

Current Status, Evolution and Future Plan on JNCAP

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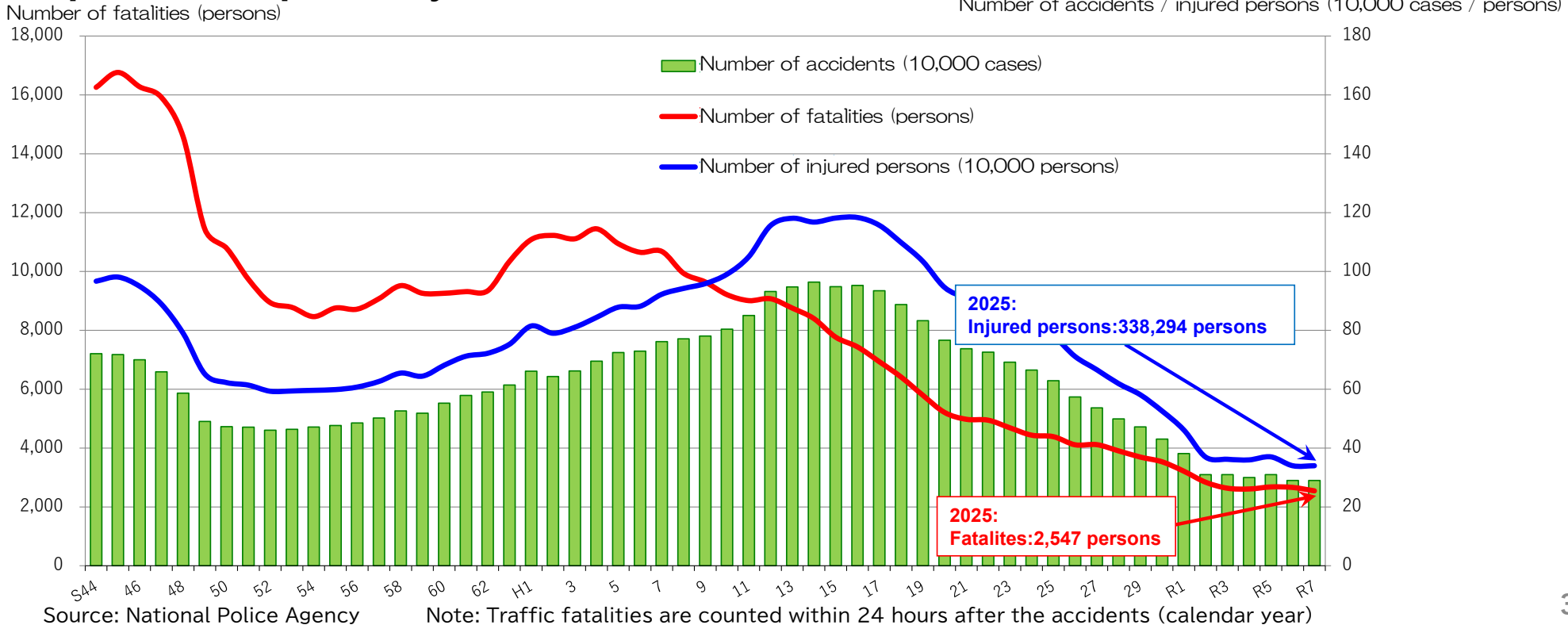
Tuesday 28th April 2026

