The Expo 2025 Osaka, Kansai, Japan

Specific Policy on Visitor Transportation (Action Plan)

First Edition



October,2022

The Council for Visitor Transportation Measures for Expo 2025 Osaka, Kansai, Japan

1. Purpose

- O Realise safe and smooth visitation of Expo 2025 Osaka, Kansai, Japan visitors.
- O Minimise the impact on human flow and logistics that support socioeconomic activities in Osaka and Kansai area.
- O The Expo 2025 Osaka, Kansai, Japan (Hereafter referred to as "the Expo 2025") will be held on the artificial island of "Yumeshima" off the coast of Osaka City as the first international exposition "Marine Expo" surrounded by sea on all sides.
- O Because the event will be held on an artificial island with limited access routes, it will be necessary to plan a balanced transportation scheme in which access is not concentrated on a specific mode of transportation or routes in order to transport Expo visitors safely and smoothly, and sufficient preparation will be required to steadily implement it.
- O In December 2020, the "Master Plan for Expo 2025 Osaka, Kansai, Japan" (Hereafter referred to as the "Master Plan") as formulated and the estimated number of visitors was set about 28.2 million.
- O In June 2022, in response to Master Plan, "The Expo 2025 Osaka, Kansai, Japan Basic Policy on Visitor Transportation" (Hereafter referred to as the "Basic Policy") was formulated for smooth transportation of visitor.
- O Basic Policy states that the Expo 2025 should make the most of transportation infrastructure to ensure safe and comfortable travel for all, regardless of country, region, culture, race, gender, generation or disability, and to ensure balanced use of each access route.

- O Moreover, based on the concept of the "People's Living Lab" at the EXPO 2025, new mobility services such as MaaS^{Note:1} and autonomous driving were to be implemented with the aim of passing on to future societies in the Kansai region.
- O At this time, with the aim of promoting further study from the basic policy and consultation among relevant organisations to realise safe and smooth visitation of Expo visitors and minimise the impact on human flow and logistics that support socioeconomic activities in the Osaka and Kansai areas, the "The Expo 2025 Osaka, Kansai, Japan Specific Policy on Visitor Transportation (Hereafter referred to as the "Specific Policy".) will be formulated and announced.
 - * Since the work on universal design is being discussed in a separate study group, we have decided to refer the description to a separate document that will be prepared in the future.
 - In the first edition, we decided to focus on the consideration of transportation plans, and we decided not to mention flying cars, water traffics, and other vehicles with small transportation capacity that we currently anticipate, and new technology initiatives such as autonomous driving.

Note:1 MaaS, which stands for Mobility as a Service, is a service that provides search, reservation, and payment services in a single package by optimally combining multiple public transportation and other mobility services in response to the travel needs of each local resident or traveler.

2. Breakdown of visitors by direction

- O Approx. 90 % of the total 28.2 million visitors are expected to be domestic visitors and 10% to be international visitors.
- O Approx. 60 % of domestic visitors are expected to come from within the Kinki region, and approximately 40 % from outside the Kinki region.
- O Since the Expo site is located on an artificial island and the means of access are limited, we have reorganised the breakdown of visitors by direction.
- O Of the total 28.2 million visitors, approx. 24.7 million (88 %) are expected to be visitors from within Japan and 3.5 million (12 %) are expected to be visitors from outside of Japan.
- Of the visitors from within Japan, approx. 15.59 million (63 %) are expected to be from within Kinki region and approx. 9.11 million (37 %) from outside of Kinki region.

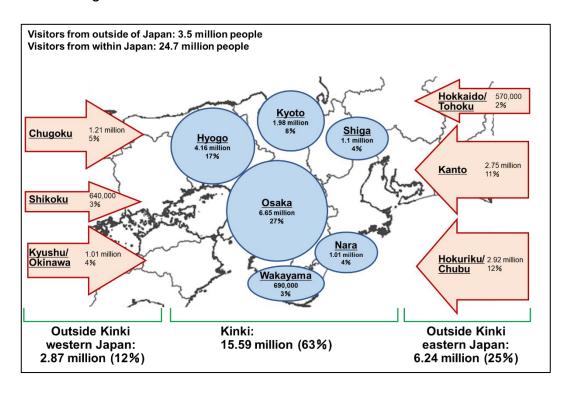


Figure 1 Visitor Breakdowns by Region

3. Main expected routes for visitors

- 1) Public transportation (Railways & Buses)
- A) Three main routes;
 - ① Osaka Metro Chuo Line (Railways)
 - ② JR Sakurajima Line (Railway and Shuttle buses)
 - ③ Yodogawa-Sagan Route (2nd term) (Shuttle buses from Shin-Osaka, Osaka, etc.)
- B) Shuttle buses from main railway terminals, etc.
- O Discussions have been held with railway and bus operators, and the characteristics of each mode and route of public transportation in terms of visitor transportation at this time are as follows.
- 1) Public transportation (Railways & Buses)
- A) Three main routes;
 - 1 Osaka Metro Chuo Line (Railways)
 - Has the most transportation capacity (6-car train, current train schedule:
 170 trains/day), with direct access to the Expo site.
 - ② JR Sakurajima Line (Railway and Shuttle Buses)
 - The transportation capacity of the railway is large (8-car train, train schedule in FY 2019: 113 trains/day), but visitors need to change to shuttle buses to the Expo site at Sakurajima Sta.
 - ③ Yodogawa-Sagan Route (2nd term) (Shuttle buses from Shin-Osaka, Osaka, etc.)
 - Temporary improvement of the section under construction on the Route as an access route for shuttle buses, etc., will operate on-time and highdensity buses service from central Osaka such as Shin-Osaka Sta. and Osaka Sta.

- B) Reservation system Shuttle buses from main railway terminals, etc.
 - Scheduled to operate from 9 Terminal Stations (A) including three main routes: ② and ③)
 - Although the transportation capacity is small, it is possible to transport
 passengers with comfort based on a fully seated system by operating a
 shuttle bus with reservation system in conjunction with limited express
 trains of railway companies.

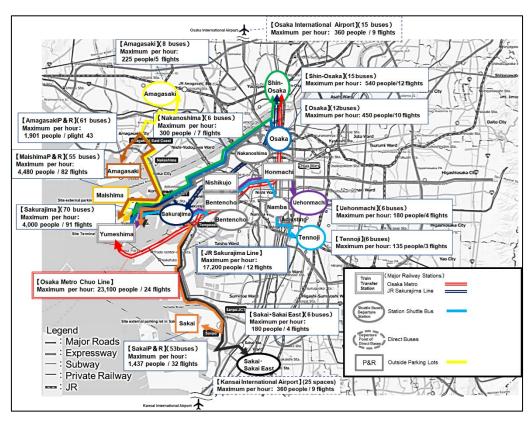


Figure 2 Main railway stations, shuttle buses and P & R bus routes

2) Private car use

- In principle, call for the use of public transportation.
- Those who have to use their private vehicles will be directed to use the site external parking lot (P & R) in Amagasaki and Sakai, while those to the site external parking lot in Maishima will be restricted to use parking lot to the extent that it would not affect shuttle bus service or logistics traffic.
- O As for access to the Expo site by private car, the policy is not to allow direct access to Yumeshima, and shuttle buses will be connected by using the site external parking lots (P & R) at Maihama, Amagasaki and Sakai.
- O For access to Maihama, both by private car and by bus, when using the Hanshin Expressway, most people use the Hokko Junction, Wangan Maihama Exit and Konohana Bridge, concentrating on one route.
- O In particular, heavy traffic is expected because cars coming from Kyoto and Nara will come mainly via the Hanshin Expressway No.1 Loop Route and No.16 Osaka Port Route.
- O For this reason, certain restrictions on road traffic are necessary to ensure the punctuality of shuttle buses and the availability of logistics traffic at Osaka Port.
- O Therefore, the Expo 2025 will try to curb the use of private cars as much as possible and encourage people to use public transportation.
- O Visitors who have no choice but to use their own vehicles due to difficulties in using public transportation will be guided to use of site external parking lots (P & R) in Amagasaki and Sakai by setting fees for site external parking lots (P & R), etc. With respect to the site external parking lot in Maishima, the use of such parking lots will be restricted to the extent that it would not affect shuttle bus service or logistics traffic.

O In guiding customers to use site external parking lots (P & R) in Amagasaki and Sakai, consideration will be given to the impact on traffic, including logistics in the surrounding area.

4. Measures to transportation visitors

1) Demand leveling measures

- The Expo will adopt Ticket Control that discounts the price of admission tickets in the first half of the period when tickets are sold, and systems for reserving admission time to the site and parking lot entry time to equalise the peak of the day and time of visit.
- Raising the usage fee or limiting the number of reserved parking slots for site external parking lots on days when visitors are in high concentration
- In order to deal with people leaving the premises just before closing the gates, the closing time of events and the route of group tours will be adjusted, people will be encouraged to leave early, and information on the estimated time of congestion will be provided.

O Measures to Prevent Concentration of Visitors in the final period.

- Estimates based on the actual results of the Expo 2005, Aichi, Japan (Hereafter referred to as "the Expo 2005") indicate a concentration of visitors in the final stages of the event, with approximately 30% of the total visitors arriving in a single month, which is expected to result in a considerable increase in congestion and transportation loads in the site.
- For this reason, in the first half of the period, discount tickets such as
 opening and early period tickets will be released to encourage visitors to
 change their behavior, and in the last half of the period, a full-year pass
 will be set to be ineffective for some exclusive days to ease visitors'
 concentration and to improve safety and comfort.
- As a result of these efforts, in the visitor simulation, the concentration of visitors in one month of the final period can be reduced by about 20%, on average for the top 10%.
- In the Specific Policy, it was consider based on this value.

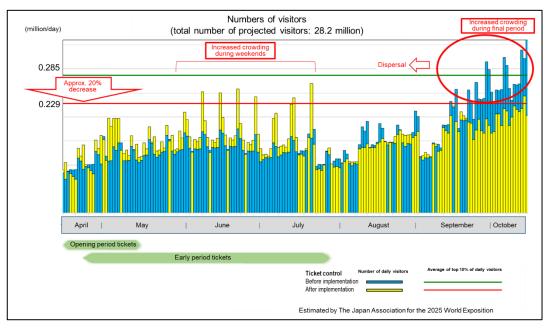


Figure 3 Graph of estimated number of visitors (Image)

- O Measures to prevent visitors from concentrating early in the morning.
 - About 70% of the visitors enter in the morning, with the highest concentration of 20 to 30% at 9:00 AM, especially after the Expo site gates open.
 - In particular, on weekdays, the peak of visitor arrival coincides with the morning rush of general traffic, so the transportation load becomes extremely high.
 - On Saturday, there is no morning rush for general traffic in the entire city
 of Osaka, and although there will be no overlap with the peak of visitors'
 arrival, the port logistics around the Expo site will be operating as on
 weekdays, therefore it is necessary to consider how to deal with the
 overlap between logistics traffic and visitor traffic.
 - Therefore, by introducing "The Admission Time Reservation System" and controlling reservation, the load of concentration during peak hours will be reduced.
 - Also, with regard to the reservation of entry time, we consider linking the system with MaaS, and through this linkage, we aim to realise an appropriate transportation in the transportation of visitors.
 - In addition, for private cars, the reservation quota will be controlled by the parking lot entry time reservation system, and consideration will be given to the control by raising the fee, especially on days when visitors are concentrated.



Figure 4 Image of demand leveling by the entry admission ticket reservation system

- O When visitors exit, concentrate at specific times.
 - Estimates based on actual performance at the Expo 2005 suggest that even at closing time on a single day, approx. 20 % of visitors on one day will stay in the site until closing time.
 - As these visitors leave all at once as the site closing, the load on the transportation system increases.
 - We will consider the dispersion of people who leave the site just before the closing time by adjusting the closing time of events and pavilions, adjusting the itinerary of group tours, encouraging early exits, and providing information on expected congestion times.
 - In order to disperse visitors' leaving times and the means of transportation to be used, we will consider providing real-time information on congestion conditions such as trains, buses, and roads in the site.

- 2) Measures to increase provision of Transportation
 - Increase the number of trains. (Per hour, for Chuo Line 16 to be increased to 24 trains, for Sakurajima Line 9 to be increased to 12 trains)
 - Shuttle buses departing from terminal stations. (9 routes)
 - Utilise the Yodogawa-Sagan Route (2nd terms) as an access route for shuttle buses and others.
 - Transportation facilitation measures such as traffic capacity expansion at Hanshin Expressway Junction. (Tenpozan Junction Crossing, Wangan-Maishima Exit)
 - Coordination of wide-area control in collaboration with traffic management organisations around the site external parking lots (P & R)at Maishima Amagasaki and Sakai.
 - By reducing the number of vehicles to be carried in and out of the Yumeshima Container Terminal and by expanding the time for carry-in and carry-out, expansion of road traffic capacity for transporting visitors to the Expo.

< Railways >

- O For the Osaka Metro Chuo Line, Osaka Metro Company will increase the number of vehicles and increase the maximum frequency of services from 16 to 24 trains during peak hours, as well as expand the maximum frequency of services and increase transportation capacity.
- On the JR Sakurajima Line, the maximum frequency of services during peak hours will be increased from 9 to 12 trains to increase transportation capacity.

< Buses >

O Nine shuttle bus routes from terminal stations, such as collaborating with the access of limited express trains of railway companies, will be established.

< Roads (Buses, Private Cars, etc.) >

- O Acces route for shuttle buses, etc. on the Yodogawa-Sagan Route (2nd terms)
 - This Route under construction will be used for the operation of shuttle buses, etc. to realise stable transportation with on-time operation.

- O Consideration of expanding traffic capacity in the JCT (junction) section of Hanshin Expressway
 - Even today, the Hanshin Expressway is congested on the radial route, starting at the junction with the No. 1 Loop Route, and heavy traffic congestion occurs especially during the morning rush hours due to heavy traffic.
 - In the event of an increase in the load caused by Expo 2025, there is a concern that traffic congestion will further worsen and that logistics will be affected, especially on the Osaka Port Route (No.16), the Higashiosaka Route (No.13), the Ikeda Route (No.11) and the JCT section, which has a small road traffic capacity.
 - Therefore, measures to facilitate traffic, such as capacity expansion, will be considered at the crossing of the Tempozan Junction and the Wangan-Maishima exit of the Hokko Junction, where traffic is concentrated.
- O The response around site external parking lots (P & R) in Maishima, Sakai and Amagasaki
 - In the vicinity of the Maishima parking lot, the following measures will be considered: adjustment of traffic signals at major intersections (Shiratsu 1-Chome, Maishima Higashi, Maishima Arena), one-way traffic on surrounding roads, unification of crossing points, and the permission to turn left at Maishima Higashi intersection at all times.
 - In the vicinity of Sakai Parking Lot, three-phase traffic signal at Sanpo Lamp Intersection will be considered.
 - In the area around the Amagasaki parking lot, we will consider changing the temporary stop regulation of the Hanshin Expressway's Amagasaki East Coast Ramp and adjusting the traffic signal phase at Amagasaki Public Cleansing 2nd Yard intersection.
- O With regard to the handling of containers at Yumeshima, in order to facilitate Expo 2025 traffic in Yumeshima, necessary adjustments shall be promoted, such as the transfer of some of the handling containers to Sakishima with the cooperation of port related business operators and the extension of cargo loading and unloading time (gate opening time) at the terminal even in the early morning.

