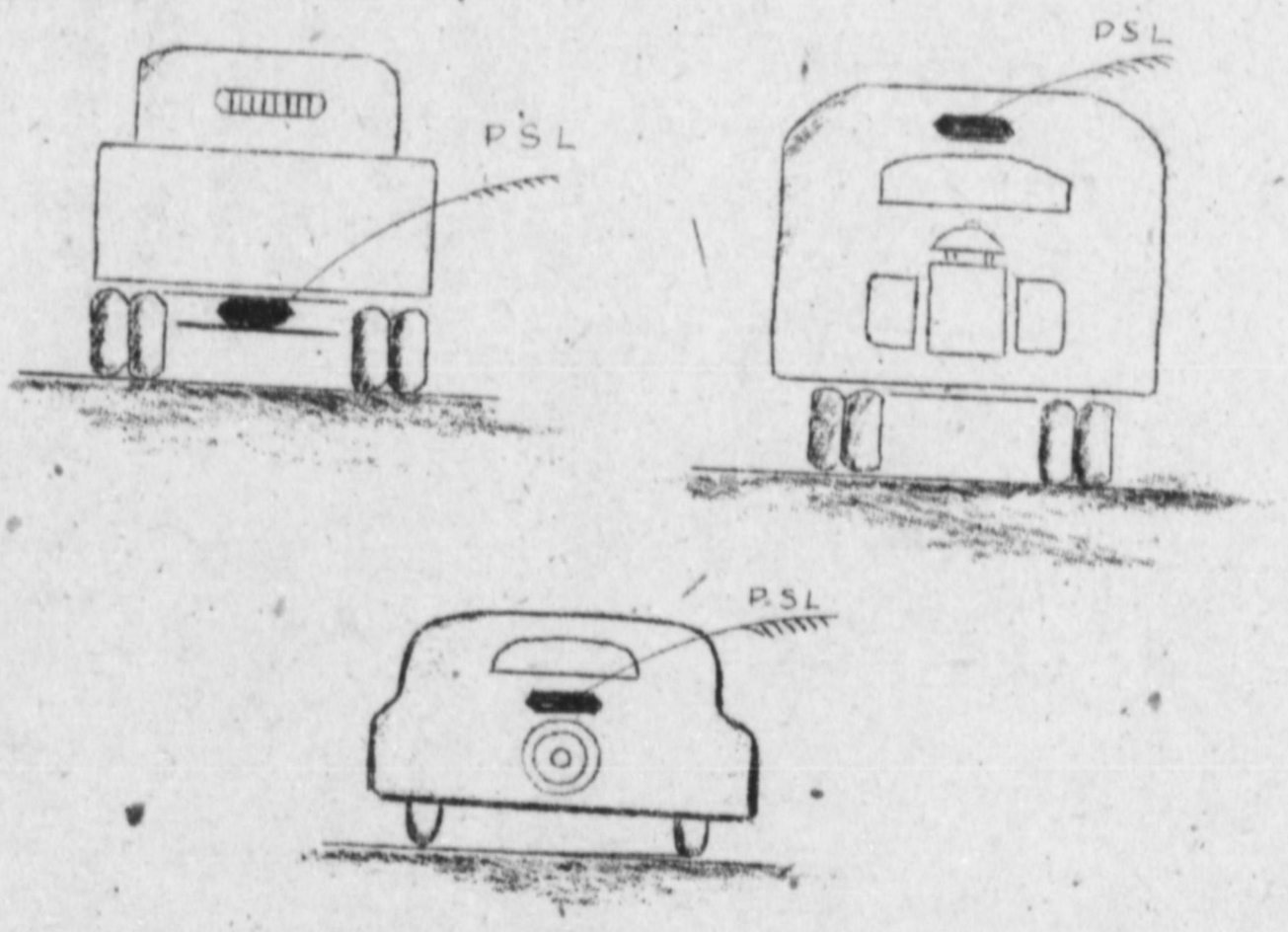
(b) PSLの装置
The new Pass signal light

第4図　注視面の説明
(Diag.4)

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009



第２図　ＰＳＬの外観
(Diag.2) Outer appearance



第３図　ＰＳＬ燈の装着
(Diag.3) PSL apparatus

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Intelligence Section, G-2
PUBLIC SAFETY DIVISION

APO 500
6 June 1949

SUBJECT: Pass Signal Light

1. The course indicator which is now being used on Japanese automobiles is not effective in case it is looked at from the back though it is effective when viewing it from the front. When viewing it from the back should it be within the death-angle, the effect of the course indicator will entirely be lost. Granting that it may not fall in the death-angle, should the automobile be fully loaded, no effect of the device shall be attained. (Ref: illustration No.1)

Furthermore, because of the lack of signal light for the cars following behind, the car driving ahead can give no sign to the automobile following and this fact frequently becomes the cause of accidents. In this case, if the car in front could sign "Pass-OK", to the car following, the latter may pass at ease. When a car following another intends to pass it, it is hard to see obstacles in front because of the car being in the way and consequently it is liable to cause unseen accidnets. So, the anteceding car should bear the responsibility by keeping vigilance on the safety of roadway and sending signal as to the advisability of passing for the following car. This is why a pass signal light is required.

From the above reasons, I have devised the Pass Signal Light. Structure of Pass Signal Light. The pass signal light is arranged in a light box separated in three sections, comprising of green colored pass light in the center and course indicating light at the left and right sections, each equipped with a light, and packed in a solid brass case of about 25cm. long and 5.5 cm. wide. Its appearance is as per the illustration No. 2. Among these lights, the course indicating lights at the right and left are wired so as to light in connection with the former course indicator installed at the front and the pass light at the central part shall be lighted by pass switch newly fixed at the panell of the drivers seat. Since the installation of the pass signal light in an ordinary automobile, bus, truck and charcoal burning car is to be made as indicated in the Illustration No. 3, both fixing and handling are extremely simple.

The pass signal light is now under application for patent
No: (242388)

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

PSD FILES

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Intelligence Section, G-2
Public Safety Division

APO 500
22 April 1949

MEMORANDUM:

SUBJECT: Traffic Violation by Japanese Truck Against General Willoughby

TO: Chief, Public Safety Division

1. An investigation was made by Superintendent H. Isoyama, Chief, 1st Traffic Section, MPD, of the incident which occurred on 16 April at 1430 hours when the driver of Japanese vehicle #921931 cut in front of General Willoughby's car at the intersection of 1st and Mampei. The report submitted to this division by MPD is attached.

2. From this report and a discussion of the case with Superintendent Isoyama the following facts were determined:

a. Driver did see the General's car approaching and did fail to give it the right of way.

b. Driver could offer no explanation of his act other than he had a patient he was taking to the hospital.

c. Driver immediately realized he had done wrong, but this was undoubtedly emphasized by the General who stopped him and took his number.

d. Driver intended going to MPD to secure assistance in conveying his apologies to the General, but never did.

e. Driver was ordered to MPD on 20 April, given a severe reprimand and warned not to repeat this violation especially against official vehicles.

HSE

B F Hill
B. F. HILL
Captain
Police Investigator

10

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

April 20, 1949

From Superintendent Haruo Isoyama,
Chief of the Traffic Section 1 of the Guard and
Traffic Division of MPD.

To Chief of PSD, GHQ

Subject: Survey made on the movement of an ordinary type of sedan whose car number is 921931

I beg herewith to report on the above subject of which the investigation is made by order.

1. Address and name of car owner
10 Nichome, Iida-machi, Chiyoda-Ku, Tokyo
Dai-ichi Hospital of Nippon Medical College

2. Address, name and age of the owner
Mobei Tomioka - age 49
562 4-chome, Inatsuke-cho, Kita-ku, Tokyo-to

3. Course through which they drove

The driver started the hospital about 1:30 p.m., April 16, 1949, driving the car of the aforesaid number. He went through streets from Kudan to the Iwaida-machi junction passing along the outer moat and the plaza in front of the Imperial Palace. At the Iwaida-machi junction, he stopped the car recognizing the stop signal. With the go-signal, he marched going after three sedans whose car numbers were unknown. The car went through the Local Procurator's Office. When he was going to turn his car to the right at the junction at No. 1 2-chome, Kasumigaseki, he found that an Allied sedan was approaching running on a road which leads to the Hibiya Park. He should have stopped the car to give the road. On the contrary, he did not stop the car and turned the car to the right just at the front of the Allied car.

Mobei Tomioka, the driver was on his way to the house of Etsuka Sato, aged 20, at 4363 Yamanaka-cho, Oi, Shinagawa-Ku, for the purpose of taking her to a hospital. He felt responsibility in his obstructing the way for the other car and had the intention of visiting the Traffic Section of MPD to ask its help in expressing his words of apology to the Allied person. The patient was in an unfavorable condition and needed the immediate help of car to carry her to the hospital, so, the driver hurried the way to her house leaving everything unsettled.

4. Disposition taken

The authorities concerned ordered Mobei Tomioka, the driver, to appear before this section on April 20, 1949, and gave a rigid warning on him that he should never repeat such violation again in future.

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

昭和二十四年四月二十日

警視庁警備交通部交通第一課長

警視　礒山春夫

GHQ民間情報部

公安課長殿

普通乗用自動車第九二一九三一号の行動に関する調査について

標記の件に関し依命調査した処左記の通りですから報告致します

記

一所有者住所氏名

東京都千代田区飯田町二丁目十番地

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

日本医科大學第一病院

一、運転者住所氏名年令

東京都北区稲付町四丁目五六二番地

冨岡茂兵衛

三月生当四十九才

二、運転経路

昭和二十四年四月十六日午後一時三十分頃に前記番号の車輌を運転して病院を出発し九段下より外壕に沿い皇居前を通り祝田町交叉点に於て交通の停止信号に依り停車し進めの合図と共に前方に停車しておた番号不詳の乗用車二台位いの後をついて進行し区検察庁前を通り霞ヶ関二丁目一番地先交叉点を右折し様とした際左方日比谷公園内の道路より進駐軍乗用自動車が進行して来たので停車して進路を

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

譲らなければいけないのに停車せずその直前を右折した
ものでこの運転手冨岡茂兵衛は当日前記道路を経て
品川区大井山中町四三大三番地居住の佐藤悦子当二十才を
入院せしめるため迎へに往く途中にして進路を防害し
たる事に就き深く責任を感じ早速警視庁交通課に赴
き其の旨陳謝方を依頼する心算でゐたが入院患者が
急を要する容態に在つたので其儘となつてゐたものである

四、処置

昭和二十四年四月二十日運転手冨岡茂兵衛を当課に出
頭せしめ将来再び斯る遠反の無き様厳重警告す

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

PUBLIC SAFETY DIVISION
ROUTING SLIP

FROM: YB DATE: 21 Apr 49

2	CHIEF OF DIVISION	[illegible]
1	EXECUTIVE OFFICER	[illegible]
	EXECUTIVE ASSISTANTS	
4	LT. COL. WHITMORE	[illegible]
3	CAPTAIN NELSON	[illegible]
	ADMINISTRATIVE OFFICER	
7	CHIEF CLERK	[illegible]
	FIRE BRANCH	
	LEGAL BRANCH	
	LIAISON BRANCH	
	MARITIME BRANCH	
5	POLICE BRANCH	[illegible]
	PRISON BRANCH	
6	STAT & ANAL BRANCH	[illegible]

FOR:
INFORMATION 1-6 COMMENT _____
ACTION _____
APPROVAL _____ FILE (7) files
31 May 49
mcb.

REMARKS:

Copies of CofS, C/N furnished Staff Sects., concerned by PSD, 21 Apr 49. HEP

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

08472
0666

FROM: G-2, GHQ, FEC

APR 20 1949 194___

TO :

AC of S, G-2	( )	Information	( )
Executive	( )	Necessary Action	(2)
Asst Executive SCAP	( )	Note & Return	( )
Asst Executive FEC	( )	Approval	( )
E/A Admin	( )	Signature	( )
E/A Radio Reports	( )	Initials	( )
E/A Misc	( )	Comment or concurrence	( )
E/A CIS	( )	Dispatch	( )
E/A DAI Div	( )	Draft Reply	( )
E/A Hist	( )	Info on which to base reply	( )
Administrative Officer	( )	Distribution desired	( )
G-2 Msg Ctr	( )	File	( )
G-2 File Section	( )		
General Liaison	( )	ROUTED BY:	
Japanese Liaison	( )		
Theatre Intell Div	( )		
Operations	( )		
PDM	( )		
Plans & Estimates	( )		
DAI Div	( )		
ATIS	( )		
TID	( )		
Targets Branch	( )		
Historical Div	( )	Remarks:	
Library	( )		
Chief of CIS	( )		
Executive	( )		
Plans & Policy Br	( )		
Screening	( )		
Chief of Sp Int	( )		
Executive Off	( )		
Reading Panel	( )		
International Branch	( )		
Japan Branch	( )		
JPP	( )		
G/A	( )		
Comp	( )		
Cor & Dis	( )		
Central Files	(2)		
Public Safety Div	( )		
Civil Censorship Det	( )		
441st CIC Det	( )		
_____	( )		
_____	( )		

38/A

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

0664

GENERAL HEADQUARTERS
FAR EAST COMMAND

CHECK SHEET

(Do not remove from attached sheets)

File No: Subject: Traffic Safety Staff Study

Note No.	From: Chief of Staff To: G-2 (CIS) Date: 16 April 1949
1.	1. Recommendations contained in subject study have been noted. 2. It is considered that each staff section concerned has the necessary authority, within its existing General Order, to implement recommendations of concern to that section, as set forth in "Digest of Traffic Safety Staff Study". 3. Two exceptions to paragraph 2 above, are: a. The Japanese Government will not be required to provide funds for a traffic safety public information and education program (paragraph 4 b); and, b. As a matter of policy, the Japanese Government may not be required to revise its traffic safety laws (paragraph 4 d (5)) as no occupation objectives are involved. Revision will be accomplished without coercion, through suggestion and conference. NOTED BY C/S E. M. A.

