

# FOTs in hilly and mountainous areas

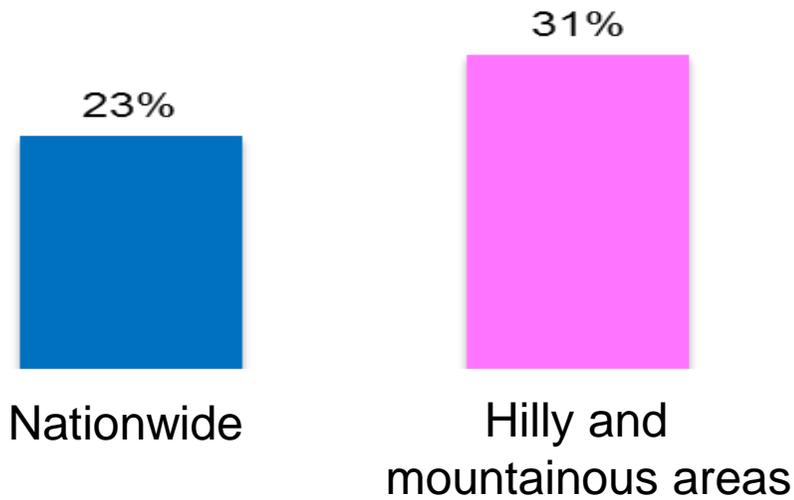


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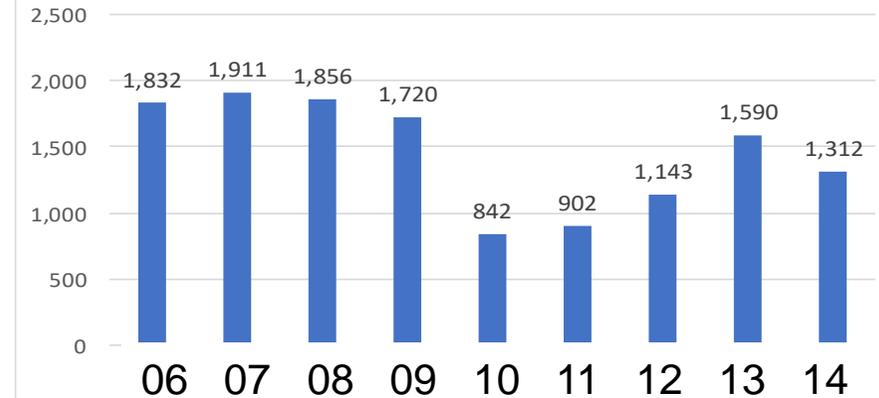
Ministry of Land, Infrastructure, Transport and Tourism, Government of Japan