5. Effects of Expo traffic expected to occur even if measures are taken to transportation of visitors

- The following challenges are expected to occur, mainly during peak hours of the day when visitors are concentrated.
- 1) Railway
- O Aggravation of Congestion Rate^{Note:2} on Chuo Line
 - At peak hours in the morning, Congestion Rate may reach about 140%, which may affect the safety, comfort and on-time operation of trains for visitors on platforms, etc.
- O Even if visitor demand was leveled by Ticket Control, etc., the limited capacity of shuttle buses and road constraints would lead to the suppression of car traffic to Maishima, and as a result, the concentration of visitor traffic on the Osaka Metro Chuo Line, which has the greatest capacity and can directly reach the site, is inevitable.
- O According to current estimates, the congestion rate on the Osaka Metro Chuo Line is expected to reach about 140% even if measures are taken to increase the number of trains operating during peak hours from 16 to 24 trains, far above the average Congestion Rate on main lines in the Osaka area.
- O In light of the actual conditions such as the width of platforms on the Osaka Metro Chuo Line, the waiting lines on station platforms in the Osaka area, and people's habits such as staying near doors in the train even during periods of congestion, it is conceivable that when Congestion Rate on the Osaka Metro Chuo Line is about 140%, there will be problems with safe and smooth guidance on station platforms and on-time operation at two- three-minute intervals of train.

Note:2 Congestion rate for 1 hour during the peak time of the main section on one railway line (number of passengers/riding capacity)

- 2) Road
- O Aggravation of traffic conditions on Hanshin Expressway
 - Even if capacity is increased in the improvement of the JCT section, congestion lengths are expected to be extended by about 2 km on the No.16 Osaka Port Route, by about 4 km on the No.13 Higashi-Osaka Route, and by about 2 km on the No.11 Ikeda Route during peak hours.
- O Concentration of traffic near the entrance to Maishima (Wangan Maishima IC Konohana Bridge Maisu)
 - Traffic concentration occurs mainly during the peak hours of the day when visitors are concentrated, so there is concern about the impact on punctual operation of shuttle buses and on logistics traffic.
- O Although measures to smooth traffic, such as capacity expansion, are being considered at the Tenpozan Junction and other parts of the Hanshin Expressway, even if these measures are implemented, traffic regarding the Expo may add to the congestion on each route, starting at the entrance to the Loop Route, which is already congested at present.
- O In particular, at peak hours, traffic congestion is expected to extend by about 4 km on No.13 Route 13 Higashi Osaka Line, by about 2 km on the Route 11 Ikeda Line, and by about 2 km on the Route 16 Osaka Port Line.
- O At Hokko JCT, which serves as the entrance to Maishima, there is a section with a crossover of one lane, so traffic congestion is expected to continue intermittently from this section to the No. 16 Osaka Port Route for approximately 5 km during peak hours.
- O There is a concern that the occurrence and deterioration of these traffic congestions will have a significant impact on the traffic, which is the main east-west and north-south axis of the Hanshin Expressway Network, and will have a significant impact on socioeconomic activities such as logistics, as well as on shuttle bus operations in the transportation of visitors.

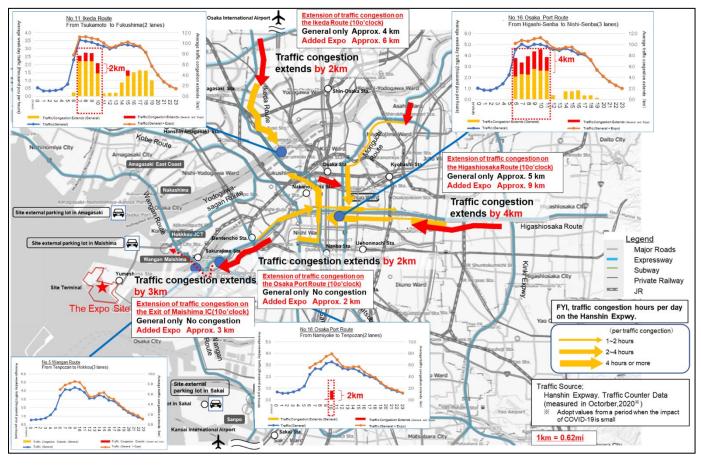


Figure 5 Effects of traffic on Hanshin Expwy.(Weekday)

6. Image of implementation of Encouraging TDM^{Note:3} and expected effects

- Since the implementation of measures to visitor transportation does not solve the problems in traffic, it is necessary to encourage the implementation of TDM for the purpose of controlling, dispersing and leveling general traffic.
- Since the Expo will be held for a long period of six months, we will carefully explain the necessity of TDM from an early stage and devise initiatives that makes it easier to obtain the cooperation of citizens of the region and companies, such as setting stages for the extent of implementation.
- 1) Calendar-based sharpening
 - ① Day to "Strongly" request TDM implementation
 - 2 Day to request TDM implementation
 - 3 Day to "In Particular" do not request TDM implementation etc., so as to show the extent of cooperation
- O In order to avoid problems that may occur on railways and roads, it is necessary to obtain cooperation from citizens of the region, the business community during the Expo to encourage the implementation of TDM that calls for changes in daily socioeconomic activities such as commuting, commuting to school and logistics.
- O As mentioned above, the number of visitors is small in first half of the exhibition, and it is concentrated in second half of the exhibition and increases significantly, so it is not necessarily required to conduct TDM at the same intensity during all periods of the Exposition.
- O The intensity of TDM implementation should be divided into three levels from the point of view of comprehensibility, and depending on each level, the intensity of the approach should be divided into "① Strong Request Day" "② Request Day," and "③ In Particular, Do Not Request".

- O In particular, with regard to "(1) Strong Request Day," relevant organisations and companies in Sakishima, which has a high percentage of commuters using the Osaka Metro Chuo Line, shall be as individually requested to improve the effectiveness of the TDM.
- O With regard to the dividing stage of the intensity of TDM implementation, for example, the timing of a large increase in the number of visitors, such as at end of the Expo, will continue to be analysed from the perspective of clarity, for example, by setting the timing by period rather than by day.

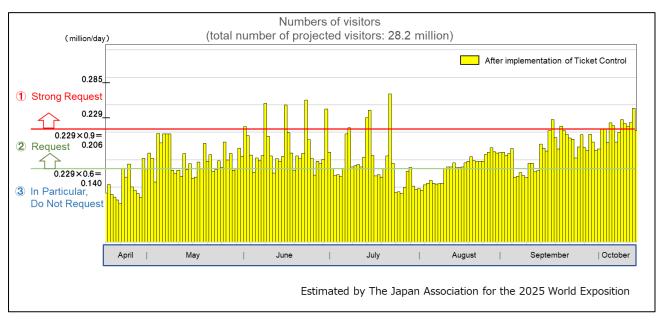


Figure 6 Image of intensity division of TDM implementation (Threshold value)

Note:3 TDM is an abbreviation for Transportation Demand Management, TDM is measures to encourage travelers to change their behavior in order to maximise the efficiency of using existing transportation systems.

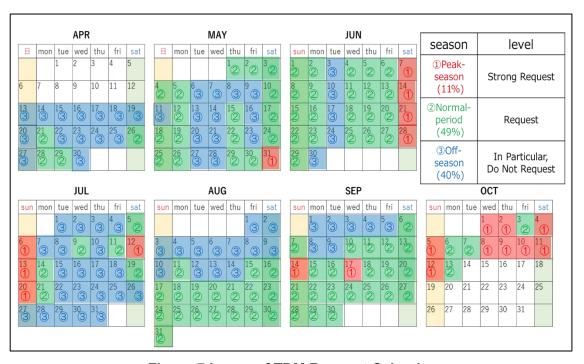


Figure 7 Image of TDM Request Calendar

- * On Saturdays and Sundays, traffic demand is different from that on weekdays due to commuting for work and school, and move for business, while on Saturdays, traffic characteristics around the site, as port logistics are in operation, will be considered in the future, including the need to implement TDM.
- * Colour coding of the calendar was allocated automatically on the basis of the image and the estimated graph of the number of visitors in Fig. 6 on page 21. The actual daily rate will be discussed in light of the effectiveness of the TDM.

- 2) Calls for staggered working hours for citizens of the region and businesses
 - Collaborating among Osaka Prefecture, Osaka City, the Association for the Expo and business community, etc., we will reduce congestion while ensuring the transport volume of Expo traffic by requesting staggered working hours, working from home and using detours, etc., on days when visitors will be concentrated.
- O Osaka Prefecture, Osaka City, Expo association, business community, etc. will cooperate to request the time difference for commuting and working hours, working at home, and detouring use of commuters for logistics, business transportation, and other prefectural citizens' movements on days when visitors are concentrated. As a result, we would like to reduce congestion by reducing general traffic around 8 a.m., when the Expo related traffic is concentrated.
- O In the railway companies, congestion will be reduced while the capacity for the volume of the Expo related traffic is secured by encouraging users of the Osaka Metro Midosuji Line and Chuo Line, which are expected to be heavily congested, to take a detour via the New Tram via Suminoe Park and other lines such as the Yotsubashi Line, Sakaisuji Line and Tanimachi Line, which are relatively less congested.

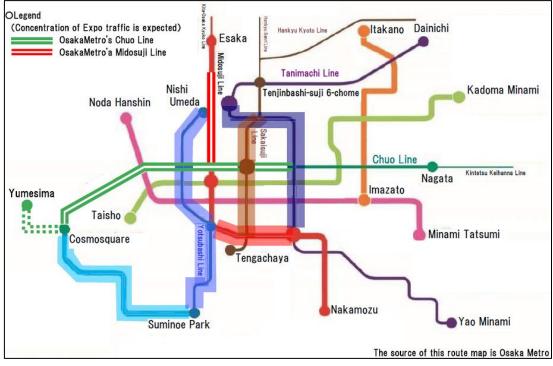


Figure 8 Image of a railway detour

On the road, the Hanshin Expressway will call for a detour from the No.16 Osaka Port Route, where Expo traffic is concentrated, and the affected No.13 Higashiosaka Route and No.11 Ikeda Route, to other Routes such as the Kinki Expwy, No.6 Yamatogawa Route, and No.15 Sakai Route, in order to minimise the impact on socioeconomic activities such as logistics, while ensuring traffic capacity for Exposition visitors.

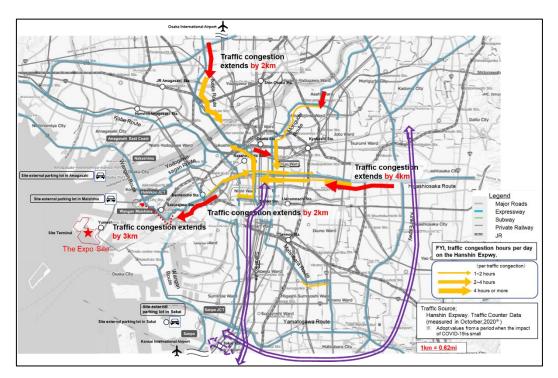


Figure 9 Assumed Detour Route in the event of traffic congestion on the Hanshin Expressway No.16 Osaka Port Route

- 3) The Expo aims to achieve the following goals through encouraging TDM and other means.
- < Railway >
 - Approx. 120% congestion on the Osaka Metro Chuo Line
- < Road >
 - Congestion length on Hanshin Expressway does not exceed maximum before the Expo
- O Osaka prefecture, Osaka city, the Association for the Expo and the business community, etc. will collaborate to obtain cooperation from citizens of the region and companies, etc., and TDM will be steadily implemented. In addition, we aim to achieve the following goals.
- On Railway, the Osaka Metro Chuo Line, which is the only line that directly connects to the Expo site, will aim to achieve Average Congestion Rate^{Note:4} of about 120% as the other major lines in the Osaka area so that more comfortable travel will be possible.
- On roads, the goal is that the length of traffic congestion during the period of the Expo on the Hanshin Expressway will not extend further than the maximum length before the Expo, and we will aim to achieve that.

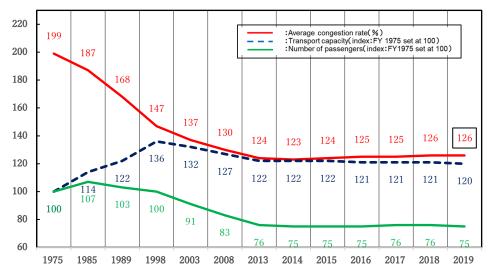


Figure 10 Average Congestion Rate, Transport Capacity, and Number of Passengers of major railway sections in the Osaka area

Note: 4 The average of Congestion Rate for one hour during the busiest time of each major section of each line through railway lines in the Osaka area

7. Topics for further consideration

< Overall >

- Encouraging the understanding of the need for implementation of TDM
 - Formulating strategies to promote awareness and understanding of the need for TDM during the Expo for citizens of the region and companies
 - Consideration of trial implementation of TDM to identify its effectiveness and issues
- O Dealing with visitors whose behaviours are not assumed by ticket control, etc.
 - Visitors who come to the Expo site much earlier than the reserved time, etc.
- O Provide visitors with real-time information on congestion in each transportation system
 - •Consider providing visitors with information in real time to avoid concentration on exit times and specific modes of transportation, etc.

< Railway >

- O Guidance on station platforms, etc. during peak hours
 - At peak times, considerable congestion is expected to occur mainly at transfer stations among railroads or between railroads and buses, therefore in order to ensure the safety of users, consider securing flow lines and appropriate guidance measures, etc.
- O Raising awareness of train manners of waiting in line among passengers
 - Enlightenment of manners necessary for on-time arrival and departure of trains to ensure high-frequency operation and transportation capacity, the manners are such as waiting in line on the platform and moving inside the vehicle after riding that does not bother other passengers

- O What to do in the event of a transport failure
 - Securing alternative means of transportation and guiding traffic for visitors in the event of transportation disruptions, etc. on the Osaka Metro Chuo Line, JR Sakurajima Line, and other related lines

< Buses >

- O Guidance and Induction at Shuttle Bus Terminal
 - Of the major routes, the transfer to the shuttle bus at Sakurajima Station on the JR Sakurajima Line will be considered as a safe and smooth transfer, as the JR Sakurajima Line will be second to the Osaka Metro Chuo Line for number of passengers during peak hours.
 - Other shuttle bus arrival and departure terminals will also examine how to guide visitors safely and smoothly, such as by displaying unified signs from railroads to shuttle bus stops.

< Road >

- O Countermeasures for detours on Expressways, etc.
 - Effective detour guidance for users of No.16 Osaka Port Route, No.13 Higashiosaka Route and No.11 Ikeda Route
- O Traffic guidance near Maishima
 - In the "Wangan Maishima IC ~ Konohana Bridge ~ Maishima", where automobile and bus traffic are concentrated, traffic guidance measures to ensure the following two points, etc., (1) Punctual operation of Shuttle Buses, (2) Minimisation of Impact on Logistics Traffic
- O The possibility of Loitering Traffic and its countermeasures
 - Private cars wandering around trying to use private parking lots with low fees instead of designated parking lots, and traffic obstacles associated with them, etc.

- O Handling of private cars from outside the Osaka and Kansai areas
 - Directions to the site external parking lot when using the admission reservation system, etc.

8. Future schedule

- O Based on the future situation, we aim to compile and publish the second version of the Specific Policy around spring 2023.
- O Based on Specific Policies compiled this time, coordination with related organisations and businesses will be promoted. In principle, we aim to revise and publish it every six months.
- O In conjunction with the revision of the next edition (2nd Edition), specific details such as the implementing body and schedule of each policy menu will also be announced.

