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

1. Objectives

・To ensure safe and smooth transportation for Expo visitors

・To minimise impact on (pre-existing) human flow and logistics of socioeconomic activities in Osaka and the Kansai region

2. Breakdown of Visitors by Origin

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

3. Predicted Institutional Sharing Ratio (revised) Figure 1

〇 Institutional sharing ratios of railways, station shuttle buses, private cars, etc.

- Updated based on August 2024 survey results for station shuttle buses
  (Railway; 129,000 to 133,000 passengers (57 →59 %),
  Station shuttle buses, etc.: 30,000 to 26,000 passengers (13 →11%)
- Varies depending on the number of daily visitors due to the capacity limitations of each transportation system

〇 Railway share

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

4. Main Expected Visitor Routes (revised) Figure 2

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

a）Three main routes

①Osaka Metro Chuo Line（Railway） ②JR Sakurajima Line (train + station shuttle bus) (A priority boarding system for passengers who have paid in advance will be introduced during morning hours (between 8:00 and 10:59)).

③Yodogawa 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

・Adding operators requesting service under Article 21 of the Road Traffic Law

c) Direct buses from airport terminals

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

2) Private vehicles (The use of public transportation is encouraged in principle)

・Access to the Expo site by shuttle bus from Maishima, Amagasaki, and Sakai Expo P&R Parking

3) Bicycles

- Establishing a North Route (connecting to the Yodogawa Riverside Cycle Line, etc.) and a South Route (connecting to the Yamato Riverside Cycle Line, etc.)
- Promoting wide-area cooperation with community development and events utilising local bicycles
- Promoting the introduction of new transportation styles such as shared bicycles

4) Water transportation Figure 3

・Planned routes include one from Osaka City to Yumeshima, a route from Hyogo to Yumeshima, and a sightseeing route to and from Yumeshima

・Coordinated navigation methods for the waters around the north coast of Yumeshima, with established rules for use of the floating piers

・The ship shuttle bus will provide secondary transportation from the floating piers to the Expo site.

5. Operation of Transportation Terminals and Expo P&R Parking Figure 4

1) Yumeshima Transportation Terminal 1

・Passengers will board and disembark from station shuttle buses, P&R shuttle buses, ship shuttle buses, direct airport buses, direct medium/long distance buses at the terminal adjacent to the Expo site.

・Taxi services will be limited to boarding and alighting at Terminal 1, and riding on nearby roads is not permitted.

・Measures will be implemented to prevent passengers from getting on and off at places other than designated ones, including requesting driver guidance from operators, restricting the use of ride-hailing apps to designated places, and deploying necessary security staff to nearby roads.

・Real-time taxi waiting status and other information will be provided to operators

・Training sessions for taxi drivers will be held, and only vehicles driven by taxi drivers who have completed the training sessions will be allowed to enter the terminal.

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2) Yumeshima Transportation Terminal 2

・Group buses will have a designated boarding area that requires advance reservations, with bus waiting areas located in Maishima Expo P&R Parking.

3) Expo P&R Parking Figure 5

・Introduction of an advance reservation system for date, time and number of passengers

・Introduction of dynamic pricing based on ETC information to adjust fares according to date, route, etc.

・Parking areas to be secured near the P&R shuttle bus depot.

・Motorcycle parking to be provided at Maishima Expo P&R Parking.

4) Yumeshima Accessible Parking

・Parking for people with physical disabilities and those requiring mobility considerations will be located adjacent to Yumeshima site and operated by advanced reservation.

5）Bicycle parking

・Paid bicycle parking adjacent to the Yumeshima site with advance reservations required

・Free bicycle parking space set up near Cosmosquare Station in Sakishima, with a connection to the Expo site via transfer to the Osaka Metro Chuo Line

6. Sustainability Initiatives

・Aiming to contribute to SDGs, Sakurajima Station Shuttle Bus and Maishima P&R Shuttle Bus will operate with all electric buses.

・Electric bus charging equipment will be installed at Yumeshima Transportation Terminal 2 and Maishima Expo P&R Parking, with additional charging capacity implemented for electric bus operation.

7. New Technology Initiatives in the Transportation Sector

・Autonomous electric buses as well as hydrogen fuel cell vessels for water transport will be introduced as part of future mobility services in line with the Expo’s concept of "a testing ground for future society“.

8. Transportation Demand-Levelling Measures (revised) Figure 6 Figure 7

・Equalisation through ticket sale pricing, usage rules, and reserved admission dates

・Equalisation by reserving admission times, etc.