Copies this C/S furnished by PSD to interested Sections
IS 21 Apr. 49.
CTS HEP
CI+E
PM

Mr. Eaton = Press par 3, b., for enactment into law of the changes we desire. We will not inform JG that they may or may not do so.
Changes for the best interests of all.
HEP

4-16-43 S

FEC AGO Form No 37

4062—FEC Printing Plant—3/49—50M

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

B R I E F

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Intelligence Section, G-2
Public Safety Division

25 March 1949

DIGEST OF "TRAFFIC SAFETY STAFF STUDY"

1. On 3 Feb 1949, representatives from PM, CTS, CI&E, LS and PSD met with General Keyser for the purpose of discussing the continuance and intensification of an over-all program for the improvement of traffic safety in Japan.

2. Facts bearing on the traffic situation show that the average death rate per year for the period 1935-1939 due to traffic accidents was 3,489. Average injuries for the same period were 25,398. No information is available on occupation vehicle accidents other than those which involved military vehicles. Death and injury rates in this category for 1948 (132-880) are lower than those for 1947 (132-994). Tokyo Police Dept statistics show traffic accidents in Tokyo during 1948 totaled 4,559. The average for the preceding ten years is 6,338.7.

3. Discussion revealed that the traffic situation in Japan is considerably improved over prewar level. Study of factors contributing to present accident totals indicate corrective measures can improve over-all conditions. These measures fall into two categories: (1) intensification of education (2) more rigid law enforcement. Revision of existing traffic laws and vehicle safety standard requirements is necessary.

4. The following recommendations were made:

a. CI&E, SCAP continue assisting the police in traffic safety by means of (1) public information and education programs designed to improve Japanese attitude toward motor traffic and (2) traffic safety educational indoctrination in public schools.

b. Sufficient funds as recommended by CI&E be made available to promote and conduct public information and education campaigns on traffic safety.

c. The Legal Section, SCAP assist in measures necessary to insure that the Procurator-Court system is capable of processing a greater number of cases as a result of intensifying the law enforcement phase.

d. PSD, G-2 continue (1) traffic safety education in all police schools (2) lectures and demonstrations by police in public schools and public places (3) formation of school and other junior traffic safety patrols (4) intensifying law enforcement phase (5) requiring revision of traffic safety laws and coordinate the above with the over-all program and other interested SCAP sections.

B R I E F

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

DIGEST OF "TRAFFIC SAFETY STAFF STUDY" (Cont'd)

e. The Civil Transportation Section, SCAP require the Ministry of Transportation to take the action necessary to insure compliance with certain minimum vehicle safety standards with due consideration given to the state of Japanese economy.

f. The PM take the necessary steps to (1) initiate, in conjunction with Troop Information and Education, a more intensive program of traffic safety education directed at all Occupation personnel and (2) intensifying programs by Area PM to assist local police in educating Japanese public in traffic safety.

5. Concurrences were stated by all sections concerned.

Declassified E.O. 12065 Section 3-402/NNDC NO. 175009

BRIEF

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Intelligence Section, G-2
Public Safety Division

25 March 1949

DIGEST OF "TRAFFIC SAFETY STAFF STUDY"

1. On 3 Feb 1949, representatives from PM, CTS, CI&E, LS and PSD met with General Keyser for the purpose of discussing the continuance and intensification of an over-all program for the improvement of traffic safety in Japan.

2. Facts bearing on the traffic situation show that the average death rate per year for the period 1935-1939 due to traffic accidents was 3,489. Average injuries for the same period were 25,398. No information is available on occupation vehicle accidents other than those which involved military vehicles. Death and injury rates in this category for 1949 (132-880) are lower than those for 1947 (132-994). Tokyo Police Dept statistics show traffic accidents in Tokyo during 1949 totaled 4,559. The average for the preceding ten years is 6,338.7.

3. Discussion revealed that the traffic situation in Japan is considerably improved over prewar level. Study of factors contributing to present accident totals indicate corrective measures can improve over-all conditions. These measures fall into two categories: (1) intensification of education (2) more rigid law enforcement. Revision of existing traffic laws and vehicle safety standard requirements is necessary.

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a. CI&E, SCAP continue assisting the police in traffic safety by means of (1) public information and education programs designed to improve Japanese attitude toward motor traffic and (2) traffic safety educational indoctrination in public schools.

b. Sufficient funds as recommended by CI&E be made available to promote and conduct public information and education campaigns on traffic safety.

c. The Legal Section, SCAP assist in measures necessary to insure that the Procurator-Court system is capable of processing a greater number of cases as a result of intensifying the law enforcement phase.

d. PSD, G-2 continue (1) traffic safety education in all police schools (2) lectures and demonstrations by police in public schools and public places (3) formation of school and other junior traffic safety patrols (4) intensifying law enforcement phase (5) requiring revision of traffic safety laws and coordi-

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b. Sufficient funds as recommended by CI&E be made available to promote and conduct public information and education campaigns on traffic safety.

c. The Legal Section, SCAP assist in measures necessary to insure that the Procurator-Court system is capable of processing a greater number of cases as a result of intensifying the law enforcement phase.

d. PSD, G-2 continue (1) traffic safety education in all police schools (2) lectures and demonstrations by police in public schools and public places (3) formation of school and other junior traffic safety patrols (4) intensifying law enforcement phase (5) requiring revision of traffic safety laws and coordinate the above with the over-all program and other interested SCAP sections.

e. The Civil Transportation Section, SCAP require the Ministry of Transportation to take the action necessary to insure compliance with certain minimum vehicle safety standards with due consideration given to the state of Japanese economy.

f. The PM take the necessary steps to (1) initiate, in conjunction with Troop Information and Education, a more intensive program of traffic safety education directed at all Occupation personnel and (2) intensifying programs by Area PM to assist local police in educating Japanese public in traffic safety.

5. Concurrences were stated by all sections concerned.

Brief of Action
By PSD

BRIEF

Declassified E.O. 12065 Section 3-402/NNDC NO. 775009

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
AND
UNITED STATES ARMY FORCES, PACIFIC

G-2

ROUTING SLIP

FROM: _____ DATE: 25 March 49 1947

TO:

Commander-in-Chief		Ordnance	
Aide-de-Camp		Prov Marshal	
Chief of Staff		Pub Relations	
Deputy C of S AFPAC		Quartermaster	
Deputy C of S SCAP	111	Signal	
Secy, General Staff		Sp Services	
G-1		Transp	
G-2			
G-3		Civ Comm	
G-4		Civ I&E	
Adjutant General		Civ Int	
Antiaircraft		Civ Prop Cust	
Cent Purch		Civ Transp	
Chaplain		Diplomatic	
Chemical		E&S	
Civ Personnel		Gen Acct'g	
Engineer		Gen Proc	
Fiscal		Government	
Hq Comdt		Int'l Pros	
I&E		Legal	
Inspector General		Nat Resources	
Judge Advocate		Public H&W	
Medical		Stat & Rpts	

FOR:

Approval		Note and Return	
Comment or Concurrence		Dist'n Desired	
Information	111	Signature	
Initials		Dispatch	
Issuance of Orders		Attachment of Reference	
Necessary Action		File	

Coston
C.A.W.

AFPAC AGO Form No. (14) (1 Jan 47)

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

DISPATCHED
25 MAR 1949
G. H. Q.
G-2

TO:

G-2

RECEIVED
20 APR 1949
G H Q
G-2

Declassified E.O. 12065 Section 3-402/NNDC NO. 775009

0216
0666

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Intelligence Section, G-2
Public Safety Division

19 March 1949

MEMORANDUM FOR THE CHIEF OF STAFF:

I. THE PROBLEM:

To continue and intensify an over-all program for the improvement of traffic safety in Japan, with regard to the Japanese-Occupation attitude toward motor, pedestrian and other vehicular traffic.

II. FACTS BEARING ON THE PROBLEM:

A. Average annual Japanese death rate from motor vehicle accidents during the period 1935-1948 has fluctuated between 2,832 (1941 - war time low) and 4,565 (1947 - postwar high). Injury rate for the same period fluctuated between 49,227 (1935 - prewar high) and 9,094 (1945 - low) (TAB A). Average death and injury rates for prewar, war and postwar periods are:

PERIOD	DEATHS	RATE PER 100,000 POP.	INJURIES	RATE PER 100,000 POP.
Prewar (six years)	3,480	4.957	38,178	54.450
War	3,022	4.124	15,497	21.132
Postwar	4,056	5.265	14,527	18.728
Over-all Average (1935-1939)	3,489	4.762	25,398	35.336

B. Data available on Occupation vehicle accidents cover those cases in which military vehicles only are involved. No statistics are available on accidents involving Occupation civilian vehicles. Death and injury rates for 1948 (132 - 880) are lower than those for 1947 (132 - 994) (TAB B).

C. Annual statistics as to the number of vehicles in Japan are not available. Total number of vehicles in Japan as of 31 January 1949:

249,333 Japanese motor vehicles, all types.
42,150 Occupation motor vehicles, both military and

low) (TAB A). Average death and injury [illegible] war periods are:

PERIOD	DEATHS	RATE PER 100,000 POP.	INJURIES	RATE PER 100,000 POP.
Prewar (six years)	3,480	4.957	38,178	54.450
War	3,022	4.124	15,497	21.132
Postwar	4,056	5.265	14,527	18.728
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B. Data available on Occupation vehicle accidents cover those cases in which military vehicles only are involved. No statistics are available on accidents involving Occupation civilian vehicles. Death and injury rates for 1948 (132 - 880) are lower than those for 1947 (132 - 994) (TAB B).

C. Annual statistics as to the number of vehicles in Japan are not available. Total number of vehicles in Japan as of 31 January 1949:

249,333	Japanese motor vehicles, all types.
42,150	Occupation motor vehicles, both military and civilian.
7,741,273	Bicycles.
1,617,016	Carts, ox-carts, etc.
3,797	Rikishas.

D. Records of the Tokyo Police Department indicate that the number of traffic accidents which occurred in Tokyo during 1948 (4,559) is lower than the annual average for the past ten years (6,338.7) (TAB C).

E. Japanese police conducted intensive campaigns during 1948 in an effort to make the Japanese public "traffic safety conscious" (TAB D). Public Safety Division/G-2 and Civil Information and Education Section have materially assisted police authorities in this respect. During the period 10 October 1948 - 26 February 1949 the Tokyo police made a total of 10,825 arrests, or an average of 2,323 arrests per month, for traffic violations (TAB E). A total of 6,747 traffic cases were disposed of by the Tokyo District Procurator's Office during the period November 1948 - January 1949; 4,495 of these cases were disposed of through punitive action (fines) (TAB F).

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Declassified E.O. 12065 Section 3-402/NNDC NO. 175009

"Traffic Safety Staff Study," dtd 19 Mar 49

III. DISCUSSION:

A. From information available, which pertains primarily to Tokyo, it is reasonable to assume that the present traffic situation in Japan has been considerably improved over the situation existing in the prewar period (TAB A).

B. Regardless of whether or not the traffic problem is definitely better than in the prewar period, a study of the factors contributing to present day accident totals indicate that certain corrective measures can improve the over-all condition. Corrective measures considered necessary fall generally into two categories, i.e., (1) intensification of education, (2) more rigid law enforcement. Contributory measures which should be initiated include: (1) revision of existing traffic laws and (2) vehicle safety standard requirements (TAB G).

C. In order to carry out an informational and educational plan, it is mandatory that funds be made available to the police to defray expenses incident to the printing and distribution of materials required in conducting traffic safety programs. In the 1948-49 fiscal budget the Finance Ministry failed to allot funds for this purpose. Campaigns conducted utilized funds "borrowed" from National Rural Police accounts. Local Traffic Safety Associations raised and expended funds in an effort to improve traffic conditions throughout Japan. Civil Information and Education Section, SCAP estimates that a minimum of ¥12,129,000 is required to conduct the relatively limited program now planned for the 1949-50 fiscal year (TAB H). Finance Ministry officials have informed the police that they may allow approximately ¥2,000,000 for the purpose. The above amount is insufficient to sustain a minimum program of this nature.

