戦略的イノベーション創造プログラム

“The Second Phase of Cross-ministerial Strategic Innovation Promotion Program Automated Driving for Universal Services / Strategic Planning for the Advancement of Social Acceptance and Survey regarding its Evaluation”

2020-2022 Fiscal Year

Abstract

Dentsu Meitetsu Communications Inc.
SC-ABeam Automotive Consulting

March, 2023

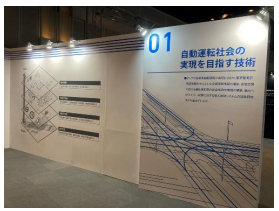
<Commissioned to Dentsu Meitetsu Communications Inc.>

1. Contents and results of research and development

(1) SIP-adus interim results presentation event

A) overview

- Traffic environment information, safety evaluation in virtual space, cyber security, geographical data distribution portal Four key points and the FOTs (Field Operational Tests) in Tokyo waterfront area and automated driving services in hilly and mountainous areas, fostering social acceptance, Introducing initiatives such as strengthening international cooperation
- Considering a system that allows online participation under the corona wreck
- Guided tours to deepen the understanding of participants are also solicited and implemented both at the venue and online



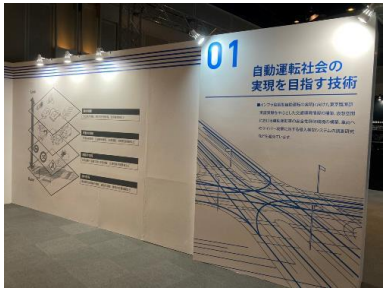
(1) SIP-adus interim results presentation event

B) date and place

- Thursday, March 25, 2021 to Friday, March 26, 2021
- Tokyo Fashion Town Building (TFT) Hall 1000

C) Exhibition composition

- Consists of welcome zone and 4 zones
- Virtually all exhibits, explanation panels, and videos can be viewed online
- Create a fun and realistic remote experience with 3D walkthrough content



(1) SIP-adus interim results presentation event

D) Number of participants

- Total 1,097 people

E) Media publication results

- Response, clicccar, carview, Nikkan Kogyo Shimbun, NEXT MOBILITY, Yahoo! News (reprinted), etc.

トップ ＞ 中小・ベンチャー・中小政策 ＞ 記事詳細

小 中 大

内閣府 戦略的イノベーション創造プログラム（ＳＩＰ）

内閣府ＳＩＰ、来春めどＶＢ設立　自動運転の安全性評価

ツイート シェア 0 LINEで送る

(2021/4/1 05:00)

雨の再現例（内閣府ＳＩＰ提供）

AD

内閣府の戦略的イノベーション創造プログラム（ＳＩＰ）は自動運転の安全性を評価するシミュレーション技術を事業化するベンチャーを２０２２年春をめどに立ち上げる。安全性評価は自動車の認証評価にも関わる重要技術。国の研究開発プログラムとして基盤技術を整備し、ベンチャーの事業として継続的に技術を開発実用化する仕組みを整える。

ＳＩＰでセンサーシミュレーション技術を開発する三菱プレシジョン（東京都江東区）や日本ユニシスが中核となりベンチャーを立ち上げる構想。同プログラムからは高精度３次元地図「ダイナミックマップ」を開発運用するダイナミックマップ基盤（東京都中央区）が設立された。地図用の計測機器を開発する三菱電機が中心となり自動車会社や地図会社などから出資を受けた。安全性評価シミュレーションも同様のスキームを構想する。

ＳＩＰでは高機能センサー「ＬｉＤＡＲ（ライダー）」やミリ波レーダー、カメラの三種類のセンサーのシミュレーション技術を開発した。自動運転では三種類の計測値を統合的に処理する「センサーフュージョン」が求められている。

課題はミリ波レーダーの反射が虚像になり、同時にライダーのデータが欠けるなど複合的な条件で発生するシーンへの対処になる。シミュレーションなら過酷なレアケースを再現してシステムが問題なく対応できるか検証できる。

顧客は完成車メーカーや認証評価機関、保険会社などを想定する。

(2021/4/1 05:00)

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(2) 1st Joint Test Ride Event

A) Date and place

- April 20 (Tue)-April 21 (Wed), 2021
- Oedo Onsen Monogatari parking lot

B) Exhibitor

- Valeo, Kanazawa University, Continental, Subaru, Tier IV, Toyota, Nissan, Honda, Hino/Toyota 9 companies in total

(2) 1st Joint Test Ride Event

C) Participant

- 102 people in total

	media	participant
20, April	24	53
21, April	30	49
total	54	102

D) Implementation content

- Test ride experience including explanations from exhibitors
- Briefing on the Tokyo Waterfront Area FOTs, etc.

E) Others

- 19101716-0 "Survey on strategy formulation and evaluation for fostering social acceptance / Comprehensive strategy formulation, planning and implementation of information dissemination on the Web, etc.“ Responsible for part of planning, venue negotiations and secretariat

(3) 2nd Joint Test Ride Event

A) Date and place

- Monday, October 18, 2021 to Wednesday, October 20, 2021
- On the 18th, there was a test-ride event for the promotion committee members, an inspection and test-ride event for the task evaluation committee members, etc.
- Tokyo International Cruise Terminal No. 2 parking lot, etc.

※Source of map : OpenStreetMap
https://www.openstreetmap.org/copyright/

(3) 2nd Joint Test Ride Event

B) Purpose

- Activities for the FOTs in the Tokyo waterfront area starting in November
- Experiencing technologies and systems in collaborative fields with actual models to promote understanding
- Each exhibitor used it as a place to appeal their advancedness while covering explanations on collaborative fields with SIP briefings.
- Promoting Japan's safety concept based on the revision of the Road Traffic Act and Road Transport Vehicle Act in April, and the new WP29 standard AEB mandatory for new vehicles from November

C) Exhibitor

- Valeo, Continental, Tier IV, Toyota, Nissan, Honda, Suzuki, Daihatsu, BMW 9 companies in total









(3) 2nd Joint Test Ride Event

D) participant

- Total 132 (including 15 promotion committee members and 13 evaluation committee members)

E) Implementation content

- Test ride experience including explanations from exhibitors (safety technology experience, expressway support system, Tokyo waterfront area FOTs test vehicle)
- Briefing on the Tokyo Waterfront Area FOTs, Visual impairment experience, etc.

(3) 2nd Joint Test Ride Event

F) Media publication results

- Mono Magazine, My Navi News, New Switch, Beyond Health, GQ Japan, Excite News, Niconico News, IT media Business Online, Yahoo! News (reprinted), etc.


mono MAGAZINE web

SIP　自動運転実証実験プロジェクト試乗会体験記

2021.11.06 海野大介（daisuke umno）

齢45を過ぎた筆者、地方の取材などへの深夜の長距離ではACCが大活躍である。そういったACCを含めた自動運転の試乗会があり、どれどれと出かけて行った次第。

自動走行システム（SIP-adus）はクルマや道路に関する総務省、経済産業省、国土交通省、警察庁といった国の機関をはじめ、自動車メーカー、大学、モータージャーナリストなど官民一体となって取り組んでいるプログラムの一つ。今回筆者が試乗したメーカーはBMW。

BMWの自動運転技術といえば日本初の条件付きハンズオフを実現したメーカーである。今回は運転席ではなく、助手席での体験を希望した。理由はこういった自動運転技術ってドライバーはなんとなくいろいろな情報がわかったり操作ができたりするけれど、パッセンジャーシートだとクルマの挙動が如実に伝わるので、その辺りを体験してみたかったのだ。試乗車はPHVの530e。530eは5シリーズはセダンのみに設定されたPHVモデル。パワーユニットは2リッター直4ターボ（184PS/300Nm）にモーター（68PS/130Nm）を組み合わせ、システム最高出力252PS、420Nmを誇る。PHVながらもBMWのスポーティなイメージや味付けを損なうことがない。エンジンの回転の前にモーターが十分にトルクを出し、レスポンスの良さと気持ちのいい加速を披露してくれるのだ。

さて、助手席に陣取っていざスタート。高速道路まではさすがPHV、モーターのみの走行で異質的な静粛性能だった。高速への合流はさすがで、本線に入って早速ACCのスイッチオン！　ドライバーはペダル操作から解放される。もちろん、瞬時の対応が必要だけれど。

当たり前だけれど助手席では言われなければクルマが運転しているとは気づかない。ちなみにBMWのADASは3眼カメラとレーダー、高性能プロセッサーの組み合わせで精度と正確性が向上したモノを採用し、これらは5シリーズにはすべて標準装備となっている。

