

## ANMC21 Implementation Report

1 Training program	ITS (Intelligent Transport System) Workshop
2 Purpose	The purpose of the workshop was to cultivate human resources capable of formulating transport and traffic policy in each cities, through information exchanges between participants, site visits to relevant facilities, and attending the 20 <sup>th</sup> ITS World Congress Tokyo 2013.
3 Organizer	Headquarters of the Governor of Tokyo
4 Date	October 15 (Tue) – 17 (Thu), 2013
5 Participants (cities, names)	<p>Total 8 participants</p> <p>The representatives of each city are listed as below:</p> <p><b>Bangkok (total 2 participants):</b></p> <p>Mr. Banjong LEUNGRATANAMAT          Director of Policy and Planning Division, Traffic and Transport Department,          Bangkok Metropolitan Administration</p> <p><b>Kuala Lumpur (total 3 participants):</b></p> <p>Ms. Rozita binti RIDZUAN          System Analyst, Urban Transport Department</p> <p><b>Manila:</b></p> <p>Atty. CARLOS, S Emerson (Mr.)          Assistant General Manager for Operations, Metropolitan Manila Development Authority</p> <p><b>Taipei (total 2 participants):</b></p> <p>Mr. SU, Fu-Chih          Chief Engineer, Department of Transportation, Taipei City Government</p>

<p>6 Seminar outline/scenes (Photos, etc.)</p>	<ul style="list-style-type: none"> <li>• Presentations and discussion session regarding the measures adapted by each participating city</li> <li>• Site visit</li> <li>• Attending the 20th ITS World Congress Tokyo 2013</li> <li>• Final presentation and discussion session</li> </ul> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Presentation</p> </div> <div style="text-align: center;">  <p>Traffic Control Center</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  <p>Final presentation</p> </div> <div style="text-align: center;">  <p>Group photo</p> </div> </div>
<p>7 Results</p>	<p>On the first day, along with representative of the Tokyo Metropolitan Government's (TMG) Office for Youth Affairs and Public Safety, the participants from each city gave presentations concerning both current traffic problems impacting their cities, and the measures being undertaken to address such issues. Through these presentations, participants could grasp some appreciation of the characteristics of traffic problems in each city, as well as deepen their understanding of each other.</p> <p>On the second day, participants visited to the Traffic Control Center of the Tokyo Metropolitan Police Department. They received explanations of the roles of this center: how the center collects and analyses traffic information then provides to the public, and how it controls traffic signals to solve traffic jams. While watching real-time traffic information on the monitors, participants confirmed how traffic lights and electronic information signs are controlled in response to traffic flow conditions. This visit allowed the participants to acquire more specialized knowledge effectively. Thus, a number of favorable comments about this site-visit were received within the post-workshop survey.</p> <p>Furthermore, during the three days of the workshop, participants also attended the 20<sup>th</sup> ITS World Congress Tokyo 2013 held at the Tokyo Big Sight exhibition facility. By listening to the session and visiting</p>

the different booths in the Congress, etc., participants could gather information on the latest ITS technologies from around the world, including those from the TMG. When visiting the TMG booth, some participants were interested in display panels that both depicted traffic conditions in Tokyo at the time of the Great East Japan Earthquake, and outlined the measures implemented post-quake. Because they wanted to gain a deeper understanding of such topics, these participants expressed a desire to receive more detailed materials. Furthermore, at the session, the participants experienced the newest information telecommunications technologies such as being able to see the latest road and traffic information displayed on smartphones while traveling on buses, and receiving emergency evacuation information in times of disaster on smartphones, etc. Since they actually experienced traveling on a bus while seeing a wide variety of services displayed non-stop on smartphone screens, there was the feedback that; having had the opportunity to experience the latest IT and control technologies themselves represented a great opportunity to introduce such systems in their own cities.

On the final day, a summary discussion was conducted. On the topic of what had been obtained through the workshop, and how such knowledge would be used in the future, each of the cities made a presentation. The main points of each of these presentations were as follows:

Bangkok:

*At the ITS Congress, we learned a lot about GPS systems. We were able to learn about new technologies studied with a wide variety of ideas. Furthermore, we were able to reconfirm the necessity of centralized control offices such as that seen at the Traffic Control Center. A problem for Bangkok is that our centralized control offices are not very big, and the precision they offer is not that great. With this in mind, we would like to enhance systems in Bangkok using the Traffic Control Center in Tokyo as a point of reference.*

Kuala Lumpur:

*In coming to Tokyo, we were given an opportunity to think about the issue of driver education. With respect to the enhancement of driver education systems and the strengthening of systemized enforcement of road rules, we want to be able to make proposals to senior management. Furthermore, concerning the showcase event at the ITS Congress where information was provided to users through*

*smartphones, this was another topic that we found to be very interesting. In that the adoption rate of smartphones in Kuala Lumpur is high, we would like to proceed with the provision of traffic information which uses such technologies.*

Manila:

*Visiting the Traffic Control Center, we understood that Tokyo is implementing traffic control via the introduction of a variety of systems. In Manila, we remain dependent on traffic management that relies on people. We would like to learn the methods that Tokyo has introduced and shift to them little by little. Furthermore, at a presentation given at the Congress on the topic of ITS Big Data, we were grateful to find out about measures involving the collection of information through smartphones, and traffic predictions that could be made using such data. We feel such ideas could be introduced not just for traffic management, but also for disaster management issues. We want to return to Manila with such knowledge in hand. Concerning Manila which has experienced an extremely high-level of smartphone adoption, we believe such methods would be very effective.*

Taipei:

*Concerning both the TMG activities after the Great East Japan Earthquake, and subsequent preparations and predictions with respect to the possibility of future disasters, we feel such information represents an important point of reference for us. Taipei is also located in an Asia-Pacific area prone to earthquakes. Thus, there is a lot that we can learn from Tokyo. At the Traffic Control Center, we became aware of the system by which normal vehicles would be prohibited to enter the city and emergency vehicles would enter it in times of disaster. This information represented a very important idea for us. We also saw the traffic light backup function as being very important.*

Finally, in overall terms, participants from TMG and the other four cities discussed actively, and exchanged useful information each other.. We also received very positive feedback that “the workshop represented a valuable occasion in that a variety of cities were able to gather and share information among one another.” To sum up, we believe that the results of the workshop were very valuable.