

ITS-Review *Japan*

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SPECIAL TOPIC

Increasing deployment of ETC and DSRC in Japan

Nationwide ETC deployment and increasing ETC coverage

In March 2001, the ETC service started in Japan, and the ETC systems has been installed at 741 toll gates (by September 2002) out of approximately 1,200. By the end of March 2003, the number will increase to approximately 900, which will allow almost 90 percent of all traffic to enjoy ETC service.

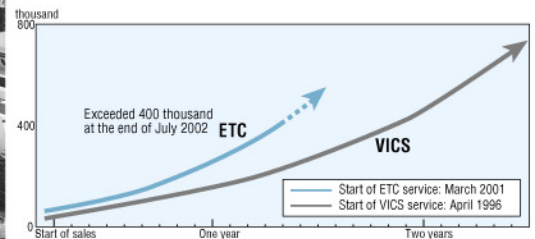
The ETC system in Japan adopts a "two-piece" method using an on-board equipment (OBE) and an IC card to allow future functional development and multi-



Nationwide ETC deployment

purpose use of IC cards. Approximately 440 thousand OBEs had already been sold by August 2002, just 17 months from the start of sales. Development of an ETC OBE that works in coordination

Use of ETC



with a car navigation system and the sales of vehicles with built-in OBEs have started, and are expected to lead to greater use of the service. Various discount systems, dedicated ETC gates, and sales campaigns by private companies will increase the number of ETC users.

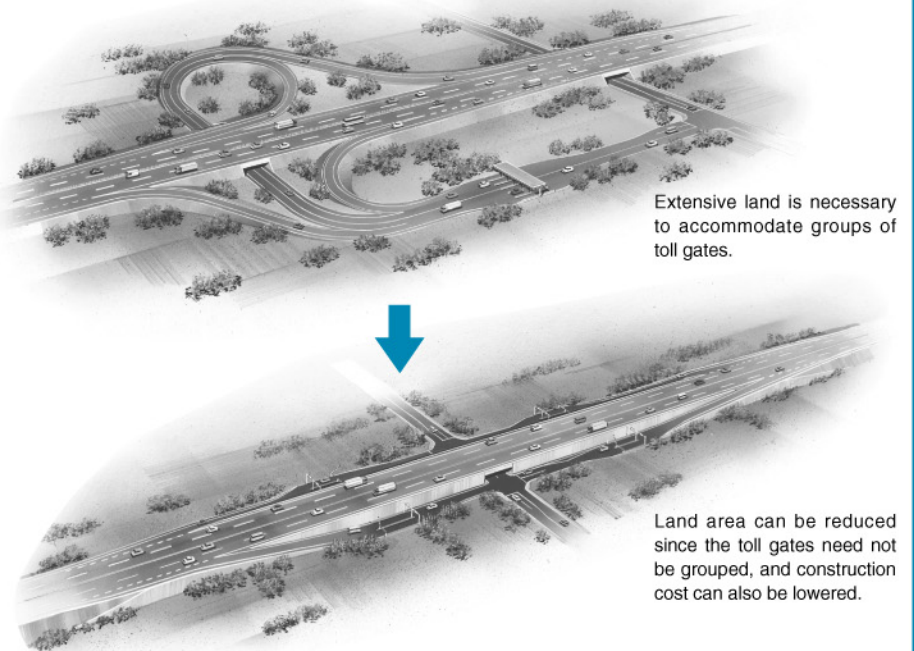
Smart IC (Interchange) to revitalize regional communities

Unmanned and cash-less ETC toll gates will reduce the operation cost of the gates, solve security problems, and require smaller land area and facilities.

Thus, Smart ICs will facilitate those municipalities (approximately 200) along expressways that have no interchanges to build interchanges and access roads to the expressways. Such accesses to near but non-accessible expressways will help the municipalities to invite factories, and revitalize the economy of regional communities.

Within five years, the Ministry of Land, Infrastructure and Transport will construct such Smart ICs, which use ETC, by also utilizing service areas and parking areas.

Concept of a typical Smart IC (Interchange)



Note: Installation of Smart ICs will be determined depending on the traffic volume on the connecting roads.