これらがスゴイのだ。トラックはトラックとクルマが認識しているのがメーターからわかる。

しかも隣の車線まで。また前走車に追従するのでACCながらも交通の「流れ」にキチンと乗るあたりはドライバーの感覚に近い。車線変更時にはウィンカー操作に応じて自動で車線変更してくれるステアリング&レーンコントロールも便利だと思う。

横から見ていてもドライバーの注意や非常時の操作は必要だけれども、ステアリングが動く様は近未来的だ。加えて条件が揃えば、ハンズオフ可能でステアリング操作はクルマがやってくれる。


グーネットマガジン

「つながる信号」で自動運転はどう変わるのか【石井昌道の自動車テクノロジー最前線】

SHARE

石井昌道の自動車テクノロジー最前線

「つながる信号」で
自動運転はどう変わるのか

文●石井昌道　写真●SIP自動運転

当コラムで何度か取り上げてきたSIP自動運転だが、2021年度の東京臨海部実証実験として今秋から、これまでのV2I（Vehicle to Infrastructure＝狭域通信）からV2N（Vehicle to Network＝公衆広域ネットワーク通信）によるものへと切り替わる。そのうち臨海副都心地域（お台場地域）の信号情報について紹介したい。

世界初の自動運転レベル3試乗でわかったこと【石井昌道の自動車テクノロジー最前線 第1回】

Mercedes-EQ EQCの走りを深掘する【石井昌道の自動車テクノロジー最前線 第24回】

ゼロエミッションで騒音もない新時代のモータースポーツを体験【石井昌道の自動車テクノロジー最前線 第25回】

ホンダが目指す新領域のチャレンジとは【石井昌道の自動車テクノロジー最前線 第26回】

最高レベルの自動運転技術が長距離運転にもたらす恩恵【石井昌道の自動車テクノロジー最前線 第27回】

この記事の目次

2021年秋から「V2N」の実証実験をお台場で実施

ITS無線機側と信号

2020年度の東京臨海部実証実験では、信号情報や合流支援情報などをV2Iで配信し、実験車両がそれを受け取って利活用することで有効性や課題をみてきた。

V2Iはクルマと路側側のインフラによる通信で、路車間通信などとも呼ばれる。信号情報では、信号機に発信機を取り付け、クルマは受信機で情報を受け取っていた。赤か青か黄色かといった信号灯色情報にくわえて、あと何秒で赤から青に変わるなどの残秒数情報も配信。こういった情報がない場合、自動運転車両は人間と同じようにカメラで信号をみて判断するが、大きなトラックや街路樹に遮られたり、逆光や悪天候で見づらいといったこともある。すぐ側にある近接した信号、あるいは似ている色や光の看板などと混同してしまうことは、人間よりも機械のほうが起きやすい。以前には、信号機が電球からLEDに切り替えられるとカメラで情報処理できずに、自動運転車両の実験ができなくなることなどもあった。自動運転車両が一般道の信号交差点を安全・円滑に通行するには、信号情報は重要なのだ。

また、自動運転車両を運転席で体験するとわかることなのだが（滅多にできない体験だが）、自分でアクセルやブレーキを操作していないことから、加速や減速の微細な変動などがすごく気になるものでもある。赤信号に対して緩やかに減速していたら青に切り替わったから加速に移るなどという場面ではかなり不快に感じるのだ。こういった信号情報は自動運転車両だけではなく、一般の車両にとっても安全・円滑な通行に寄与するはず。とくに、乗客が立っていることもある路線バスなどでは有効で、実際に採り入れているケースもある。

「V2N信号機」を活用した信号制御による交差点バス優先通行も実証実験が行われる

東京臨海部実証実験には国内外の自動車メーカー、サプライヤー（自動車部品メーカー）、大学、ベンチャー企業など29の団体が参加。2019年10月から始まった信号情報の実証実験は、コロナの影響による中断期間があったものの、2ヶ月の延長をして2020年2月まで行って、走行距離は約6万5000km。実交通社会への自動運転車両の混流の評価などもしつつ、その有効性は確認できた。

そして2021年秋からはV2Nによる実証実験が始まる。携帯電話などで広く利用されているLTE回線を使用するので、信号機の発信器など特別なインフラはいらない。信号情報、気象情報、交通規制、道路交通情報等の生成、配信等に係る実証実験であり、拡張性、汎用性という意味では飛躍的に広がるわけだ。信号情報だけではなく、たとえばグリラ雨などの予測情報による早めの備え、緊急車両接近の注意喚起と回避、渋滞車線予測情報によるスムーズな車線変更なども行える。

(4) Holding technical seminars

A) Overview: Four seminars were held online to explain the technology in an easy-to-understand manner. After the implementation, it is archived on Youtube and made available for viewing.

B) 1st seminar: Considering about Liability Issues in Automated Driving - SIP-adus Online Seminar (June 24, 2021)

- Takeyoshi Imai (Professor, Hosei University Graduate School of Law, Attorney at Law) / Mitsuhiro Makino (Counsellor for Intelligent Transport Policy, Director-General's Secretariat, National Police Agency)
- Explanation and Q&A session on key points of the revised Road Traffic Act and legal interpretation including case studies.

(4) Holding technical seminars

C) 2nd seminar: “HMI and Driver Overconfidence” (December 21, 2021)

- Toshihiro Hiraoka (Specially Appointed Professor, The University of Tokyo) / Takahiro Tochioka (Mazda Product Strategy Division, Manager)
- Explains how drivers should communicate with evolving technology, how far automated driving technology can understand the driver's intentions, and what next-generation cars should be.

D) 3rd : “Software Update and Cybersecurity” (January 21, 2022)

- Toshio Asahi (Automated Driving and Advanced Safety Development Department, Toyota Motor Corporation) / Tetsuya Shinkuni (Traffic Safety and Environment Laboratory)
- Explanation of the changing environment surrounding today’s software updates, their importance, challenges and initiatives, and cyber security issues associated with them. A panel discussion with moderator Shimizu also was held.

(4) Holding technical seminars

E) 4th seminar: “Collaborative Areas of Mobility Data Utilization and Data Provision” (March 15, 2022)

- Hiroshi Matsui (Executive Officer, General Manager, Automotive Systems Division, Sumitomo Rubber Industries) / Hirokazu Ichikawa (General Manager, Social Infrastructure Solutions Division, NTT Data Corporation)
- Lectures on the forefront of data utilization, including the creation of new services expected from the sharing, coordination, and utilization of the vast amount of data that will accompany the spread of connected cars. A panel discussion also was held.

(4) Holding technical seminars

F) Number of registrants and participants

Title.	date(s) (e.g. for exhibition)	Number of registrants	Number of participants
1st: Considering Liability Issues in Automated Driving ~SIP-adus Online Seminar	June 24, 2021	560	470
2nd: Technical Seminar “HMI and Driver Overconfidence”	December 21, 2021	175	160
3rd: Technical Seminar “Software Update and Cyber Security Issues”	January 21, 2022	275	240
4th: Technical Seminar “Collaborative Domain of Mobility Data Utilization and Data Provision”	March 15, 2022	220	180

(5) 3rd Joint Test Ride Event

A) Date and place

- September 29th (Thursday) to October 1st (Saturday), 2022
- Aomi R Section Special Venue

Sep 29	AM	Ministry officials, SIP officials
	PM	media, journalist
Sep 30		
Oct 1		University students, teachers, local community associations, Vehicle exhibitors (mutual test drive)

(5) 3rd Joint Test Ride Event

B) Purpose

- "Japan leads the world in traffic safety in a future symbiotic society that respects diversity" -Aiming for a traffic safety society that considers not only drivers and passengers, but also the vulnerable and users of traffic-
- “Culmination & Bridging” of the second phase of SIP-adus

C) Exhibitor

- Valeo, Kanazawa University, Saitama Institute of Technology, Suzuki, Subaru, Daihatsu, Tier IV, Toyota, Nissan, BMW, Honda, Mazda; total of 12 companies (organizations)

Exhibitor	Test drive	Exhibition car
Valeo Japan	◎	
Kanazawa University	◎	○
Saitama Institute of Technology		○
Suzuki		○
SUBARU	◎	○
DAIHATSU		○
Tier IV	◎	○
Toyota	◎	
Nissan	◎	○
BMW	◎	○
Honda	◎	○
Mazda	◎	

(5) 3rd Joint Test Ride Event

D) Participant

- The target audience was expanded, and a wide range of participants were recruited at different times, such as government officials, SIP officials, media journalists, university students and teachers, neighborhood residents' associations, and mutual test rides among exhibitors.
- A total of 249 people (225 of whom test-rode)

Participant

		Media	Ministries/ Stakeholders	Students/ Teachers	Local resident	SIP officials and others	Total
29, Sep.	Thu	21	57	0	0	15	93
30, Sep.	Fri	59	0	0	0	16	75
1, Oct.	Sat	4	1	41	2	33	81
Total		84	58	41	2	64	249

Test-rider

		Number of seats	Number of test-riders
29, Sep.	Thu	120	82
30, Sep.	Fri	120	63
1, Oct.	Sat	141	80
Total		381	225

(5) 3rd Joint Test Ride Event

E) Survey summary

- Test rides, presentations, and exhibitions all have a positive effect on promoting understanding and raising interest.
- The test ride and exhibition provided a better understanding of the technology and functions, while the presentation increased the appeal of autonomous driving in general and heightened interest in the autonomous driving society.
- In the future, it will be effective to provide opportunities for proactive (preferably real) experiences to promote understanding and increase interest.
- Ministries and related parties are aware of the impact of experiences such as test rides on their own work.