D. Traffic safety indoctrination should begin in the homes and public schools. In this respect Civil Information and Education Section can materially assist by developing and integrating into the schools curriculum certain units of study devoted to traffic safety. As laws are revised and causes of traffic casualties become more definitized, these data should be added to basic material. Required results demand the utilization of the most modern instructional media.

E. A more rigid enforcement of traffic laws by the police will result in increasing the case load already carried by procurators and the courts. As indicated in Tabs E and F, the Tokyo police are turning over a greater number of traffic cases for judicial disposition

C. In order to carry out an informational and educational plan, it is mandatory that funds be made available to the police to defray expenses incident to the printing and distribution of materials required in conducting traffic safety programs. In the 1948-49 fiscal budget the Finance Ministry failed to allot funds for this purpose. Campaigns conducted utilized funds "borrowed" from National Rural Police accounts. Local Traffic Safety Associations raised and expended funds in an effort to improve traffic conditions throughout Japan. Civil Information and Education Section, SCAP estimates that a minimum of ¥12,129,000 is required to conduct the relatively limited program now planned for the 1949-50 fiscal year (TAB H). Finance Ministry officials have informed the police that they may allow approximately ¥2,000,000 for the purpose. The above amount is insufficient to sustain a minimum program of this nature.

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E. A more rigid enforcement of traffic laws by the police will result in increasing the case load already carried by procurators and the courts. As indicated in Tabs E and F, the Tokyo police are turning over a greater number of traffic cases for judicial disposition each month than the procurators and courts have been able to process. The backlog of unprocessed cases at the end of each month is greater than the average number of cases submitted each month (TAB F). In addition to the cases submitted to the procurators and courts, police are disposing of hundreds of cases through admonishment. In November 1948, 18,492 motor vehicle operators and 73,370 other persons were admonished for traffic violations. The enforcement of traffic laws should be intensified providing procurators and courts can insure immediate processing and disposition. Courts and detention facilities are limited.

F. Japanese traffic laws should be modernized -- notably, the provisions which requires pedestrians to walk with traffic rather than against it; the present system of right turns; and vehicle operators driving into main thoroughfares without a full stop. Such modernization of laws and rigid enforcement will reduce the number of traffic casualties.

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"Traffic Safety Staff Study," dtd 19 Mar 49

G. Enforcement of vehicle safety standards is the responsibility of the Land Transportation Bureau of the Ministry of Transportation. Civil Transportation Section representatives maintain that enforcement of existing Japanese vehicle safety standards will remove many Japanese vehicles from the roads, further disrupting the Japanese economy.

H. Maintenance of streets and highways in Japan unquestionably contribute to vehicle and personnel accident rates. Recent instruction to the Japanese Government requires a five year program of street and road rehabilitation. No immediate reduction in traffic casualties can be expected as a result of this program, however, as traffic hazards are eliminated accident rates should decline.

I. Occupation personnel are responsible for a larger share of accidents than should proportionately be the case. It is believed that a number of accidents occur as the result of irritation on the part of Occupation personnel regarding the attitude of Japanese toward traffic safety. An educational program designed to explain to Occupation personnel the reasons for Japanese national habits, characteristics and indifference toward traffic safety, emphasizing safe driving habits will reduce Occupation vehicle accidents.

J. There is no panacea or immediate remedy that will cure all Japanese-Occupation traffic safety ills. Improvements can be made but effective remedial action in this respect, can be developed only through a long-range educational and enforcement program.

IV. RECOMMENDATIONS:

It is recommended that:

1. The Civil Information and Education Section, SCAP continue assisting the Japanese police, both national and local, in traffic safety by means of (a) public information and education programs specifically designed to improve the Japanese attitude toward motor traffic and (b) traffic safety educational indoctrination in public schools.

2. Sufficient funds as recommended by the Civil Information and Education Section be made available to promote and conduct public information and education campaigns on traffic safety.

3. The Legal Section, SCAP assist in measures necessary to insure that the procurator-court system is capable of

tion personnel the reasons for Japanese national habits, characteristics and indifference toward traffic safety, emphasizing safe driving habits will reduce Occupation vehicle accidents.

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2. Sufficient funds as recommended by the Civil Information and Education Section be made available to promote and conduct public information and education campaigns on traffic safety.

3. The Legal Section, SCAP assist in measures necessary to insure that the procurator-court system is capable of processing expeditiously a greater number of cases as a result of intensifying the law enforcement phase of traffic safety.

4. The Public Safety Division/G-2 continue (a) traffic safety education in all police schools, (b) lectures and demonstrations by police officials on traffic safety in public schools and appropriate public places, (c) formation of school and other junior traffic safety patrols, (d) intensifying the law enforcement phase of traffic safety, (e) require revision of pertinent Japanese traffic safety laws and coordinate the above with the over-all program and other interested SCAP sections.

5. The Civil Transportation Section, SCAP require the Ministry of Transportation to take the action necessary to

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insure compliance with certain minimum vehicle safety standards, as determined by Civil Transportation Section with due consideration given to the state of Japanese economy.

6. The Provost Marshal take the necessary steps to: (a) initiate, in conjunction with Troop Information and Education, a more intensive program of traffic safety education directed at all Occupation personnel; and (b) intensifying programs by Area Provost Marshals to assist local police in educating the Japanese public in traffic safety.

H. E. Pulliam

H. E. PULLIAM
Colonel, GSC
Chief, Public Safety Division

Concurrences:

LS A. C. Carpenter 23 Mar '49
CTS [illegible] for HM 23 Mar 49
CIE [illegible] 24 Mar 49
PM [illegible]

8 Incls:
TAB A - Chart - Death & Injury Rates - Tokyo - 1935-1948
TAB B - Chart - Occupation Mtr Vehicle Accidents - Death & Injuries 1947-1948
TAB C - Chart - Traffic Accidents in Tokyo - 1939-48
TAB D - Resume of Public Information Activity of Police, Prepared by CIE
TAB E - Chart - Traffic Violators Sent to Procurator - Tokyo - 10 Oct 48 - 26 Feb 49
TAB F - Chart - Disposal of Traffic Violations - Tokyo District Procurator's Office
TAB G - Chart - Traffic Safety Faults
TAB H - Estimated Budgetary Needs for

CIE Not Required
PM

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TAB H - Estimated Budgetary Needs for 1949-50 Fiscal Year Public Information & Education in Traffic Safety

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Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

TAB
A

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

DEATH & INJURY RATES - JAPAN

1935 THRU 1948

	KILLED		INJURED	
PREWAR PERIOD	Number Killed	Rate Per 100,000 Pop.	Number Injured	Rate Per 100,000 Pop.
1935	3,549	5.17	49,227	71.66
1936	3,484	5.01	45,323	65.11
1937	3,633	5.16	43,861	62.31
1938	3,675	5.21	35,108	49.59
1939	3,265	4.61	29,128	41.08
1940	3,274	4.58	26,422	36.95
Prewar Average	3,479	4.957	38,178	54.450
WAR PERIOD				
1941	2,832	3.89	21,043	28.91
1942	2,945	4.01	19,636	26.72
1943	2,887	3.90	16,087	21.74
1944	3,079	4.17	11,623	15.73
1945	3,365	4.65	9,094	12.56
War Average	3,022	4.124	15,497	21.132
POSTWAR PERIOD				
1945	3,365	4.65	9,094	12.56
1946	4,452	5.84	14,553	19.09
1947	4,565	5.81	16,852	21.44
1948	3,841	4.76	17,608	21.82
Postwar Average	4,056	5.265	14,527	18.728
Overall Average	3,489	4.762	25,398	35.336

WAR PERIOD					
1941	2,832	3.89	21,043	28.91	
1942	2,945	4.01	19,636	26.72	
1943	2,887	3.90	16,087	21.74	
1944	3,079	4.17	11,623	15.73	
1945	3,365	4.65	9,094	12.56	
War Average	3,022	4.124	15,497	21.132	
POSTWAR PERIOD					
1945	3,365	4.65	9,094	12.56	
1946	4,452	5.84	14,553	19.09	
1947	4,565	5.81	16,852	21.44	
1948	3,841	4.76	17,608	21.82	
Postwar Average	4,056	5.265	14,527	18.728	
Overall Average	3,489	4.762	25,398	35.336	

Source: National Rural Police (Casualty Figures).

FotA

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0216

DISPOSAL OF TRAFFIC VIOLATIONS

OF

TOKYO DISTRICT PROCURATOR'S OFFICE

	Nov 48	Dec 48	Jan 49	Totals
Cases on hand at start of period	4,146	4,031	2,597	
Cases received during period	2,029	1,879	2,685	
Total number of cases during period	6,175	5,910	5,282	
Cases disposed of by trial	2	0	0	2
Cases disposed of thru summary procedure	1,480	2,449	564	4,493
Cases dropped	44	99	56	199
Cases suspended	114	78	58	250
Cases transferred	504	687	612	1,803
Total number of cases disposed of during period	2,144	3,313	1,290	6,747
Number of uncompleted cases at end of period	4,031	2,597	3,992	--

Source: Tokyo District Procurator's Office

Cases disposed of by trial	2	0	0	2
Cases disposed of thru summary procedure	1,480	2,449	564	4,493
Cases dropped	44	99	56	199
Cases suspended	114	78	58	250
Cases transferred	504	687	612	1,803
Total number of cases disposed of during period	2,144	3,313	1,290	6,747
Number of uncompleted cases at end of period	4,031	2,597	3,992	--

Source: Tokyo District Procurator's Office

9ab F

Declassified E.O. 12065 Section 3-402/NNDC NO. 175009

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ESTIMATED BUDGETARY REQUIREMENTS

FOR

TRAFFIC SAFETY PUBLIC INFORMATION & EDUCATION PROGRAM

1949-50 FISCAL YEAR

Headquarters

Poster Contests	350,000
Traffic Safety Instruction Material for Distribution to the Police	123,000

Prefectures

Exhibition Halls	2,700,000
Public Commendations	750,000
Printing & Distribution (Posters, Handbills, etc) ..	5,318,000
Kami Shibai (Paper Shows)	500,000
Mobile Exhibitions	1,200,000
Travelling Expenses	1,188,000
TOTAL	12,129,000

Source: Traffic Section - National Rural Police.

Exhibition Halls	2,700,000
Public Commendations	750,000
Printing & Distribution (Posters, Handbills, etc)	5,318,000
Kami Shibai (Paper Shows)	500,000
Mobile Exhibitions	1,200,000
Travelling Expenses	1,188,000
TOTAL	12,129,000

Source: Traffic Section - National Rural Police.

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TAB
B

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

0216

OCCUPATION MOTOR VEHICLE ACCIDENTS*

DEATHS AND INJURIES

1947 - 1948

YEAR	NUMBER OF ACCIDENTS	MILITARY		NON-MILITARY (Including) (Japanese)		TOTAL	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED
1947	3,329	8	135	124	809	132	944
1948	2,398	14	293	108	587	122	880

Source: PMO - FEC

*Figures given represent accidents involving military vehicles only.
No statistics are maintained on Occupation civilian vehicle accidents.

Source: PMO - FEC

*Figures given represent accidents involving military vehicles only.
No statistics are maintained on Occupation civilian vehicle accidents.

Tab B

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TAB
C

TRAFFIC ACCIDENTS IN TOKYO

1939-1948

YEAR	TOTAL NUMBER OF ACCIDENTS	BROKEN DOWN BY PRINCIPAL CAUSE					
		PEDESTRIANS	MOTOR VEHICLES	STREET CARS	BICYCLES	TRAINS	OTHER VEHICLES
1939	13,783	1,296	9,308	976	2,025	7	171
1940	10,964	1,140	7,154	993	1,537	6	134
1941	8,352	993	5,053	1,027	1,090	6	183
1942	7,345	946	4,069	1,058	957	8	307
1943	5,597	727	3,068	873	641	7	281
1944	3,625	548	1,895	701	314	9	158
1945	1,545	267	844	284	69	17	64
1946	3,578	816	2,041	443	171	19	88
1947	4,039	1,021	2,215	422	287	12	82
1948	4,559	861	2,772	256	573	?	97
Annual Average	6,338.7	861.5	3,841.9	703.3	766.4	9.1	156.5
Percent	100	.135	.606	.111	.122	.001	.025

Source: Traffic Section, Tokyo Police Department

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1945	1,545	267	844	284	69	17	64
1946	3,578	816	2,041	443	171	19	88
1947	4,039	1,021	2,215	422	287	12	82
1948	4,559	861	2,772	256	573	?	97
Annual Average	6,338.7	861.5	3,841.9	703.3	766.4	9.1	156.5
Percent	100	.135	.606	.111	.122	.001	.025

Source: Traffic Section, Tokyo Police Department

Tab C

Declassified E.O. 12065 Section 3-402/NNDG NO. 715004

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

TAB
D

0216
0666

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

TRAFFIC SAFETY

1. During 1948 emphasis was placed on the media of radio in getting information to the public on the subject of Traffic Safety. Information on this topic was included in the Students' Hour, Women's Hour, Wings of Melody, Early Bird, Report to the Nation and the Radio Interview Programs during 1948. Since September 1948, there have been two daily station breaks on this subject.

