

Overview of the Third Edition of “The Expo 2025 Osaka, Kansai, Japan Specific Policy on Visitor Transportation (Action Plan)”

1. Objectives

- Safe and smooth transportation for Expo visitors
- To minimize impact on (pre-existing) human flow and logistics of socioeconomic activities in Osaka and the Kansai region

2. Breakdown of Visitors by Direction

- Of the total 28.2 million visitors, approximately 90% are assumed to be domestic, and 10% overseas visitors.
- 60% of domestic visitors are assumed to be from within the Kinki region, and 40% from outside the Kinki region.

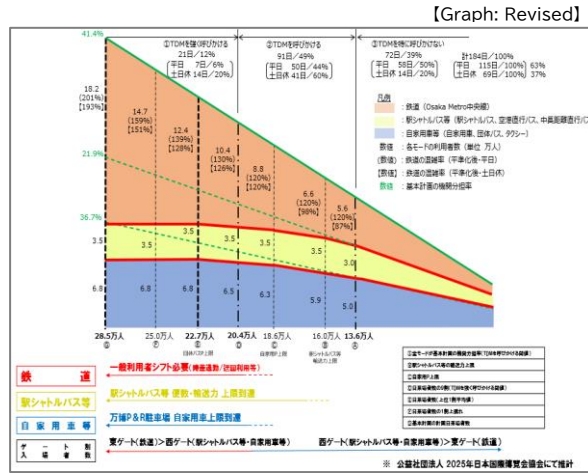
3. Predicted Institutional Sharing Ratio [revised]

○ Institutional share ratio of railroads, station shuttle buses, private cars, etc.

- Varies depending on the number of daily visitors due to limitations of transportation capacity of each transportation system.

○ Railroad share

- Expected rapid increase of over 200,000 passengers per day.



4. Main Expected Visitor Routes [revised]

1) Public transportation (train, station shuttle bus, etc.)

a) Three main routes

- ① Osaka Metro Chuo Line (Railway)
- ② JR Sakurajima Line (train + station shuttle bus)
- ③ Yodogawa Left Bank Line (2nd phase) (station shuttle buses departing from Shin-Osaka Station, Osaka Station, etc.)

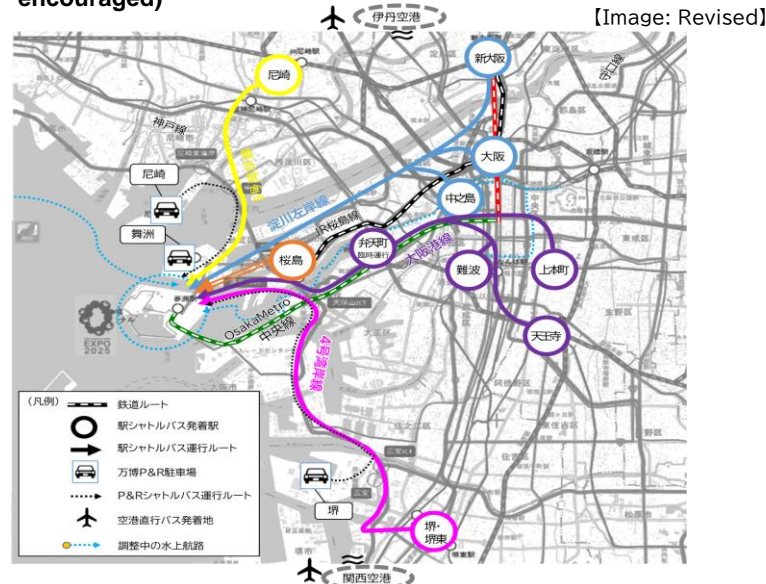
b) Station shuttle buses, etc. by reservation from major train station bus terminals [revised]

Liaison companies and P&R shuttle bus service contractors has been selected

c) Direct buses from airport terminals [new]

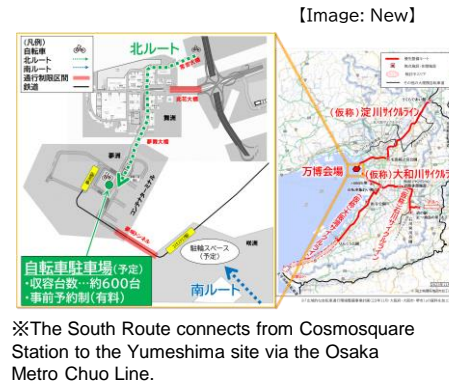
d) Medium-distance direct buses and long-distance direct buses

2) Private vehicles (In principle, the use of public transportation is encouraged)



3) Bicycles [new]

- Establish a North Route ((tentative name) connecting to the Yodogawa River Cycle Line etc.) and a South Route* ((tentative name), connecting to the Yamato River Cycle Line etc.)
- Extensive collaboration with bicycle-orientated community development initiatives and events in the region is being considered.



4) Water transportation [revised]

- Work with operators to solidify plans for routes from within Osaka City and Hyogo Prefecture.

5. Operation of Transportation Terminals and Expo P&R Parking [revised]

1) Yumeshima Transportation Terminal [revised]

- Passengers will board and disembark station shuttle buses, P&R shuttle buses, direct airport buses, direct medium/long distance buses, and taxis at the terminal adjacent to the Expo site.
- Group buses will board and disembark at Yumeshima and wait at Maishima.
- Operating rules, etc. at taxi transportation terminals are being considered.

2) Expo P&R parking (by reservation only)[revised]

- Motorcycle parking to be provided at the Maishima parking.
- Incentives to be adjusted for users of recommended exits on the Hanshin Expressway and detours.