## Comparison with aging rate in 2010

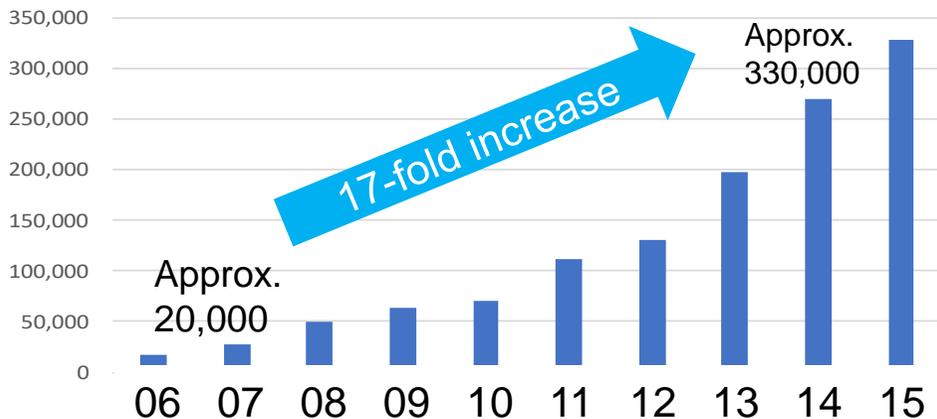


## Total length of discontinued regular bus routes

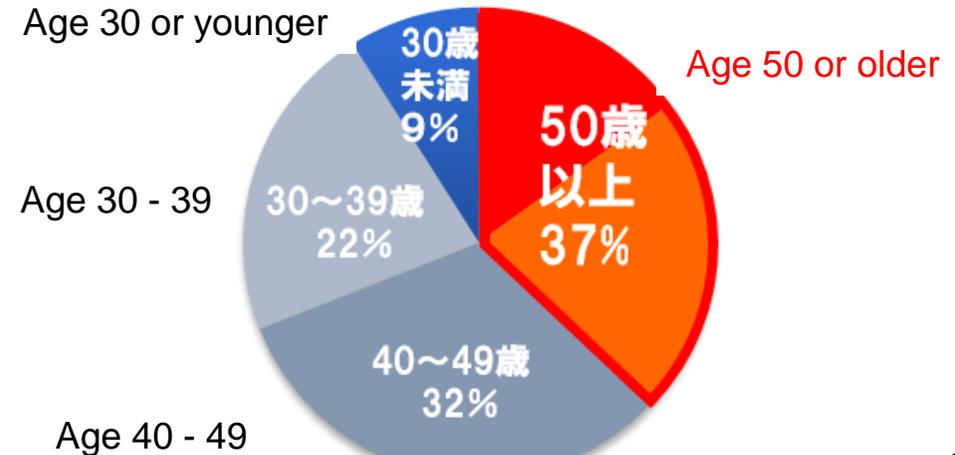
