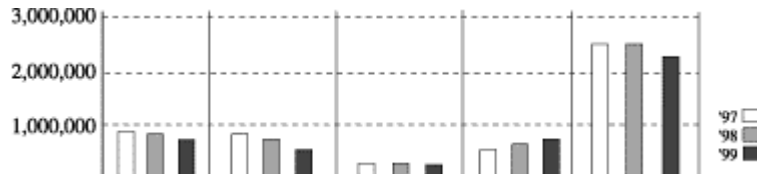


**JAMA Update**

**Results for 1999 and Recent Years**

The following statistics for Japanese domestic motorcycle production, sales and exports were published by JAMA in late January.

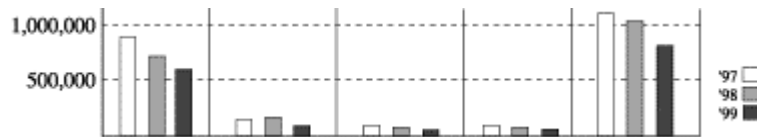
Domestic Production Down for Second Straight Year



Year	- 50cc	51 - 125cc	126 - 250cc	251cc -	Total	%
'97	933,921	817,284	275,847	648,631	2,675,683	103.5
'98	839,123	783,646	271,378	742,149	2,538,296	98.5
'99	679,670	532,909	237,706	801,406	2,251,711	85.4

% : Compared to the previous year

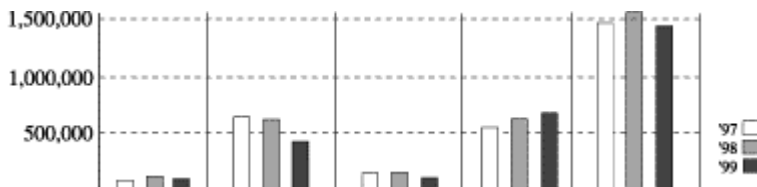
Domestic Sales\* Below One Million Units for First Time in 40 Years



Year	- 50cc	51 - 125cc	126 - 250cc	251cc -	Total	%
'97	864,395	156,183	84,799	82,861	1,188,238	97.4
'98	744,900	177,092	65,659	75,329	1,062,980	89.5
'99	621,276	105,550	51,461	58,672	836,959	78.7

\* Refers to factory shipment units.

Exports Shift to Decline Due to Increased Local Production



Year	- 50cc	51 - 125cc	126 - 250cc	251cc -	Total	%
'97	75,513	649,825	187,981	546,389	1,459,708	107.5
'98	114,853	616,213	206,751	665,936	1,603,753	109.9
'99	89,547	422,876	177,399	723,316	1,413,138	88.1

Refer to insert with detailed data

 News in Asia

## **FAMI Holds First Annual General Assembly in New Delhi**

**Upon the arrival of the new millennium, the Federation of Asian Motorcycle Industries (FAMI) held its first Annual General Assembly and third Management Committee Meeting on January 12 in New Delhi, India. These gatherings were preceded on the previous day (January 11) with meetings of the Technical Committee and Planning Committee.**

At the Technical Committee meeting, Chairman Ochi from JAMA led an exchange of opinions on the conditions in member countries surrounding exhaust emission, noise and safety. After this, he presented the proposed action plan from JAMA, of which exhaust emission issues (including white smoke) would be taken up at the committee's next meeting.



Participants in FAMI General Assembly and Management Committee Meeting  
(New Delhi, India)

At this meeting it was also agreed that reports would be made by SIAM (India) on the white smoke contribution rate survey performed by the World Bank, by TAIA (Thailand) on the relationship between white smoke and oil, and by JAMA with regard to unregulated substances.

An official announcement of the opening of the FAMI Web-Site, the main activity of the Research Committee at present, was made to the General Assembly and its approval obtained. For the time being this web-site is designed for use by members only, with the Research Committee pledging to work to steadily expand the contents.

### **Planning Committee's Activities**

The Planning Committee is currently advancing energetic discussions on the issues of daytime lighting, motorcycle image enhancement and PR programs.

Daytime lighting is already practiced in Malaysia, Singapore and Japan, and the Malaysia delegate stressed its positive effects based on a survey conducted in that country, pointing out the following reasons:

- 1) The main cause of motorcycle accidents is poor road conspicuousness;
- 2) more accidents occur during the daytime than at night;
- 3) a study carried out after the implementation of daytime lighting in 1992 showed a 29% reduction in accidents.

