

FOT for social implementation of the last mile mobility system by automated driving and connected vehicles in dedicated zone*

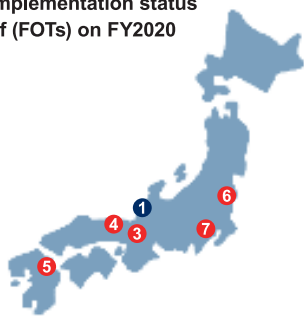
Summary

One of R&D and FOT(Field Operational Tests) Project for Social Implementation of Advanced Automated Driving System by METI/MLIT(FY2016-2020).

- Cover short/mid-range distances like home and station, using last-mile automated driving system.
- Develop technologies, assess public acceptance and business feasibility for post-2020 practical application.
- Advanced points in FY2020 are long-term service trial for the transfer of commercialization by regional businesses, and remote type and level 3 & 4 automated driving demonstrations, and empirical evaluation of a medium-sized autonomous bus.

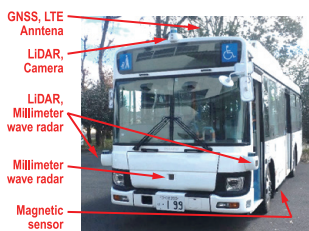
Demonstration Progress (FOTs) on FY2019 and FY2020

Implementation status of (FOTs) on FY2020



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	Implementation location
1	Eiheiji, Fukui Pref.
2	Chatan, Okinawa Pref.
3	Keihan Bus Corporation, Otsu City (Shiga Pref.)
4	Shinki Bus Co., Ltd. (Hyogo Pref.)
5	Nishi-Nippon Railroad Co., Ltd. (Fukuoka Pref.)
6	Ibaraki Transport Co., Ltd. (Ibaraki Pref.)
7	Kanagawa Chuo KotsuCo., Ltd. (Kanagawa Pref.)



L: 9m x W: 2.3m x H: 3m
Capacity: 56 passengers (28 seats)
Max. speed: 50 km/h

Low-speed automated driving vehicle service trials

1 Depopulated area model (Eiheiji, Fukui Pref.)

- Local operators ran about 6-month service trial (July 31, 2019–Jan. 30, 2020)



2 Tourist spot model (Chatan, Okinawa Pref.)

- Local operators ran about 6-month service trial (June 24–Dec. 20, 2019)



FY2020: FOT to achieve mobility services with teleoperated vehicles and Level 3 automation, and unmanned deadhead.

Advanced remote type automated driving

Investigated challenges of operation management at Level 3 & 4 automation

- Advanced the automatic passing logic, confirmed smooth alternating passage with 3 vehicles



FOT for mid-sized automated buses

Demonstration experiments will be conducted with five bus operators in each region to improve the business feasibility of the bus model using mid-sized automated driving buses.

Verify not only automated driving technology in various driving environments in each region, but also improvement of safety and efficiency by cooperation technology with infrastructure such as traffic lights