3) Bicycle parking [new]

- Paid bicycle parking adjacent to the Yumeshima site, with advance reservations required
- Establishment of bicycle parking near Cosmosquare Station in Sakishima, and connection to the site via the Osaka Metro Chuo Line will be considered.

4) Sustainability Initiatives [new]

- All Sakurajima Station shuttle buses and Maishima P&R shuttle buses are expected to be EV buses.
- EV chargers to be installed at Yumeshima Transportation Terminal, Maishima Expo P&R parking, etc.

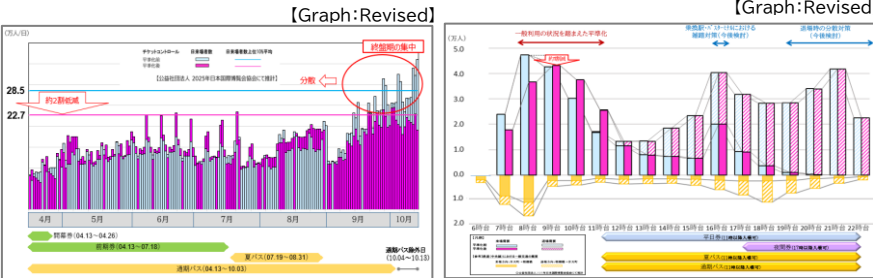
6. Visitor Transportation Measures [revised]

1) Demand-leveling measures (arrivals)

- Ticket control and reservation system for timed Expo site entry and parking entry to be introduced.

2) Demand-leveling measures (departures)[revised]

- Request for early exit, introduction of a reservation system for return journeys on P&R shuttle buses, etc. to be considered.



3) Supply-increase measures

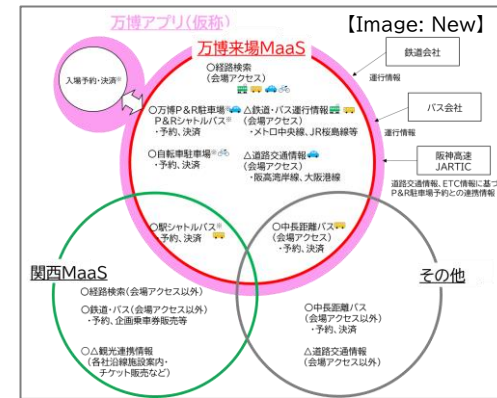
- Increased number of train services (Chuo Line: 16 to 24 trains per hour, Sakurajima Line: 9 to 12 trains per hour)
- Yodogawa Left Bank Line (2nd phase) as an access route for station shuttle buses
- Hanshin Expressway junction traffic capacity increase
- Measures around Expo P&R parking
- Facilitation of both Expo traffic and container logistics functions on Yumeshima

4) Other transportation facilitation measures [revised]

- Coordination with private parking, and adjustment of pre-reservation system, target areas and implementation period to address traffic jams due to lack of available parking, around the station bus terminals and Expo P&R parking.
 - Traffic control around Yumeshima site to be considered
 - Traffic conditions at Yumeshima Transportation Terminal, Expo P&R parking, and surrounding roads to be monitored.
- (Continued to upper right)

5) Collaboration of transportation services and provision of information to visitors

- Establish Expo visitors MaaS to link search, reservation, payment, etc., which are being reviewed separately.
- Provide information on congestion and forecasts of the Expo site and transportation systems



6) Safety and traffic control measures for crowded areas [revised]

- Appropriate guidance at transfer points for railroads, buses, etc., through information signs, road surface signs, etc.
- Consider measures to prevent over-lapping of crowds at Bentencho Station, Honmachi Station, etc.
- Consider requesting visitors to refrain from bringing oversized luggage.
- Consider collaboration with existing temporary luggage storage, delivery services, etc.



7. Expected Impact from Expo traffic, even with visitor transportation measures in place

- 1) Railway •Morning peak congestion on the Chuo Line to reach 140%.
- 2) Roads •Extended peak hour traffic congestion length on the Hanshin Expressway (Higashi Osaka Line: approx. 3km, Ikeda Line: approx. 1km) •Concentration of traffic near the Maishima entrance

8. Encouragement of TDM and Expected Effects [revised]

- The impact from Expo traffic will not be entirely eliminated, even with the aforementioned measures. So we will encourage the implementation of TDM to control, disperse, and equilibrate general traffic.

1) Focusing efforts on specific timeframes

2) Prioritisation of efforts by area [new]

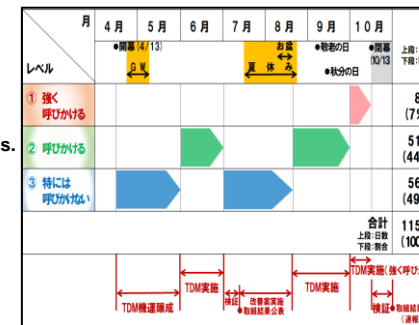
- Focusing of efforts in areas, such as around the Expo site and around the station shuttle bus depots, to be considered

3) Calls to local citizens and businesses [revised]

- Calls for staggered working hours, telecommuting, detour use, more efficient delivery methods, etc.
- Publicise and promote leading examples.

4) Goals of TDM encouragement

- Chuo Line: Congestion rate approx. 120%
- Hanshin Expressway: Traffic jam length not exceeding normal maximum



9. Issues Requiring Consideration and Response [revised]

- To be solidified by the time of summer 2024 revision.
- Spreading awareness of the need for TDM implementation
- Congestion control on exit routes
- Disaster and accident response
- Securing bus drivers

10. Future Schedule [revised]

- Fourth edition to be compiled and published in summer 2024
- To be updated every six months