JAMA reported that Japan has experienced no bulb, battery or other technical problems associated with the move to daytime lighting, with both the public and private sectors actively promoting the practice in an effort to improve motorcycle conspicuousness.

For image enhancement activities, reports were made of efforts underway in each country, with JAMA proposing a photo contest sponsored by FAMI. Regarding PR activities, agreement was reached on the need for publicity targeting APEC, AFTA, ASEAN and other international organizations and governments to stress FAMI's presence. On this, MASAAM (Malaysia) will submit a proposal to the next Planning Committee meeting.

Based on the results of the New Delhi meeting, it was agreed that studies of the various activities mentioned above would be conducted on February 21 in Bangkok, with TAIA vowing to mobilize employees of its member companies in conducting a test and survey on daytime lighting.

For the photo contest, JAMA will draw up a detailed proposal (including the schedule) to be considered by the members, with TAIA coordinating the action plans from the individual countries. This will then be proposed to the next Management Committee Meeting as an official Planning Committee action plan. On PR activities, the Planning Committee is to prepare a brochure profiling FAMI by the end of July, with an annual report to be issued from the initial fiscal year (2000) on.



## **Safe Riding Education for High School Students**

Japan's Ministry of Education (MOE) sets forth specific guidelines for the traffic safety education programs for students in kindergarten, elementary school, middle school and high school. At the high school level, since fiscal 1982 the Ministry has held the "High School

Traffic Safety Instructor Central Training Meeting" in Tokyo as a means of providing practical motorcycle skill instruction.

High school teachers in charge of traffic safety gather for this event, where they learn the practical techniques and skills for operating motorcycles safely. From fiscal 1994, meanwhile, one "Designated Motorcycle Research School" has been established in each of Japan's prefectures for the purpose of conducting practical research into motorcycle safe driving education.



High school teachers receive training in practical motorcycle skills.

In Japan, licenses to operate motorcycles up to 400cc in displacement may be obtained from the age of 16 . As a result, the first time Japanese are able to participate in their country's motorized society as drivers is from the time they are first year high school students. There is a strong awareness, therefore, that obtaining proper traffic safety knowledge is an extremely important part of the social education for high school students.

The Japan Traffic Safety Education Association, an agency under the jurisdiction of the Prime Minister's Office and MOE since 1985 have held the "Motorcycle Practical Skill Training Seminar" - an annual session designed to train high school teachers in the instruction of practical motorcycle use.

### **Training for High School Teachers**

The seminar is a two-night, three-day program, with the classes covering daily inspections, basic riding techniques, low-speed balanced riding, slalom, braking, turns, high-speed circuit riding, rough road riding and more.



Inspections at the practical skill training seminar

Teachers having undergone this type of training go on to give practical lessons at their own schools to students who commute by motorcycles. In addition to this, some local governments cooperate with the police authorities and high schools in establishing "Young Rider Schools" at police facilities as opportunities for high school students to learn sound motorcycle riding practices. Other communities organize motorcycle practical skill training programs for high school students.



Skill training at a high school



Riding drill: Slalom course

According to the results of a survey conducted in fiscal 1996 and targeting 4,942 high schools, it was found that 62.4% of the schools permit their students to ride motorcycles. The remainder enforce full bans on such use.

Examining traffic accident statistics, the motorcycle accident fatality rate for high school students in regions where such students are banned from using motorcycles is higher than in regions where no such ban is in effect. Likewise, the fatality rate for 18 and 19 year-olds with regular automobile driving licenses is also higher in regions where high school students are banned from riding motorcycles.

Based on these findings, JAMA believes that providing practical and effective safety education through motorcycles for high school students, the age at which it is easiest to absorb knowledge and skills, comprises a critical need.

JAMA has compiled claims in this direction, as well as statistics supporting its stand, in a pamphlet published in January 1997 under the name of "Traffic Safety Education for High School Students" .

## Topics

### **Decline in Japan Traffic Accident Victims Continues in 1999 Motorcycle Fatalities Drop by 116 Persons**

Japan's National Police Agency recently published traffic accident statistics for 1999. According to this data, the number of persons dying as a result of traffic accidents declined by 2.2% to 9,005 persons last year, the fourth year in a row that this fatality count has finished below 10,000.

Fatalities while riding motorcycles were tracked at 1,516 persons, down by 7.1% (116 persons) from 1998. The breakdown by displacement was 773 in the 50cc and under class (up 3.6%) and 743 in the over 50cc class (down 16.1%). Key points surrounding traffic accidents in Japan during 1999 are as follows:

The number of fatal traffic accidents during the year was 8,680, a decline of 1.3% from the previous year.