2. Press conferences were held in July and October which were widely covered by the press.

3. During National Traffic Safety Week - 10-16 September 1948, the Provost Marshal's Office cooperated with the Traffic Section of the Metropolitan Police Department in observing traffic safety measures. Five hundred thousand leaflets urging traffic safety were dropped over Tokyo by 1st Cavalry planes. Slides on Traffic Safety were shown in movie houses with emphasis on the need for caution on the part of the pedestrians and cyclists. Cars equipped with loudspeakers patrolled the streets publicizing warnings to pedestrians about observing traffic regulations.

4. In September of 1948 discussions were held with Public Safety Division and the Traffic Safety Commission of the National Rural Police on the production of a Pan Chan, cartoon on Traffic Safety; however, this attempt was discouraged by CIE because of lack of funds.

5. At the suggestion of the Traffic Safety Commission of the National Rural Police, the Ministry of Education forwarded Hatsu Gaku No. 542 on 30 November 1948 to the Superintendents of Education of all Prefectural Boards of Education requesting cooperation in the observance of National Traffic Safety Week. As a result, school patrols were organized to assist children and other pedestrians in observing traffic rules. Student patrols have been organized in Tokyo-to, Kyoto City, Kobe City, and in Shimane, Nara and Shizuoka Prefectures.

6. From 10 to 16 December 1948, National Traffic Safety Week was observed throughout Japan. The following is a detailed report from the National Rural Police on the use of media during the Week:

Radio - 67 broadcasts and 4 daily station breaks.
Press - 91 news stories.
Posters and billboards - 544,065
Leaflets - 774,872

the streets publicizing warnings to pedestrians about observing traffic regulations.

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Radio - 67 broadcasts and 4 daily station breaks.	
Press - 91 news stories.	
Posters and billboards -	544,065
Leaflets -	774,872
Kamishibai -	55
Exhibits -	55
Slides -	1,185
Loudspeakers in Public Spots -	186
Public Meetings and Round Table Discussions -	2,907
Contests - (Primary and Middle Schools) -	42
Large Signs (Hanging across the streets in large cities) -	538
Traffic Safety Flags -	1,195
Tours through Cities Publicizing Traffic Safety -	25
Commendation meetings for observers of traffic rules -	39
Violation Notices -	319,000
Posters -	20,000

7. Recognition copies of visual material were forwarded to Eighth Army Military Government and National Safety Week was publicized in the CIE bulletin, 8 December 1948.

8. Thirty-one Prefectural Traffic Safety Associations have been organized to date.

Jal D

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

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TAB
E

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

TRAFFIC VIOLATORS SENT TO PROCURATOR

- TOKYO -

10 OCT 48 - 26 FEB 49

	Excessive Speed	Signal Violation		Reckless Driving		License & Registration Violations	Illegal Parking & Stopping	Full-Stop Violations	Overloading	Improper Equipment	Driving in Wrong Lane	
1. Akabane	18+	0++	0	0	3	6	0	0	10	5	0	1
2. Akasaka	77	4	33	0	10	32	2	0	59	22	1	
3. Arakawa	2	0	0	0	12	15	1	3	12	6	1	
4. Asakusa	0	10	68	0	5	43	3	2	9	2	13	2
5. Atago	2	0	20	0	4	31	4	0	1	4	0	
6. Azabu	81	0	13	0	2	6	0	0	4	0	0	
7. Ebara	8	0	0	0	13	32	4	2	62	2	1	1
8. Fukagawa	0	10	34	0	82	30	20	2	26	7	0	5
9. Higashi Chofu	8	0	0	0	51	15	1	1	36	2	2	2
10. Himonya	0	0	1	0	24	23	1	3	38	0	3	
11. Honden	0	0	0	0	19	16	9	1	28	14	0	
12. Honjo	1	8	88	0	15	14	1	0	22	3	9	2
13. Harajuku	0	18	31	0	5	17	2	1	52	3	26	3
14. Ikebukuro	0	15	23	0	8	1	3	0	12	2	21	
15. Itabashi	0	0	1	0	23	18	1	1	19	2	4	
16. Joto	0	15	37	0	9	39	6	1	90	16	1	
17. Kagurazaka	0	4	0	0	1	11	1	0	2	14	17	7
18. Kamata	6	0	1	0	17	24	3	2	61	3	1	4
19. Kamori	0	0	0	0	23	14	0	0	26	14	5	
20. Kanda	4	23	55	0	9	8	6	2	115	86	4	
21. Koiwa	0	0	2	0	14	37	1	0	60	17	0	
22. Kojimachi	0	3	68	0	15	64	7	2	21	14	1	1
23. Komagome	0	0	0	0	9	9	2	0	10	3	0	2
24. Komatsugawa	22	3	62	0	86	10	0	0	25	6	3	
25. Marunouchi	3	3	72	1	10	9	69	3	17	1	9	1
26. Meguro	2	0	38	0	1	16	9	3	13	12	0	1
27. Mejiro	36	0	0	0	43	13	1	0	46	41	5	3
28. Minami Senju	0	0	6	0	14	24	1	5	15	3	0	2
29. Mita	2	0	47	0	2	4	1	0	5	2	0	
30. Motofuji	0	0	4	0	4	45	0	3	22	7	0	
31. Mukojima	0	0	6	0	15	19	0	0	20	5	0	
32. Nakano	10	1	22	0	6	8	4	0	11	9	5	
33. Nerima	29	0	0	0	9	9	1	0	4	3	0	
34. Nishi Arai	47	0	0	0	105	23	1	0	62	25	0	
35. Nihonbashi	0	0	27	0	5	11	21	1	18	4	1	
36. Nogata	11	0	0	0	3	5	5	0	2	0	0	
37. Ogikubo	9	1	0	0	15	7	2	0	16	35	1	
38. Ogu	1	0	0	0	23	6	0	0	27	5	7	
39. Oi	8	7	28	0	83	5	23	2	42	145	29	12
40. Omori	0	2	72	0	5	13	28	3	20	1	2	2
41. Osaki	3	2	9	0	9	11	27	0	33	6	1	
42. Otsuka	13	3	20	0	7	45	0	1	51	38	8	2
43. Sakamoto	13	0	108	0	8	25	0	0	15	25	0	
44. Setagaya	7	1	72	0	12	7	1	1	52	12	1	

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

TRAFFIC VIOLATORS SENT TO PROCURATOR

- TOKYO -

10 OCT 48 - 26 FEB 49

Reckless Driving	License & Registration Violations	Illegal Parking & Stopping	Full-Stop Violations	Overloading	Improper Equipment	Driving in Wrong Lane	Failure to Give Right of Way	Playing in Road Way	Violation Road Transportation Act	Unlawful Use of Passages & Others	Non-Motor Vehicle Operators Total	Motor Vehicle Operators Total	Grand Total
3	6	0	0	10	5	0 13	0	0 0	2	2	0	59	59
10	32	2	0	59	22	1 8	5	1 0	1	17	5	266	271
12	15	1	3	12	6	1 1	1	0 0	10	1	2	64	66
5	43	3	2	9	2	13 21	0	0 0	9	48	23	210	233
4	31	4	0	1	4	0 0	0	0 0	5	1	0	72	72
2	6	0	0	4	0	0 8	0	0 0	0	0	0	114	114
13	32	4	2	62	2	1 18	0	2	3	2	3	146	149
82	30	20	2	26	7	0 53	2	2	0	2	12	258	270
51	15	1	1	36	2	2 21	0	5	0	21	7	156	163
24	23	1	3	38	0	3 0	0	4	0	22	7	112	119
19	16	9	1	28	14	0 2	0	0	1	21	0	111	111
15	14	1	0	22	3	9 29	0	0	0	21	17	194	211
5	17	2	1	52	3	26 30	1	1	50	6	45	198	243
8	1	3	0	12	2	21 4	0	3	0	39	39	92	131
23	18	1	1	19	2	4 1	0	1	2	10	5	78	83
9	39	6	1	90	16	1 5	1	0	2	12	16	218	234
1	11	1	0	2	14	17 79	0	2	0	0	23	108	131
17	24	3	2	61	3	1 47	0	0	1	0	1	165	166
23	14	0	0	26	14	5 1	0	0	0	0	5	78	83
9	8	6	2	115	86	4 1	0	41	0	8	68	294	362
14	37	1	0	60	17	0 3	0	0	23	1	0	158	158
15	64	7	2	21	14	1 16	0	0	1	1	4	209	213
9	9	2	0	10	3	0 24	0	0	1	2	0	60	60
86	10	0	0	25	6	3 8	1	0	3	2	6	225	231
10	9	69	3	17	1	9 14	0	2	0	78	15	276	291
1	16	9	3	13	12	0 10	0	0	22	8	0	134	134
43	13	1	0	46	41	5 37	0	0	1	2	5	220	225
14	24	1	5	15	3	0 22	0	0	2	0	0	92	92
2	4	1	0	5	2	0 0	0	0	0	0	0	63	63
4	45	0	3	22	7	0 7	0	0	17	6	0	115	115
15	19	0	0	20	5	0 2	0	1	3	35	1	105	106
6	8	4	0	11	9	5 9	0	0	10	2	6	91	97
9	9	1	0	4	3	0 0	0	0	0	0	0	55	55
105	23	1	0	62	25	0 6	0	0	14	3	0	286	286
5	11	21	1	18	4	1 2	0	0	0	10	1	99	100
3	5	5	0	2	0	0 8	0	0	8	1	0	43	43
15	7	2	0	16	35	1 0	0	0	1	4	2	89	91
23	6	0	0	27	5	7 3	0	3	0	2	10	67	77
83	5	23	2	42	145	29 125	5	3	3	8	39	477	516
5	13	28	3	20	1	2 27	3	0	0	17	4	189	193
9	11	27	0	33	6	1 3	0	0	0	1	3	102	105
7	45	0	1	51	38	8 24	0	0	0	2	11	201	212
8	25	0	0	15	25	0 6	0	2	1	0	2	201	203

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25. Marunouchi	3	3	72	1	10	9	69	3	17	1	9	14
26. Meguro	2	0	38	0	1	16	9	3	13	12	0	10
27. Mejiro	36	0	0	0	43	13	1	0	46	41	5	37
28. Minami Senju	0	0	6	0	14	24	1	5	15	3	0	22
29. Mita	2	0	47	0	2	4	1	0	5	2	0	0
30. Motofuji	0	0	4	0	4	45	0	3	22	7	0	7
31. Mukojima	0	0	6	0	15	19	0	0	20	5	0	2
32. Nakano	10	1	22	0	6	8	4	0	11	9	5	9
33. Nerima	29	0	0	0	9	9	1	0	4	3	0	0
34. Nishi Arai	47	0	0	0	106	23	1	0	62	25	0	6
35. Nihonbashi	0	0	27	0	5	11	21	1	18	4	1	2
36. Nogata	11	0	0	0	3	5	5	0	2	0	0	8
37. Ogikubo	9	1	0	0	15	7	2	0	16	35	1	0
38. Ogu	1	0	0	0	23	6	0	0	27	5	7	3
39. Oi	8	7	28	0	83	5	23	2	42	145	29	125
40. Omori	0	2	72	0	5	13	28	3	20	1	2	27
41. Osaki	3	2	9	0	9	11	27	0	33	6	1	3
42. Otsuka	13	3	20	0	7	45	0	1	51	38	8	24
43. Sakamoto	13	0	108	0	8	25	0	0	15	25	0	6
44. Setagaya	7	1	32	0	12	3	1	1	52	46	1	5
45. Seijo	0	0	4	0	41	3	1	0	13	0	0	2
46. Shibuya	13	2	74	0	11	7	0	3	8	23	4	2
47. Shinagawa	2	3	74	0	4	7	4	4	1	3	3	178
48. Suginami	10	0	22	0	11	14	4	0	3	4	0	10
49. Sugamo	4	6	21	0	3	4	3	0	2	1	0	2
50. Shimura	0	0	0	0	46	38	5	0	41	3	7	8
51. Senju	0	0	17	0	3	8	20	1	19	3	0	7
52. Suijo	4	0	1	0	1	2	0	29	1	0	0	2
53. Tamagawa	0	0	0	0	14	34	0	2	8	4	0	0
54. Tsukiji	0	0	11	0	5	41	35	0	11	6	0	0
55. Tsukishima	0	0	0	1	3	27	0	0	6	10	15	12
56. Takanowa	0	0	35	0	0	159	0	0	13	10	0	6
57. Takinogawa	23	0	8	0	11	16	0	0	3	0	2	0
58. Tomisaka	22	2	10	0	7	7	0	1	21	12	0	27
59. Totsuka	15	2	7	0	11	4	0	2	43	6	8	1
60. Yanaka	0	0	0	0	5	28	0	0	23	2	0	0
61. Yotsuya	3	4	40	0	5	9	36	1	5	5	1	134
62. Yoyogi	35	0	4	0	9	72	3	1	7	2	0	1
63. Yodobashi	4	7	41	0	6	11	6	2	10	16	0	26
64. MPD Traffic	269	0	79	0	2	45	78	2	24	8	5	43
65. Oji	35	0	4	0	2	6	3	1	1	0	0	2
66. Kyobashi	0	1	22	0	3	15	13	0	10	3	0	8
67. Ueno	3	2	93	0	1	23	4	1	23	8	4	29
68. Waseda	0	0	2	0	4	15	0	0	5	0	0	1
69. Manseibashi	0	2	33	0	4	17	7	0	37	2	0	3
70. Kuramae	0	4	145	0	1	20	9	0	17	0	2	3
71. Hisamatsu	0	1	11	0	0	7	3	1	1	0	0	9
72. Takaido	0	0	0	0	0	1	0	0	0	0	0	0
73. Ikegami	0	0	0	0	0	0	0	0	0	0	0	0
74. Kitazawa	0	0	0	0	2	0	0	0	1	1	0	0
TOKYO TOTALS	865	169	1786	2	1053	1456	506	96	1648	792	233	1219
MONTHLY AVERAGES	185	34	383	-	226	313	109	21	354	169	50	263

+ Blackfigures indicate motor vehicle operators.
++Red figures indicate non-motor vehicle operators.