Total since 2007: 13,108 km



## Rapid increase in senior citizens who cannot drive



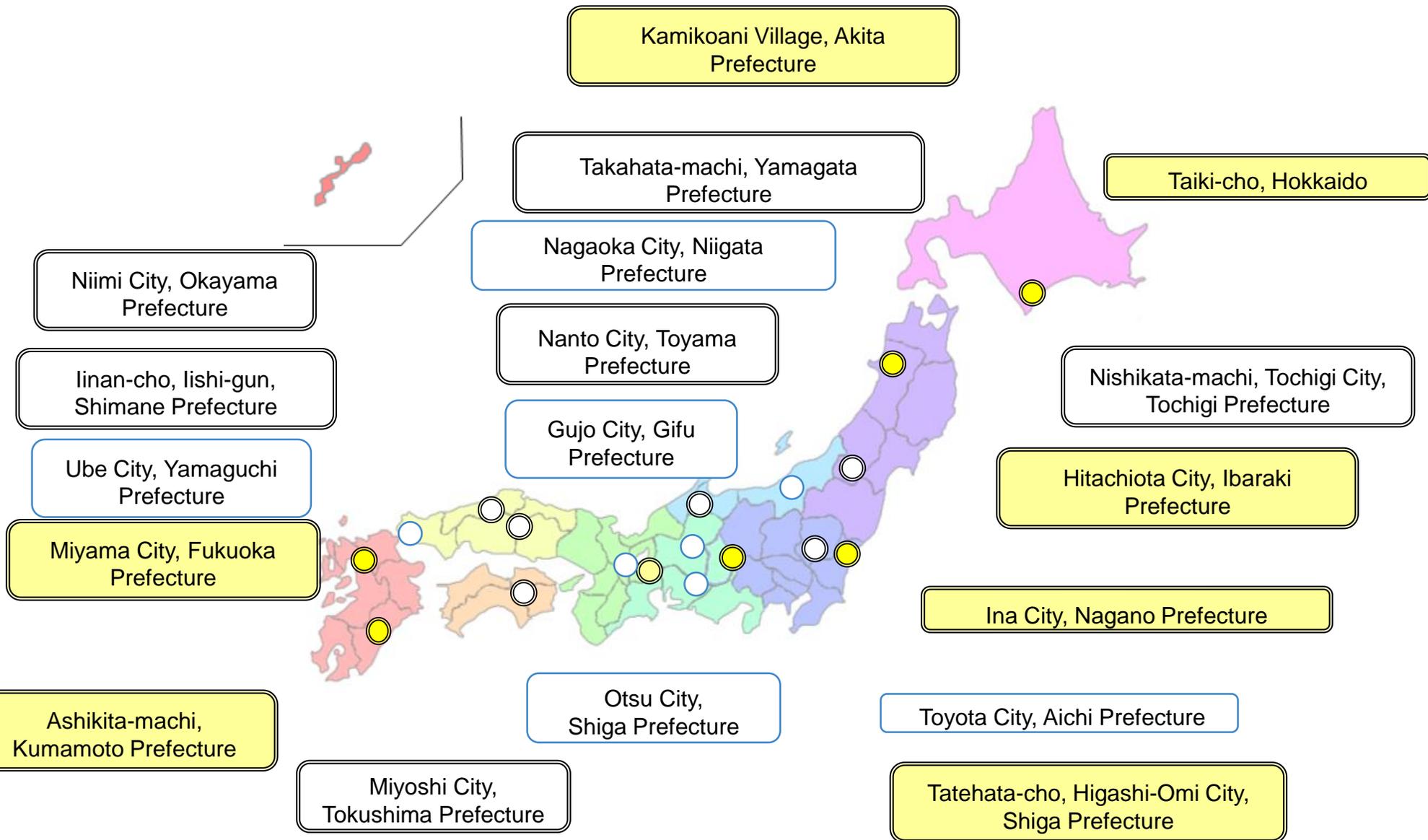
## Lack of deliveries due to truck driver shortage