(Date 1) The Expo 2025 Osaka, Kansai, Japan Status of consideration of visitor transportation (Railway • Buses • Road)



(Date 1)

The Expo 2025 Osaka, Kansai, Japan Status of consideration of visitor transportation (Railway·Buses·Road)

The Council for Visitor Transportation Measures

for Expo 2025 Osaka, Kansai, Japan

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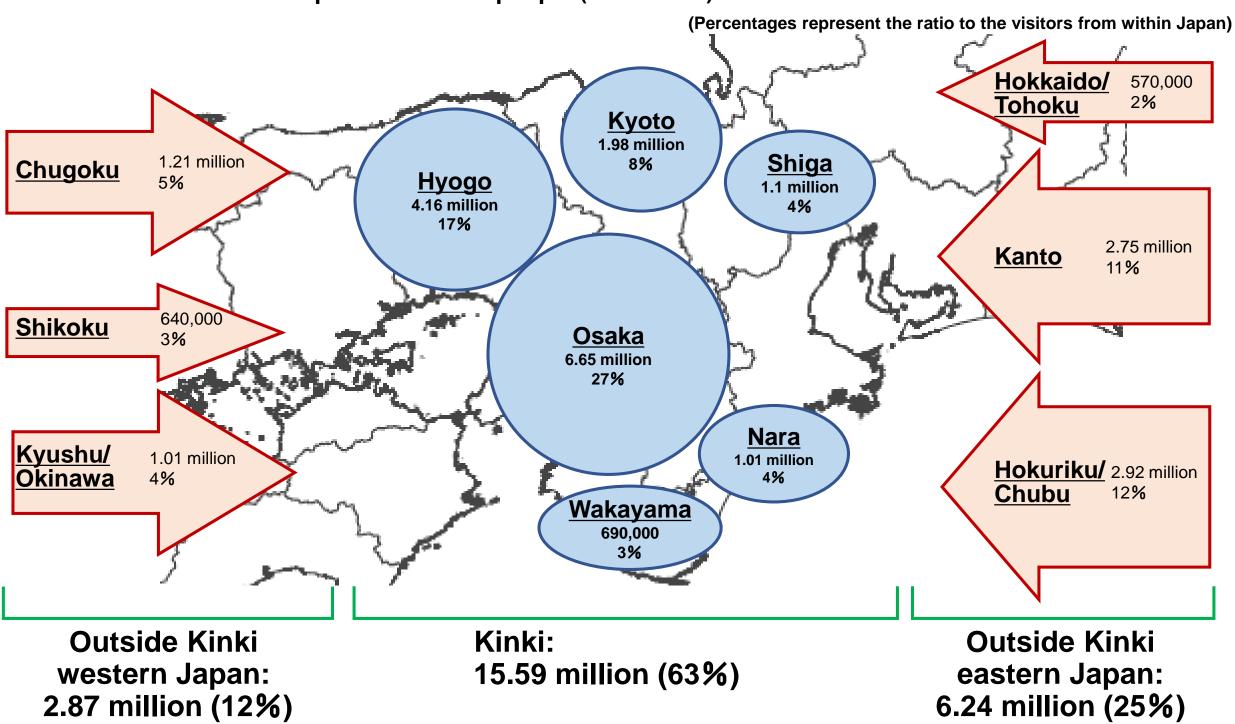
Visitor Breakdowns by Region



Total visitors:28.2 million people

Visitors from within Japan: 24.7 million people (15.59 million from within Kinki, 9.11 million from outside Kinki)

Visitors from outside of Japan: 3.5 million people (12% of total)



^{*}Calculations based on visitors to The International Garden and Greenery Exposition, Osaka, Japan, 1990

^{*}The sums may not match due to the convenience of processing the singular.

Visitor Breakdown by Mode of Transportation



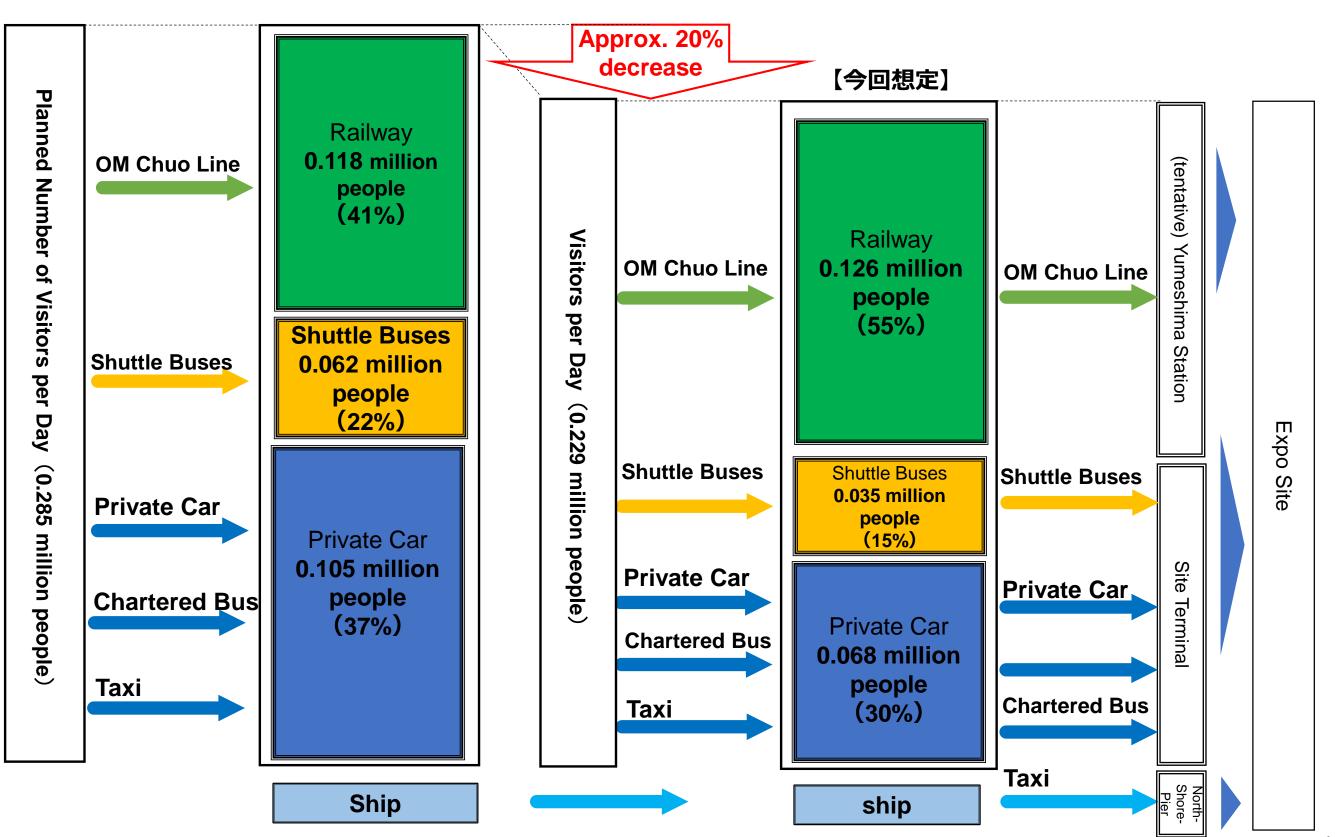


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Main Railway Stations, Shuttle Buses and P&R Buses, etc.



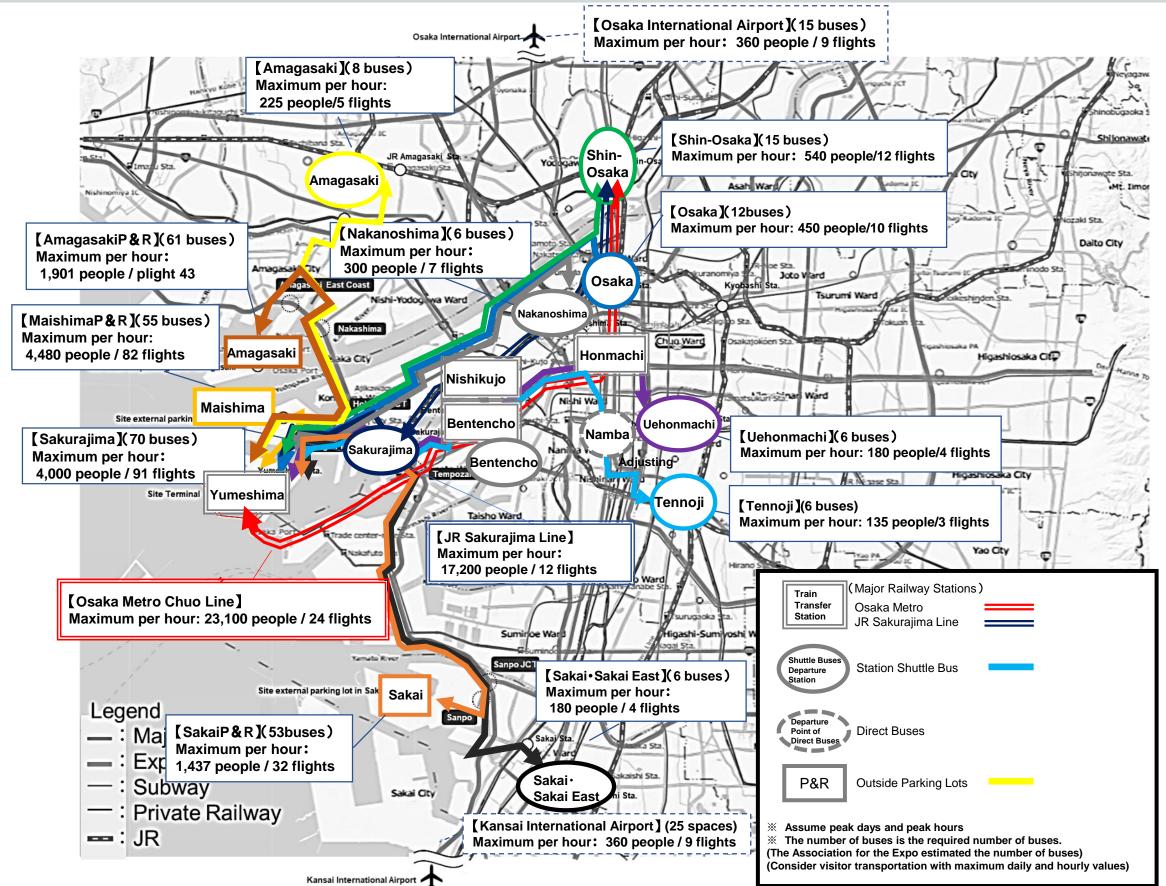


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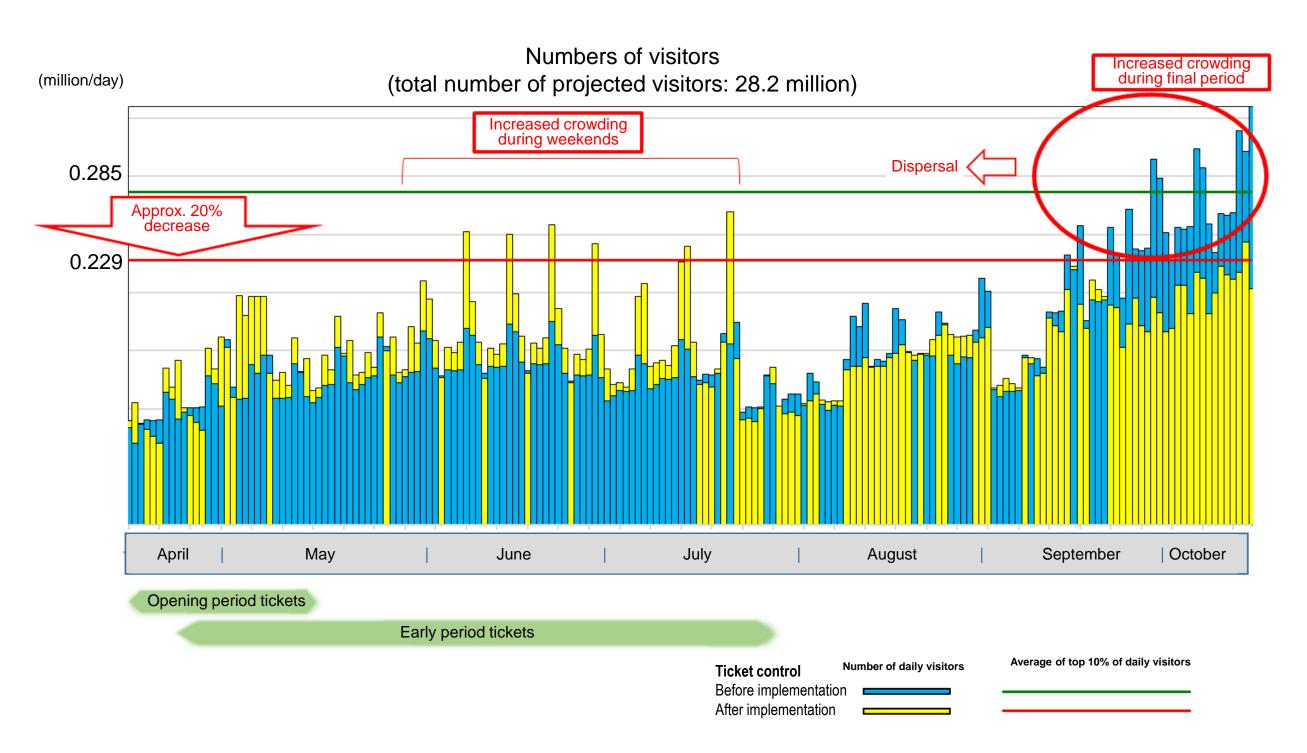
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- ☐ Topics for further consideration
- □ Annex

Ticket Control (Demand Leveling)





Measures to increase provision of Transportation 3



Trans-	Section	Contents	Scale
Trains	Strengthening Chuo Line	Increase from 16 to 24 trains per hour during peak times	 Maximum about 23,000 people per hour: Of these, Expo traffic is about 12,000 people per hour^{※ 1}
	Strengthening-Sakurajima Line	 Increase from 9 to 12 trains per hour during peak times 	 Maximum about 17,300 people per hour: Of these,Expo traffic is about 5,000 people per hour^{※ 1}
Buses	Shuttle Buses	Runs from 9 Terminal Stations	 About 7,500 people per hour: Of these,Shutle buses from Sakurajima Sta. is about 4,000 people per hour^{※ 1}
	Direct Buses	 Kansai Airport, Itami, Sannomiya and Kyoto, etc. (Plans to investigate intentions) 	About 1,500 people per hour ^{※1} ➤ Estimated based on achievements of Expo 2005 Aichi,Japan
Cars	Measures against Traffic Congestion (Expand traffic capacity) ^{*2}	 Considering traffic facilitation measures such as expanding the capacity of bottleneck points at Tempozan JCT on the Hanshin Expressway 	Increased traffic capacity
		 Considering traffic facilitation measures such as expanding the capacity of bottleneck points at the Bay Maishima exit of the No. 5 Bay Line 	Increased traffic capacity
		 Increase the number of lanes on one side of the Konohana Bridge from 2 to 3 	Increased traffic capacity: • From about 4,000 to 5,900cars per hour**3
		 Improve the traffic at the Maishima East intersection so that left-turning cars bound from east to south can pass at all times 	 Increased traffic capacity by improvements Avoid traffic congestion that occur from the beginning of an intersection
		At the Maishima East intersection, the right turn lane from south to east will be improved to be multi-level crossing	 Increased traffic capacity by improvements Avoid traffic congestion that occur from the beginning of an intersection
		 Increase the number of lanes on one side of the Yumemai Bridge from 2 to 3 	Increased traffic capacity: • From about 4,000 to 5,900cars per hour**3
	Measures against Traffic Congestion in the Venue external parking lot	Considering expansion of traffic capacity for access roads to Site external parking lots in Amagasaki	Securing; • Facilitation of Traffic Flow • Easy access to venue external parking lots

^{※1} Transport volume was Estimated by The Japan Association for the 2025 World Exposition

^{*2} Other infrastructure development around the site that contributes to the expansion of traffic capacity increased;

[•]The widening of the Maishima-Yumeshima arterial road •The Yumeshima Elevated Road