F) Interview summary

- The test ride experience and explanations by the guides are useful for understanding
- Overall positive response

(5) 3rd Joint Test Ride Event

G) Media exposure

- 38 media cases, 4 non-media sites, etc. Total 42 cases


Automotive media Response.

2022年10月1日（土）20時30分

タクシーや路線バスの自動運転を体感、実用化への“距離”も見えた…SIP 展示・試乗会

いま国内の自動運転技術は、どこを走り、どこへ向かおうとしているか。そんな自動運転トレンドが体感できるイベントが、東京臨海都心、青海R地区で9月29日～10月1日に行われた。内閣府が手動するSIP自動運転（システムとサービスの拡張）プログラムの「SIP 自動運転 実証実験プロジェクト 展示・試乗会」だ。

このSIP 自動運転 展示・試乗会には、ヴァレオジャパン「ヴァレオ DRIVE4U レベル4相当自動運転システム」（ランドローバー『レンジローバーイヴォーク』）をはじめ、トヨタ『ミライ』、レクサス『LS』の高度運転支援、ホンダ


GAZOO

ニュース

タクシーや路線バスの自動運転を体感、実用化への“距離”も見えた…SIP 展示・試乗会

2022.10.02　19:30

いま国内の自動運転技術は、どこを走り、どこへ向かおうとしているか。そんな自動運転トレンドが体感できるイベントが、東京臨海都心、青海R地区で9月29日～10月1日に行われた。内閣府が手動するSIP自動運転（システムとサービスの拡張）プログラムの「SIP 自動運転 実証実験プロジェクト 展示・試乗会」だ。

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H) Consideration

- Understanding of SIP is well advanced (conversations with participants, published articles, etc.)
- There is good stimulation between participants
- The organizer's exhibition zone is also visited with interest
- The test ride experience has a great impact on increasing interest and concern, and there is also awareness of the positive impact on one's own work.

(6) Achievement Exhibition

A) the purpose

- FOTs, basic technology development, fostering of social acceptance, and results of international collaboration under the SIP would be exhibited and widely disseminated.
- Introducing the aim and outline of "RoAD to the L4", which the Ministry of Economy, Trade and Industry and the Ministry of Land, Infrastructure, Transport and Tourism are working together, and using the results as an opportunity to connect to the next stage

B) overview

- We exhibited the main themes that we have been working on in SIP-adus by dividing them into different zones.
- Exhibiting Japan's world-leading virtual safety evaluation environment and the latest equipment for real safety assessment
- We exhibited some of the test vehicles that ran safely for three years in the Tokyo waterfront area FOTs, and the Honda Legend, a level 3 model that was introduced to the market for the first time in the world by Japan's legal development, and also exhibit vehicles that are undergoing driving tests with the aim of becoming an automated driving transportation service throughout the country. Through these efforts, the aim is to create an exhibition that allows people to experience the implementation of automated driving in society.

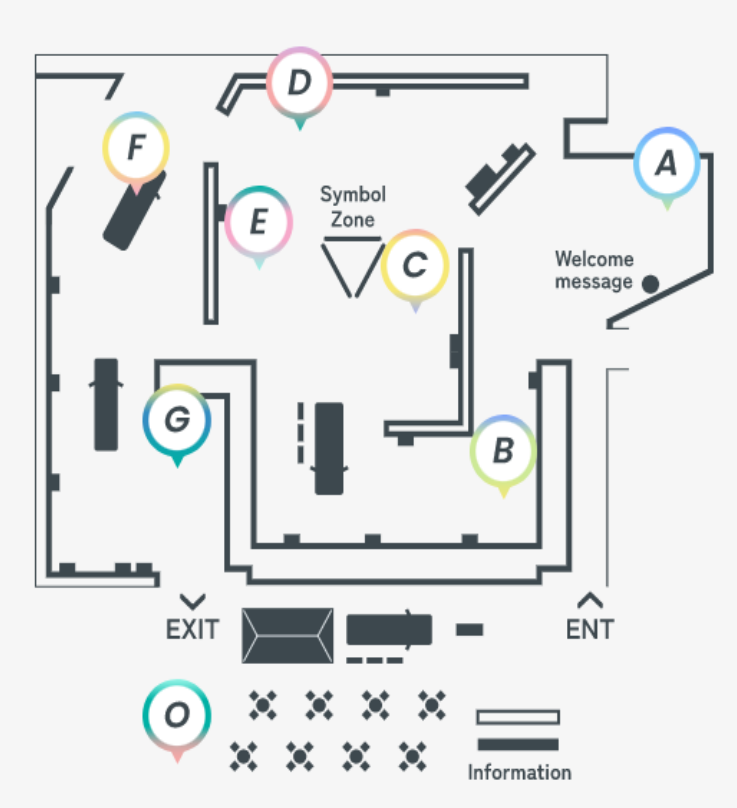
(6) Achievement Exhibition

C) Date and place

- March 7 (Tue) to 8 (Wed), 2023
- Akihabara UDX 2F "UDX AKIBA SQUARE“

(6) Achievement Exhibition

D) Floor plan of the venue



(6) Achievement Exhibition

E) exhibition composition

A: Basic information about this exhibition, such as SIP, Society 5.0, and autonomous driving

B: Utilization of traffic environment information, etc. centering on FOTs in the Tokyo waterfront area

C: Safety of automated driving centered on virtual and real safety evaluation environments

D: Standardization in the autonomous driving field, movement toward international standardization

E: Initiatives for data collaboration and distribution for the realization of Society 5.0

F: Initiatives such as fostering social acceptance by SIP-adus and creating test ride opportunities

G: Introduction of future efforts by the Ministry of Economy, Trade and Industry

(6) Achievement Exhibition

F) Remote compatible

- Set up an online exhibition site that allows access to almost all content (description panels, videos, etc.) of the venue online.
- We also created a video that guides you around the venue and posted it on the site.
- 3D walkthrough content is also available, and by making it possible to access all content from here, we devised ways to enjoy the online exhibition while feeling the reality.

(6) Achievement Exhibition

G) Number of participants

	3/7	3/8	Total
reception	191	165	356
media	4	2	6
guided tour	53	74	127
venue total	248	241	489
online guided tour	71	79	150
online exhibition site (number of UUs)	209	218	427
online total	280	297	577
grand total	528	538	1066

(7) Outcomes and considerations

A) Fortunately, the joint test-ride event and results presentation were held at a time when the number of infected people had calmed down, and we were able to attract customers, mainly media and journalists. By adding briefings and exhibitions to the simple media test-ride event, we were able to promote a deeper understanding, and it was significant that we were able to reflect this in media exposure.

B) We held two results presentations, one in the middle and one in the final, and we believe that the promotion of exchanges between exhibitors, such as listening to lectures, viewing, and hands-on experiences, will be useful for the future development of the autonomous driving field. In addition, the introduction of communication with remote locations using the Internet has been well received, and we hope that it will serve as a reference when similar events are held in the future.

C) Web seminars to compensate for the decline in appeal due to these real-world events are being widely adopted by society in general under the corona crisis, and are held as appropriate for this project. It seems that a certain effect was obtained in the sense of promoting understanding of topics in the field of driving. Participation from a remote location and participation in a busy schedule were possible, and it was a meaningful method to continue in the future.