自動車アセスメント

1. Current Status of Traffic Accidents in Japan

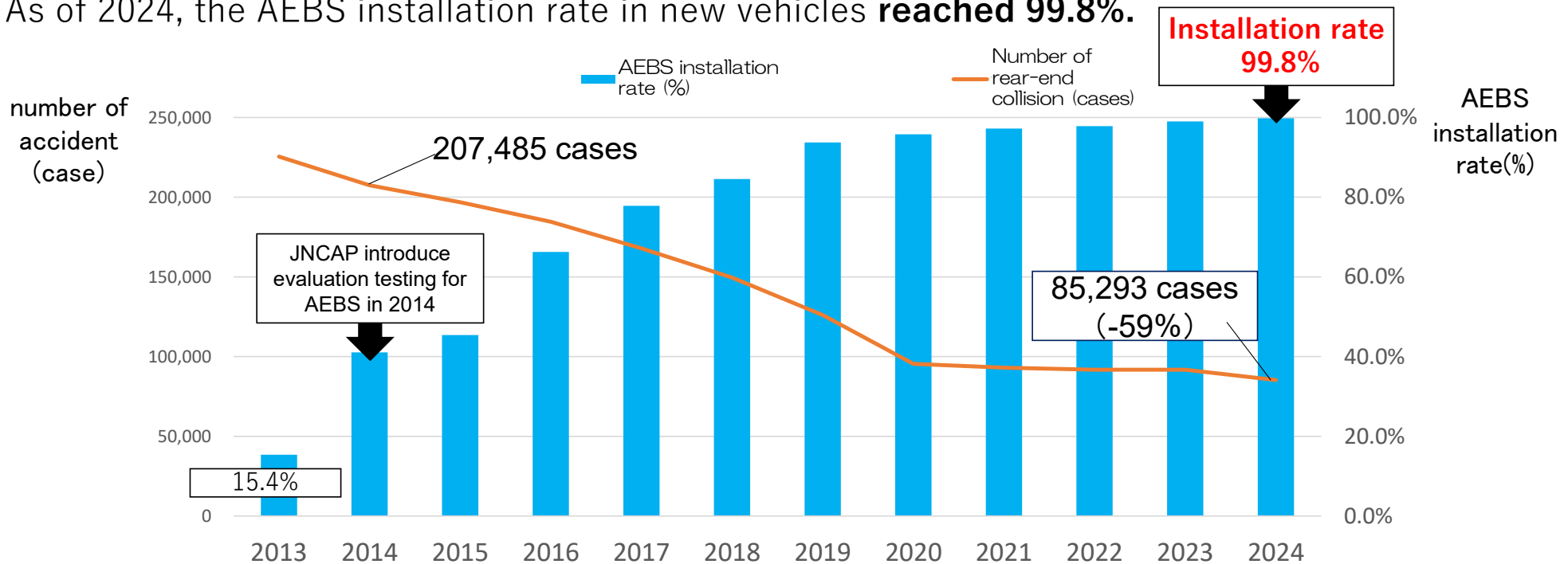
1.1 Traffic Accidents in Japan

- ◆ The number of fatalities caused by traffic accidents in Japan peaked at 16,765 in 1970 and has been steadily decreasing in recent years.
- ◆ In 2025, the number of traffic-related fatalities was **2,547**, representing a decrease of **116 persons compared to the previous year**.



1.2 Effects of JNCAP (AEBS)

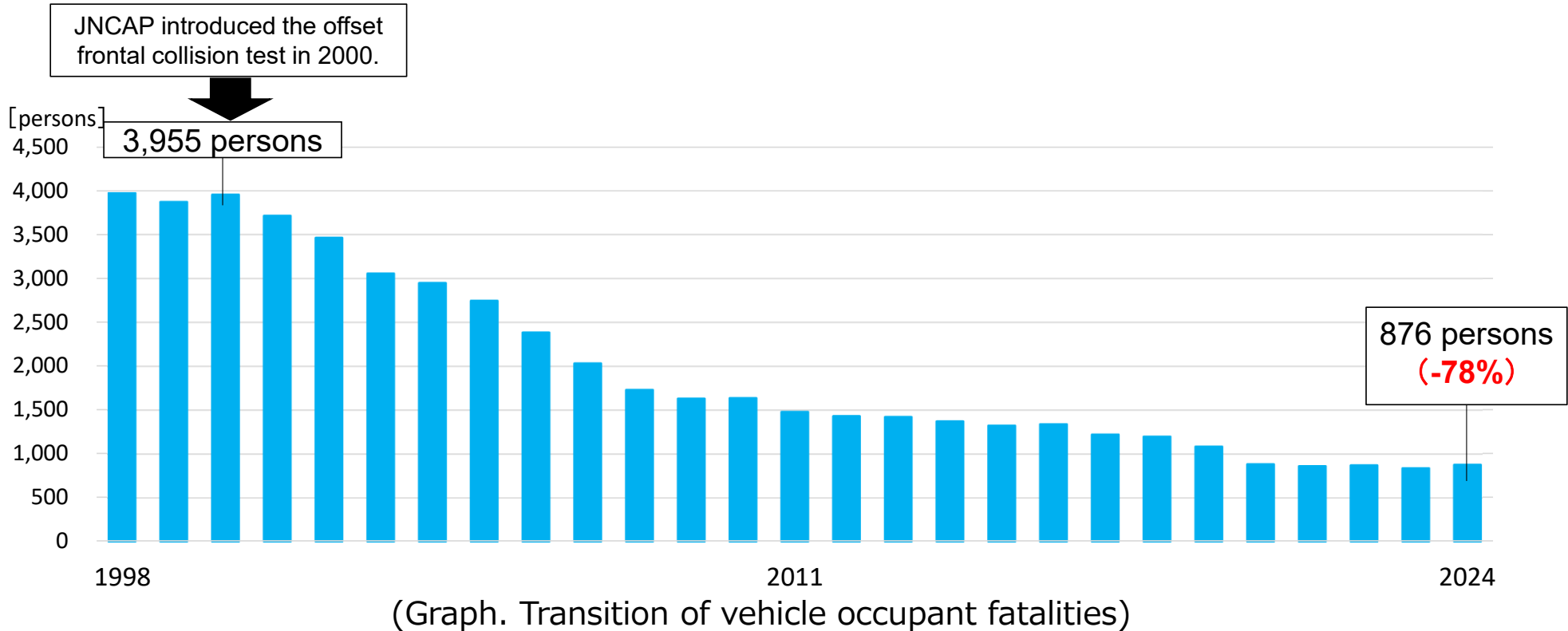
- ◆ JNCAP introduced evaluation testing for AEBS (Autonomous Emergency Brake System) in 2014.
- ◆ From 2014 to 2024, the number of rear-end collisions **decreased by approximately 59%**.
- ◆ As of 2024, the AEBS installation rate in new vehicles **reached 99.8%**.