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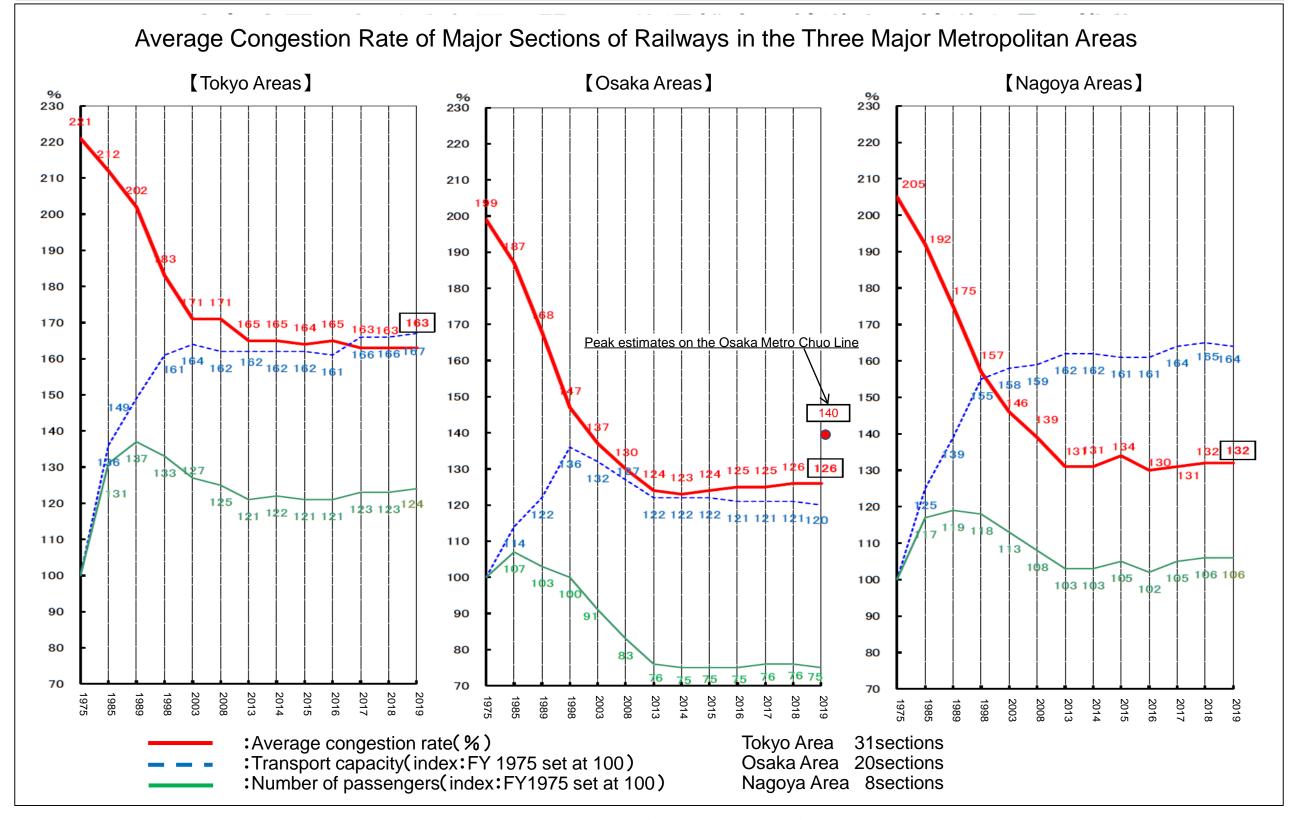
- Main Part
 - ☐ Characteristics of visitors(Breakdown by Region)
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Average Congestion Rate of Major Sections of Railways in the Three Major Metropolitan Areas (2019)





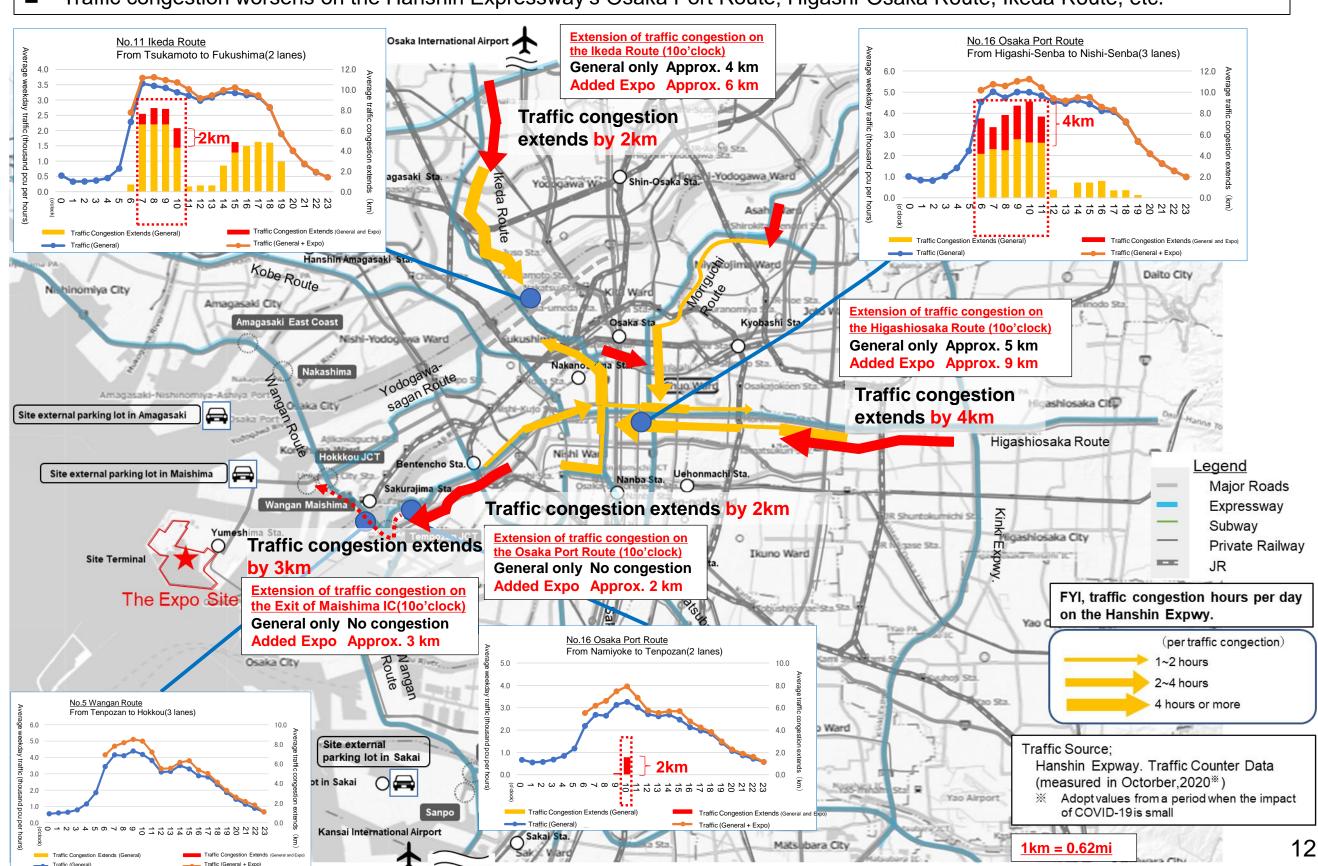
Source URL

Ministry of Land, Infrastructure, Transport and Tourism(Japanese Only) https://www.mlit.go.jp/report/press/tetsudo04_hh_000095.html

Effects of Expo traffic on the Hanshin Expwy. (Per hours on Weekday)



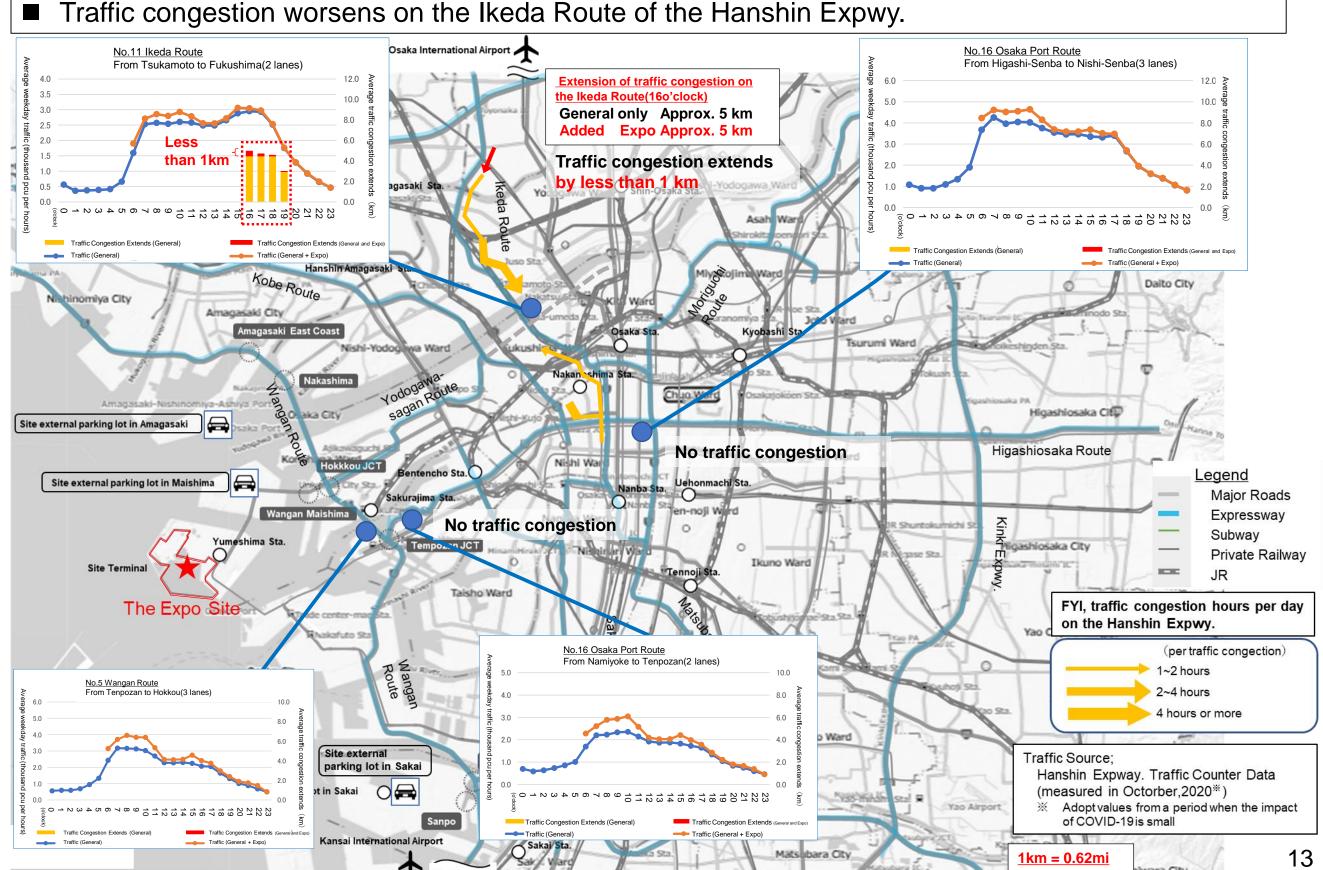
■ Traffic congestion worsens on the Hanshin Expressway's Osaka Port Route, Higashi-Osaka Route, Ikeda Route, etc.



Effects of Expo traffic on the Hanshin Expwy. (Per hours on Saturday)



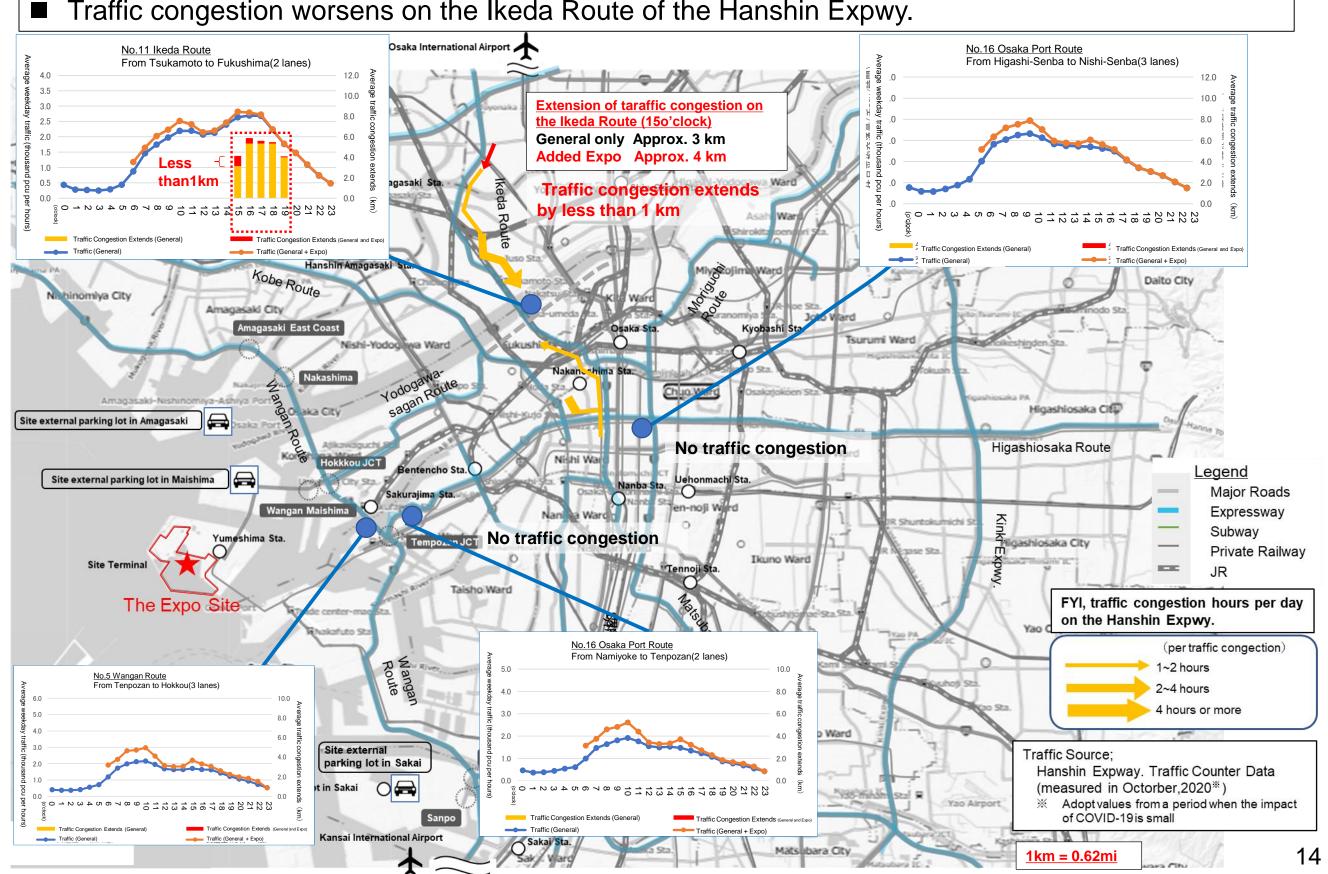
Traffic congestion worsens on the Ikeda Route of the Hanshin Expwy.



Effects of Expo traffic on the Hanshin Expwy. (Per hours on Sunday)



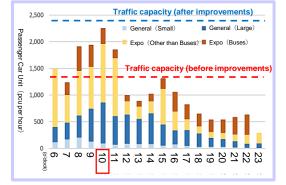
Traffic congestion worsens on the Ikeda Route of the Hanshin Expwy.