<Commissioned to SC-ABeam Automotive Consulting (FY2020)>

1. Background and objectives

Background

Increase the social acceptability for the implementation of the automated driving technology

- Need to Utilize the automated driving technology to improve the lack of human resource and to advance the logistics and transportation service.
- Need to appeal and communicate relevant and right information about autonomous driving technology, as one of the most critical topics to increase the social acceptability.

Objectives

Establish the cooperative relationship with local communities

- Communicate and discuss with the variety of citizens face to face and/or online, to establish a cooperative relationship in local community.

Promote the implementation of the automated driving(AD), enhancing the alliance among the regions and the start-ups engaged in AD

- Share, discuss and improve the issues among relevant stakeholders of the regions/the start-ups, to jointly promote and realize the implementation of the autonomous driving, disclosing those discussions and results to the public for increasing the social acceptability.

2. Outline of the activities

Outline

1) Dialogue with the citizen

- Area : Maebashi-city, Gunma pref.
- Time/Date : 13:00～16:30, Jan 27, 2021
- Method : Online meeting
- Discussion theme : Ideal form of the city with the automated driving

2) Summit for the automated driving system in the regions

- Time/Date : 14:50～17:30, Mar 25, 2021
- Place : TOC Ariake Hall, Tokyo
- Method : Online and onsite (Hybrid discussion)
  - From each region : Remotely join through web meeting system
  - From the start-ups, SIP and others : Join at TOC Ariake Hall
  - Onlookers : Watch YouTube Live
- Discussion theme : Automated driving showcase to shift the future～ Share and discuss the current issues, among the stakeholders, aiming for the implementation of the autonomous driving in order to improve and solve the issues
- No. of onsite visitors : 105, no. of audience on YouTube Live : 556

3. Details of the activities in 2020

- Two events were held in FY2020, one is the dialogue with the citizen and the other is the summit for the automated driving system in the regions.

1）Dialogue with the citizen

Remote discussion with the citizen living in Maebashi-city, Gunma pref. utilizing the web meeting system, under the declaration of a state of emergency due to COVID-19.

2）Summit for the automated driving system in the regions

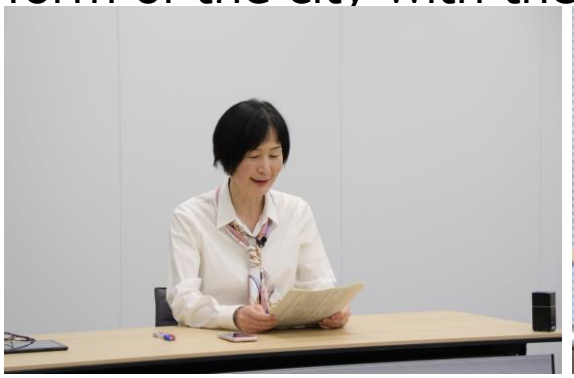
Share and discuss the current issues among the stakeholders, aiming for the implementation of the autonomous driving system in order to efficiently and effectively improve and solve the issues based on the cooperative relationship among those.

4. Details of the events

	1. Dialogue with the citizen	2. Summit for the automated driving system in the regions
Time/Date	13:00～16:30, Jan 27, 2021	14:50～17:30, Mar 25, 2021
Place/ Method	Online meeting	TOC Ariake Hall, Tokyo/Online and onsite (Hybrid discussion)
Moderators	Ms. Rumiko Iwasada, SIP-adus	Ms. Rumiko Iwasada, SIP-adus
Discussion theme	Ideal form of the city with the automated driving	Automated driving showcase to shift the future
Participants	Citizens of Maebashi-city (15 people) Mr. Ogitsu, Associate Prof. of Gunma Univ. Mr. Nagumo, Deputy MGR of Maebashi-city Mr. Oguchi, Prof. Of the Univ. of Tokyo./SIP-adus Mr. Arimoto, Sub PD of SIP-adus Mr. Shimizu, SIP-adus Ms. Iwasada, SIP-adus Mr. Ishii, SIP-adus	Cabinet Office : Deputy Minister, Mr. Mitsubayashi METI : Deputy Minister, Mr. Ejima MLIT : Deputy Minister, Mr. Onishi SIP-adus: PD, Mr. Kuzumaki Iinan town, Shimane: Mayoe, Mr. Tsukahara Eiheiji town, Fukui: Mayor, Mr. Kawai Kamikoani town, Akita: Mayor, Mr. Kobayashi Chatan town, Okinawa: Mayor, Mr. Noguni Higashioumi city, Shiga: Mayor, Mr. Ogura
Visitors	–	No. of onsite visitors : 105, no. of audience on YouTube Live : 556
communication by media	2 articles by Jomo Shimbun and Kotsu Mainichi Shimbun	3 articles by Kotsu Mainichi Shimbun, Response, and Merkmal

4. Details of the events
4-1. Dialogue with the citizen

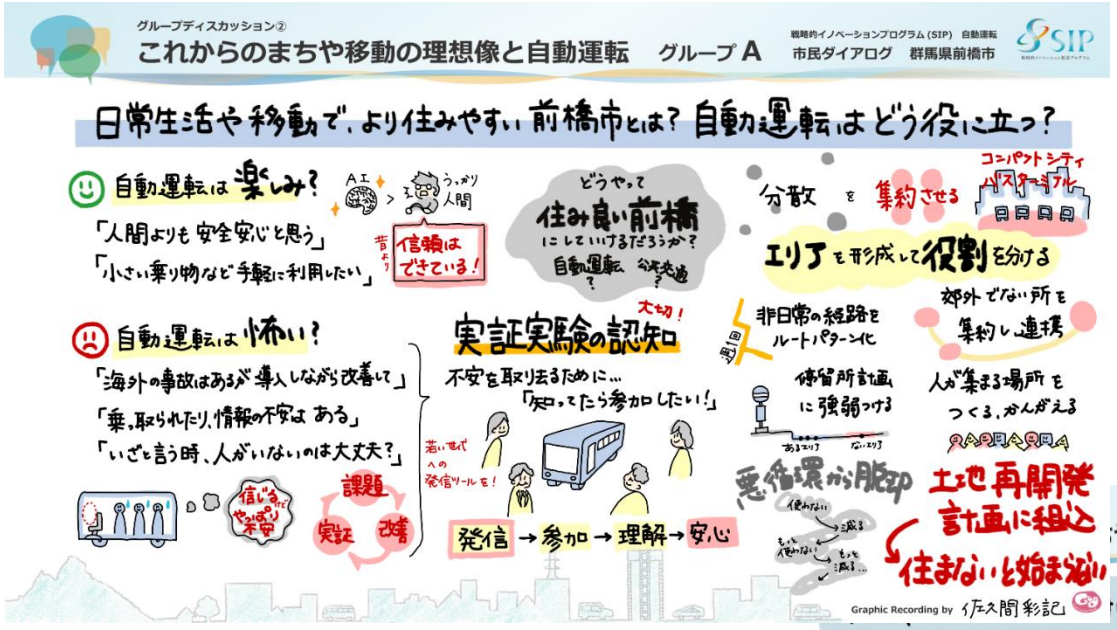
- Active and live discussions were realized among a variety of the citizens about ideal form of the city with the automated driving.





4. Details of the events
4-2. Dialogue with the citizen : Graphic Recording

- The visualization of the discussion as Graphic Recording was introduced to facilitate the meeting.



4. Details of the events

4-3. Dialogue with the citizen ：Communication by media

- Outcome of the event was communicated through media, aiming for the increase of the social awareness and acceptability.