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10	9	69	3	17	1	9	14	0	2	0	78	15	276	291
1	16	9	3	13	12	0	10	0	0	22	8	0	134	134
43	13	1	0	46	41	5	37	0	0	1	2	5	220	225
14	24	1	5	15	3	0	22	0	0	2	0	0	92	92
2	4	1	0	5	2	0	0	0	0	0	0	0	63	63
4	45	0	3	22	7	0	7	0	0	17	6	0	115	115
15	19	0	0	20	5	0	2	0	1	3	35	1	105	106
6	8	4	0	11	9	5	9	0	0	10	2	6	91	97
9	9	1	0	4	3	0	0	0	0	0	0	0	55	55
06	23	1	0	62	25	0	6	0	0	14	3	0	286	286
5	11	21	1	18	4	1	2	0	0	0	10	1	99	100
3	5	5	0	2	0	0	8	0	0	8	1	0	43	43
15	7	2	0	16	35	1	0	0	0	1	4	2	89	91
23	6	0	0	27	5	7	3	0	3	0	2	10	67	77
33	5	23	2	42	145	29	125	5	3	3	8	39	477	516
5	13	28	3	20	1	2	27	3	0	0	17	4	189	193
9	11	27	0	33	6	1	3	0	0	0	1	3	102	105
7	45	0	1	51	38	8	24	0	0	0	2	11	201	212
8	25	0	0	15	25	0	6	0	2	1	0	2	201	203
12	3	1	1	52	46	1	5	2	0	1	15	2	177	179
41	3	1	0	13	0	0	2	0	0	1	0	0	65	65
11	7	0	3	8	23	4	2	3	1	5	17	7	166	173
4	7	4	4	1	3	3	178	2	0	0	0	6	279	285
11	14	4	0	3	4	0	10	2	0	2	15	0	97	97
3	4	3	0	2	1	0	2	0	0	4	2	6	46	52
46	38	5	0	41	3	7	8	0	0	1	8	7	150	157
3	8	20	1	19	3	0	7	0	0	7	0	0	85	85
1	2	0	29	1	0	0	2	1	0	0	7	0	48	48
14	34	0	2	8	4	0	0	1	0	3	4	0	70	70
5	41	35	0	11	6	0	0	0	0	27	1	0	137	137
3	27	0	0	6	10	15	12	1	0	2	0	16	61	77
0	159	0	0	13	10	0	6	2	0	7	3	0	235	235
11	16	0	0	3	0	2	0	0	0	5	1	2	67	69
7	7	0	1	21	12	0	27	1	0	0	0	2	108	110
11	4	0	2	43	6	8	1	1	0	0	0	10	90	100
5	28	0	0	23	2	0	0	0	0	1	0	0	59	59
5	9	36	1	5	5	1	134	1	0	0	3	5	242	247
9	72	3	1	7	2	0	1	1	1	1	6	1	142	143
6	11	6	2	10	16	0	26	0	2	3	14	9	139	148
2	45	78	2	24	8	5	43	2	2	3	1	7	556	563
2	6	3	1	1	0	0	2	0	0	1	2	0	57	57
3	15	13	0	10	3	0	8	0	0	19	3	1	96	97
1	23	4	1	23	8	4	29	1	0	1	45	6	232	238
4	15	0	0	5	0	0	1	0	0	1	2	0	30	30
4	17	7	0	37	2	0	3	0	2	0	16	4	119	123
1	20	9	0	17	0	2	3	0	0	2	0	6	197	203
0	7	3	1	1	0	0	9	0	0	0	1	1	33	34
0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	1	1	0	0	0	0	0	2	0	6	6
53	1456	506	96	1648	792	233	1219	40	81	293	586	485	10340	10825
226	313	109	21	354	169	50	263	9	18	63	126	104	2219	2323

rators.
operators.

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

TAB
F

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

0216

G-2, GHQ
INTER - OFFICE MEMORANDUM

(For use within G-2 only)

File No: Subject: Traffic Safety Study Date: 21 Mar 1949

CIS/PSD/HEP/sm

FROM: PSD TO: G-2 PHONE: 26-5915 NAME: Col Pulliam

Comment Number 1

1. Pursuant to instruction from DCofS, SCAP, a conference was called, under the supervision of General Keyser, on 3 Feb 49, with representatives from PM, CTS, CI&E, LS and PSD, for the purpose of discussing the traffic safety problem in Japan.

2. Following the general discussion General Keyser appointed Colonel Pulliam as the representative to consolidate the thoughts and ideas of conferees on the subject of what may be done to further improve the traffic situation in Japan.

3. Comments and suggestions were received from the sections concerned, material consolidated, reduced to staff study form and concurred in by all represented staff sections.

4. The study indicates that traffic safety in 1948 has materially improved over that of prewar years. The study also includes recommendations for further improvement of the traffic safety problem.

5. Recommend that the attached study (Incl 1) be forwarded to DCofS, SCAP, Attn: General Keyser.

1 Incl
Traffic Safety Study

- -H.E.P.- - - - - - - - - -

PSD FILE COPY

CIS/PSD/HEP/sm

HEP

31

Permanent Record—Do not Detach

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Intelligence Section, G-2
Public Safety Division

19 March 1949

MEMORANDUM FOR THE CHIEF OF STAFF:

I. THE PROBLEM:

To continue and intensify an over-all program for the improvement of traffic safety in Japan, with regard to the Japanese-Occupation attitude toward motor, pedestrian and other vehicular traffic.

II. FACTS BEARING ON THE PROBLEM:

A. Average annual Japanese death rate from motor vehicle accidents during the period 1935-1948 has fluctuated between 2,832 (1941 - war time low) and 4,565 (1947 - postwar high). Injury rate for the same period fluctuated between 49,227 (1935 - prewar high) and 9,094 (1945 - low) (TAB A). Average death and injury rates for prewar, war and postwar periods are:

PERIOD	DEATHS	RATE PER 100,000 POP.	INJURIES	RATE PER 100,000 POP.
Prewar (six years)	3,480	4.957	38,178	54.450
War	3,022	4.124	15,497	21.132
Postwar	4,056	5.265	14,527	18.728
Over-all Average (1935-1939)	3,489	4.762	25,398	35.336

B. Data available on Occupation vehicle accidents cover those cases in which military vehicles only are involved. No statistics are available on accidents involving Occupation civilian vehicles. Death and injury rates for 1948 (132 - 880) are lower than those for 1947 (132 - 994) (TAB B).

C. Annual statistics as to the number of vehicles in Japan are not available. Total number of vehicles in Japan as of 31 January 1949:

249,333 Japanese motor vehicles, all types.
42,150 Occupation motor vehicles, both military and civilian.

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war periods are:

PERIOD	DEATHS	RATE PER 100,000 POP.	INJURIES	RATE PER 100,000 POP.
Prewar (six years)	3,480	4.957	38,178	54.450
War	3,022	4.124	15,497	21.132
Postwar	4,056	5.265	14,527	18.728
Over-all Average (1935-1939)	3,489	4.762	25,398	35.336

B. Data available on Occupation vehicle accidents cover those cases in which military vehicles only are involved. No statistics are available on accidents involving Occupation civilian vehicles. Death and injury rates for 1948 (132 - 880) are lower than those for 1947 (132 - 994) (TAB B).

C. Annual statistics as to the number of vehicles in Japan are not available. Total number of vehicles in Japan as of 31 January 1949:

249,333	Japanese motor vehicles, all types.
42,150	Occupation motor vehicles, both military and civilian.
7,741,273	Bicycles.
1,617,016	Carts, ox-carts, etc.
3,797	Rikishas.

D. Records of the Tokyo Police Department indicate that the number of traffic accidents which occurred in Tokyo during 1948 (4,559) is lower than the annual average for the past ten years (6,338.7) (TAB C).

E. Japanese police conducted intensive campaigns during 1948 in an effort to make the Japanese public "traffic safety conscious" (TAB D). Public Safety Division/G-2 and Civil Information and Education Section have materially assisted police authorities in this respect. During the period 10 October 1948 - 26 February 1949 the Tokyo police made a total of 10,825 arrests, or an average of 2,323 arrests per month, for traffic violations (TAB E). A total of 6,747 traffic cases were disposed of by the Tokyo District Procurator's Office during the period November 1948 - January 1949; 4,495 of these cases were disposed of through punitive action (fines) (TAB F).

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Declassified E.O. 12065 Section 3-402/NNDC No. 175009

"Traffic Safety Staff Study," dtd 19 Mar 49

III. DISCUSSION:

A. From information available, which pertains primarily to Tokyo, it is reasonable to assume that the present traffic situation in Japan has been considerably improved over the situation existing in the prewar period (TAB A).

B. Regardless of whether or not the traffic problem is definitely better than in the prewar period, a study of the factors contributing to present day accident totals indicate that certain corrective measures can improve the over-all condition. Corrective measures considered necessary fall generally into two categories, i.e., (1) intensification of education, (2) more rigid law enforcement. Contributory measures which should be initiated include: (1) revision of existing traffic laws and (2) vehicle safety standard requirements (TAB G).

C. In order to carry out an informational and educational plan, it is mandatory that funds be made available to the police to defray expenses incident to the printing and distribution of materials required in conducting traffic safety programs. In the 1948-49 fiscal budget the Finance Ministry failed to allot funds for this purpose. Campaigns conducted utilized funds "borrowed" from National Rural Police accounts. Local Traffic Safety Associations raised and expended funds in an effort to improve traffic conditions throughout Japan. Civil Information and Education Section, SCAP estimates that a minimum of ¥12,129,000 is required to conduct the relatively limited program now planned for the 1949-50 fiscal year (TAB H). Finance Ministry officials have informed the police that they may allow approximately ¥2,000,000 for the purpose. The above amount is insufficient to sustain a minimum program of this nature.

D. Traffic safety indoctrination should begin in the homes and public schools. In this respect Civil Information and Education Section can materially assist by developing and integrating into the schools curriculum certain units of study devoted to traffic safety. As laws are revised and causes of traffic casualties become more definitized, these data should be added to basic material. Required results demand the utilization of the most modern instructional media.

E. A more rigid enforcement of traffic laws by the police will result in increasing the case load already carried by procurators and the courts. As indicated in Tabs E and F, the Tokyo police are turning over a greater number of traffic cases for judicial disposition

C. In order to carry out an informational and educational plan, it is mandatory that funds be made available to the police to defray expenses incident to the printing and distribution of materials required in conducting traffic safety programs. In the 1948-49 fiscal budget the Finance Ministry failed to allot funds for this purpose. Campaigns conducted utilized funds "borrowed" from National Rural Police accounts. Local Traffic Safety Associations raised and expended funds in an effort to improve traffic conditions throughout Japan. Civil Information and Education Section, SCAP estimates that a minimum of ¥12,129,000 is required to conduct the relatively limited program now planned for the 1949-50 fiscal year (TAB H). Finance Ministry officials have informed the police that they may allow approximately ¥2,000,000 for the purpose. The above amount is insufficient to sustain a minimum program of this nature.

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E. A more rigid enforcement of traffic laws by the police will result in increasing the case load already carried by procurators and the courts. As indicated in Tabs E and F, the Tokyo police are turning over a greater number of traffic cases for judicial disposition each month than the procurators and courts have been able to process. The backlog of unprocessed cases at the end of each month is greater than the average number of cases submitted each month (TAB F). In addition to the cases submitted to the procurators and courts, police are disposing of hundreds of cases through admonishment. In November 1948, 18,492 motor vehicle operators and 73,370 other persons were admonished for traffic violations. The enforcement of traffic laws should be intensified providing procurators and courts can insure immediate processing and disposition. Courts and detention facilities are limited.

F. Japanese traffic laws should be modernized -- notably, the provisions which requires pedestrians to walk with traffic rather than against it; the present system of right turns; and vehicle operators driving into main thoroughfares without a full stop. Such modernization of laws and rigid enforcement will reduce the number of traffic casualties.