# FOTs for automated driving mobility services based at Michi-no-Eki, etc.



# Eighteen FOTs have been implemented for hilly and mountainous areas



## Technology verification



Measures for securing dedicated driving spaces



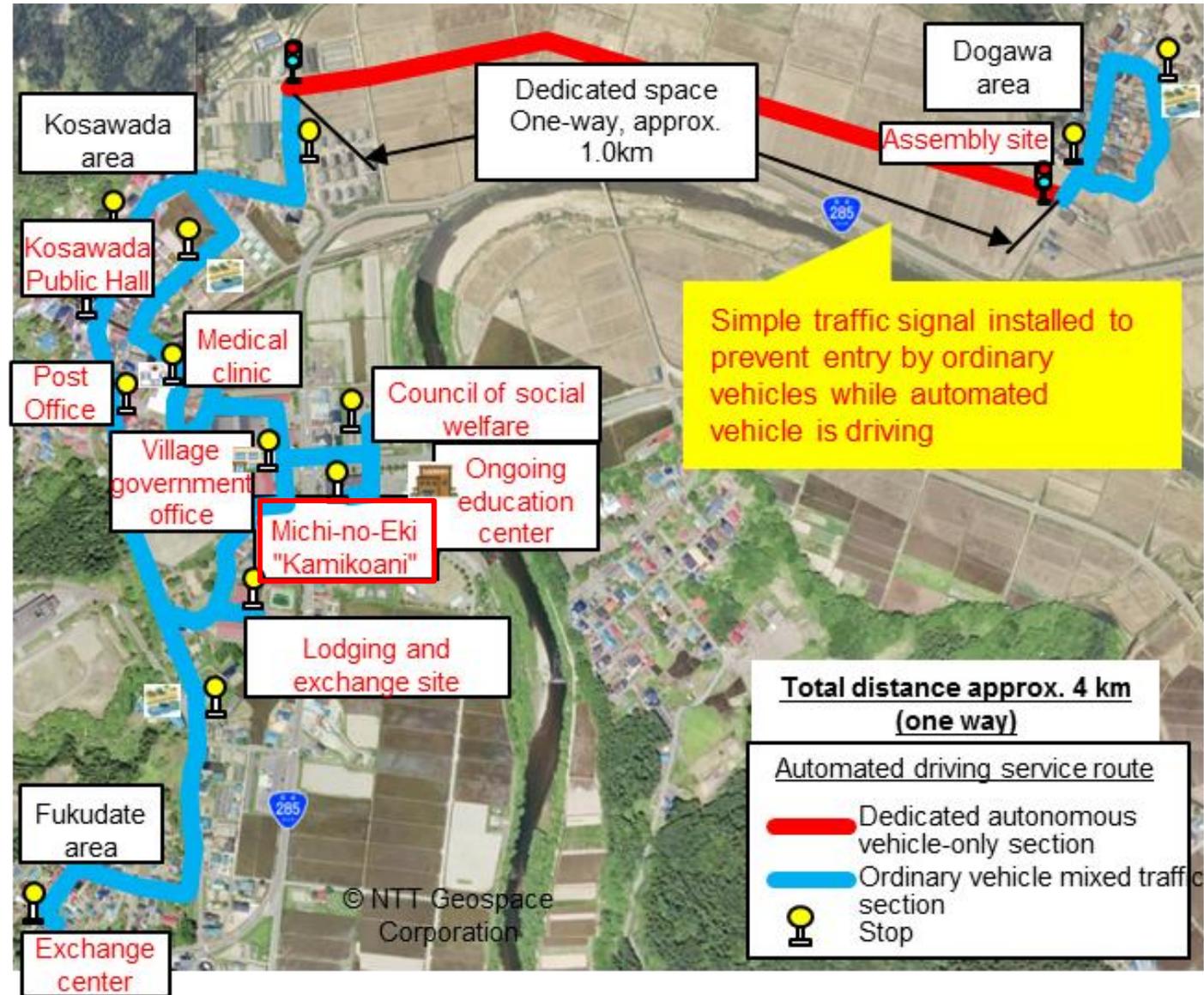
Verification of V2I technologies

## Business feasibility



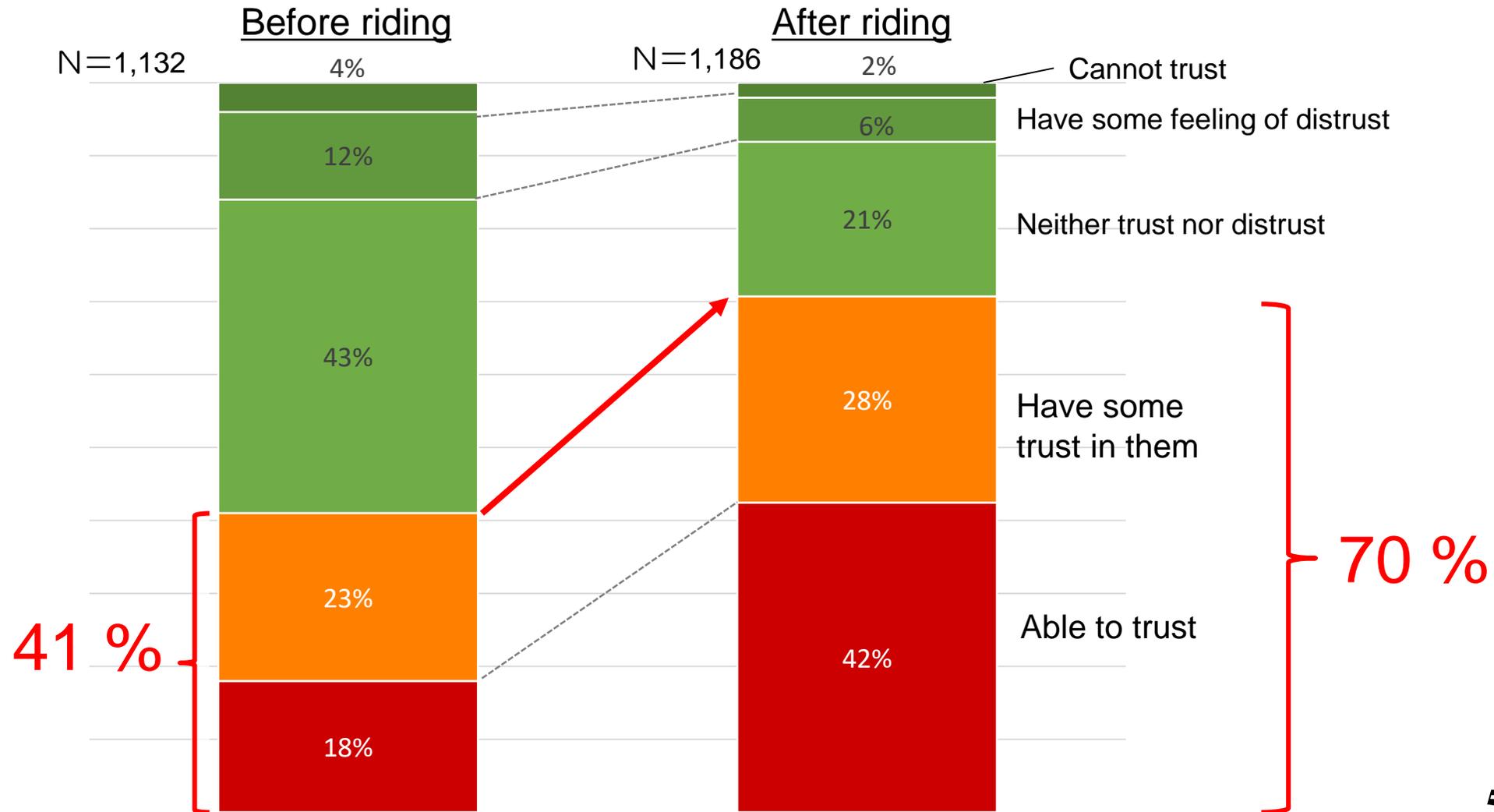
Transport of agricultural products, etc.

