

# Act Partially Amending the Road Traffic Act (Outline) (Promulgated on May 24, 2024)

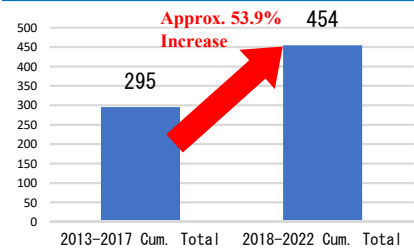
## Development of Provisions for Bicycle Traffic Accident Prevention

### ① Prohibition of Cellular Telephone Usage While Riding a Bicycle and Riding Under the Influence of Alcohol

- The number of traffic accidents caused by cellular telephone usage while riding bicycles is increasing
- The rate of serious injuries and fatalities due to riding bicycles under the influence of alcohol is high

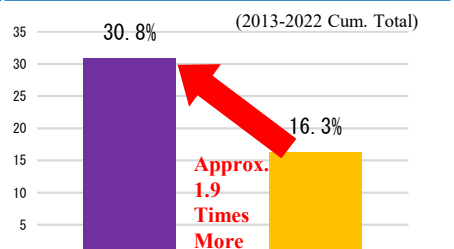
Prohibit cellular telephone usage while riding a bicycle and riding under the influence of alcohol, and develop penal provisions, to prevent traffic accidents

Number of Traffic Accidents Caused by Cellular Telephone Usage



(Ref.) In the case of motor vehicles, motorcycles and motorized bicycles, the number of traffic accidents decreased by approximately 21.8%.

Rate of Serious Injuries and Fatalities due to Riding Bicycles Under the Influence of Alcohol



(Ref.) In the case of motor vehicles, motorcycles and motorized bicycles, the rate was 16.9%.

### ② Establishment of Provisions to Ensure Bicycle, etc. Safety



There is an increasing trend of the proportion of accidents involving motor vehicles, etc. and bicycles traveling in the same direction in which the right side of the bicycle is the collision point (Up to 53% in 2022)

As a new obligation to prevent side-swipe collisions between motor vehicles, etc. and bicycles, etc. on the roadways, if a motor vehicle, etc. passes a bicycle, etc. on the right side, and there is not enough space between them:

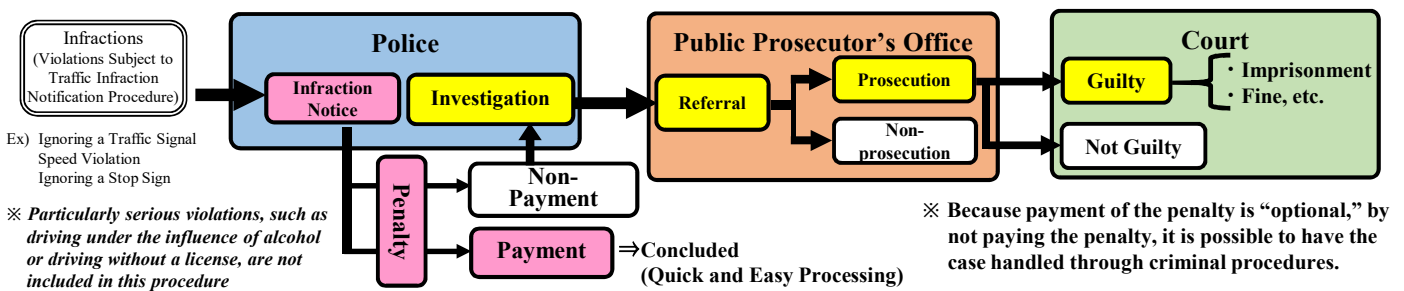
- Motor Vehicles, etc. should proceed at a safe speed based on the distance between themselves and the bicycle, etc.
- Bicycles, etc. should proceed as far over to the left side of the lane as possible

### ③ Application of the Traffic Infraction Notification Procedure to Bicycles, etc.

As the number of bicycle traffic violation arrests increases, the current procedure in place for handling violations (criminal procedures) mean lengthy procedures at traffic control sites, appearance in person at the police station at a later date, and the possibility of a resulting criminal record.

Streamline the system by making certain violations committed by cyclists (excluding those under 16 years old) subject to the traffic infraction notification procedure.

#### [The Relationship Between the Traffic Infraction Notification Procedure and Criminal Procedures]



## Other

### ○ Clarification of Motorized Bicycle Riding

- Vehicle classification is unclear
- Increase in traffic accidents and violations

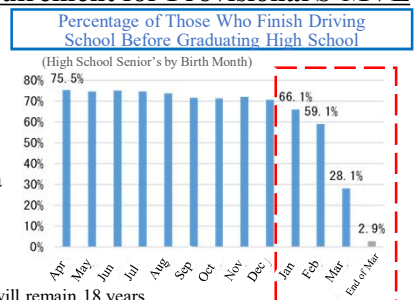
Clarification that when a person rides a motorized bicycle, etc. which has pedals, etc. in addition to a motor, using those pedals, etc., it is considered riding a motorized bicycle, etc.