(Graph: Transition of AEBS installation rate and number of rear-end collisions, 2013 to 2024)

1.3 Effects of JNCAP (Occupant Protection)

- ◆ JNCAP introduced the offset frontal collision test in 2000.
- ◆ Over the past 24 years, the Number of vehicle occupant fatalities has decreased by 78%.



2. Overview of JNCAP

2.1 What is JNCAP ?



Achieving for a Society with Zero Automobile Accidents



National Agency for Automotive Safety and Victims' Aid

- A program is jointly **implemented by MLIT* and NASVA** to evaluate and publish vehicle safety performance with the aim of promoting the widespread adoption of safer vehicles.

**Note: MLIT=Ministry of Land, Infrastructure, Transport and Tourism*

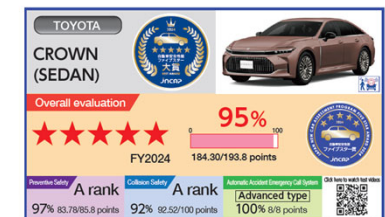
- Every year, mainly vehicles with high sales volume in Japan are **tested** for safety performance, and the evaluation results are **published**. Vehicles with excellent performance are **awarded**.



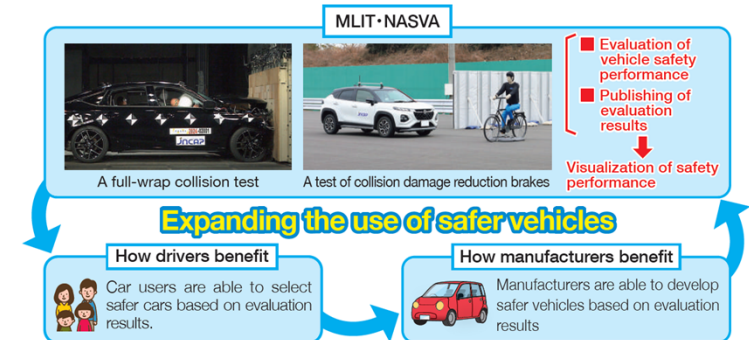
Award Ceremony in 2024
(Announcement of the Five-star Best Award)

Evaluation Results of Vehicle Safety Performance 2024

TOYOTA CROWN (SEDAN)
wins Five Star Best Award



- Through these activities, **Vehicle users are able to select** safer vehicles, and **manufacturers are encouraged to develop** safer vehicles. As a result, JNCAP has **a significant social impact**.



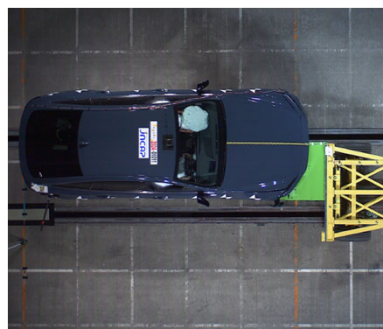
2.2 What is implemented in JNCAP ?