## Automated service route

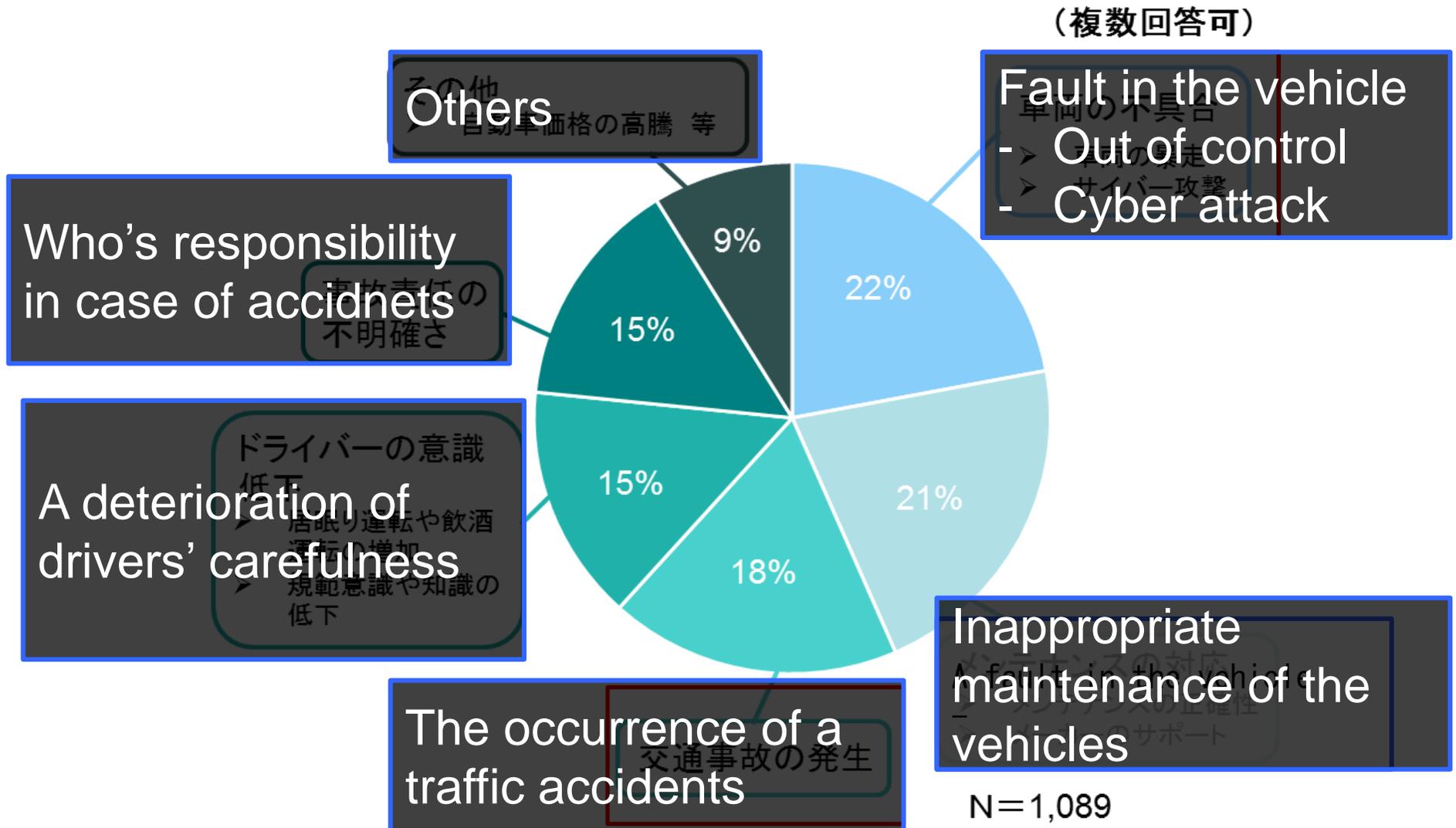


# Passengers' acceptance

The percentage of people who responded that they "were able to trust" or "had some trust in" automated vehicles increased after they had experienced riding in such vehicles.