・Levelling based on Expo P&R parking fees

・Introduction of dynamic pricing for parking fees

・Levelling of peak visitor demand by establishing priority reservation slots for group bus boarding/drop-off areas at relatively less crowded times

9. Transportation Supply-Increase Measures (revised)

・Increasing train services (Osaka Metro Chuo Line: 16 to 24 trains per hour, JR Sakurajima Line: 10 to 12 trains per hour)

・Using the Yodogawa Left Bank Line (2nd phase) as an Expo-exclusive access route for station shuttle buses

・Expanding traffic capacity at Hanshin Expressway junctions

・Implementing measures around Expo P&R Parking

・Ensuring smooth coordination between Expo traffic and container logistics functions on Yumeshima

10. Transportation Facilitation Measures (revised)

・Temporary oversized luggage storage set up around Bentencho Station and at Sakurajima Station Bus Terminal

・Expansion of coin lockers at Shin-Osaka Station, Higashi-Umeda Station and Namba Station, etc. and temporary luggage storage set up at Honmachi Station by Osaka Metro

・Measures implemented in collaboration with tourism operators and accommodation providers, etc. to prevent bringing in oversized luggage on trains, etc.

・An advance reservation system introduced in collaboration with private car parks, etc., in target areas to prevent traffic congestion and concentration around the station bus terminal and Expo P&R Parking.

・Traffic measures implemented around the Yumeshima site

・Minimisation of road construction work on the shuttle bus routes during the Expo

・Traffic guidance signs have been standardised across all modes of transportation, including rail, buses, roads, and ships.

・Facilities developed and managed by the Japan Association for the 2025 World Exposition to be maintained in accordance with the Universal Design Guidelines about Transportation Access.

11. Collaboration Between Transportation Services and Visitor Information Provision (revised) Figure 8

・Expo visitors will be assisted by a MaaS (Mobility as a Service) system that integrates search, reservations, payments, etc.

・Provision of information on congestion and forecasts for the Expo site and transportation systems

・Using the official app EXPO 2025 Visitors to notify visitors via in-app notifications and push notifications.

12. Safety and Traffic Control Measures for Crowded Areas (revised)

・Clear guidance at transfer points for rails, buses, and other modes of transport, using traffic guidance and road surface signs, etc.

・Measures implemented to prevent crowding and congestion of transit users at Bentencho Station, Honmachi Station, Nishi-Kujo Station, Yumeshima Station and Sakurajima Station (transit between Sakurajima Station and Bus Terminal).

13. System During the Expo (new)

・Establishing a system for monitoring of visitor transportation, sharing information with transportation operators and related parties, and taking necessary action.

・During the Expo, the Visitor Transportation Information Centre will consolidate transportation information and Expo site information and share it with transportation operators, related parties, and visitors.

・Information on transportation for visitors within the site will be provided in coordination with event organizers, pavilion operators, and other site management personnel.

・A timeline (action plan) developed in collaboration with relevant organisations to effectively respond to disasters and accidents along the access routes to the Expo site, etc.

14. Expected Impact of Expo traffic, Even With Visitor Transportation Measures in Place

1）Rail ・During the morning peak period, the congestion rate is expected to reach approximately 140%, which may interfere with the safety and comfort of visitors at platforms, etc., and affect the regular operation of trains, etc.

2)Roads ・Long peak hour traffic congestion on the Hanshin Expressway
(Higashi Osaka Line: approx. 2km; Ikeda Line: approx. 0.3km)

・Traffic concentration expected near the Maishima entrance

15. Encouragement of TDM and Expected Effects

■The impact of Expo-related traffic will not be fully eliminated, even with the aforementioned measures. Therefore, the implementation of TDM (Traffic Demand Management) will be implemented to help control, disperse, and balance general traffic flow.

1) Focusing efforts on specific timeframes Figure 9

① “Strongly urge” TDM implementation

② “Encourage” TDM implementation

③ “Request the preparation” of TDM implementation

2) Prioritising efforts by area

・Promote the activities targeting citizens, related organisations, and companies in specific areas, such as the area around the Expo site and the station shuttle bus depot, etc.

3) Requests to local citizens and businesses

・Publicise and promote leading examples

・Encourage staggered working hours, telecommuting, using detour routes, more efficient delivery methods, etc..

・Establish an open application system for participating companies (Expo TDM Partners) and make an open call for applications

4) Targets for encouraging TDM

・Osaka Metro Chuo Line: Aim to keep congestion rate at approx. 120%

・Hanshin Expressway: Aim to ensure traffic jams do not exceed the typical max. lengths

16. Future Schedule (revised)

・The fifth edition to be the final edition, with training and operational testing to be carried out based on this edition

・During the Expo reporting on transportation conditions to the newly established Transportation Measures Subcommittee, receiving necessary advice, and responding appropriately