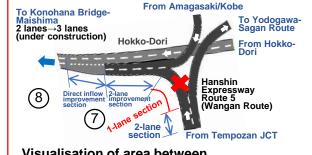


Traffic effects from Tempozan JCT to the area around the venue (Weekday · Arrivals) OSAKA, KANSAI, JAPAN 2.500 Maishima Higashi Intersection (left turn from east to south) [Provision content] Allowing two lanes for east to south left turns (toward the Expo site) at all times Amagasaki Hokko-Dori Create multi-level crossing for south to O: Traffic capacity: 2500pcu/h east right turns (toward city center) Wangan-Maishima Exit (from Amagasaki) Konohana Bridge (Sagan Route Exit + Hokko-Dori) >Demand: 996 pcu Konohana Bridge Traffic light timing adjustments (around 10 a.m.) O: Traffic capacity: 1350pcu/h O: Traffic capacity: 5940 pcu/h (normally 606, +390 for the expo) O: Traffic capacity: 2200 pcu/h O: Traffic capacity: 2500 pcu/h
>Demand: 1355 pcu (around 10 a.m.)
(normally 650, +704 for the expo) (when three lanes are open) >Maximum demand: 837 pcu >Demand: 1670 pcu >Demand : 3735 pcu (around 10 a.m.) (normally 1771, +1963 for the expo) (around 10 a.m.) (around 8 a.m.) (normally 377, + 461 for the expo) Yodogawa-Sangan Maishima Exit (normally 1000, +670 for the expo) O: Traffic capacity: 1350pcu/h >Demand: 215pcu Shiratsu 1 Intersection (westbound) **Expanding** (around 10 a.m.) Konohana Bridge (normally 44, +171 for the expo) laishima Higashi 佐川急便 [Provision content] Intersection to 3 lanes Intersection Intersection improvements improvements improvements (lane configuration changes) Traffic light timing adjustments Wangan-Maishima Exit (from O: Traffic capacity: 4400pcu/h 19205 17418 Venue >Demand: 4100 pcu (1963)(1771)(1065)externa Traffic capacity: 1350 pcu/h (1 lane)

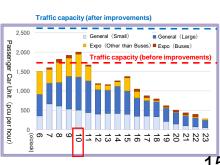
Maximum demand: 1543 pcu parkind (around 8 a.m.) Sakurajim (normally 1600, + 2500 for the expo) Station (around 10 a.m.) (normally 745, +798 for the expo) Yumemai Bridge **Expanding Hokko JCT** Maishima [Provision]: Expansion to three lanes Exit to 2 Sakurajima shuttle buses O: Traffic capacity: 5940 pcu/h Peak time: 91 buses/hour >Demand: 4419 pcu (around 8 a.m.) (normally 900, + 3519 for the expo) Legend Improvement (under consideration) Osaka citv Wangan Route) pcu: passenger car units (Unit for vehicles when calculating traffic capacity) Wangan-Maishima Exit Tempozan (South-north merges toward Konohana Bridge) **Breakdowns** [Provision content (proposed)] Tempozan JCT merging lanes (Osakako Expanding capacity to 2 lanes Route to Wangan Route) Normal traffic Exit directly connected to Konohana Bridge (buses)(non-buses) (large vehicles) expansion lane Provision content (proposed) xpanding Expanding capacity to 2 lanes Konohana O: Traffic capacity: 1350 pcu/h (before improvements) **Bridge to 3** O: Traffic capacity: 1700 pcu/h →2400 pcu/h (after improvements) (before improvements) (detailed analysis in progress) →2600 pcu/h (after improvements) >Maximum demand : 2380pcu Increase (9)(detailed analysis in progress) (around 10 a.m.) **Tempozan JCT** Tempozan JC >Maximum demand: 1998pcu (normally 1121, +1259 for the expo) merging lanes (around 10 a.m.) (normally 1359, +639 for the expo) From Amagasaki/Kobe Exposition venue traffic terminal (1) STORY TO S To Konohana Bridge-Arrivals **Departures** Projected

[Comparison between capacity and projected number of visitor vehicles] (per hour number of vehicles) Mode of transportation OStation shuttles: 630 > 185 171 OP&R buses: 630 > 157 > 152 210 > OTaxis: 150 180 OA micro-simulation confirmed that traffic accidents will not occur within the terminal with the maximum projected number of vehicles in 1 hour





Visualisation of area between Wangan-Maishima Exit and Konohana Bridge





Main Part

- ☐ Characteristics of visitors(Breakdown by Region)
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- Image of TDM(Transport Demand Management) Approach and-Expected Effects
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- ■Annex

TDM Request Calendar



OSince the Expo period is long, about six months, TDM will be implemented in stages, such as ① Peak-season, ② Normal-season, and ③ Off-season, depending on the extent of implementation, so that it will be easier to obtain cooperation from the citizens and business community.

Image of TDM Request Calendar

H	mon	tue	wed	thu	fri	sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	_		16		18	19
20	21	22 3	23	24	25	26 2
27 3	28 2	29 ②	30			

IVIAT										
日	mon	tue	wed	thu	fri	sat				
				12	2	32				
4	5	6	7	8	9	10				
11	12 ②		14		16	17				
18 2	19 2	20 3			23	24				
25 2	26 2	27 3	28 3	29 ②	30	31				

NΛΔV

			JUN			
sun	mon	tue	wed	thu	fri	sat
1	2	3	4	5	6	7
8	9	10	11	12	13 2	14
15 2	16 2	17 3	18	19 ②	20	21
22 2	23 2	24 3	25 2	26 2	27	28
29 2	30					

season	level			
①Peak- season (11%)	Strong Request			
②Normal- period (49%)	Request			
3Off- season (40%)	In Particular, Do Not Request			
	OCT			

			JUL			
sun	mon	tue	wed	thu	fri	sat
		1	2	3	4	5
6	7	8	9	10	11	12
13 1	14	15 ③	16 3	17	18	19
20		22	23	24	25 ③	26 ③
27	28	29	30	31		

11 11

sun	mon	tue	wed	thu	fri	sat
					1	2
3	4	5 3	6	7	8	9
10	11	12	13	14	15	16 ②
17 2	18 ②	19 ②	20 ②	21	22	23 ②
24	25 2	26 2	27	28	29	30
31						

AUG

sun	mon	tue	wed	thu	fri	sat
	3	2	3	4	5	6
2	<u>3</u>	93	10	11	12	13
14	15 2	16 2	17	18	19 2	20
21 2	22 2	23 ②	24 ②	25 ②	26 ②	27 ②
28 2	29 (2)	30 2				

SEP

sun	mon	tue	wed	thu	fri	sat
			1	2	3	4
_		_	U	U	2	\cup
5 1	6	7	8	9	10	11 1
12 1	13 2	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

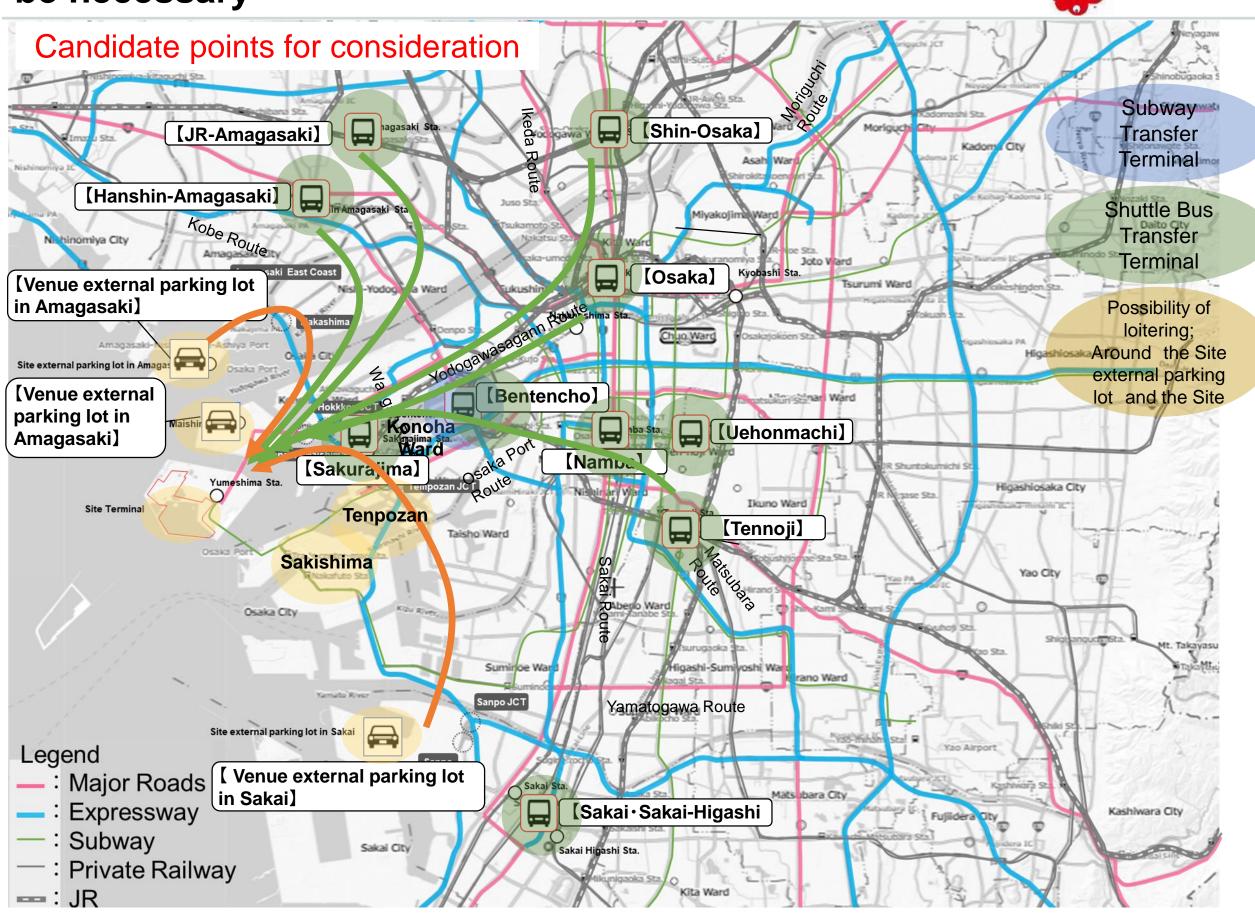
- ※ On Saturdays and Sundays, we will consider the necessity of implementing TDM in the future.
- * The above colour coded calendar is just an image and allocation of days will be considered in the future.



Main Part

- ☐ Characteristics of visitors(Breakdown by Region)
- ☐ Projected major routes for visitors
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 - even if Measures are taken to transport visitors
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Places where measures prowling traffic are expected to be necessary



EXPO2025



- ☐ Main part
- Annnex
 - List of visitors by origin of departure and means of arrival
 - ☐ [Railway Transportation] Before the Expo(per hours)
 - ☐ Railway Transportation During the Expo(per hours)
 - ☐ [Road Transportation] Before the Expo(per hours)
 - ☐ [Road Transportation] During the Expo(per hours)
 - Conditions of road traffic, etc.
 - during large-scale events in Maishima

List of visitors by origin of departure and means of arrival



Visitors from within Japan: 24.7 million people (15.59 million from within Kansai, 9.11 million from outside Kansai) Visitors from outside of Japan: 3.5 million people

unit: 0.10 million

	Origin		within Japan														
Mean	ns of		Kansai Prefectures					Region outside Kansai						Japan	Foreign total		
Arriva		Osaka	Hyogo	Kyoto	Nara	Shiga	Wakayama	subtotal	Hokkaido Tohoku	Kanto	Hokuriku Chubu	Chugoku	Shikoku	Kyushu Okinawa	subtotal	total	total
		0	0	0	0	0	0	0	47	57	2	0	6	42	156	156	0
Δ	irplanes	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>		<u>0%</u>	<u>31%</u>	<u>37%</u>	<u>1%</u>	<u>0%</u>	<u>4%</u>	<u>27%</u>	<u>100%</u>	100%	<u>0%</u>
^	in planes	【0%】	【0%】	【0%】	[0%]	[0%]	[0%]	[0%]	【31%】	【37%】	【1%】	【0%】	【4%】	【27%】	【100%】	【100%】	_
		0%	0%	0%	0%	0%		0%	83%	21%	1%	0%	10%	42%	17%	6%	0%
		0	0	0	0	0	E - 1	0	9	193	165	68	10		499	499	0
Shinl	kansen, etc.	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>		<u>0%</u>	<u>2%</u>	38%	33%	14%	<u>2%</u>	11%	100%	100%	<u>0</u>
	,	[0%]	[0%]	[0%]	【0%】 0%	[0%]	[0%]	【0%】 0%	[2%]	【38%】	[33%]	[14%]	[2%]	【11%】	[100%]	[100%]	_
		0% 0	0% 0	0% 0	0%	0% 0		0%	15%	70% 15	56% 15	56% 21	15% 24	55% 3	55% 79	20% 79	0
		<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	1	<u>0%</u>	<u>1%</u>	19%	19%	27%	30%	4 <u>%</u>	100%	100%	0
High	way Buses	[0%]	[0%]	[0%]	[0%]	[0%]	[0%]	[0%]	[1%]	[19%]	[19%]	[27%]	[30%]	(4%)	[100%]	[100%]	<u> </u>
		0%	0%	0%	0%	0%		0%	2%	5%	5%	18%	37%	3%	9%	3%	0
		346	67	112	66	84		720	0	0		0	0	0	0	720	166
	Osaka Metro	39%	8%	<u>13%</u>	<u>7%</u>	9%	:	<u>81%</u>	0%	0%	0%	0%	0%	0%	0%	81%	19%
	Chuo Line	[48%]	[9%]	【16 % 】	[9%]	【12%】	[6%]	【100%】	[0%]	[0%]	[0%]	[0%]	[0%]	[0%]	[0%]	【100%】	
T		52%	16%	57%	65%	76%	66%	46%	0%	0%	0%	0%	0%	0%	0%	29%	47%
Trains		39	21	13	1	1	1	76	0	0	0	0	0	0	0	76	153
	Shutlle Buses	<u>17%</u>	<u>9%</u>	<u>6%</u>	<u>0%</u>	0%	<u>0%</u>	<u>33%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	33%	<u>67%</u>
	Shulle buses	【52%】	【27%】	【18%】	[1%]	【1%】	[1%]	【100%】	【0%】	【0%】	【0%】	【0%】	【0%】	[0%]	[0%]	【100%】	_
		6%	5%	7%	1%	1%		5%	0%	0%	0%	0%	0%	0%	0%	3%	44%
		179	213	46	23	17	i 1	491	0	7	1	21	16	1	116	607	0
	Private Cars	<u>29%</u>	<u>35%</u>	<u>8%</u>	<u>4%</u>	3%		<u>81%</u>	<u>0%</u>	<u>1%</u>	<u>12%</u>	<u>3%</u>	<u>3%</u>	<u>0%</u>	<u>19%</u>	<u>100%</u>	<u>0%</u>
	· ····aio oaio	【29%】	【35%】	[8%]	【4%】	[3%]	【2%】	【81%】	【0%】	【1%】	【12%】	【3%】	【3%】	【0%】	【19%】	【100%】	
		27%	51%	23%	22%	15%		32%	0%	2%	25%	17%	24%	1%	13%	25%	0%
	Chartered	94	112	24	12	9		258	0	3		11	8	0	61	319	
Cars		<u>29%</u> 【29%】	<u>35%</u> 【35%】	<u>8%</u> 【8%】	<u>4%</u> 【4%】	3 <u>%</u> 【3%】	2 <u>%</u> 【2%】	<u>81%</u> 【81%】	<u>0%</u> 【0%】	<u>1%</u> 【1%】	<u>12%</u> 【12%】	<u>3%</u> 【3%】	<u>3%</u> 【3%】	<u>0%</u> 【0%】	<u>19%</u> 【19%】	<u>100%</u> 【100%】	<u>0%</u>
	Buses	14%	[35%] 27%	12%	12%	[3%] 8%		17%	0%	[1%] 1%	13%	[3%] 9%	13%	0%	[19%] 7%	13%	— 0%
		8	4	2	0	0 /0	ţ	14	0 /8	0		0	0	0 /8	0	1376	
		17%	- 8%	<u>5%</u>	<u>0%</u>	<u>0%</u>	· -	31%	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	31%	69%
	Taxies	[57%]	【29%】	【14%】	[0%]	[0%]	[0%]	[100%]	[0%]	[0%]	[0%]	[0%]	[0%]	[0%]	[0%]	[100%]	
		1%	1%	1%	0%	0%	1	1%	0%	0%	0%	0%	0%	0%	0%	1%	9%
		665	416	197	101	110		1,559	57	275		121	64	101	911	2,470	
	Total	<u>24%</u>	<u>15%</u>	<u>7%</u>	<u>4%</u>	<u>4%</u>	<u>2%</u>	<u>55%</u>	<u>2%</u>	<u>10%</u>	<u>10%</u>	<u>4%</u>	<u>2%</u>	<u>4%</u>	<u>32%</u>	<u>88%</u>	<u>12%</u>
	Total	【27%】	【17%】	[8%]	【4%】	[4%]	[3%]	【63%】	【2%】	【11%】	【12%】	【5%】	【3%】	[4%]	【37%】	【100%】	_
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

^{*} When using multiple means of visit, the main means of visit will be counted.