Jomo Shimbun（Jan 28, 2021）

自動運転 在り方探る

オンラインで意見交換

前橋

内閣府は27日、自動運転社会の在り方などについて意見を交わす「市民ダイアログ」をオンラインで開き、国の担当者や前橋市民ら約20人が、ビデオ会議システムを活用して話し合った＝写真。

自動運転技術の実用化と普及を目指す国の「戦略的イノベーション創造プログラム（SIP）自動運転」の担当者、大口敬さんは「（自動運転の実用化には）技術・法制度・社会的受容といった課題を産官学で解決することが必要」と説明。群馬大次世代モビリティ社会実装研究センターと前橋市交通政策課の担当者は、上毛電鉄中央前橋駅―JR前橋駅間で行われている自動運転バス実証実験など市の取り組みを紹介した。

後半は、学生や主婦、交通事業所職員らが意見交換。「免許返納後は生活しにくいが、今のバスは不便」「子育ては車の移動が多く親の時間ロスにつながる」といった声は、今後の国や市の取り組みに活用されるという。

市民ダイアログは、自動運転の理解向上のため、実証実験を進める自治体を中心に開いている。

Kotsu Mainichi Shimbun（Feb 1, 2021）

前橋市で「市民ダイアログ」

自動運転をテーマに意見交換

国家プロジェクトの戦略的イノベーション創造プログラム（SIP）の1つ「第2期自動運転」プログラムの関係者と群馬県前橋市民らによる「市民ダイアログ」が1月27日オンライン開催され、身近な移動の課題や自動運転への期待などについて語り合った。

市民ダイアログは市民との意見交換を通して、自動運転への理解を深めてもらおうと、同プログラムに関連する調査を受託している住商アビーム自動車総合研究所が実施した。

SIP自動運転プログラムの有本建男サブディレクターやサービス実装推進ワーキンググループの大口敬主査が同プログラムの現在の進行状況などを紹介。また自動運転バスの実証実験に取り組んでいる群馬大学次世代モビリティ社会実装研究センターの小木津武樹副センター長が同大保有の自動運転バスを使用して全国各地で取り組んでいる実証実験などについて解説した。

このほか前橋市役所交通政策課の南雲貞人副主幹が2月15～28日（水曜と木曜は除く）に実施する自動運転バスの実証実験について紹介した。

同市では「レベル3」の遠隔型自動運転バスの導入を目指し、2018年に全国初の実営業路線での実証実験を中央前橋駅～前橋駅間で実施。19年には2台同時運行による実証実験も行った。

今回の実験はこれまでの実証実験での課題を踏まえ、5G通信技術の活用や顔認証技術の検証などを主なテーマに取り組む方針だ。その後市民との意見交換が行われた。

参加したのは運転免許返納者とその家族、公共交通や自転車を利用して通学している中高生、バスなどを利用して通院しているお年寄り、中心市街地の商工業者など様々。

参加者らは「市民の日常生活や社会の課題解決に自動運転はどう役立つかを主テーマに、自動運転時代に向けての期待や不安などを話していた。

4. Details of the events
4-4. Summit for the region

- The presentations and the panel discussions among the relevant experts were followed by Q&A sessions with the audience.



4. Details of the events
4-5. Summit for the region : Graphic Recording

- The visualization of the discussion as Graphic Recording was introduced to facilitate the meeting.

4. Details of the events
4-6. Summit for the region ：Communication by media

Response（Mar 30, 2021）

ホーム › 自動車 テクノロジー › ITS › 記事

2021年3月30日（火）16時00分

自動運転をめざす公共交通システムが抱える課題…SIP地域サミット

国家的プロジェクトである戦略的イノベーション創造プログラム（SIP）の第2期自動運転では、3月25日～26日の2日間にわたって"未来を変える自動運転ショーケース"を開催。同時開催された「地域自動運転サミット」の最後のプログラムを紹介したい。

安全性を高めるため、社会インフラを整備することで対応した西鉄とみちのり

そのプログラムは、「次世代公共交通システム」の自動運転車両を運用する事業者が意見交換をするディスカッションの場として設定された。討論には自動運転サービスの実用化に向けた取り組みを進めている事業者として、みちのりホールディングス、西日本鉄道、ティアフォー、BOLDLY、ZMPから各代表者が出席。国際モータージャーナリスト清水和夫氏の進行の下、自動運転サービスの実用化に係る課題等を話し合った。

最初に報告したのが西日本鉄道。昨年10月22日から26日間にわたって、北九州空港と、鉄道駅や商業施設、住宅地などを結ぶ交通網の確保を目的に、中型自動運転バスの実証実験を行った。実験では一日6往復、計308便を運行し、2592人が乗車した。実験のポイントは大きく2つあり、一つは見通しの悪い大規模交差点にカメラとLi-DARを設置し、AIが画像処理して危険を検知するシステム。もう一つが車両にバーチャルシミュレーションを使って車両の挙動や事故が起きうるケースを確認するものだ。

Merkmal（Apr 3, 2021）

Merkmal » MaaS・まちづくり » 自動運転社会の鍵を握るのは子供たち？ 社会受容性獲得にあの手この手

自動運転社会の鍵を握るのは子供たち？ 社会受容性獲得にあの手この手

2021.4.3 Merkmal編集部

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キーワード：自動運転, バス, ウィラー, ZMP, ホンダ, 西鉄, BOLDLY

もう技術的にはいつでも走らせられるーー……運転手無人の自動運転バスがついに日本で走り出した。その節目で行われた国主催のシンポジウムでは、社会受容性の獲得に向けて各地域の工夫が報告された。

社会受容性のカギは「見た目」と「子供」？

ZMPのロボット（中島洋平撮影）。

まだ自動運転ではないが、ウィラーが東京の池袋で運行している小型の電気バス「IKEBUS（イケバス）」も、園庭のない保育園の子供たちを公園まで送迎する役割を担っている。その公園に訪れてみると、子供たちがイケバスに集まり、「イーケーバースー！」の掛け声で集合写真を撮る光景に遭遇した。

ウィラーによると「日常茶飯事ですよ」とのこと。村瀬社長はイケバスを自動運転化したい意向を示しているが、この子たちはまさに「自動運転ネイティブ」になりそうだ。

5. Other activities

■ Produced and uploaded the following 34 videos at web channel “SIP café on Tube”, clearly explaining the relevant legislation, technology development, verification test, implementation, future vision and current status, in order to foster public acceptance and avoid overconfidence, distrust and misunderstanding for autonomous driving.

【Outline of the videos】

- Introduce recent trends about autonomous driving technology
  - ・Advanced Driver-Assistance Systems in the current market (8 in total)
  - ・Interviews with the relevant experts to understand the latest status to promote autonomous driving technology (8 in total)
  - ・Introductions of activities in local regions to promote autonomous driving technology (5 in total)
- Introductions of SIP-adus’s relevant activities (13 in total)

5. Summary

1）Opinions at the dialogue with the citizen in Maebashi-city

High expectation for automated on-demand/last mile transportation was shown because of the current high dependency on the personally owned vehicles, as well as for safer traffic/less traffic accidents with automated driving busses. Some elderly audiences are worried about unmanned vehicles in case of sudden accidents or illness happened without driver who can help them. Expectations for making city more compact/centralized as well as for inviting more people to downtown area are also mentioned.

2）Opinions at the summit for the automated driving system in the regions

The local municipality pointed out issues such as enhancement of customer service quality, social acceptability in the region and feasibility as business.
The start-ups suggested that the AD is not only accepted but also accelerated toward the implementation in the region when it can gain understanding, cooperation and ownership of the citizens.

3）New normal during COVID-19 period

Nearly 600 people viewed online, while approx. 100 people visited onsite.
More than half of them joined from outside of Tokyo metropolitan area, this was resulted from the increase of the touchpoints owing to the digital advantage.
For the next step, It will be promoted to make a sustainable system, which can communicate more with citizens based on our know-how, raising the reliability and the efficiency of event management, securing more touchpoints with citizens by our experienced teams, and utilizing advantage of online event to gain more audience.

<Commissioned to SC-ABeam Automotive Consulting (FY2021)>

1. Dialog with the citizens (Yokohama city) ～ Outline

	Outline
Date/Time	Jun 10, 2021 (Thu) 13:00～14:30
Place	Online meeting（All of the panelists gathered and joined the meeting at Fukuracia Tokyo Station.）
MC	Ms. Rumiko Iwasada, SIP-adus member
Purpose	In Yokohama-shi, strong collaboration among public authority, private companies, academia and the citizens have been promoted aiming for better and optimized transportation for the residents. In order to learn from it for enhancement of social acceptance for automated driving, “TOMIOCART”, one of the new transportation services there, was picked up for the discussion theme.
Program with the panelist	【Program】 1）Keynote speech (Introduction of activities of SIP-adus, Ideal future for the transportation in the suburbs of big city, Activities as a local traffic in suburbs of Yokohama-city for mobility support to be required in suburbs surrounding big cities) 2）Panel discussion (Introduction of “TOMIOCART” activities involving local citizens, what is a suburb where citizens want to stay longer and a mobility to realize this suburb) 【Panelist】 • Mr. Fumihiko Nakamura, professor of the Univ. of Tokyo, Mr. Hideki Katsumata, Manager of Yokohama city, Ms. Asano Mitsuda, manager of Yokohama-shi, Ryo Ariyoshi, Professor of Yokohama National Univ., Mr. Chihiro Kikuta, Manager of Keihin Kyuko, Mr. Kazuo Shimizu, member of SIP-adus/International automobile journalist
Viewer/Respondent	Number of online viewer : 384, Questionnaire : 103
Media report	Nikkan Jidousha Shimbun, Koutsu Mainichi Shimbun

1． Dialog with the citizens(Yokohama city) ～”TOMIOCART” in Yokohama

1.Provide potential passengers with appealing vehicle design and exciting CX

The improved car design was realized together with local citizens and YNU students by adding distinctive exterior designs.