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G. Enforcement of vehicle safety standards is the responsibility of the Land Transportation Bureau of the Ministry of Transportation. Civil Transportation Section representatives maintain that enforcement of existing Japanese vehicle safety standards will remove many Japanese vehicles from the roads, further disrupting the Japanese economy.

H. Maintenance of streets and highways in Japan unquestionably contribute to vehicle and personnel accident rates. Recent instruction to the Japanese Government requires a five year program of street and road rehabilitation. No immediate reduction in traffic casualties can be expected as a result of this program, however, as traffic hazards are eliminated accident rates should decline.

I. Occupation personnel are responsible for a larger share of accidents than should proportionately be the case. It is believed that a number of accidents occur as the result of irritation on the part of Occupation personnel regarding the attitude of Japanese toward traffic safety. An educational program designed to explain to Occupation personnel the reasons for Japanese national habits, characteristics and indifference toward traffic safety, emphasizing safe driving habits will reduce Occupation vehicle accidents.

J. There is no panacea or immediate remedy that will cure all Japanese-Occupation traffic safety ills. Improvements can be made but effective remedial action in this respect, can be developed only through a long-range educational and enforcement program.

IV. RECOMMENDATIONS:

It is recommended that:

1. The Civil Information and Education Section, SCAP continue assisting the Japanese police, both national and local, in traffic safety by means of (a) public information and education programs specifically designed to improve the Japanese attitude toward motor traffic and (b) traffic safety educational indoctrination in public schools.

2. Sufficient funds as recommended by the Civil Information and Education Section be made available to promote and conduct public information and education campaigns on traffic safety.

3. The Legal Section, SCAP assist in measures necessary to insure that the procurator-court system is capable of

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part of Occupation personnel regarding the attitude of Japanese toward traffic safety. An educational program designed to explain to Occupation personnel the reasons for Japanese national habits, characteristics and indifference toward traffic safety, emphasizing safe driving habits will reduce Occupation vehicle accidents.

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2. Sufficient funds as recommended by the Civil Information and Education Section be made available to promote and conduct public information and education campaigns on traffic safety.

3. The Legal Section, SCAP assist in measures necessary to insure that the procurator-court system is capable of processing expeditiously a greater number of cases as a result of intensifying the law enforcement phase of traffic safety.

4. The Public Safety Division/G-2 continue (a) traffic safety education in all police schools, (b) lectures and demonstrations by police officials on traffic safety in public schools and appropriate public places, (c) formation of school and other junior traffic safety patrols, (d) intensifying the law enforcement phase of traffic safety, (e) require revision of pertinent Japanese traffic safety laws and coordinate the above with the over-all program and other interested SCAP sections.

5. The Civil Transportation Section, SCAP require the Ministry of Transportation to take the action necessary to

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insure compliance with certain minimum vehicle safety standards, as determined by Civil Transportation Section with due consideration given to the state of Japanese economy.

6. The Provost Marshal take the necessary steps to: (a) initiate, in conjunction with Troop Information and Education, a more intensive program of traffic safety education directed at all Occupation personnel; and (b) intensifying programs by Area Provost Marshals to assist local police in educating the Japanese public in traffic safety.

H. E. PULLIAM
Colonel, GSC
Chief, Public Safety Division

Concurrences:

LS /s/ A. C. Carpenter 23 Mar '49
CTS /s/ G.T.B. for HM 13 Mar 49
CIE /s/ D. R. Nugent 14 Mar 49
PM /s/ R. T. C.

8 Incls:
TAB A - Chart - Death & Injury Rates - Tokyo - 1935-1948
TAB B - Chart - Occupation Mtr Vehicle Accidents - Death & Injuries 1947-1948
TAB C - Chart - Traffic Accidents in Tokyo - 1939-48
TAB D - Resume of Public Information Activity of Police, Prepared by CIE
TAB E - Chart - Traffic Violators Sent to Procurator - Tokyo - 10 Oct 48 - 26 Feb 49
TAB F - Chart - Disposal of Traffic Violations - Tokyo District Procurator's Office
TAB G - Chart - Traffic Safety Faults
TAB H - Estimated Budgetary Needs for

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LS /s/ A. C. Carpenter 13 Mar 49
CTS /s/ G L B Jon HM 13 Mar 49
CIE /s/ D. R. Nugent 14 Mar 49
PM /s/ R. T. C

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TAB G

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

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TRAFFIC SAFETY FAULTS

FAULTS			CORRECTIVE MEASURES				
PEDESTRIAN	Prevalent Among Japanese	Prevalent Among Occupation Personnel	EDUCATION	Revision of Existing Law	Enforcement of Existing Law	Enforcement of Safety Standards	REMARKS
Walking with traffic	X			X			
Failure to look to right & left	X		X				
Disregarding horns, etc.	X		X				
Playing in streets	X		X				No play grounds available.
Jay walking	X		X		X		
Random walking in streets	X		X				
Standing in right of way awaiting busses, etc.	X		X				
Entering street from between parked cars	X		X				Insufficient safety islands, etc.
Failure to observe traffic signals	X	X	X				
Interfering with bus and street car operators		X			X		
Refusal to obey Japanese police		X	X		X		
Dashing into street without warning	X		X				
DRIVER							
Method of making right turns	X			X			
Parking away from curb	X				X		
Parking on curves, crossings, & blind corners	X				X		
Switching lights on & off at night	X		X				Done as a courtesy.
Making vehicle repairs in							

Standing in right of way awaiting busses, etc.	X		X				
Entering street from between parked cars	X		X				Insufficient safety islands, etc.
Failure to observe traffic signals	X	X	X				
Interfering with bus and street car operators		X			X		
Refusal to obey Japanese police		X	X		X		
Dashing into street without warning	X		X				
DRIVER							
Method of making right turns	X			X			
Parking away from curb	X				X		
Parking on curves, crossings, & blind corners	X				X		
Switching lights on & off at night	X		X				Done as a courtesy.
Making vehicle repairs in right of way	X		X		X		
Riding center lane	X		X		X		
Driving into oncoming traffic lane	X				X		
Entering main streets incautiously. No full stop	X			X			
Failure to dim lights		X	X		X		
Failure to slow down when passing busses and street cars	X	X	X		X		
Failure to use arm & hand signals		X	X		X		
Exceeding speed limits	(1)	X					(1) Japanese drivers of Occupation & Trader vehicles.
Failure to give right of away on horn signals	X		X		X		
"Tunnel Driving" - Failure to allow sufficient side clearance	X		X				
Cutting in & out of traffic	X	X	X		X		
Passing on the left	X	X	X	(2)	X		(2) Caused by Japanese Drivers hogging road center.
Following leading vehicle too closely	X	X	X				

Tab G

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TRAFFIC SAFETY FAULTS - CONT'D

FAULTS			CORRECTIVE MEASURES				
DRIVER - CONT'D	Prevalent Among Japanese	Prevalent Among Occupation Personnel	Education	Revision of Existing Law	Enforcement of Existing Law	Enforcement of Safety Standards	REMARKS
Operating inadequately equipped vehicles	X					X	
Operating vehicles with overloads	X				X		
Disregard of pedestrians in crosswalks	X	X	X		X		
U turns in heavy traffic	X	X			X		
BICYCLE & CART OPERATORS							
Fail to keep to the left	X		X		X		
Cut in & out of traffic	X		X		X		
Inadequate lighting equipment	X				X	X	
Fail to use hand signals	X		X		X		
Jay walking &/or riding	X		X		X		
Overloading	X				X		
Dashing into main streets	X		X				
Disregarding traffic signals	X				X		
Travelling two or three abreast	X				X		

BICYCLE & CART OPERATORS							
Fail to keep to the left	X		X		X		
Cut in & out of traffic	X		X		X		
Inadequate lighting equipment	X				X	X	
Fail to use hand signals	X		X		X		
Jay walking &/or riding	X		X		X		
Overloading	X				X		
Dashing into main streets	X		X				
Disregarding traffic signals	X				X		
Travelling two or three abreast	X				X		

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TAB
H

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

TAB
A

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DEATH & INJURY RATES - JAPAN

1935 THRU 1948

	KILLED		INJURED	
PREWAR PERIOD	Number Killed	Rate Per 100,000 Pop.	Number Injured	Rate Per 100,000 Pop.
1935	3,549	5.17	49,227	71.66
1936	3,484	5.01	45,323	65.11
1937	3,633	5.16	43,861	62.31
1938	3,675	5.21	35,108	49.59
1939	3,265	4.61	29,128	41.08
1940	3,274	4.58	26,422	36.95
Prewar Average	3,479	4.957	38,178	54.450
WAR PERIOD				
1941	2,832	3.89	21,043	28.91
1942	2,945	4.01	19,636	26.72
1943	2,887	3.90	16,087	21.74
1944	3,079	4.17	11,623	15.73
1945	3,365	4.65	9,094	12.56
War Average	3,022	4.124	15,497	21.132
POSTWAR PERIOD				
1945	3,365	4.65	9,094	12,56
1946	4,452	5.84	14,553	19.09
1947	4,565	5.81	16,852	21.44
1948	3,841	4.76	17,608	21.82
Postwar Average	4,056	5.265	14,527	18.728

1939	[illegible]	[illegible]	[illegible]	[illegible]
1940	3,274	4.58	26,422	36.95
Prewar Average	3,479	4.957	38,178	54.450
WAR PERIOD				
1941	2,832	3.89	21,043	28.91
1942	2,945	4.01	19,636	26.72
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1946	4,452	5.84	14,553	19.09
1947	4,565	5.81	16,852	21.44
1948	3,841	4.76	17,608	21.82
Postwar Average	4,056	5.265	14,527	18.728
Overall Average	3,489	4.762	25,398	35.336

Source: National Rural Police (Casualty Figures).

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TAB
B

Declassified E.O. 12065 Section 3-402/NNDC NO. 775009

OCCUPATION MOTOR VEHICLE ACCIDENTS*

DEATHS AND INJURIES

1947 - 1948

YEAR	NUMBER OF ACCIDENTS	MILITARY		NON-MILITARY (Including (Japanese)		TOTAL	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED
1947	3,329	8	135	124	809	132	944
1948	2,398	14	293	108	587	122	880

Source: PMO - FEC

*Figures given represent accidents involving military vehicles only.
No statistics are maintained on Occupation civilian vehicle accidents.

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TAB C

TRAFFIC ACCIDENTS IN TOKYO

1939-1948

YEAR	TOTAL NUMBER OF ACCIDENTS	BROKEN DOWN BY PRINCIPAL CAUSE					
		PEDESTRIANS	MOTOR VEHICLES	STREET CARS	BICYCLES	TRAINS	OTHER VEHICLES
1939	13,783	1,296	9,308	976	2,025	7	171
1940	10,964	1,140	7,154	993	1,537	6	134
1941	8,352	993	5,053	1,027	1,090	6	183
1942	7,345	946	4,069	1,058	957	8	307
1943	5,597	727	3,068	873	641	7	281
1944	3,625	548	1,895	701	314	9	158
1945	1,545	267	844	284	69	17	64
1946	3,578	816	2,041	443	171	19	88
1947	4,039	1,021	2,215	422	287	12	82
1948	4,559	861	2,772	256	573	?	97
Annual Average	6,338.7	861.5	3,841.9	703.3	766.4	9.1	156.5
Percent	100	.135	.606	.111	.122	.001	.025

Source: Traffic Section, Tokyo Police Department

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TAB
D

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TRAFFIC SAFETY

1. During 1948 emphasis was placed on the media of radio in getting information to the public on the subject of Traffic Safety. Information on this topic was included in the Students' Hour, Women's Hour, Wings of Melody, Early Bird, Report to the Nation and the Radio Interview Programs during 1948. Since September 1948, there have been two daily station breaks on this subject.

2. Press conferences were held in July and October which were widely covered by the press.

3. During National Traffic Safety Week - 10-16 September 1948, the Provost Marshal's Office cooperated with the Traffic Section of the Metropolitan Police Department in observing traffic safety measures. Five hundred thousand leaflets urging traffic safety were dropped over Tokyo by 1st Cavalry planes. Slides on Traffic Safety were shown in movie houses with emphasis on the need for caution on the part of the pedestrians and cyclists. Cars equipped with loudspeakers patrolled the streets publicizing warnings to pedestrians about observing traffic regulations.

4. In September of 1948 discussions were held with Public Safety Division and the Traffic Safety Commission of the National Rural Police on the production of a Pan Chan, cartoon on Traffic Safety; however, this attempt was discouraged by CIE because of lack of funds.

5. At the suggestion of the Traffic Safety Commission of the National Rural Police, the Ministry of Education forwarded Hatsu Gaku No. 542 on 30 November 1948 to the Superintendents of Education of all Prefectural Boards of Education requesting cooperation in the observance of National Traffic Safety Week. As a result, school patrols were organized to assist children and other pedestrians in observing traffic rules. Student patrols have been organized in Tokyo-to, Kyoto City, Kobe City, and in Shimane, Nara and Shizuoka Prefectures.

6. From 10 to 16 December 1948, National Traffic Safety Week was observed throughout Japan. The following is a detailed report from the National Rural Police on the use of media during the Week:

Radio - 67 broadcasts and 4 daily station breaks.
Press - 91 news stories.