【Preventive safety performance】



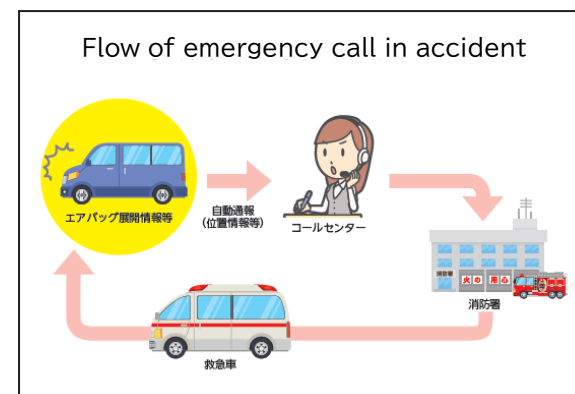
Technology to prevent accidents

【Collision safety performance】



Technology to protect occupants in the event of an accident

【Automatic accident emergency call system】



Technology for emergency response to serious accidents

Overall evaluation

(published simply using total scores and star ratings, etc.)

(Reference) JNCAP Evaluation items in 2026 on Preventive Safety Performance

■ New technologies to avoid crashes (Preventive Safety Performance)

An extensive range of preventive safety technologies are evaluated to assist the driver, driver alerts and automatic braking to preclude a collision are examples.

From year 2026, two items of AEBS intersection are added.

Additional items from year 2026



AEBS to avoid collisions with a pedestrian (at daytime)



AEBS to avoid collisions with a pedestrian (at night)



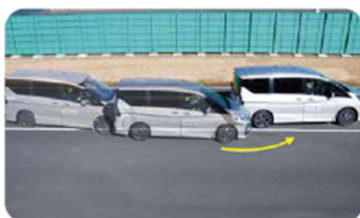
AEBS to avoid collisions with a bicycle



AEBS intersection : car to pedestrian (right / left turning-crossing)



AEBS intersection : car to car (right turning-omcoming)



Lane departure prevention system



Pedal misapplication prevention device



High-performance headlight device



AEBS intersection:
Car to Car
(Crossing)

AEBS intersection:
Car to PTW
(Turn across path)

PTW : Powered Two Wheelers

(Reference) JNCAP Evaluation items in 2026 on Collision Safety Performance

Technologies to protect people in crashes. (Collision Safety Performance)

Technologies to protect driver, vehicle occupants, and pedestrians in event of an accident, evaluated by a combination of tests duplicating vehicle and barrier impacts and vehicle and human-body impacts.

From year 2026, Q6 and Q10 dummies are installed at rear seats in MPDB test.

Technology to protect the occupants of a car



Full frontal collision test



New offset (MPDB) frontal collision test



Side collision test



Performance test for electric shock protection

* Limited to hybrid automobiles and other vehicles.



Performance test for neck injury protection in rear-end collision



Passenger seat belt reminder

Technology to protect pedestrians



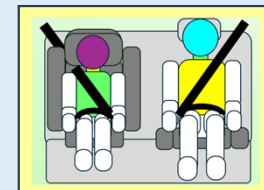
Pedestrian head protection performance test



Pedestrian leg protection performance test

Additional items from year 2026

In MPDB testing, Q6 and Q10 dummies are installed in rear seats



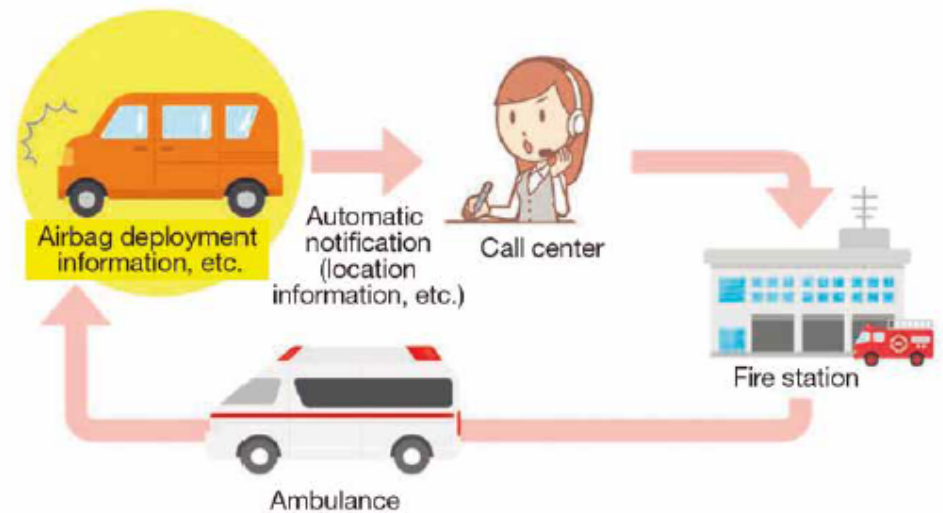
New offset (MPDB) frontal collision test

