

●自動車損害賠償保障法及び特別会計に関する法律の一部を改正する法律 (令和4年法律第65号)

背景・必要性

<自動車事故対策に関する現状の取組>

○ 国土交通省において、以下のような「自動車事故対策事業」により被害者支援や事故防止を推進

●被害者支援



療護施設の設置・運営



在宅療養中のリハビリ支援



委託病床での治療・看護



介護料の支給・訪問支援

●事故防止



衝突被害軽減ブレーキ

先進安全自動車の導入支援



自動車安全性能の評価



<現行制度を巡る課題>

- リハビリ機会の充実等による被害者支援のさらなる充実や先進的な安全技術の普及等による事故防止の一層の推進が必要不可欠
- 一方、「自動車事故対策事業」は、法的に「当分の間の措置」と位置づけられ、自動車事故対策勘定の有限の積立金のみを財源としているが、当該財源が枯渇すれば継続が困難となるおそれ

「自動車事故対策事業」を持続的に実施できる仕組みへの転換が必要

法律の概要

賦課金の徴収により、「自動車事故対策事業」を持続的に実施する。

被害者支援・事故防止の恒久化

【自賠法】

現行

現行の自賠責保険料
10,005円/年のうち16円

「恒久的」に実施(財源:保険料の一部として徴収する賦課金)

① 保障事業(ひき逃げ等の被害者の損害填補等)

「当分の間」実施(財源:有限の積立金)

② 被害者支援(療護施設の運営、介護料支給等)
③ 事故防止(先進安全自動車の導入支援等)

見直し後

「恒久的」に実施
(財源:保険料の一部として徴収する
新たな賦課金+有限の積立金)

① 保障事業
② 被害者支援
③ 事故防止

恒久化

新たな「自動車事故対策事業」として実施

<その他>【特会法】

○ 自動車安全特別会計において、保障事業の勘定と被害者支援・事故防止の勘定を統合

リハビリ機会の充実やより先進的な安全技術の普及を通じて、被害者やそのご家族が安心して生活できる社会を実現

(KPI)

- ・重度後遺障害者へのリハビリの提供に意欲的に取り組む病院の選定: 2025年までに10病院
- ・30日以内交通事故死者数、重傷者数: 2030年までに死者数1,200人、重傷者数11,000人削減(2020年比)

Act Partially Amending the Act on Securing Compensation for Automobile Accidents and the Act on Special Accounts (Act No. 65 of 2022)

Background and Necessity

<Current Status of Efforts Related to Automobile Accident Measures>

○ The Ministry of Land, Infrastructure, Transport and Tourism (MLIT) promotes victim support and accident prevention through the following “automobile accident prevention programs”

●Victim Support



Establishing and operating medical care and rehabilitation facilities



Providing rehabilitation support during home-based care

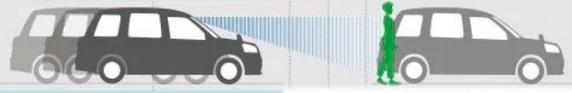


Providing treatment and nursing care at contracted hospital beds



Paying nursing care allowances and home-visit support

●Accident Prevention



Braking to reduce collision damage

Supporting the adoption of advanced safety vehicles



Evaluating automobile safety performance

<Issues Regarding the Current System>

- It is essential to take measures to **further enhance victim support** through expanded rehabilitation opportunities, etc., and to **promote accident prevention** through wider adoption of advanced safety technologies, etc.
- Meanwhile, the “automobile accident prevention programs” are legally positioned as “temporary measures” and funded solely by the limited reserve funds of the automobile accident measure account, which may make **continuation difficult once those funds are depleted.**

Necessity of transitioning to a **framework that enables the sustainable implementation of the “automobile accident prevention programs”**

Outline of the Act Sustaining the implementation of “automobile accident prevention programs” by collecting levies

Making Victim Support and Accident Prevention Permanent

Current System

Implemented on a **“permanent”** basis (funding source: levy collected as part of insurance premiums)

(1) Compensation programs (compensation, etc. for damages suffered by victims of hit-and-run accidents, etc.)

Implemented on a **“temporary”** basis (funding source: **limited reserve funds**)

(2) Victim support (operating medical care facilities, paying nursing care allowances, etc.)

(3) Accident prevention (support for introducing advanced safety vehicles, etc.)

16 yen of the compulsory automobile liability insurance premium of 10,005 yen per year

After Review

Implemented on a **“permanent”** basis (funding source: **a new levy** collected as part of insurance premiums + **limited reserve funds**)

- ① Compensation programs
- ② **Victim support** Made permanent
- ③ **Accident prevention**

Implemented as a new “automobile accident prevention program”

[Automobile Accident Compensation Act]

<Other Matters> [Special Accounts Act]

○ Integrating the victim support and accident prevention account with the compensation programs account within the special automobile safety account

Realizing a society where **victims and their families** can live free from **anxiety** through **expanding rehabilitation opportunities** and **promoting more advanced safety technologies**

- (KPI)**
- By 2025: select 10 hospitals actively committed to providing rehabilitation for persons with severe residual disabilities
 - By 2030: reduce the number of persons who die within 30 days of a traffic accident and the number of seriously injured persons by 1,200 and 11,000, respectively (compared with 2020)