別紙１

グローバル自動運転・都市交通カウンシル
石井国土交通大臣　冒頭発言

Co-Chairperson Dara Khosrowshahi, Mr. Richard Samans, Ms. Michelle Avary, ladies and gentlemen, good afternoon. My name is Keiichi Ishii, Minister of Land, Infrastructure, Transport and Tourism of Japan.

It’s my great honor to be present at the very first meeting of this Council. I myself look forward to taking part in today’s discussion. As Co-Chair of the Council, I would like to highlight some points before we discuss further.

Let me begin by speaking about Japan’s position and our way of thinking about the society under the Fourth Industrial Revolution.

In Japan, the government and industry have launched a strategy heading for a society, where people and things are connected through IoT and AI, and knowledge and information are extensively

shared among people, which enables the creation of new services and values. Under such a society, people's diverse needs can be identified and fulfilled in various ways. We call such a society, Society 5.0, which incorporates the innovative impact of the Fourth Industrial Revolution.

Autonomous vehicles and Mobility as a Service, known as MaaS, are the core of the mobility revolution which forms an essential part of Society 5.0 and these new forms of mobility would provide us with effective solutions for mobility issues and lead to realizing smart cities.

If we don't launch them correctly, those new mobility services could cause road congestion, users' concerns about sharing services, or the problem of data leakage. To prevent these from happening, we must invite government policies on transport and urban planning. Those policies include:

First, newly considered policy frames and regulations for autonomous vehicles,
Secondly, reorganizing road spaces and improving infrastructure for seamless transit, wireless transport, and electrification, and
Lastly, providing framework which enhances sharing and utilizing a variety of data.

Today, I would like to welcome active discussions among the Council members regarding governmental involvement. What will be the challenges that governments will face in societies with the new mobility services? What will various stakeholders expect from governments in an era of the new mobility services?

Digital innovation will bring a mobility revolution with autonomous vehicles and MaaS. Once it has transformed our society, it will be impossible to go back. Therefore, it is critical that we smoothly accommodate new mobility services into our socio-

economic system and fully utilize them without causing any negative impact. From this perspective, and based on the experiences and endeavors of Japan, I would like to suggest three discussion points for today's session.

First, collaboration between industry and government. Such collaboration is necessary to fill the gap between rapid innovation and the social framework, which will ease the uncertainty for both parties.

Public-private collaboration is also indispensable with regard to access to mobility data. The issue here is how we can improve the accessibility of the data owned by both industry and government. The more open the MaaS platform is to service providers, the more useful the MaaS system will become for users.

In Japan, I myself have talked with the chairman of the Japan Federation of Economic Organizations,

on the issues of smart cities, logistics and new mobility services. The Federation is composed of about 1,400 (fourteen hundred) representative companies. I took the lead in intensifying the cooperative ties between the industry and the government. I believe it is useful for the Council to explore measures to promote public-private collaboration and to deliberate what roles are needed for government.

Secondly, international cooperation is also crucial. We are facing many mobility challenges in common, and it would be useful if this Council could be the arena to share information about our efforts to address various mobility issues.

International cooperation is all the more important when we consider the safety of the new mobility services. Especially, international safety standards for autonomous vehicles can only be established through mutual international cooperation.

Moreover, internationally orchestrated efforts are required for solid cyber security. For high-quality data exchange, tight cyber security should be guaranteed.

Last but not least, “Users First” should always be the top priority for our consideration. Chairman of the World Economic Forum, Professor Klaus Schwab, calls for leaders and citizens “to together shape a future that works for all by putting people first.” I totally agree with Professor Schwab’s statement.
It is my firm belief that we are unable to offer good mobility services which are safe and secure, unless we think about usability with the user as the centric point of view. For example, liability and insurance is an important issue we need to keep in mind.

We also have to bear in mind that the new mobility services should be inclusive to all users including the elderly and disabled people. We are all here to pursue a society where there are no mobility-

disadvantaged people, no matter where they live or who they are. In that context, not only urban mobility but also rural mobility should be given proper consideration. No part should be left alone. In fact, autonomous vehicles and MaaS can provide effective means of mobility for elderly people living in rural areas where bus and taxi drivers are scarce. The new mobility services will surely contribute to realizing an inclusive society.

Following this consideration, I am of the view that we can also think about issues such as how government and industry can take initiatives to establish common principles for global mobility services such as standardization of mobility data.

The government and industry in Japan aim to bring about a society with new mobility services. We are developing various new initiatives and are intending to share our experiences with such initiatives among the Council members. Japan supports the

activities of the World Economic Forum with a view to developing autonomous and urban mobility.

Thank you very much for your attention.