The Human rights of older people seem often unintentionally or intentionally abused by blind prejudices that older people are equally deteriorating in abilities rather than by scientifically proven facts. In Japan, drivers aged 75 or more at the expiration date of their driver’s license renewal period need to undergo a cognitive disability test.

If the test result is over a certain criterion of doubtful cognitive functional disability, the applicant has to contact a designated driving school for reservation of the elderly learning course or is

deprived of his driver's license. Probabilistically it is true that the elder, the more people with dementia, but there are also not a few young people with dementia, it would be obvious discrimination to force only the elderly to undergo the cognitive disability test. It would be fair if all the applicants for the renewal of their driver's licenses have to undergo the test. In addition, dementia is not equal to unfitness for driving.

Although older people may have a relatively higher rate of causing a traffic accident, many traffic accidents are caused by people other than older people too. In this sense, it is obvious discrimination that only older people have to undergo such a cognitive test or learning course.

While gender discrimination has recently been harshly blamed in Japan, age discrimination has not been so often problematized, which is however out of the global standards.

 If such a learning course is necessary to prevent accidents, everyone should be obligated regardless of age. Before that, fundamentally, there is no evidence that learning courses for the elderly has an effect on reducing the number of traffic accidents caused by them, and actually, it has not been reduced.

But the authority tries to cope with traffic accidents caused by the elderly by complicating the learning course. The entity that gets the most profit from such a policy is the driving schools that have employed many former public officials. Hence, it would not be unreasonable to guess that the government is trying to increase the profit of the retired officers’ working organization to accept even more of them.

Cognitive functional test scores such as memory of the recent past do not necessarily or directly relate to the possibility of causing a traffic accident. Rather the most important factor would be the ability to recognize the current circumstances during driving.

 It is reasonable to take who has committed a crime into custody or deprive a person who has caused his responsible serious traffic accidents repeatedly of his driver’s license, but it cannot be justified to preventively detain someone just because of his likelihood to commit a crime or deprive someone of his driver’s license because of his likelihood to cause a traffic accident.

There are drivers who have no dementia or cognitive functional disability, but tailgate or repeatedly cause serious traffic accidents. If the authority’s real purpose is to reduce the number of serious traffic accidents, it would be much more effective to deprive such factually-recorded dangerous drivers of their driver’s license rather than of cognitively disabled people.

It is also revealed that obligating the drivers to set an automatic brake in a car can prevent most traffic accidents caused by the elderly, which is much more effective than wasting funds used for such ineffective learning courses. The problem will be easily solved by setting a rule that any car not installing an automatic brake system or pedal misstepping acceleration restraint device cannot be approved for the obligatory automobile inspection in Japan.