【Opinions from the web viewers】

- Impressed by the panelist’s opinion that appealing “This is autonomous vehicle running on the street!” to the public for its unique and distinctive design far from typical car form, is very important to attract the residents to try a test ride.

2.Regularly discuss with the residents, understand the needs based on the probe data and reflect to the service

Evolve residents as well as vehicle and services, changing bus routes to run more efficiently based on detailed and analyzed data showing how local residents really move, and also organizing regular meeting with local residents to know how to improve the buses and providing services.

3.Share the workload and the cost by the whole region, coordinating the stakeholder’s interests by the promoter

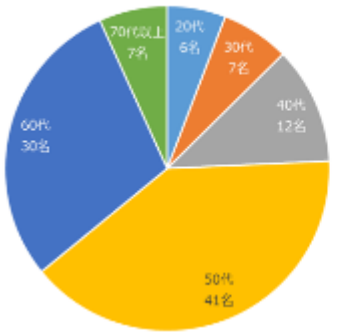
- Study ideal transportation service not only by the local traffic operators and users but also with local business operators, medical service providers, etc. in whole region
- Promoted by regional traffic operator responsible for the whole local area planning and development together with the local academia.

出典：横浜国立大学、京浜急行電鉄

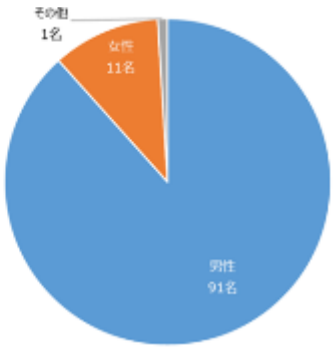
1． Dialog with the citizens (Yokohama city) ～Questionnaire(103 replies)

■ Characteristics :
Most of the viewers were men in his over 40s.
Need to appeal to various types of people, making them more interested.

Age

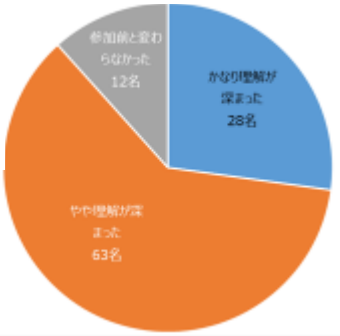


Gender



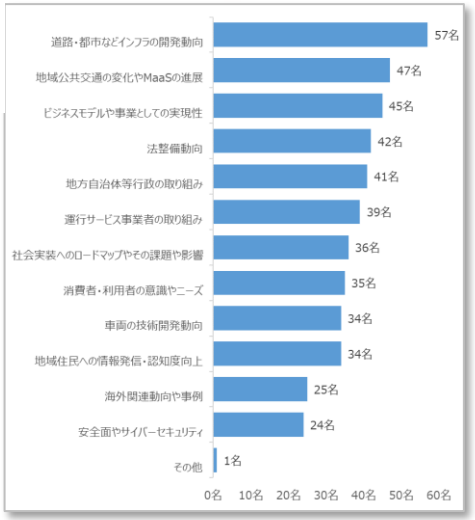
■ Understanding of automated driving :
Approx. 90% of the respondents replied that their understanding has become deeper.

Did your understanding for automated driving become deeper?



■ Interesting topic in the future :
<Top3>
1.Trend of road/infrastructure development（57 replies)
2.Evolution of local transportation/MaaS（47)
3.Sustainability of the business model（45)

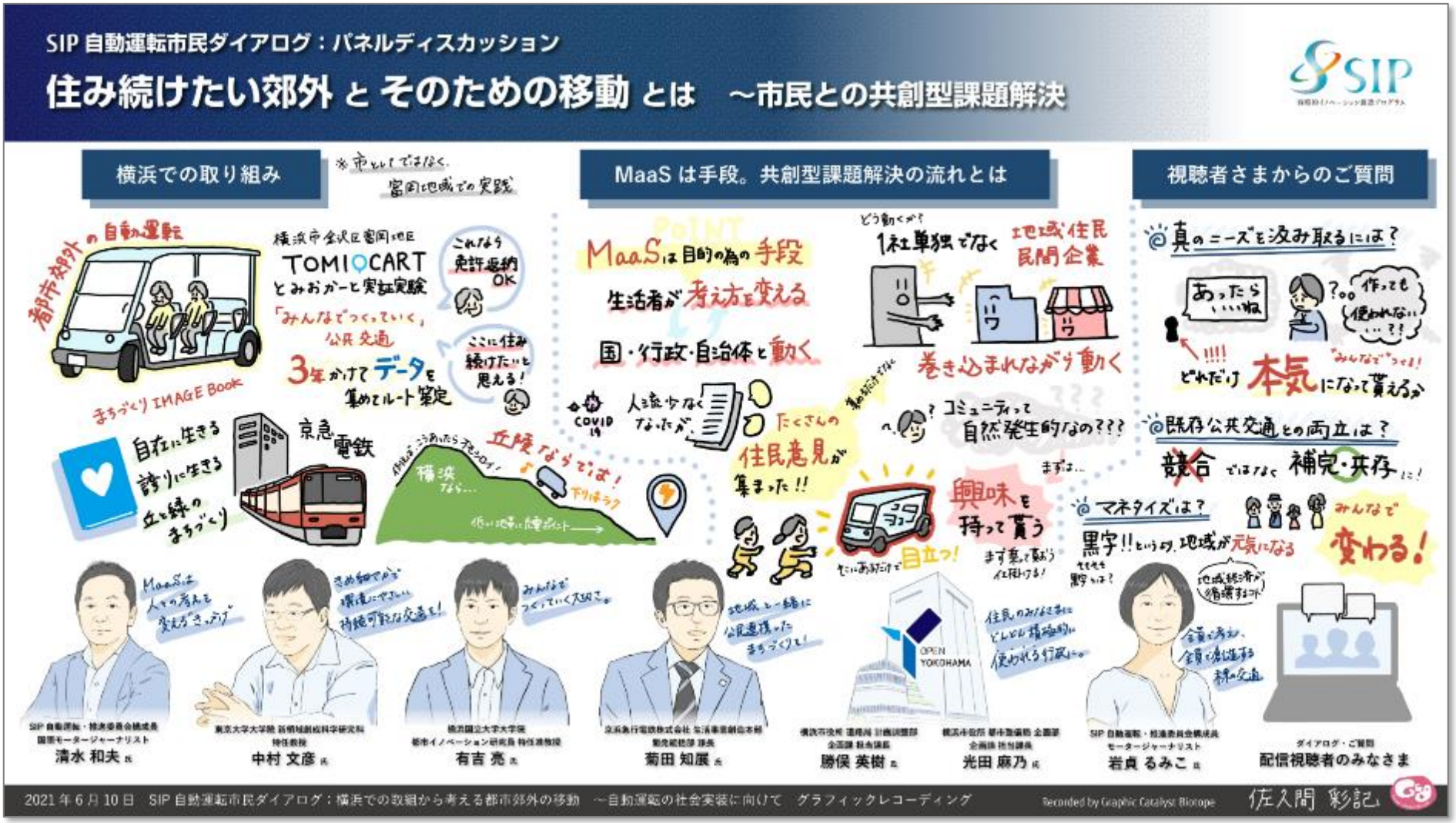
What is your interesting relevant topic?



Requiring to discuss and communicate more of issues found in wider scope surrounding the automated driving technologies.

1． Dialog with the citizen (Yokohama city) ～Graphic Recording

- Visualized the discussion result with the following graphic recording.



2．Town report on automated driving ～Purpose&Activity Plan

■ Purpose :

- Understand the voice of customers linked to local mobility services with automated vehicles and realistic issues for the future commercialization of the service.
- Create and deepen the relationship between the key persons in the region.
- Communicate the information collected through above activities as the public relations.

■ Activity Plan :
Post the reports in 15 towns, where automated driving tests are conducted, on the web site “SIP-café”.