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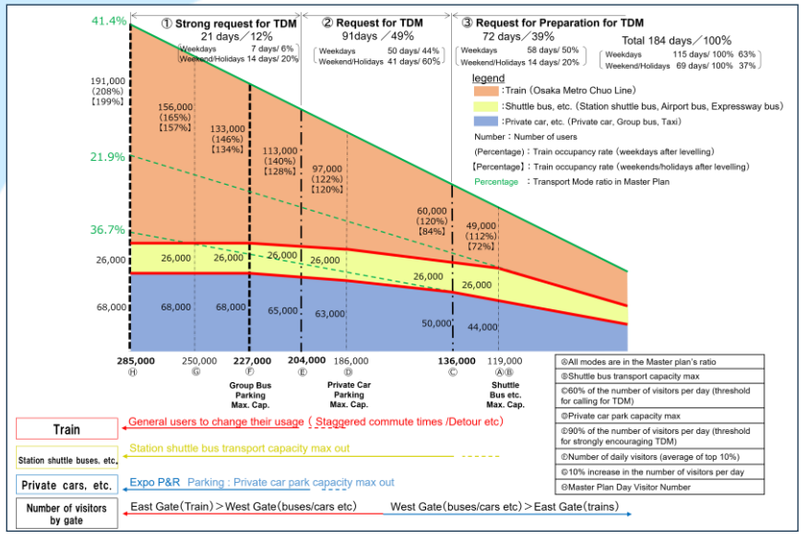

Figure 1. Number of daily Expo visitors and institutional sharing ratios

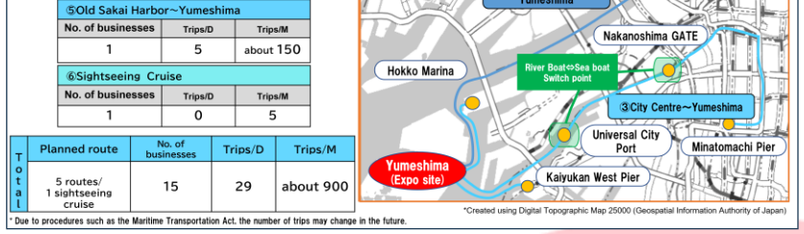

Figure 2. Main expected visitor routes

Figure 3. Water routes to the Expo site

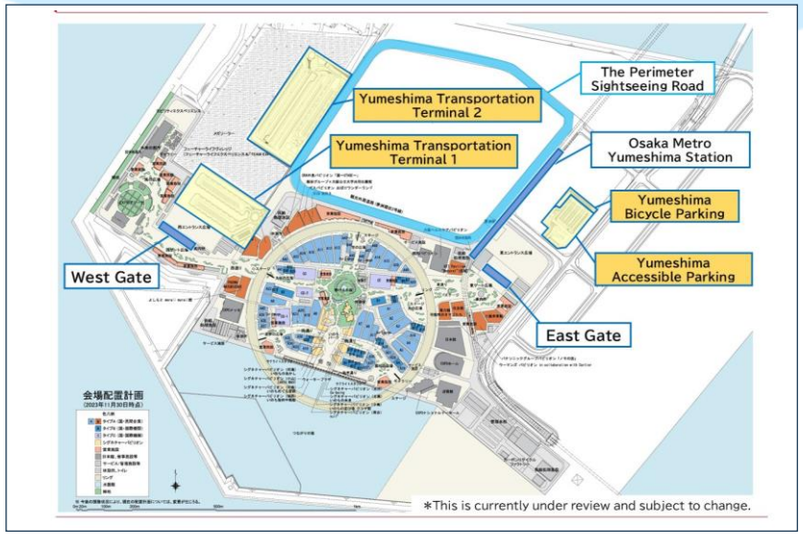

Figure 4. Layout of the Yumeshima Transportation Terminals and surroundings, etc.

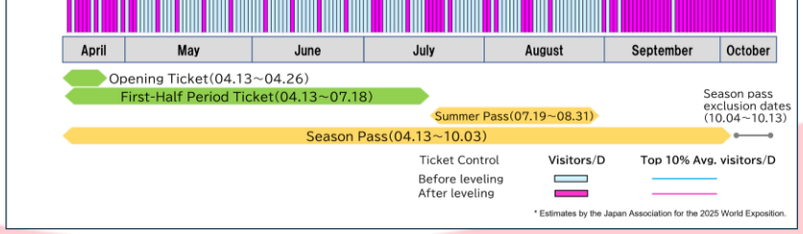

Figure 5. Expressway detour routes and designated exits

Figure 6. Demand levelling through ticket control

Figure 7. Visitor demand levelling through an admission reservation system, etc. (22.7 million/day)

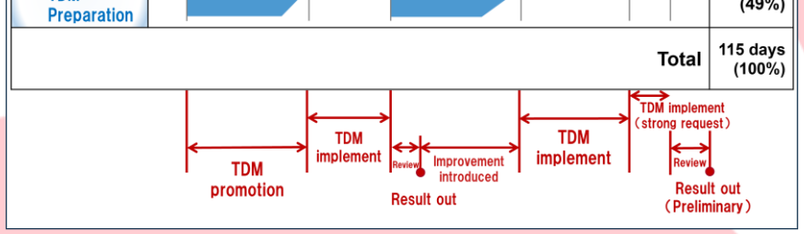

Figure 8. Image overview of Expo visitor MaaS services

Figure 9. Intensity and duration of TDM measures