(Reference) JNCAP Evaluation items in 2026 on Automatic accident emergency call system

■ Technology to prepare for a serious accident (Automatic emergency notifications in serious accidents)

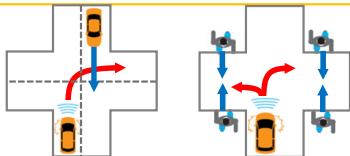
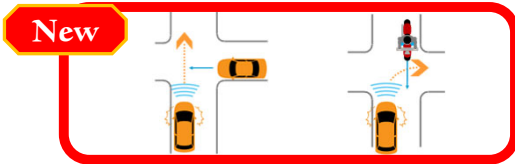
The program evaluates system that provide accident notifications on behalf of the driver or a witness in serious accidents, such as cases involving vehicle airbag deployment.

Flow of automatic emergency notifications in case of an accident



(Reference) JNCAP Evaluation Items in 2026

Prevention Safety Performance

Autonomous Emergency Braking	Pedestrian	daylight		
		night (with / without streetlights)		
	Cyclist			
	Intersection			
				
Lane Departure Prevention				
High-performance headlights				
Pedal misapplication prevention				

Collision Safety Performance

Occupants	Full-wrap frontal collision	
	New offset frontal collision	
	Side collision	
	neck injury protection in rear-end collision	
	Seat Belt Reminder (Front passenger seat • Rear passenger seat)	
Pedestrians	Head Protection	
	Leg Protection	

In the event of Accident

Automatic accident emergency call system



※Each evaluation item is displayed on a five-level scale(Level1-5)

3. Evolution of JNCAP

3.1 How JNCAP has evolved ?

1. Until the start of provision of automobile safety information

Given the number of traffic accident fatalities exceeding 10,000 in 1988, the authority declared a state of emergency. Ministry of Transport, currently Ministry of Land, Infrastructure, Transport and Tourism, has decided to provide technology safety information for automobiles described in “the 5th Basic Traffic Safety Plan”.

Following our experimental operation in FY1995, we started the automobile assessment.

2. From collision safety performance to preventive safety performance

(1) Testing of collision safety performance

Aiming at improving passenger protection performance in the event of a collision, we conduct not only full-wrap frontal collision tests, but also side collision tests and new off-set frontal collision tests, which enables to evaluate their comprehensive safety performance for each seat in the car. We also evaluate neck protection performance in the event of a rear-end collision.

Tests of head protection performance and leg protection performance are also undertaken to prevent pedestrians from injuries in the event of an automotive accident.

(2) Testing of prevention safety performance

Targeting further reduction of the number of casualties, the Ministry started to evaluate preventive safety systems such as advanced emergency braking system against vehicles and lane departure warning system in FY 2014.

Following that we added the braking system for pedestrians, etc. for testing.

The objects of our performance evaluation are being expanded sequentially, including an acceleration control system at pedal misapplication as a countermeasure against accidents driven by the elderly, which is one of our social problems now.

3.2 How JNCAP has evolved ?

- In 1995, JNCAP started testing for full-wrap frontal collision performance and brake performance. Preventive safety performance evaluations were introduced in 2014.
- Evaluation items have increased year by year.