2．Town report on automated driving　～Activity results in FY2021

- Major activity : ①Test ride of automated driving vehicle, ②Shoo videos in town with driving scene, ③Interview the staffs with shooting videos

- Towns visited and reports posted at SIP-café

1	CX of automated driving in Higashi Omi, Shiga	6	Automated driving experience for the tourist in Chatan, Okinawa
2	Automated driving service in Miyama, Fukuoka	7	Automated driving bus in Nishi Shinjuku, Tokyo
3	Automated driving service accepted in Kamikoani, Akita	8	Expectation towards automated driving Lv4 in Eiheiji, Fukui
4	Automated driving service with the children in town in Iinan, Shimane	9	Casual automated driving service for everyone in Kasugai, Aichi
5	Automated driving service test in Takahata, Yamagata	10	Super mini electric vehicle “C＋pod” in Yokohama, Kanagawa

2．Town report on automated driving～Review on the activities in FY2021

■ Reviews

Issues to tackle	• Run the service based on deep communication with the residents (e.g. to decide the route, appeal to the kids in town, etc.) • Synchronize with other transportation for smoother and optimized local traffic. • Detail study for sustainable business (e.g. Attract customers even after effectiveness of media diminished, cost to transfer bus maintenance center to other prefectures, etc.)
Achievements	• Understand the issues in detail in each region. • Establish the relationship with key persons struggling and managing to improve local traffic availability.
Things to improve	• Numbers of the places to visit were 15, while the actual were 10. • Due to few information on test driving schedule disclosed in advance, it was tough to plan the interview with coordinating the staffs' schedule. • Establish the relationship with relevant authorities and regularly communicate with them to exchange the information.

2. Town report on automated driving ～Action plan in FY2022

■ Action plan

- Number of the places to visit: around 10
- Achieve the relevant information well in advance to plan and secure the interviews sufficiently.
- Utilize the issues and the key persons we would get to know through the interviews for the planning the concept of regional automated driving conference scheduled in February 2023.

Visit and interview plan in FY2022 (tentative)

#	Timing	Place	Contact	Remarks
1	May	Fujisawa (Sustainable Smart Town)	Panasonic	Robot for goods delivery
2	Mid of May	Iinan, Shimane pref.	HIDO	Collaborate with Flower Festival
3	End of May	Nasushiobara, Tochigi pref.	ABC project	
4	July or August	Nasu, Tochigi pref.	ABC project	
5	October	Utsunomiya, Tochigi pref.	ABC project	Collaborate with athletic festival
6	October	Osaka	Osaka Metro (subway)	Test for Expo in 2025
7	After Dec	Tokyo, Ashikaga(Tochigi), Sakai(Ibaraki), etc.	TBD	Under study

<Commissioned to SC-ABeam Automotive Consulting (FY2022)>

Citizen's dialogue in Tochigi prefecture

- Purpose: Learn from the alliance led by Tochigi pref. to promote autonomous driving bus, cooperating with the municipalities.

Date and time	• April 20, 2022/15:00～17:00 ※One hour each for presentation&discussion
Theme	• Sustainable mobility service in line with local reality ～challenge by whole Tochigi ("ABC project" for promoting autonomous driving bus in Tochigi)
Format	• Hybrid with online and offline (Presenters and some audience joined at Tochigi Prefecture Cultural Center.)
Host	• Mr. Masamichi Ishii: SIP-adus/Motor Journalist
Facilitator	• Mr. Kazuo Shimizu: SIP-adus／Motor Journalist
Participant	• Tochigi pref. : Mr. Koichi Sakai, Mr. Masato Anjo • Motegi town in Tochigi: Mr. Kenji Matsuzaki • Oyama city in Tochigi: Mr. Tomohide Azami • Honda Motor, Mobility service, Executice Chief Engineer: Mr. Yasunori Oku • Michinori Holdings, Director: Mr. Kota Asai • (Remote)Hakuo Univ.: Ms. Kawamata, Ms. Kanbe, Ms. Makino
Audience	• Visitors: 31, web viewers: 195
Media coverage	• 3 in total (Shimotsuke Shimbun, etc.)

Citizen's dialogue in Shobara-city, Hiroshima prefecture

- Purpose: Learn from local activities for mobility evolution based on holistic data management and collaboration scheme around the area and share it with other regions.

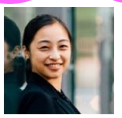
Outline	
1.Date/Place	On November 8 in 2023, from 2PM to 4.30PM, at La Foret Shobara
2.Theme	Sustainable mobility solution for good quality of life ～Data management activity and roadmap to MaaS
3.Agenda	• Keynote speech : 30 minutes ■ Introduction of SIP-adus ■ Establishment of Maas in Shobara ■ Mobility evolution and good quality of life through data management • Group discussion inviting citizens in Shobara : 2 hours ① : Concerns and requests living in Shobara ② : Expectations and issues for data mgmt. and automated driving technology for ideal future
4.Participant	【Citizens in Shobara-city】 ■ Shobara chamber of commerce: Mr. Motohira/Hirata ■ Shobara city office: Mr. Tanabe ■ Bihoku Kotsu: Mr. Yamane ■ Kure college of technology: Mr. Kanda ■ Citizens of Shobara (Highschool students, etc., 8 in total) 【SIP-adus relevant members】 ■ SIP-adus: Mr. Shimizu/Ishii ■ NTT Data: Ms. Nakajima ■ Representatives among Gen Z: Mr. Yamanami. Ms. Takaseki
5.Remarks	Conducted tour to see major spots in Shobara for SIP-adus members

Overview for Automated Driving Live News

An online event to convey the self-driving society to the Z generation

Live News 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

【出演者】
①MC：Mr.Ishii
②Commentator：Mr.Shimizu（knowledge support）
③Generation Z Translator：Mis. Takaseki,Mr. Yamanami,Mis. Hojyo,Mis. Kamakita
④Guests： subject matter experts