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6. From 10 to 16 December 1948, National Traffic Safety Week was observed throughout Japan. The following is a detailed report from the National Rural Police on the use of media during the Week:

Radio - 67 broadcasts and 4 daily station breaks.	
Press - 91 news stories.	
Posters and billboards -	544,065
Leaflets -	774,872
Kamishibai -	55
Exhibits -	55
Slides -	1,185
Loudspeakers in Public Spots -	186
Public Meetings and Round Table Discussions -	2,907
Contests - (Primary and Middle Schools) -	42
Large Signs (Hanging across the streets in large cities) -	538
Traffic Safety Flags -	1,195
Tours through Cities Publicizing Traffic Safety -	25
Commendation meetings for observers of traffic rules -	39
Violation Notices -	319,000
Posters -	20,000

7. Recognition copies of visual material were forwarded to Eighth Army Military Government and National Safety Week was publicized in the CIE bulletin, 8 December 1948.

8. Thirty-one Prefectural Traffic Safety Associations have been organized to date.

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TAB E

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TRAFFIC VIOLATORS SENT TO PROCURATOR

- TOKYO -

10 OCT 48 - 26 FEB 49

Police Stations	Excessive Speed	Signal Violation		Reckless Driving		License & Registration Violations	Illegal Parking and Stopping	Full-Stop Violations	Overloading	Improper Equipment	Driving in Wrong Lane		Failure to
1. Akabane	18+	0++	0	0	3	6	0	0	10	5	0	13	
2. Akasaka	77	4	33	0	10	32	2	0	59	22	1	8	
3. Arakawa	2	0	0	0	12	15	1	3	12	6	1	1	
4. Asakusa	0	10	68	0	5	43	3	2	9	2	13	21	
5. Atago	2	0	20	0	4	31	4	0	1	4	0	0	
6. Azabu	81	0	13	0	2	6	0	0	4	0	0	8	
7. Ebara	8	0	0	0	13	32	4	2	62	2	1	18	
8. Fukagawa	0	10	34	0	82	30	20	2	26	7	0	53	
9. Higashi Chofu	8	0	0	0	51	15	1	1	36	2	2	21	
10. Himonya	0	0	1	0	24	23	1	3	38	0	3	0	
11. Honden	0	0	0	0	19	16	9	1	28	14	0	2	
12. Honjo	1	8	88	0	15	14	1	0	22	3	9	29	
13. Harajuku	0	18	31	0	5	17	2	1	52	3	26	30	
14. Ikebukuro	0	15	23	0	8	1	3	0	12	2	21	4	
15. Itabashi	0	0	1	0	23	18	1	1	19	2	4	1	
16. Joto	0	15	37	0	9	39	6	1	90	16	1	5	
17. Kagurazaka	0	4	0	0	1	11	1	0	2	14	17	79	
18. Kamata	6	0	1	0	17	24	3	2	61	3	1	47	
19. Kamori	0	0	0	0	23	14	0	0	26	14	5	1	
20. Kanda	4	23	55	0	9	8	6	2	115	86	4	1	
21. Koiwa	0	0	2	0	14	37	1	0	60	17	0	3	
22. Kojimachi	0	3	68	0	15	64	7	2	21	14	1	16	
23. Komagome	0	0	0	0	9	9	2	0	10	3	0	24	
24. Komtsugawa	22	3	62	0	86	10	0	0	25	6	3	8	
25. Marunouchi	3	3	72	1	10	9	69	3	17	1	9	14	
26. Meguro	2	0	38	0	1	16	9	3	13	12	0	10	
27. Mejiro	36	0	0	0	43	13	1	0	46	41	5	37	
28. Minami Senju	0	0	6	0	14	24	1	5	15	3	0	22	
29. Mita	2	0	47	0	2	4	1	0	5	2	0	0	
30. Motofuji	0	0	4	0	4	45	0	3	22	7	0	7	
31. Mukojima	0	0	6	0	15	19	0	0	20	5	0	2	
32. Nakano	10	1	22	0	6	8	4	0	11	9	5	9	
33. Nerima	29	0	0	0	9	9	1	0	4	3	0	0	
34. Nishi Arai	47	0	0	0	105	23	1	0	62	25	0	6	
35. Nihonbashi	0	0	27	0	5	11	21	1	18	4	1	2	
36. Nogata	11	0	0	0	3	5	5	0	2	0	0	8	
37. Ogikubo	9	1	0	0	15	7	2	0	16	35	1	0	
38. Ogu	1	0	0	0	23	6	0	0	27	5	7	3	
39. Oi	8	7	28	0	83	5	23	2	42	145	29	125	
40. Omori	0	2	72	0	5	13	28	3	20	1	2	27	
41. Osaki	3	2	9	0	9	11	27	0	33	6	1	3	
42. Otsuka	13	3	20	0	7	45	0	1	51	38	8	24	
43. Sakamoto	13	0	108	0	8	25	0	0	15	25	0	6	

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TRAFFIC VIOLATORS SENT TO PROCURATOR

- TOKYO -

10 OCT 48 - 26 FEB 49

Registration Violations	Illegal Parking and Stopping	Full-Stop Violations	Overloading	Improper Equipment	Driving in Wrong Lane	Failure to Give Right of Way	Playing in Road Way	Violation Road Transportation Act	Unlawful Use of Passages & Others	Non-Motor Vehicle Operators Total	Motor Vehicle Operators Total	Grand Total
6	0	0	10	5	0 13	0	0	2	2	0	59	59
32	2	0	59	22	1 8	5	0	1	17	5	266	271
15	1	3	12	6	1 1	1	1	10	1	2	64	66
43	3	2	9	2	13 21	0	0	9	48	23	210	233
31	4	0	1	4	0 0	0	0	5	1	0	72	72
6	0	0	4	0	0 8	0	0	0	0	0	114	114
32	4	2	62	2	1 18	0	2	3	2	3	146	147
30	20	2	26	7	0 53	2	2	0	2	12	258	270
15	1	1	36	2	2 21	0	5	0	21	7	156	163
23	1	3	38	0	3 0	0	4	0	22	7	112	119
16	9	1	28	14	0 2	0	0	1	21	0	111	111
14	1	0	22	3	9 29	0	0	0	21	17	194	211
17	2	1	52	3	26 30	1	1	50	6	45	198	243
1	3	0	12	2	21 4	0	3	0	39	39	92	131
18	1	1	19	2	4 1	0	1	2	10	5	78	83
39	6	1	90	16	1 5	1	0	2	12	16	218	234
11	1	0	2	14	17 79	0	2	0	0	23	108	131
24	3	2	61	3	1 47	0	0	1	0	1	165	166
14	0	0	26	14	5 1	0	0	0	0	5	78	83
8	6	2	115	86	4 1	0	41	0	8	68	294	362
37	1	0	60	17	0 3	0	0	23	1	0	158	158
64	7	2	21	14	1 16	0	0	1	1	4	209	213
9	2	0	10	3	0 24	0	0	1	2	0	60	60
10	0	0	25	6	3 8	1	0	3	2	6	225	231
9	69	3	17	1	9 14	0	2	0	78	15	276	291
16	9	3	13	12	0 10	0	0	22	8	0	134	134
13	1	0	46	41	5 37	0	0	1	2	5	220	225
24	1	5	15	3	0 22	0	0	2	0	0	92	92
4	1	0	5	2	0 0	0	0	0	0	0	63	63
45	0	3	22	7	0 7	0	0	17	6	0	115	115
19	0	0	20	5	0 2	0	1	3	35	1	105	106
8	4	0	11	9	5 9	0	0	10	2	6	91	97
9	1	0	4	3	0 0	0	0	0	0	0	55	55
23	1	0	62	25	0 6	0	0	14	3	0	286	286
11	21	1	18	4	1 2	0	0	0	10	1	99	100
5	5	0	2	0	0 8	0	0	8	1	0	43	43
7	2	0	16	35	1 0	0	0	1	4	2	89	91
6	0	0	27	5	7 3	0	3	0	2	10	67	77
5	23	2	42	145	29 125	5	3	3	8	39	477	516
13	28	3	20	1	2 27	3	0	0	17	4	189	193
11	27	0	33	6	1 3	0	0	0	1	3	102	105
45	0	1	51	38	8 24	0	0	0	2	11	201	212
25	0	0	15	25	0 6	0	2	1	0	2	201	203

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23. Komagome	0	0	0	0	9	9	2	0	10	3	0	24
24. Komtsugawa	22	3	62	0	86	10	0	0	25	6	3	8
25. Marunouchi	3	3	72	1	10	9	69	3	17	1	9	14
26. Meguro	2	0	38	0	1	16	9	3	13	12	0	10
27. Mejiro	36	0	0	0	43	13	1	0	46	41	5	37
28. Minami Senju	0	0	6	0	14	24	1	5	15	3	0	22
29. Mita	2	0	47	0	2	4	1	0	5	2	0	0
30. Motofuji	0	0	4	0	4	45	0	3	22	7	0	7
31. Mukojima	0	0	6	0	15	19	0	0	20	5	0	2
32. Nakano	10	1	22	0	6	8	4	0	11	9	5	9
33. Nerima	29	0	0	0	9	9	1	0	4	3	0	0
34. Nishi Arai	47	0	0	0	105	23	1	0	62	25	0	6
35. Nihonbashi	0	0	27	0	5	11	21	1	18	4	1	2
36. Nogata	11	0	0	0	3	5	5	0	2	0	0	8
37. Ogikubo	9	1	0	0	15	7	2	0	16	35	1	0
38. Ogu	1	0	0	0	23	6	0	0	27	5	7	3
39. Oi	8	7	28	0	83	5	23	2	42	145	29	125
40. Omori	0	2	72	0	5	13	28	3	20	1	2	27
41. Osaki	3	2	9	0	9	11	27	0	33	6	1	3
42. Otsuka	13	3	20	0	7	45	0	1	51	38	8	24
43. Sakamoto	13	0	108	0	8	25	0	0	15	25	0	6
44. Setagaya	7	1	32	0	12	3	1	1	52	46	1	5
45. Seijo	0	0	4	0	41	3	1	0	13	0	0	2
46. Shibuya	13	2	74	0	11	7	0	3	8	23	4	2
47. Shinagawa	2	3	74	0	4	7	4	4	1	3	3	178
48. Suginami	10	0	22	0	11	14	4	0	3	4	0	10
49. Sugamo	4	6	21	0	3	4	3	0	2	1	0	2
50. Shimura	0	0	0	0	46	38	5	0	41	3	7	8
51. Senju	0	0	17	0	3	8	20	1	19	3	0	7
52. Suijo	4	0	1	0	1	2	0	29	1	0	0	2
53. Tamagawa	0	0	0	0	14	34	0	2	8	4	0	0
54. Tsukiji	0	0	11	0	5	41	35	0	11	6	0	0
55. Tsukishima	0	0	0	1	3	27	0	0	6	10	15	12
56. Takanowa	0	0	35	0	0	159	0	0	13	10	0	6
57. Takinogawa	23	0	8	0	11	16	0	0	3	0	2	0
58. Tomisaka	22	2	10	0	7	7	0	1	21	12	0	27
59. Totsuka	15	2	7	0	11	4	0	2	43	6	8	1
60. Yanaka	0	0	0	0	5	28	0	0	23	2	0	0
61. Yotsuya	3	4	40	0	5	9	36	1	5	5	1	134
62. Yoyogi	35	0	4	0	9	72	3	1	7	2	0	1
63. Yodobashi	4	7	41	0	6	11	6	2	10	16	0	26
64. MPD Traffic	269	0	79	0	2	45	78	2	24	8	5	43
65. Oji	35	0	4	0	2	6	3	1	1	0	0	2
66. Kyobashi	0	1	22	0	3	15	13	0	10	3	0	8
67. Ueno	3	2	93	0	1	23	4	1	23	8	4	29
68. Waseda	0	0	2	0	4	15	0	0	5	0	0	1
69. Manseibashi	0	2	33	0	4	17	7	0	37	2	0	3
70. Kuramae	0	4	145	0	1	20	9	0	17	0	2	3
71. Hisamatsu	0	1	11	0	0	7	3	1	1	0	0	9
72. Takaido	0	0	0	0	0	1	0	0	0	0	0	0
73. Ikegami	0	0	0	0	0	0	0	0	0	0	0	0
74. Kitazawa	0	0	0	0	2	0	0	0	1	1	0	0
TOKYO TOTALS 865	169	1786	2	1053	1456	506	96	1648	792	233	1219	
MONTHLY AVERAGES 185	34	383	-	226	313	109	21	354	169	50	263	

+ Black figures indicate motor vehicle operators.
++Red figures indicate non-motor vehicle operators.