^{*} Overseas visitors are assumed to come from places of stay in the Kinki Region.

¹st line: Number of visitors by region and mode of transport

^{2&}lt;sup>nd</sup> line: Percentage of visitors by region by mode of transport (%)

³rd line: Percentage of visitors by domestic region by mode of transport [%]

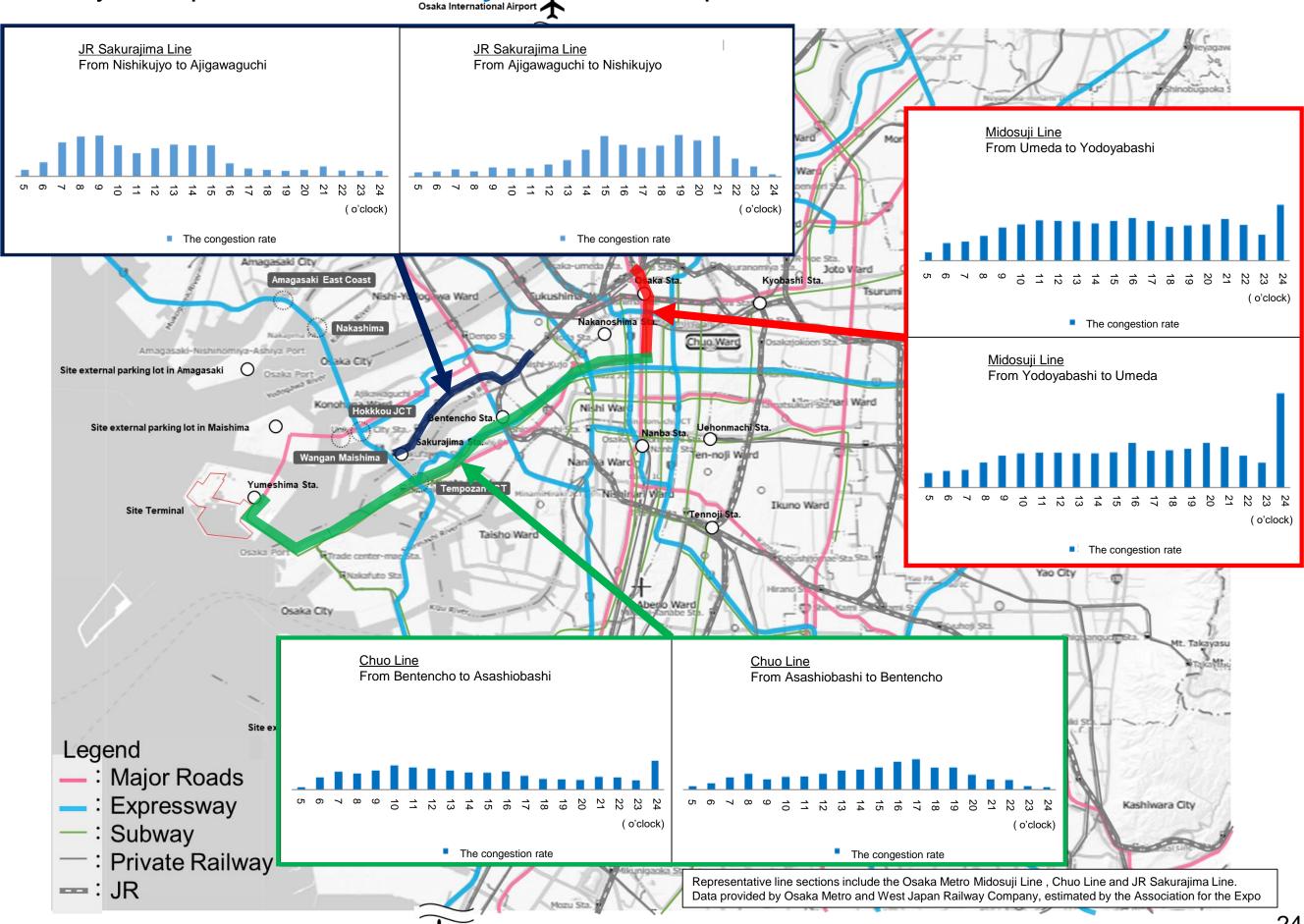
⁴th line: Percentage of visitors by mode of transport by region (%)



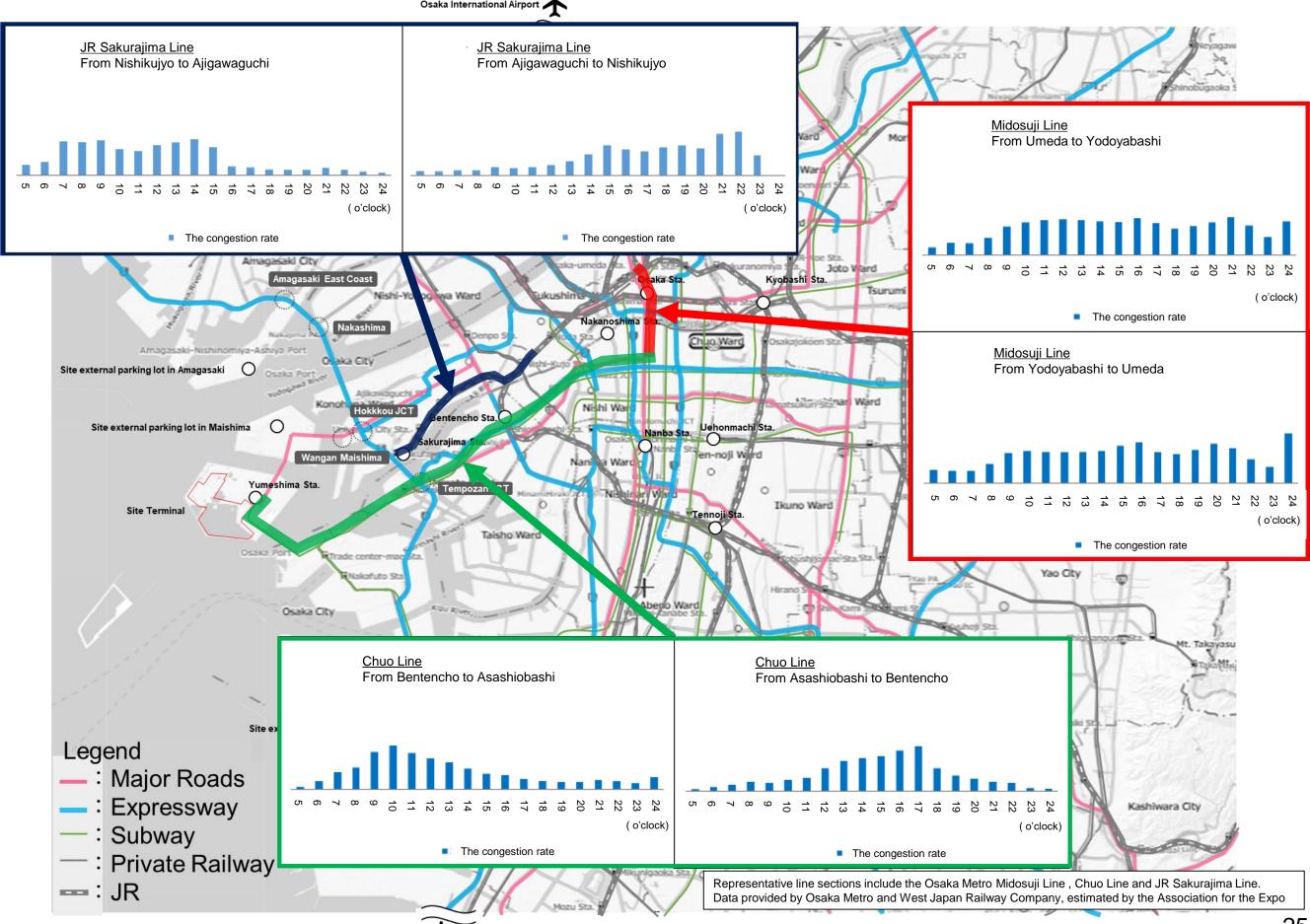
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 - ☐ Railway Transportation During the Expo(per hours)
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 - ☐ [Road Transportation] During the Expo(per hours)
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Railway transportation on Weekdays before the Expo JR Sakurajima Line JR Sakurajima Line From Nishikujyo to Ajigawaguchi From Ajigawaguchi to Nishikujyo Midosuji Line From Umeda to Yodoyabashi (o'clock) (o'clock) The congestion rate The congestion rate Amagasaki City Joto Ward Amagasaki East Coast Kyobashi Sta. Tsurumi The congestion rate Midosuji Line Site external parking lot in Amagasaki From Yodoyabashi to Umeda Site external parking lot in Maishima en-noji Wird Yumeshima Sta. Ikuno Ward Site Terminal (o'clock) Taisho Ward The congestion rate Yao City Osaka City Chuo Line Chuo Line From Bentencho to Asashiobashi From Asashiobashi to Bentencho Site ex Legend : Major Roads : Expressway Kashiwara City (o'clock) (o'clock) : Subway The congestion rate The congestion rate : Private Railway Representative line sections include the Osaka Metro Midosuji Line , Chuo Line and JR Sakurajima Line. --: JR Data provided by Osaka Metro and West Japan Railway Company, estimated by the Association for the Expo