A motorized bicycle with pedals (Photo from the National Consumer Affairs Center of Japan)

### ○ Lowering the Age Requirement for Provisional S-MVL

Lowering the age requirement for the provisional S-MVL from 18 years to 17 years and 6 months, so that those with an early birthday can also obtain a S-MVL before graduating from high school

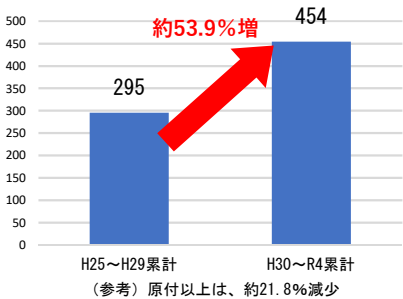


# 道路交通法の一部を改正する法律（概要） （令和6年5月24日公布）

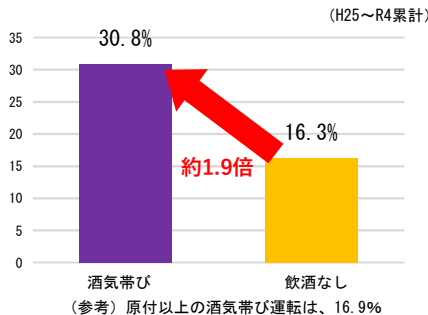
## 自転車等の交通事故防止のための規定の整備

### ① 携帯電話使用等及び酒気帯び運転の禁止

携帯電話使用等に起因する交通事故件数



酒気帯び運転による死亡重傷事故率



- 自転車の運転中の携帯電話使用等に起因する交通事故は増加傾向
- 自転車を酒気帯び状態で運転したときの死亡重傷事故率が高い

自転車の運転中の携帯電話使用等及び酒気帯び運転を禁止するとともに、罰則規定を整備し、交通事故を抑止

### ② 自転車等の安全を確保するための規定の創設



同一の方向に進行する自動車等対自転車事故のうち自転車の右側面が接触部位の事故割合は増加傾向（令和4年は53%にまで増加）

車道における自動車等と自転車等の側方接触を防止するため新たな義務として、自動車等が自転車等の右側を通過する場合において両者の間に十分な間隔がないとき、

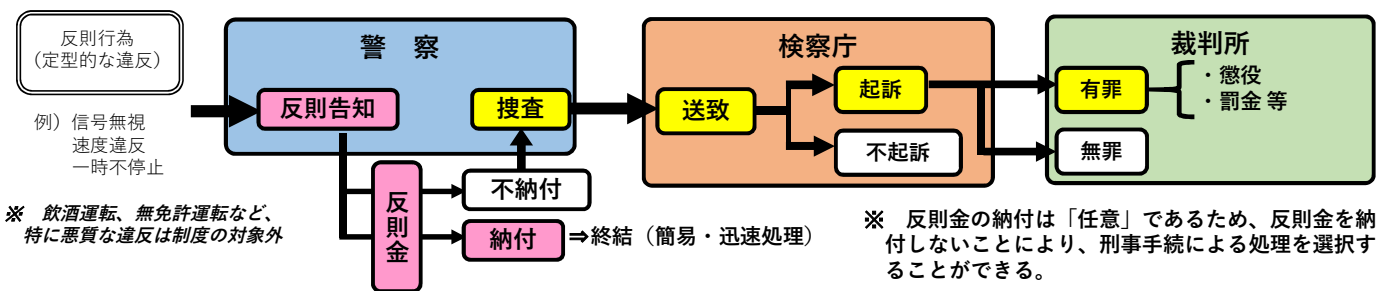
- 自動車等 自転車等との間隔に応じた安全な速度で進行
- 自転車等 できる限り道路の左側端に寄って通行

### ③ 自転車等に対する交通反則通告制度（青切符）の適用

自転車の検挙件数が増加する中、現行の違反処理（刑事手続）では、取締り現場での長時間の手続や後日の出頭、前科が付く可能性がある。

自転車等の運転者（16歳未満の者を除く。）がした一定の違反行為を交通反則通告制度（青切符）の対象とし、合理化を図る。

【交通反則通告制度と刑事手続との関係】



## その他

### ○ 原動機付自転車等の運転の明確化

- ・ 車両区分が不明確
- ・ 交通事故・違反の増加

原動機に加えペダル等を備えている原動機付自転車等をペダル等を用いて走行させることが、原動機付自転車等の運転に該当することを明確化

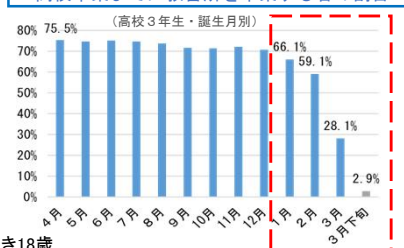


ペダル付原動機付自転車  
(国民生活センターから提供)

### ○ 普通仮免許等の年齢要件の引下げ

早生まれの者も高校卒業までに普通免許等を取得できるよう、普通仮免許等の年齢要件を18歳から17歳6か月に引下げ

高校卒業までに教習所を卒業する者の割合



※ 普通免許等の年齢要件は、引き続き18歳