清水 和夫 氏

高堰 うらら 氏

嶂南 達貴 氏

北条 かや 氏

石井 昌道 氏

Gen Z Translator

Test-ride event

Debriefing session

Citizen dialogu ①

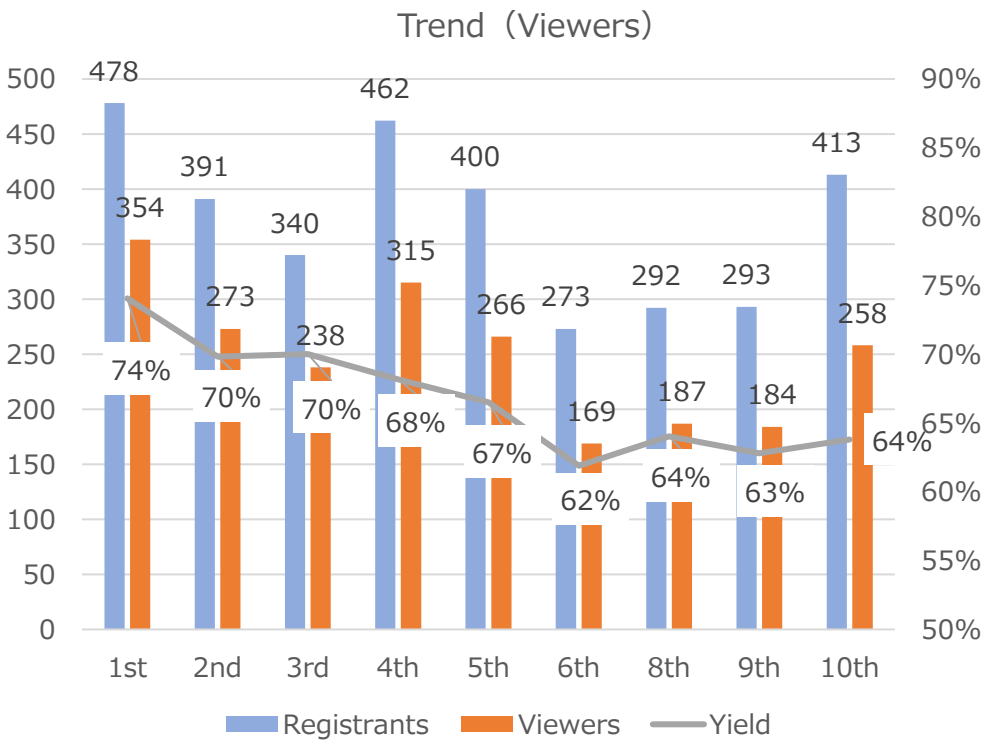
Citizen dialogu ②

Leave a legacy

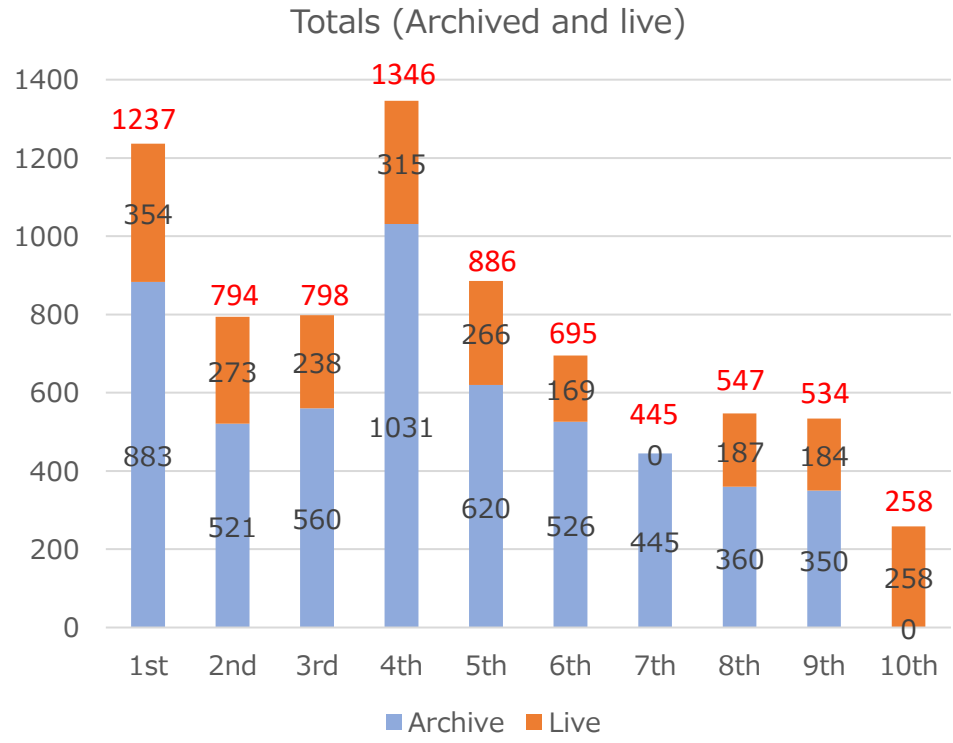
テーマ			
	1st（5/16） connected for city ,road and vehicle	2nd（7/4） Mobility × ○○	3rd（7/21） Think mobility of elderly family
	4th（9/14） Fundamentals of automated driving	5th（10/27） Automated driving test ride report	6th（11/25） Dynamic map
	7th（12/20） Challenge Mass	8th（1/31） What is ASV	9th（2/21） What is HMI
	10th（12/20） The future of automated driving		

Achievement of Automated Driving Live News

- The number of viewers varies depending on the theme and delivery date.
- The number of archive views remains stable.
- Compared to other content, the number of playbacks is large.



※The 7th video is not counted because it was archive only.



*Number of archive views is as of March 16, 2023.

SIP-adus Symposium

- "SIP-adus Symposium" as a part of "SIP-adus Final Debriefing Meeting" was successfully held in Akihabara UDX with the fully occupied venue.

	Topic	Presenters and panelists
Session 1 7th Mar (Tue) 10:30-12:00	"Actual practice of innovation and the roll of SIP"	• Mr. KYUMA Kazuo (President, The National Agriculture and Food Research Organization) "The content and result of SIP in science and technology policy of Japan" • Mr. ARIMOTO Tateo (Sub-Program Director, SIP-adus) "Overviewing SIP-adus from the worldwide STI policy's point of view" • Mr. SHIMIZU Kazuo (Constituent member, Service Implementation Promotion Working Group, SIP-adus)
Session 2 7th Mar (Tue) 14:00-15:00	"9 years' trajectory aiming implementation of automated driving – Behind the scene"	• Mr. KUZUMAKI Seigo (Program Director, SIP-adus) "Why SIP-adus has succeeded? – Endeavor in project management with industry, academy and government" • Mr. SUGIMOTO Yoichi (Sub-Program Director, SIP-adus) • Mr. ISHII Masamichi (Constituent member, Promotion Committee, SIP-adus)
Session 3 8th Mar (Wed) 10:00-11:30	"Who makes the 'brains' of vehicles? – Semiconductor, OS and application"	• Mr. KATO Shimpei (Founder & CTO, TIER IV, Inc.) "Microautonomy – Creating a collectively scalable automated driving system" • Mr. KAWANISHI Izumi (COO, Sony Honda Mobility Inc.) "Creating a new standard of value in mobility" • Ms. DOI Atsuko (Communication director)

	Visitors	The number of views*	Total
Session 1	153	1,244	1,397
Session 2	193	801	994
Session 3	167	1,020	1,187
Total	513	3,065	3,587

*As of 14th Mar, 2023. This number may contain double-count by the same viewer.

Automated Driving Awards

- Automated Driving Awards committee, consisting of experts in the third party, evaluated each activity of SIP-adus and commended for Automated Driving Awards from social and users' point of view.
- On March 7 and 8 in 2023, each commended representative made commemorative speech at SIP-adus exhibition to appeal the significance and value.

【Awarded activities】

- Safety Contribution Award: Research study on technologies to counter new cyberattack methods
- Human Factors Award: Research study on HMI and safety education suitable for advanced automated driving
- Innovation Award: Development of techniques to create environments to assess automated driving in virtual spaces
- Social Impact Award: Mobility service using automated driving in hilly and mountainous regions
- Project Sustainability Award: Construction and effective use of traffic environment datasets and the FOTs (Field Operational Tests) in Tokyo waterfront area

【Commemorative speech】

		Presentation①	Presentation②	Presentation③	Presentation④	Presentation⑤
Date& Time	Mar 7	12:15～12:30	12 : 30～12:45	12 : 45～13:00		
	Mar 8				11 : 45～12:00	12:00～12:15
Place		AKIBA SQUARE（Akihabara UDX 2F）				
Title		Safety Contribution Award	Human Factors Award	Innovation Award	Social Impact Award	Project Sustainability Award
Awarded activities & Speakers		Research study on technologies to counter new cyberattack methods・ Mr. Okuyama, PwC Consulting	Research study on HMI and safety education suitable for advanced automated driving・ Mr. Sato, The National Institute of Advanced Industrial Science and Technology & Mr. Daimon, Keio Univ.	Development of techniques to create environments to assess automated driving in virtual spaces・ Mr. Inoue, Kanagawa Institute of Technology	Mobility service using automated driving in hilly and mountainous regions・ Mr. Kato, Highway Industry Development Organization	Construction and effective use of traffic environment datasets and the FOTs in Tokyo waterfront area Mr. Minakata, Toyota Motor Corporation

Town report on automated driving ～Activities and results in FY2022

■ Towns visited and reports & videos posted at SIP-café

#	Towns visited/Report & videos posted	#	取材先/レポート・動画
1	「Future MaaS for healthcare」 at Shonan Ai park	6	Navya Arma (Autonomous driving bus) with healthcare application～Futami area, Iyo city in Ehime pref.
2	「Future Tokyo」strategy-cooperative autonomous driving with infrastructure led by Taisei Corporation	7	Autonomous driving bus between Yanaizu and Rikuzenyokoyama of Kesennuma line～Kesennuma BRT in Miyagi pref.
3	“Unprecedentedly elaborated planning”, unique initiative for autonomous driving bus in Tochigi ～Nasushiobara city, Tochigi pref.	8	Autonomous driving service with utilizing magnetic markers～Shimanto city in Kochi pref.
4	Newly established ADAS test facility for NCAP test at intersection	9	Autonomous driving test at National Athletic Meet held in Tochigi pref.～Utsunomiya city in Tochigi pref.
5	Small two vehicles for residents’ mobility support ～Taiji town in Wakayama pref.	10	Productive and value added traveling time in the cabin～Nagoya city in Aichi pref.

■ Results

Results

- Early detection of relevant information and preparation of visits and interviews based on constant collaboration with the relevant stakeholders.
- Collaborated and established good relationships with key stakeholders. Produced reports and videos, understanding the real issues in the region.

This report documents the results of Cross-ministerial Strategic Innovation Promotion Program (SIP) 2nd Phase, Automated Driving for Universal Services (SIP-adus, NEDO management number: JPNP18012) that was implemented by the Cabinet Office and was served by the New Energy and Industrial Technology Development Organization (NEDO) as a secretariat.