Railway transportation on Saturday before the Expo



Railway transportation on Sunday before the Expo

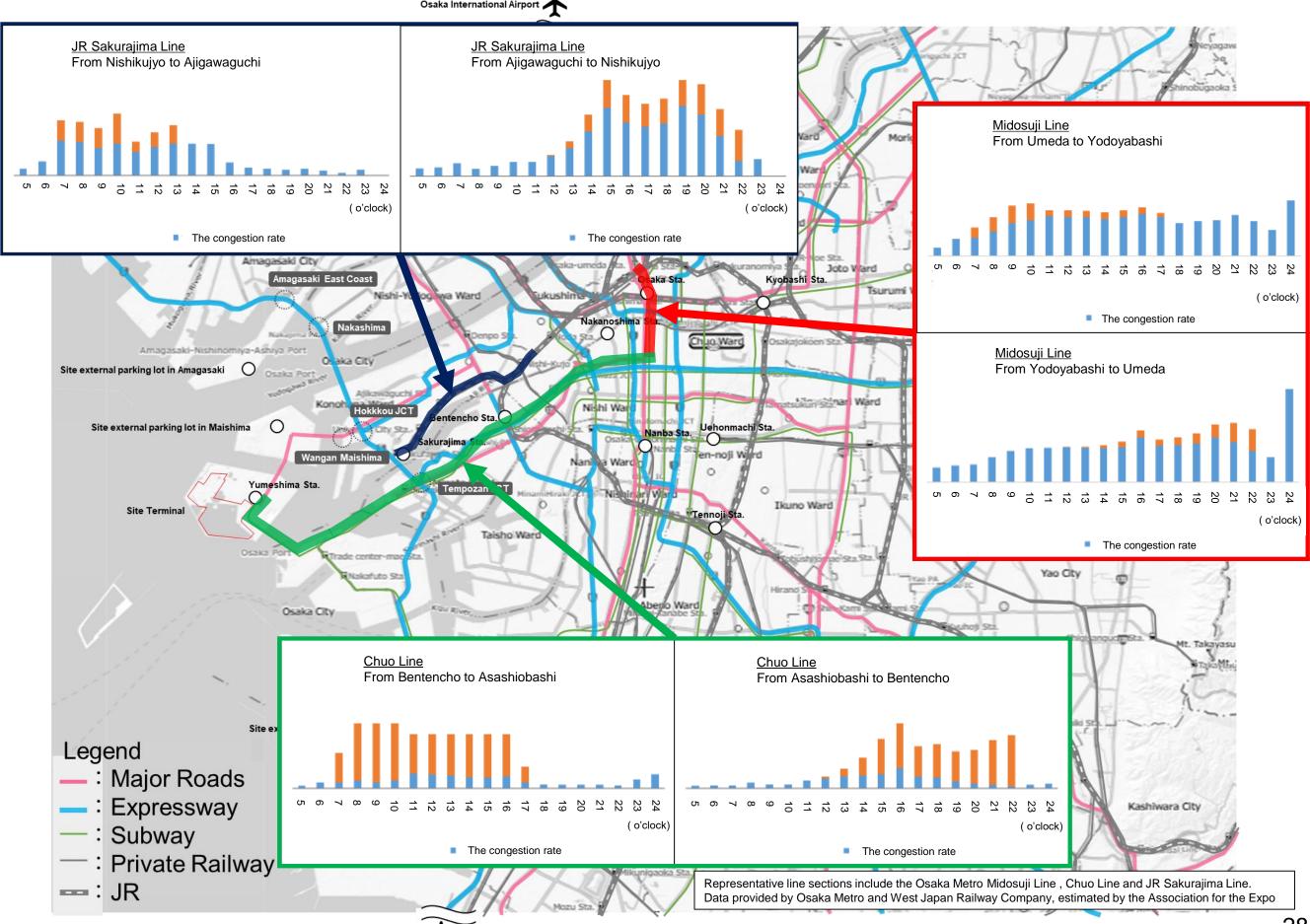




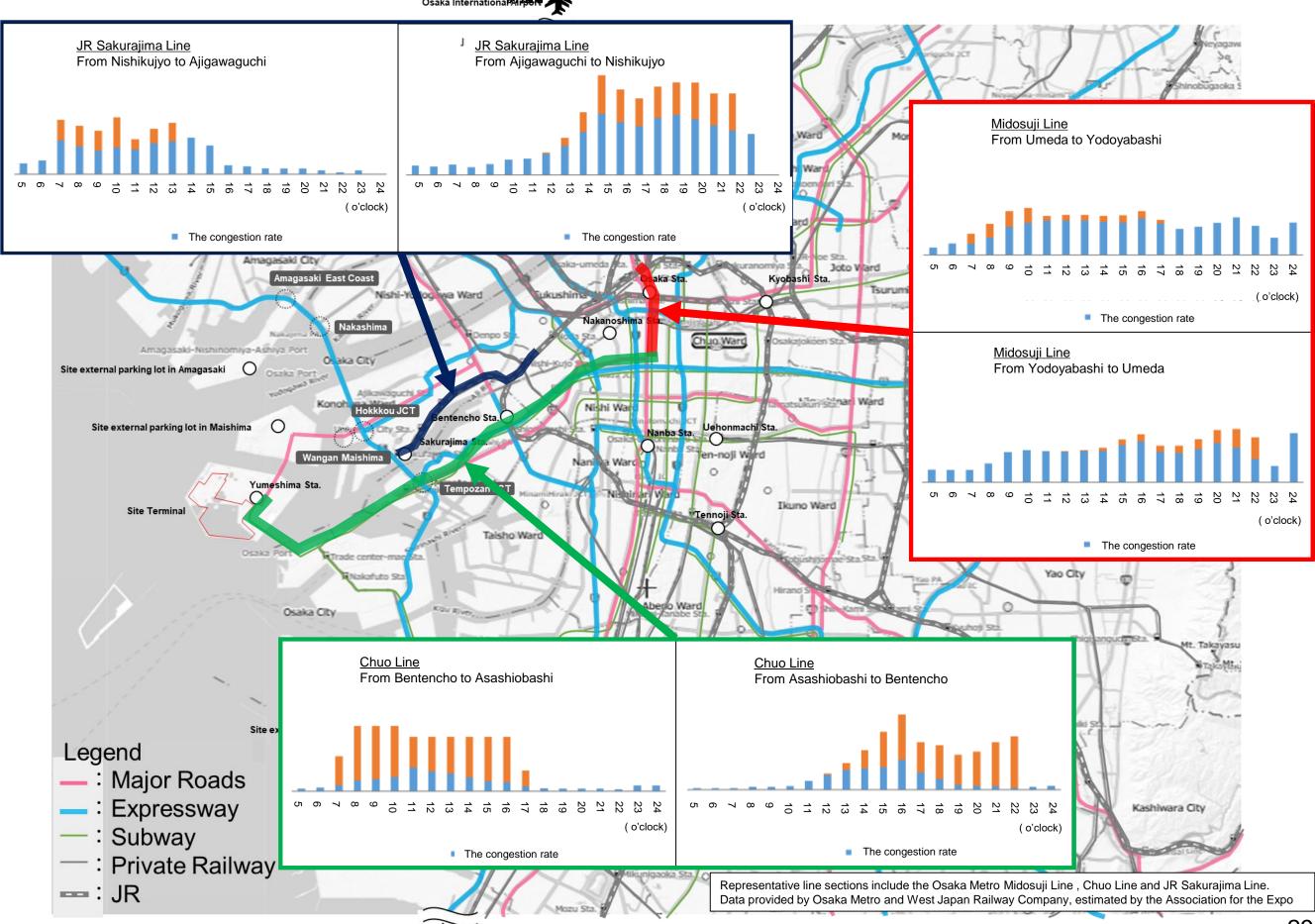
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 - ☐ [Road Transportation] During the Expo(per hours)
 - Conditions of road traffic, etc.
 - during large-scale events in Maishima

Railway transportation on Weekdays during the Expo JR Sakurajima Line JR Sakurajima Line From Nishikujyo to Ajigawaguchi From Ajigawaguchi to Nishikujyo Midosuji Line From Umeda to Yodoyabashi (o'clock) (o'clock) The congestion rate The congestion rate Joto Ward Kyobashi Sta. Amagasaki East Coast Tsurumi (o'clock) The congestion rate Midosuji Line From Yodoyabashi to Umeda Site external parking lot in Amagasaki Site external parking lot in Maishima en-noji Wird Yumeshima Sta. Ikuno Ward Site Terminal (o'clock) Taisho Ward The congestion rate Yao City Osaka City Chuo Line Chuo Line From Bentencho to Asashiobashi From Asashiobashi to Bentencho Site e Legend : Major Roads : Expressway Kashiwara City (o'clock) (o'clock) : Subway The congestion rate The congestion rate : Private Railway Representative line sections include the Osaka Metro Midosuji Line , Chuo Line and JR Sakurajima Line. --: JR Data provided by Osaka Metro and West Japan Railway Company, estimated by the Association for the Expo

Railway transportation on Saturday during the Expo



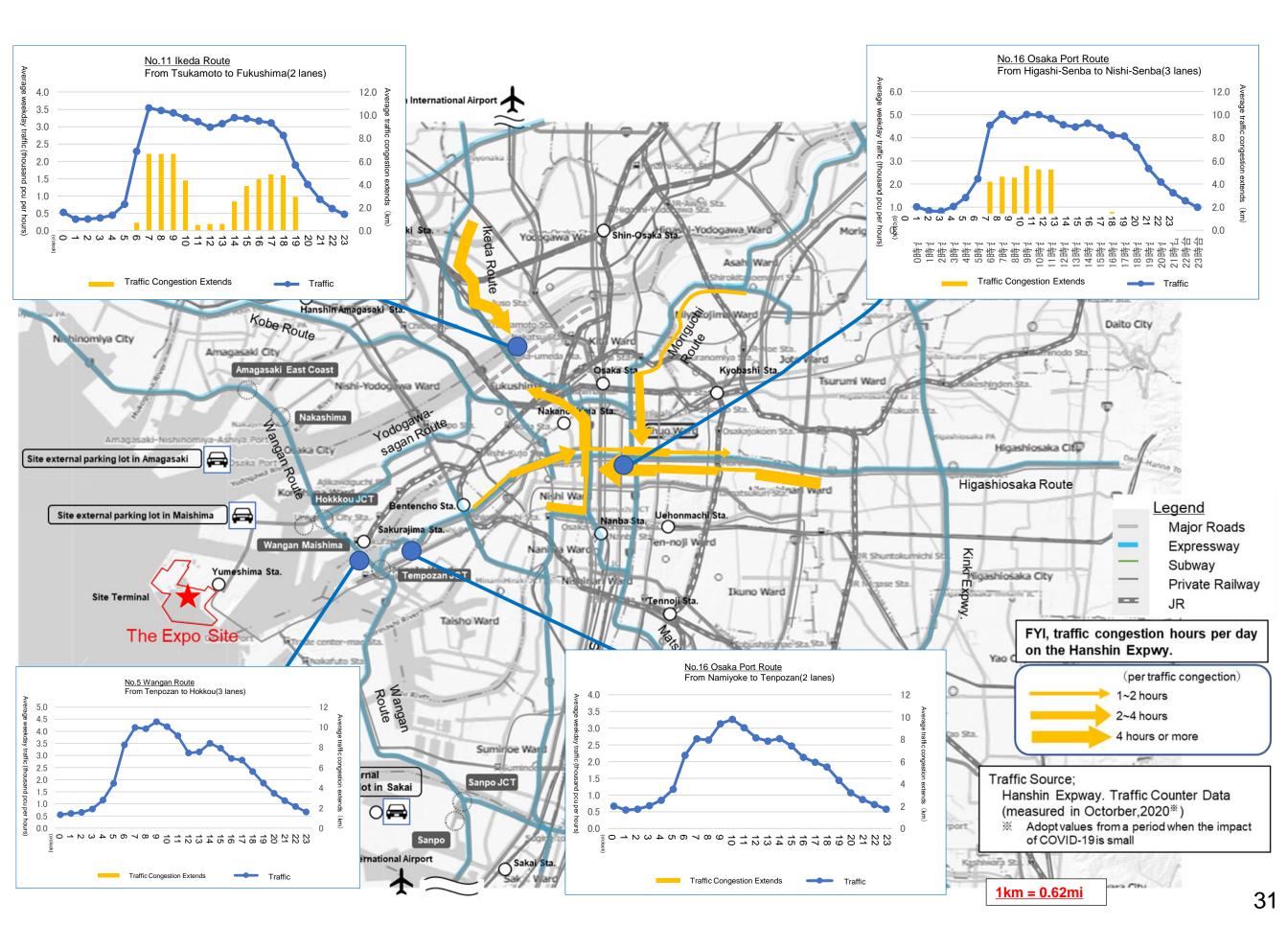
Railway transportation on Sunday during the Expo



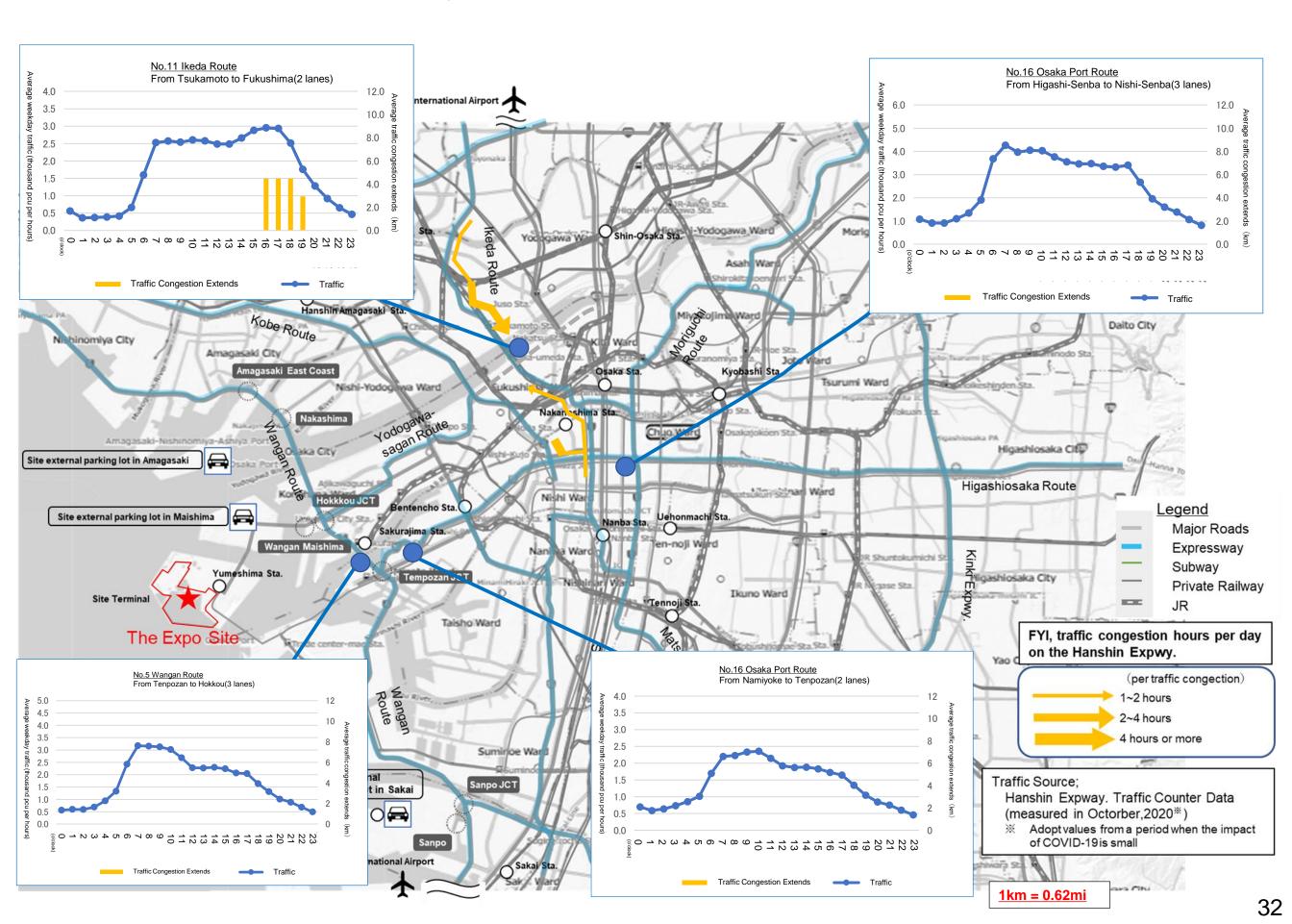


- ☐ Main part
- Annnex
 - List of visitors by origin of departure and means of arrival
 - ☐ [Railway Transportation] Before the Expo(per hours)
 - ☐ Railway Transportation ☐ During the Expo(per hours)
 - Road Transportation Before the Expo(per hours)
 - □ [Road Transportation] During the Expo(per hours)
 - ☐ Conditions of road traffic, etc.
 - during large-scale events in Maishima

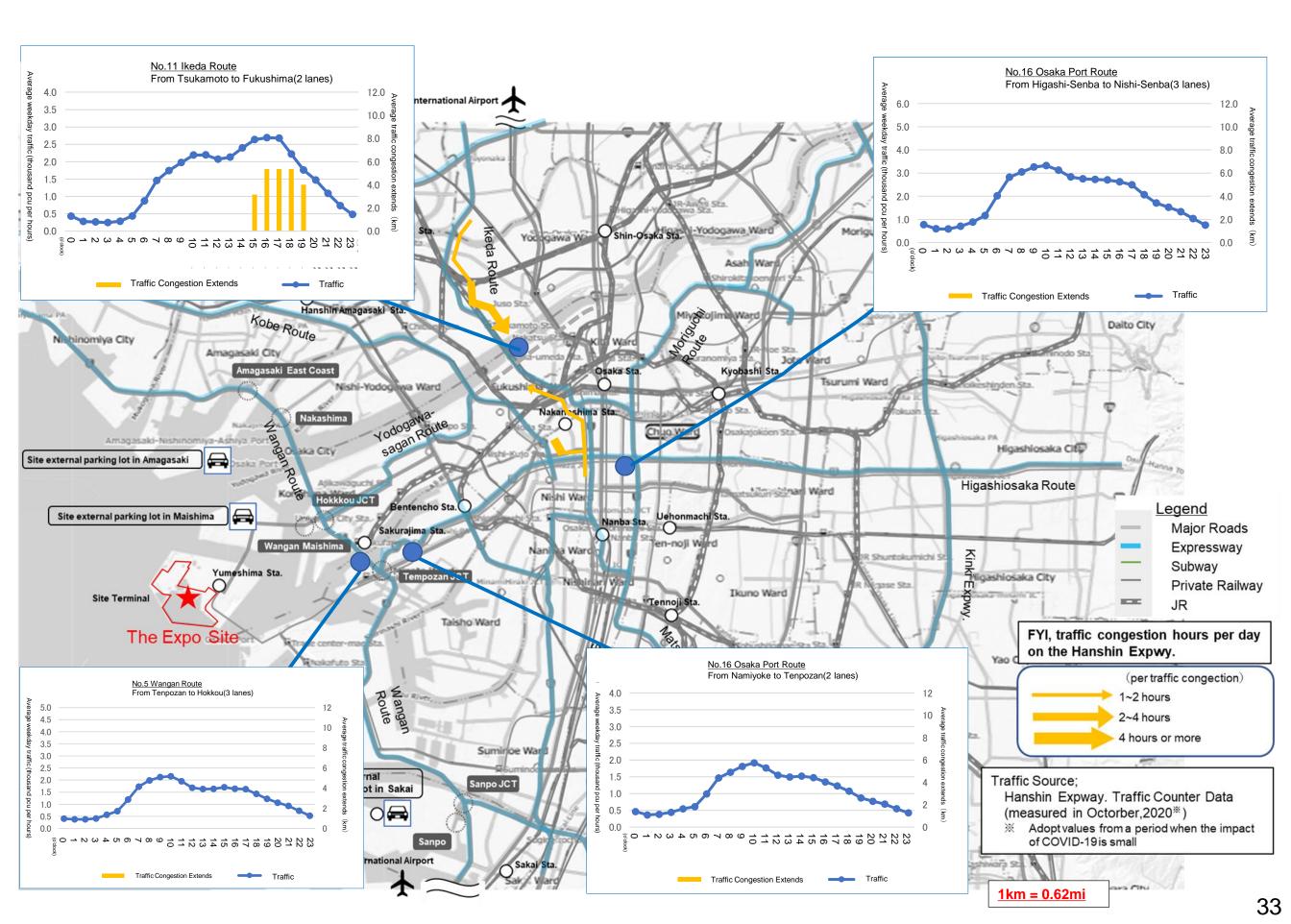
Road transportation on Weekdays before the Expo