## What are your concerns with respect to automated driving?



# 3. Estimated income & expenditure by using AVs

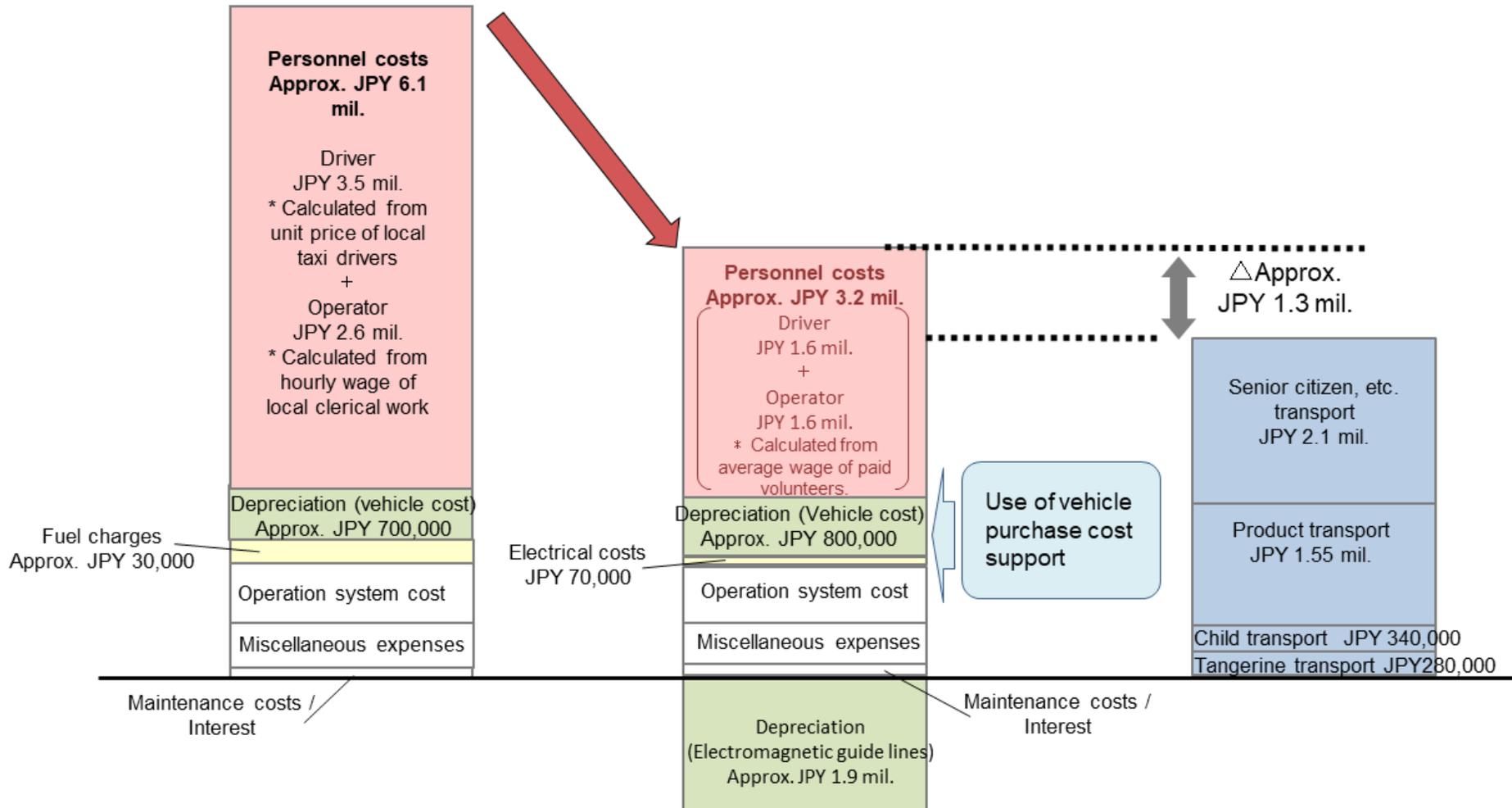
## Expenditures

## Income

Transport using ordinary vehicles  
JPY 8.7 mil. / year

Operation by self-driving vehicles  
(use of paid volunteers)  
JPY 5.6 mil. / year

JPY 4.3 mil.



## Transport using the Personal Vehicle For-Fee Transport Program



## Ensuring profitability through use of Michi-no-Eki



- JPY 100 for transport around the city center
- JPY 200 for transport to and from the suburbs
- There is **no need for a professional driver's license** as in the case of a bus, etc. driver.
- Response from local residents
  - *I'd like to help after retirement if I'm healthy enough.*
  - *I'd like to help if there's no problem with being insured in the event of accidents.*

- Local markets inside Michi-no-eki have **attracted** more people.
- This has stimulated local development in the surrounding areas.

## Use of automated driving service in Hitachi-ota City “A day in the life of a female resident”



She boards an AV service (reserved in advance) and is taken to the nearest bus stop.



At the bus stop, she boards a regular route bus.



She gets off the bus in front of the hospital that she goes to regularly and checks in at the reception desk.



From that bus stop, she uses the automated driving service to get to her home.



She boards the bus and is taken to the nearest bus stop to her home.



During the time before she boards the bus to go home, she does some shopping.

	Cooperation partners	Cooperation method
<b>Logistics</b>	Package delivery companies	Joint distribution of package delivery goods using self-driving vehicles
	Express bus / regular route bus	Bus transport of farm products to urban areas for sale
	Farm-related entities	Provision of center facilities / sale of farm products
Collection and delivery of farm products using self-driving vehicles		
<b>Social welfare</b>	Michi-no-Eki / local authorities	Holding preventative care classes at Michi-no-Eki
	Special elderly nursing home	Transport of day service users
	Elementary school / nursery school	Transport of elementary and nursery school students
<b>Tourism</b>	Tourist facility operators (hot springs, parks, restaurants, etc)	Operation of transportation routes that go around to tourist sites
	Lodging facilities	Transport of lodging customers via lodging facilities
	Railway and bus companies	Increase of both ridership through coordinating operational schedules
	Chamber of Commerce / tourist association	Creation of new tourist flows by proposing wide-area tourist routes