The breakdown of fatalities by category was automobiles 3,972 persons (43.0% of the total), pedestrians 2,570 persons (28.5%), bicycles 1,032 persons (11.5%), motorcycles 50cc and under 773 persons (8.6%), and motorcycles over 50cc 743 persons (8.3%).

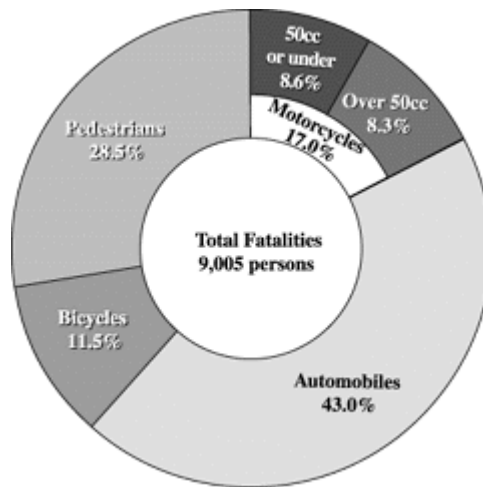
By age, fatalities of the 65 years old and above group were 3,142 persons (34.9%) and those of the 16-24 group 1,578 persons (17.5%), reflecting a high percentage of fatalities among the elderly and the young. For motorcycles, 355 persons of the 16-24 group for over 50cc models (47.8%), and for the 50cc and under class 273 persons (35.3%) of the 65 and over group, followed by the 16-24 group at 231 persons (29.9%).

Examining these fatalities by the "first party concerned" (the person having caused the most culpable failure), the number of fatal accidents caused by automobiles accounted for an overwhelming majority of the total at 6,909 accidents (79.6%), far above the 1,050 accidents

(12.1%) caused by motorcycles (50cc and under class 6.1% at 526, and over 50cc class 6.0% at 524).

Examining the conditions of fatal accidents when motorcycles were the first party concerned, mentioned with the greatest frequency for the 50cc and under class was "Intersections with no traffic signals" at 205 cases (39.0%), while the most named category in the over 50cc class was "Curves" at 173 cases (33.0%).

Fatal Traffic Accident Statistics (1999)



Source: National Police Agency

General Statistics for Traffic Accidents in Japan

Year	Number of accidents	Injured persons	Fatalities
1997	780,399(57,620)	958,925(163,469)	9,640(1,662)
1998	803,184(57,191)	989,297(162,859)	9,211(1,632)
1999	849,307(58,337)	1,048,657(169,108)	9,005(1,516)

The numbers in parentheses indicate motorcycle accident victims.

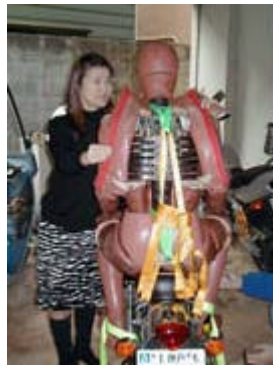
### JAMA Uses Dummies to Test Tandem Motorcycling Safety

JAMA last November 13 used dummies in a testing program which confirmed the safety of tandem motorcycle riding. The testing was conducted over the 130km round trip run between Tokyo and Numazu City (a regional community lying west of Tokyo). The trip out to Numazu was made on public roads, while the return journey was on a major expressway.



Expressway tandem riding with a dummy

Traveling on the public route were a single motorcycle rider, along with "tandem" riders (in which a passenger sat behind the rider) and a "dummy tandem" rider (in which a dummy was placed on the rear seat). On the expressway (where tandem motorcycling is banned in Japan), the testing was limited to the single rider and dummy tandem patterns.



The dummy is mounted on the rear seat.

Three motorcycles were used - one each in the 250cc, 400cc and 750cc classes. The three machines were ridden in a row, with the riding conditions filmed by video cameras mounted above the headlights.

Based on the videos recorded in this way and a questionnaire survey of the riders, for the general road it was learned that there are very few differences between the single, tandem and dummy tandem riding patterns, while the conditions for the tandem and dummy tandem riders were found to be highly similar. Confirmed on the expressway, meanwhile, was the fact that the running conditions of the single and dummy tandem riders were both stable, with no significant gaps between the two.

In light of these findings, in December JAMA submitted a report to the government Regulation Reform Committee stating its conclusion that "Tandem motorcycling on expressways offers the same degree of safety as single riding, with no elements of 'danger' having been identified." The data compiled and the video images recorded were also attached to further support this stance.