Road transportation on **Saturday** before the Expo



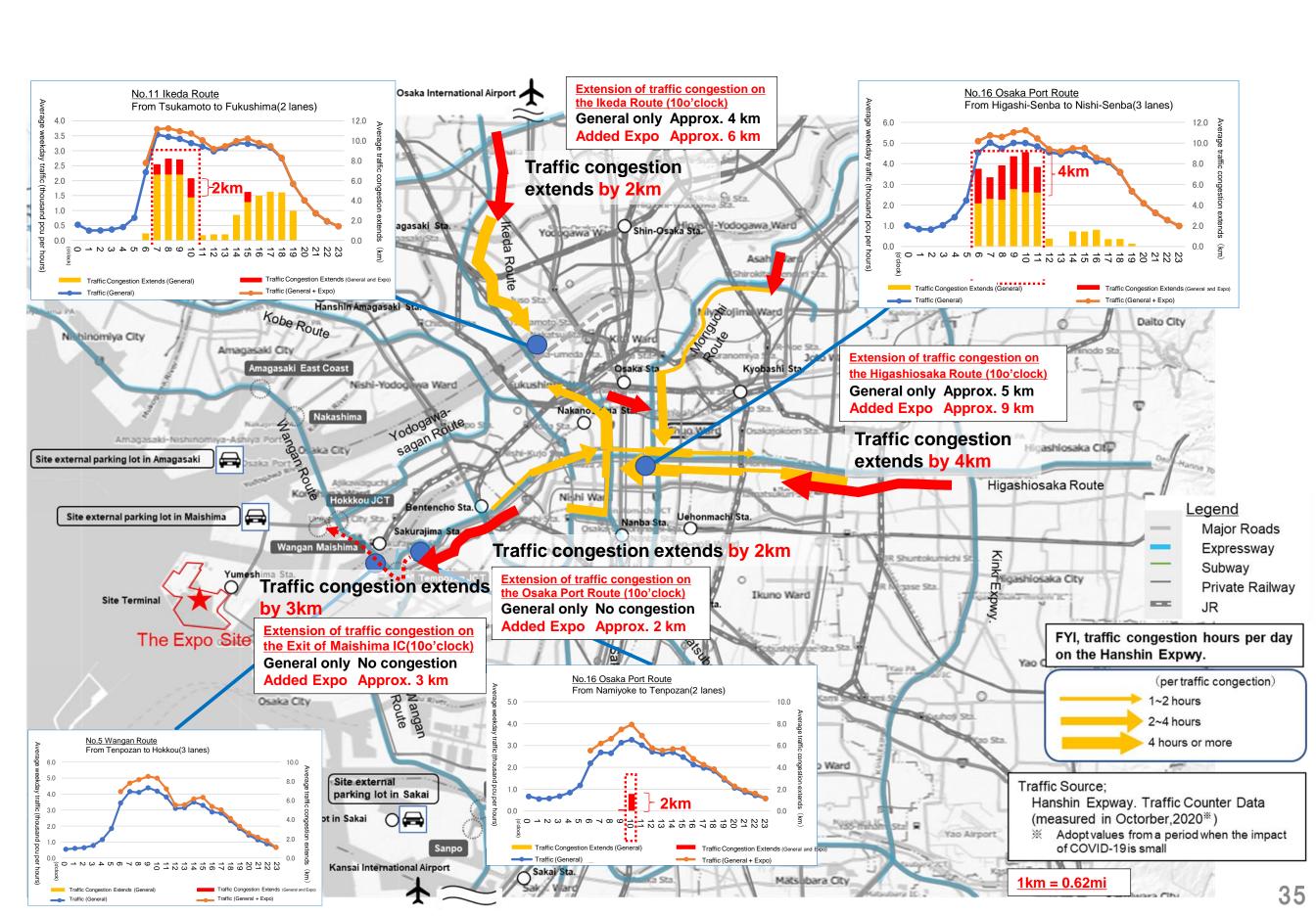
Road toransportation on **Sunday** before the Expo



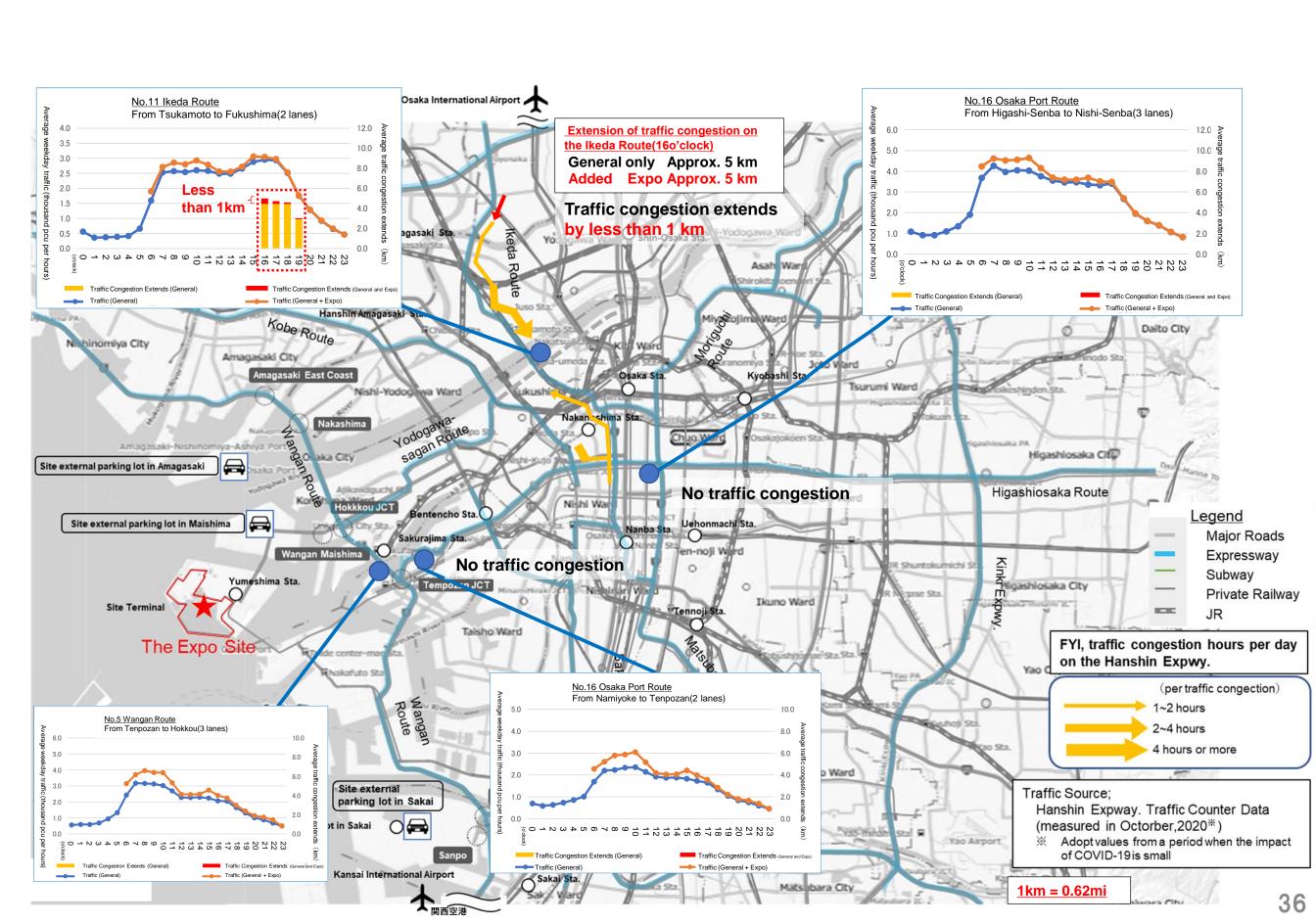


- ☐ Main part
- Annnex
 - List of visitors by origin of departure and means of arrival
 - ☐ [Railway Transportation] Before the Expo(per hours)
 - ☐ Railway Transportation During the Expo(per hours)
 - ☐ [Road Transportation] Before the Expo(per hours)
 - Road Transportation During the Expo(per hours)
 - ☐ Conditions of road traffic, etc.
 - during large-scale events in Maishima

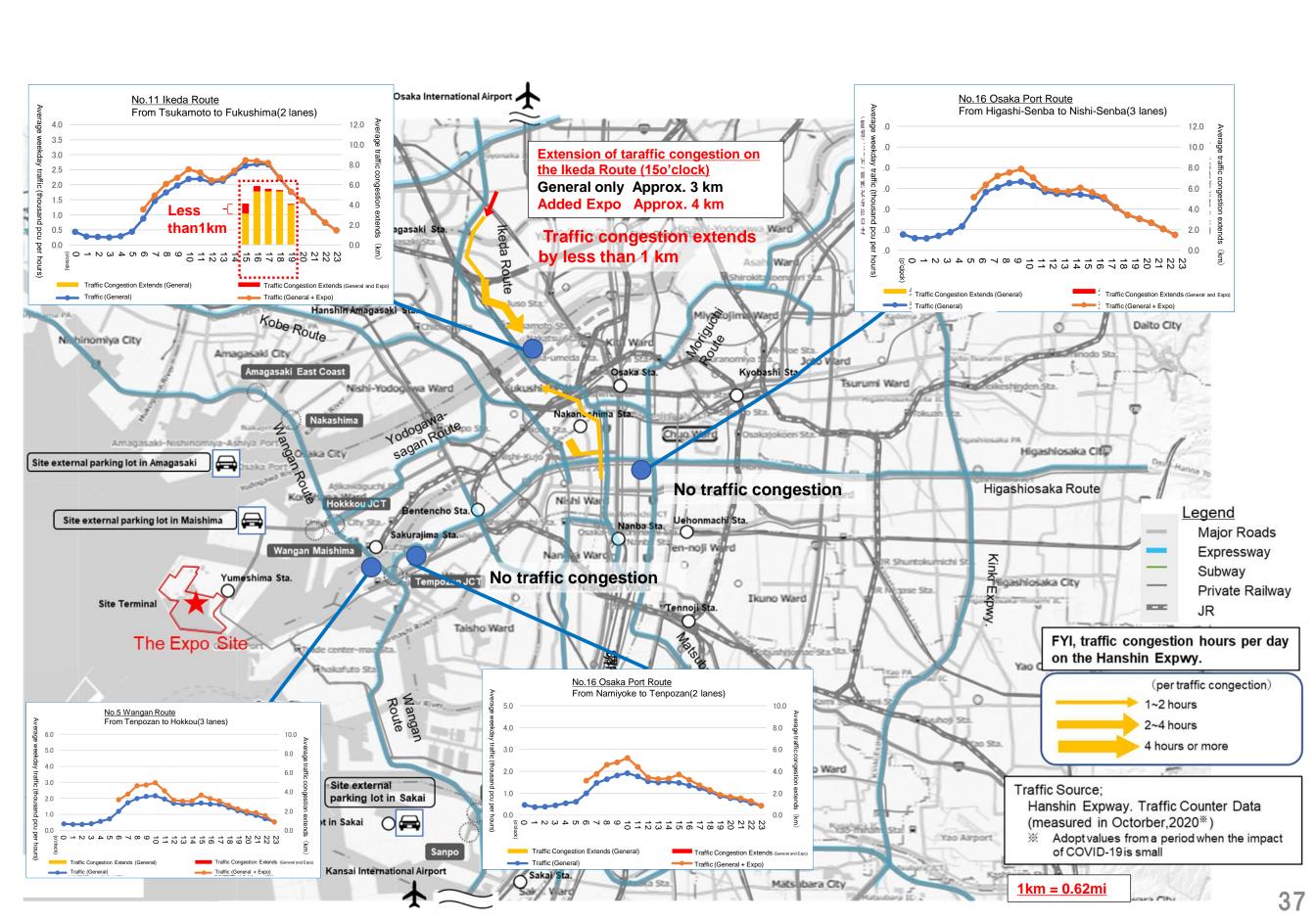
Road transportation on Weekdays during the Expo



Road transportation on Saturday during the Expo



Road transportation on **Sunday** during the Expo





- ☐ Main part
- Annnex
 - List of visitors by origin of departure and means of arrival
 - ☐ [Railway Transportation] Before the Expo(per hours)
 - ☐ Railway Transportation During the Expo(per hours)
 - ☐ Road Transportation Before the Expo(per hours)
 - Road Transportation During the Expo(per hours)
 - Conditions of road traffic, etc.

during large-scale events in Maishima

Conditions of road traffic, etc. during large-scale events in Maishima



"Nemophila Festival" (7 Apr. – 8 May 2022)

[1. Number of visitors]

- 257,000 (32 days)
- Peak: 21,000

[2. Shuttle buses]

- Not operated
- Transit buses operated (Osaka City Bus/Hokko Bus)

(3. Operation times)

- Osaka City Bus: 6 a.m. - 11 p.m.
- Hokko Bus: 6 a.m. - 11 p.m.

[4. Parking lot fares]

- Cars: 800 yen
- Large vehicles: 2,000 ven
- Total: 2,550 vehicles

[5. Lessons learned]

Access

- Long waiting lines for taxis at JR Sakurajima Station
- Right-turn traffic jams caused by cars using private parking lots











Transfer at Osaka Metro Bentencho station

Music festival (23 – 24 Jul. 2022)

[1. Number of visitors]

· 37,000; 13,000 on the 23rd, 24,000 on the 24th

[2. Shuttle buses]

- **Between Cosmosquare Station (former Osaka** Maritime Museum/WTC) and
- Also buses for major stations in Kyoto/Osaka/Kobe, tour busés, etc.

[3. Operating times]

- To venue: 8 a.m. to 1 p.m.
- Away from venue: starting at 6 p.m.

[4. Parking lot fees]

- Advance: 3,500 yen
- Same day: 4,000 yen
- Total: 1,000 vehicles

(5. Lessons learned)

O Access

- **Private vehicles from outside** Osaka used parking lots near venue
- **Concentration of passengers** in train vehicles close to stairs, etc. at some transfer stations such as Honmachi and Bentencho
- Other information
- A temporary private parking lot was operated near the venue
- Cars loitering for parking lot in Sakishima
- **Congestion caused by taxi** reservation application users



Conditions of road traffic, etc. during large-scale events in Maishima



Music festival (20 – 21 Aug. 2022)

"Super Comic City" (21 Aug. 2022)

Areas where event organisers have implemented measures to prevent entry into areas notified as restricted to private cars and taxis

- [1. Number of visitors]
- 80,000 (2 days)
- 40,000 òn each day
- [2. Shuttle buses]
- Between Cosmosquare Station (former Osaka Maritime Museum/WTC) and venue
- Between Sakurajima/USJ and venue
- P&R buses (WTC)
- [3. Operation times]
- Osaka City Bus: 6 a.m. - 11 p.m.
- Hokko Bus: 6 a.m. - 11 p.m.
- [4 . Parking lot for private vehicles]
- No parking lots allowed only for private vehicles
- P&R bus: 5,000 yen
- [5. Lessons learned]
- Access
- No significant traffic jams
- Getting in/off taxis on the roads near venue and taxis waiting for customers
- Significant use of taxis near Sakurajima Station

Flow of taxis into the prohibited



[1. Lessons learned]

- Osaka Metro Chuo Line
- Many passengers had suitcases
- Long lines of passengers waiting to get on rear vehicles of train at Honmachi and Bentencho stations
- Passengers crowded near train doors