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														205	210
										1	2	0	60	60
9	9	2	0	10	3	0	24	0	0	1	2	6	225	231
86	10	0	0	25	6	3	8	1	0	3	2	15	276	291
10	9	69	3	17	1	9	14	0	2	0	78	0	134	134
1	16	9	3	13	12	0	10	0	0	22	8	5	220	225
43	13	1	0	46	41	5	37	0	0	1	2	0	92	92
14	24	1	5	15	3	0	22	0	0	2	0	0	63	63
2	4	1	0	5	2	0	0	0	0	0	0	0	115	115
4	45	0	3	22	7	0	7	0	0	17	6	0	105	106
15	19	0	0	20	5	0	2	0	1	3	35	1	91	97
6	8	4	0	11	9	5	9	0	0	10	2	6	55	55
9	9	1	0	4	3	0	0	0	0	0	0	0	286	286
105	23	1	0	62	25	0	6	0	0	14	3	0	99	100
5	11	21	1	18	4	1	2	0	0	0	10	1	43	43
3	5	5	0	2	0	0	8	0	0	8	1	0	89	91
15	7	2	0	16	35	1	0	0	0	1	4	2	67	77
23	6	0	0	27	5	7	3	0	3	0	2	10	477	516
83	5	23	2	42	145	29	125	5	3	3	8	39	189	193
5	13	28	3	20	1	2	27	3	0	0	17	4	102	105
9	11	27	0	33	6	1	3	0	0	0	1	3	201	212
7	45	0	1	51	38	8	24	0	0	0	2	11	201	203
8	25	0	0	15	25	0	6	0	2	1	0	2	177	179
12	3	1	1	52	46	1	5	2	0	1	15	2	65	65
41	3	1	0	13	0	0	2	0	0	1	0	0	166	173
11	7	0	3	8	23	4	2	3	1	5	17	7	279	285
4	7	4	4	1	3	3	178	2	0	0	0	6	97	97
11	14	4	0	3	4	0	10	2	0	2	15	0	46	52
3	4	3	0	2	1	0	2	0	0	4	2	6	150	157
46	38	5	0	41	3	7	8	0	0	1	8	7	85	85
3	8	20	1	19	3	0	7	0	0	7	0	0	48	48
1	2	0	29	1	0	0	2	1	0	0	7	0	70	70
14	34	0	2	8	4	0	0	1	0	3	4	0	137	137
5	41	35	0	11	6	0	0	0	0	27	1	0	61	77
3	27	0	0	6	10	15	12	1	0	2	0	16	235	235
0	159	0	0	13	10	0	6	2	0	7	3	0	67	69
11	16	0	0	3	0	2	0	0	0	5	1	2	108	110
7	7	0	1	21	12	0	27	1	0	0	0	2	90	100
11	4	0	2	43	6	8	1	1	0	0	0	10	59	59
5	28	0	0	23	2	0	0	0	0	1	0	0	242	247
5	9	36	1	5	5	1	134	1	0	0	3	5	142	143
9	72	3	1	7	2	0	1	1	1	1	6	1	139	148
6	11	6	2	10	16	0	26	0	2	3	14	9	556	563
2	45	78	2	24	8	5	43	2	2	3	1	7	57	57
2	6	3	1	1	0	0	2	0	0	1	2	0	96	97
3	15	13	0	10	3	0	8	0	0	19	3	1	232	238
1	23	4	1	23	8	4	29	1	0	1	45	6	30	30
4	15	0	0	5	0	0	1	0	0	1	2	0	119	123
4	17	7	0	37	2	0	3	0	2	0	16	4	197	203
1	20	9	0	17	0	2	3	0	0	2	0	6	33	34
0	7	3	1	1	0	0	9	0	0	0	1	1	1	1
0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	2	0	6	6
2	0	0	0	1	1	0	0	0	0	0				
1053	1456	506	96	1648	792	233	1219	40	81	293	586	485	10340	10825
226	313	109	21	354	169	50	263	9	18	63	126	104	2219	2323

le operators.
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TAB
F

DISPOSAL OF TRAFFIC VIOLATIONS

OF

TOKYO DISTRICT PROCURATOR'S OFFICE

	Nov 48	Dec 48	Jan 49	Totals
Cases on hand at start of period	4,146	4,031	2,597	
Cases received during period	2,029	1,879	2,685	
Total number of cases during period	6,175	5,910	5,282	
Cases disposed of by trial	2	0	0	2
Cases disposed of thru summary procedure	1,480	2,449	564	4,493
Cases dropped	44	99	56	199
Cases suspended	114	78	58	250
Cases transferred	504	687	612	1,803
Total number of cases disposed of during period	2,144	3,313	1,290	6,747
Number of uncompleted cases at end of period	4,031	2,597	3,992	--

Source: Tokyo District Procurator's Office

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

Declassified E.O. 12065 Section 3-402/NNDC NO. 175004

DISPOSAL OF TRAFFIC VIOLATIONS

OF

TOKYO DISTRICT PROCURATOR'S OFFICE

	Nov 48	Dec 48	Jan 49	Totals
Cases on hand at start of period	4,146	4,031	2,597	
Cases received during period	2,029	1,879	2,685	
Total number of cases during period	6,175	5,910	5,282	
Cases disposed of by trial	2	0	0	2
Cases disposed of thru summary procedure	1,480	2,449	564	4,493
Cases dropped	44	99	56	199
Cases suspended	114	78	58	250
Cases transferred	504	687	612	1,803
Total number of cases disposed of during period	2,144	3,313	1,290	6,747
Number of uncompleted cases at end of period	4,031	2,597	3,992	--

Source: Tokyo District Procurator's Office

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

TAB G

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

TRAFFIC SAFETY FAULTS

FAULTS	Prevalent Among Japanese	Prevalent Among Occupation Personnel	CORRECTIVE MEASURES: EDUCATION	Revision of Existing Law	Enforcement of Existing Law	Enforcement of Safety Standards	REMARKS
PEDESTRIAN							
Walking with traffic	X			X			
Failure to look to right & left	X		X				
Disregarding horns, etc.	X		X				
Playing in streets	X		X				No play grounds available.
Jay walking	X		X		X		
Random walking in streets	X		X				
Standing in right of way awaiting busses, etc.	X		X				
Entering street from between parked cars	X		X				Insufficient safety islands, etc.
Failure to observe traffic signals	X	X	X				
Interfering with bus and street car operators		X			X		
Refusal to obey Japanese police		X	X		X		
Dashing into street without warning	X		X				
DRIVER							
Method of making right turns	X			X			
Parking away from curb	X				X		
Parking on curves, crossings, & blind corners	X				X		
Switching lights on & off at night	X		X				Done as a courtesy.
Making vehicle repairs in right of way	X		X		X		
Riding center lane	X		X		X		
Driving into oncoming traffic lane	X				X		

awaiting busses, etc.							
Entering street from between parked cars	X		X				Insufficient safety islands, etc.
Failure to observe traffic signals	X	X	X				
Interfering with bus and street car operators		X			X		
Refusal to obey Japanese police		X	X		X		
Dashing into street without warning	X		X				
DRIVER							
Method of making right turns	X			X			
Parking away from curb	X				X		
Parking on curves, crossings, & blind corners	X				X		
Switching lights on & off at night	X		X				Done as a courtesy.
Making vehicle repairs in right of way	X		X		X		
Riding center lane	X		X		X		
Driving into oncoming traffic lane	X				X		
Entering main streets incautiously. No full stop	X			X			
Failure to dim lights		X	X		X		
Failure to slow down when passing busses and street cars	X	X	X		X		
Failure to use arm & hand signals		X	X		X		
Exceeding speed limits	(1)	X					(1) Japanese drivers of Occupation & Trader vehicles.
Failure to give right of away on horn signals	X		X		X		
"Tunnel Driving" - Failure to allow sufficient side clearance	X		X				
Cutting in & out of traffic	X	X	X		X		
Passing on the left	X	X	X	(2)	X		(2) Caused by Japanese Drivers hogging road center.
Following leading vehicle too closely	X	X	X				

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TRAFFIC SAFETY FAULTS - CONT'D

FAULTS	Prevalent Among Japanese	Prevalent Among Occupation Personnel	CORRECTIVE MEASURES					
			Education	Revision of Existing Law	Enforcement of Existing Law	Enforcement of Safety Standards	REMARKS
DRIVER - CONT'D							
Operating inadequately equipped vehicles	X					X	
Operating vehicles with overloads	X				X		
Disregard of pedestrians in crosswalks	X	X	X		X		
U turns in heavy traffic	X	X			X		
BICYCLE & CART OPERATORS							
Fail to keep to the left	X		X		X		
Cut in & out of traffic	X		X		X		
Inadequate lighting equipment	X				X	X	
Fail to use hand signals	X		X		X		
Jay walking &/or riding	X		X		X		
Overloading	X				X		
Dashing into main streets	X		X				
Disregarding traffic signals	X				X		
Travelling two or three abreast	X				X		

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Declassified E.O. 12065 Section 3-402/NNDC NO. 175009

BICYCLE & CART OPERATORS							
Fail to keep to the left	X		X		X		
Cut in & out of traffic	X		X		X		
Inadequate lighting equipment	X				X	X	
Fail to use hand signals	X		X		X		
Jay walking &/or riding	X		X		X		
Overloading	X				X		
Dashing into main streets	X		X				
Disregarding traffic signals	X				X		
Travelling two or three abreast	X				X		

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TAB H

ESTIMATED BUDGETARY REQUIREMENTS

FOR

TRAFFIC SAFETY PUBLIC INFORMATION & EDUCATION PROGRAM

1949-50 FISCAL YEAR

Headquarters

Poster Contests	350,000
Traffic Safety Instruction Material for Distribution to the Police	123,000

Prefectures

Exhibition Halls	2,700,000
Public Commendations	750,000
Printing & Distribution (Posters, Handbills, etc)	5,318,000
Kami Shibai (Paper Shows)	500,000
Mobile Exhibitions	1,200,000
Travelling Expenses	1,188,000
TOTAL	12,129,000

Source: Traffic Section - National Rural Police.

Declassified E.O. 12065 Section 3-402/NNDG NO. 715009

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

GENERAL HEADQUARTERS
FAR EAST COMMAND

CHECK SHEET

(Do not remove from attached sheets)

File No: **Subject:** Safety Campaign Col Chaplin 26-5703

Note No.	
	From: PM **To:** G-2, Public Safety Attn: Col. Pulliam **Date:** 11 February 1949
1	1. Reference is made to verbal instructions by Brig. Gen. G. V. Keyser, at a conference on or about 3 Feb 49, in regard to a program to reduce accidents involving Occupation motor vehicles and Japanese pedestrians and motor vehicles, at which conference it was directed that each interested section submit recommendations to Col. Pulliam, Public Safety Division, as coordinator. 2. It is recommended that the following action be taken by the Far East Command in regard to this matter: a. Institute, through TI&E, an intensive publicity campaign based on the subject matter outlined in inclosure 1 herewith. b. Issue instructions to major commands in Japan directing coordination by provost marshals with Japanese police on a <u>local</u> basis, as outlined in inclosure 2 herewith. 2 Incl a/s R. T. C.

FEC AGO Form No 37

2018—FEC Printing Plant—8 48—50M

Declassified E.O. 12065 Section 3-402/NNDG NO. 775009

Summary of Publicity Campaign to Educate Occupation Personnel in Regard to Japanese Laws and Japanese Customs in Regard to Motor Vehicle Operation With a View to Cutting Down Motor Vehicle Accidents.

1. Japanese laws with regard to motor vehicle operation and control.

a. Japanese Law in regard to motor vehicle operation and control is contained in Ministry of Home Affairs Ordinance No. 40, Subject: Draft of Road Traffic Control Ordinance, dated 13 December 1947, and Road Traffic Control Law, Law No. 130 of 1947, dated 8 November 1947. Contrary to general belief among Occupation personnel, these recent Japanese laws conform, in most respects, to standard practice in the United States. There are, however, several important exceptions, in addition to the basic variation of lefthand driving, as follows:

(1) Righthand turn at intersections - The Japanese law reads as follows: "In case when a vehicle makes a right turn it must rotate the outside of the center of the intersection at a reduced speed". In actual practice the Japanese drivers execute a right turn by driving to the extreme left lane before turning to the right. When the intersection is controlled by a traffic light or a policeman, the operator drives to the extreme left lane and stops until the flow of cross-traffic is in motion or until he has been directed to proceed either by a green light or a traffic policeman. Steps are being taken by the Japanese authorities to have this law revised; and it is probable that, within a few months, Japanese law will require that right turns be made in the same manner that they are now made by Occupation personnel in Japan.

(2) Pedestrians walk WITH traffic - Japanese law requires that pedestrians, when walking on roads where there are no sidewalks, walk on the left side of the road, as far to the left as practicable. This means of course that they walk with traffic instead of facing traffic, as in the United States. It is unlikely that this Japanese law will be revised in the near future.

(3) Many regulations in regard to motor vehicle operation which are contained in most State laws in the United States are only covered in the Japanese laws quoted above by the general statement that they will be carried out as directed in an "order". In other words, as ordered by local authorities. For example, arm signals by drivers fall under this category. In general, "orders" have not been published locally by the Japanese. The result is that, although there is no conflict with our regulations, some of our regulations are not understood by the Japanese people.

b. The following regulations, contrary to general belief among many people in the Occupation, are NOT in present Japanese law, although many Japanese react as if they were (see par 2 below).

INCL #1