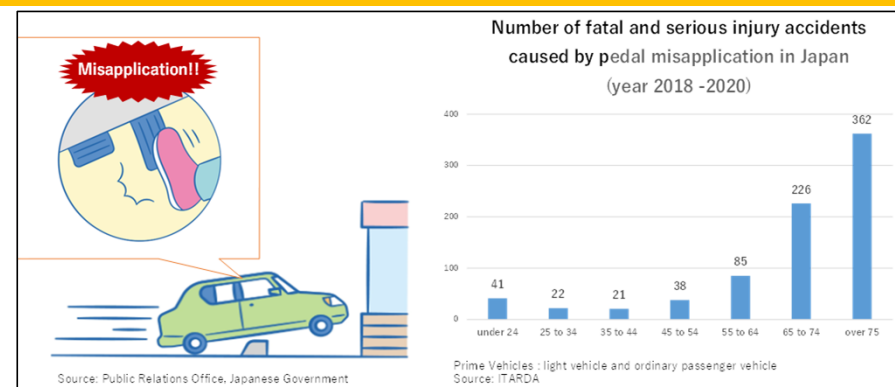
自動車アセスメントの評価項目			1995年	1999年	2000年	2001年	2003年	2009年	2011年	2014年	2015年	2016年	2017年	2018年	2020年	2022年	2023年	2024年	2026年		
Collision safety	衝突安全	フルラップ前面																			
		オフセット前面																			
		乗員保護	新オフセット前面																		
			側面																		
			後部（頸部保護）																		
		歩行者保護	頭部																		
			脚部																		
シートベルト・リマインダー																					
Prevention safety	予防安全	被害軽減 ブレーキ	対自動車																		
			対歩行者 （昼間）																		
			対歩行者 （夜間：街頭あり）																		
			対歩行者 （夜間：街頭なし）																		
			対自転車																		
		交差点	対車両 対歩行者																		
			出会い頭 対二輪																		
		車線はみ出し警報装置																			
		車線はみ出し抑制装置																			
		後方視界																			
Emergency Call	ペダル踏み間違い																				
	高機能前照灯																				
	事故自動通報システム																				
Others	その他	後席シートベルトの使用性																	後席対応		
		チャイルドシート前面衝突																	R129対応		
		チャイルドシート側面衝突																			
		チャイルドシート使用性																			
		ブレーキ性能（ABS）																			

※令和5年度からペダル踏み間違いに対歩行者が追加

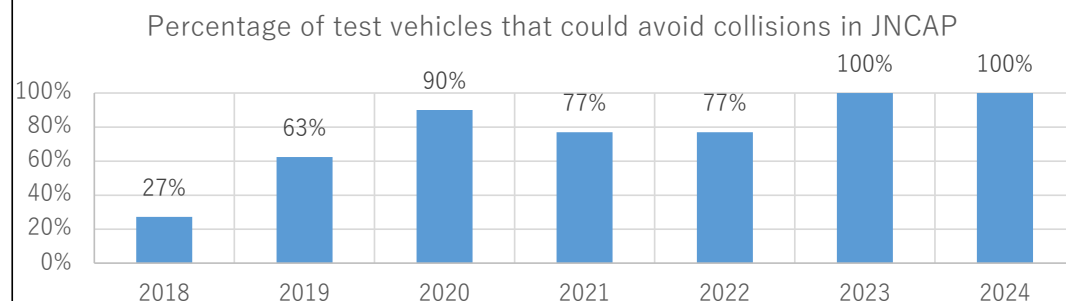
※令和6年度から歩行者保護（大腿部）のインパクトがaPLIに変更

3.3 How JNCAP has evolved ? ~ex. response to pedal misapplication~

- In Japan, accidents caused by pedal misapplication of elderly drivers become a social problem.



- As prevention measure, Acceleration control devices for pedal misapplication have been introduced in Japanese market and JNCAP started evaluation from 2018.



Source: National Agency for Automotive Safety and Victims' Aid (NASVA)

- JNCAP has contributed to the widespread adoption of the acceleration control device for pedal misapplication. **This subsequently led to the mandatory installation of ACPE (Acceleration Control for Pedal Error) in new passenger cars in Japan from 2028.**

4. JNCAP Plan in the Future

4.1 JNCAP Plan in the future

In the MLIT's JNCAP Roadmap 2025, the following items are scheduled for consideration.

	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
◆Prevention Safety Performance in Commercial Vehicles	 Source: Hino Motors				After 2030?	
◆Virtual Testing in collision safety performance					After 2030?	
◆MPDB Testing (change in moving barrier weight, etc.)					After 2030?	
◆Emergency Driver Stop System	 Source: MLIT:HP				After 2030?	
◆Driver Monitoring system			Around 2028?			
◆Automatic accident emergency call system(response to vulnerable road users)			Around 2028?			
◆AEBS : intersection (Car to Car – Crossing / Car to PTW - Turn across path)						

4.2 JNCAP Plan in the future

<ex.> ~Prevention Safety Performance in Commercial Vehicle~

- ◆ Since its introduction in 1995, JNCAP has contributed significantly to reduction of fatal and serious accidents involving passenger vehicle in Japan by evaluating collision & preventive safety performance.
- ◆ However, commercial vehicles, which can cause severe damage due to their heavy weight in the event of accidents, have so far been outside the scope of JNCAP evaluations.
- ◆ To prevent serious damage caused by commercial vehicles accidents, the Roadmap 2025 states that an assessment program for commercial vehicles will be introduced around 2030, focusing on preventive safety technology such as AEBS.

Thank you very much for your attention!



NASVA-chan
(our mascot character)