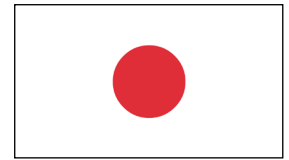


CCAM R&D&I Ecosystem in Japan

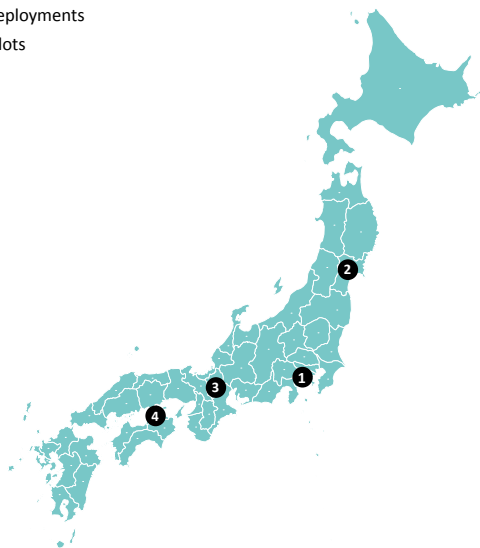


Japan's CCAM ecosystem is shaped by demographic pressures, strong state coordination, and long-term industry-academia collaboration. Automated mobility addresses aging-population mobility gaps through services such as rural shuttles and pilot deployments, and is embedded in the national Society 5.0 strategy issued by the Cabinet Office, emphasizing safety, resilience and digital infrastructure. Regulatory

progress — through initiatives like RoAD to the L4 ww— focuses on Level 4 deployment, safety assurance, and ITS infrastructure development. Japan's shift toward system-level mobility innovation is supported by Mobility Innovation Alliance Japan, covering digital twins, data spaces, and smart infrastructure. The country remains heavily engaged in EU cooperation, especially on safety harmonization and mobility services.

Main Stakeholders, Pilots & Deployments

- Deployments
- Pilots



POLICY

- National Police Agency (NPA)
- Ministry of International Affairs and Communications (MIC)
- Ministry of Economy, Trade and Industry (METI)
- Ministry of Land, Infrastructure and Transport and Tourism (MLIT)
- Digital Agency
- Cabinet Office, Bureau of Science, Technology and Innovation

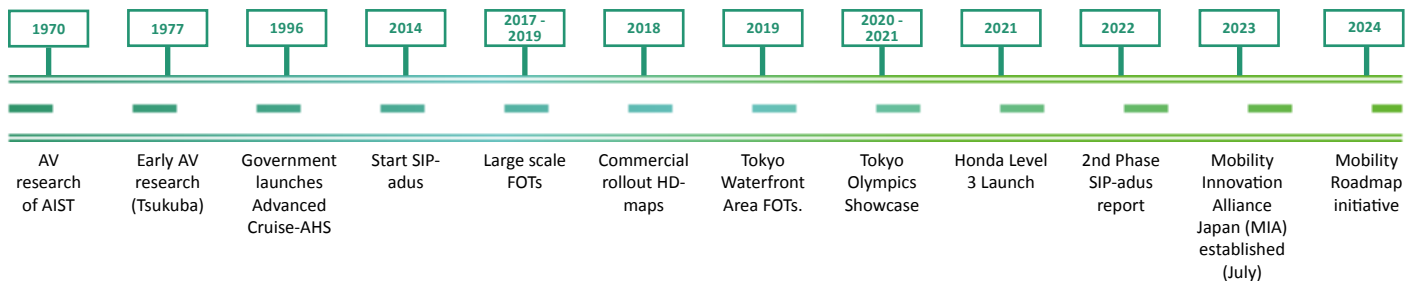
INDUSTRY



DEPLOYMENT

- 1 BYD
- 2 HINO
- 3 KYOTO
- 4 nquva

National CCAM Timeline



Primary R&D Topics

- Development & validation of automated driving systems through Field Operational Tests (FOTs).
- FOTs in real urban conditions, such as the Tokyo waterfront area.
- FOTs for social implementation of mobility and logistics services in local regions.
- Traffic Data & Safety Platforms
- Societal Mobility Use Cases
- Smart Infrastructure for CCAM
- Implementation & Commercialization Tools
- International collaborative R&D

Relative Fleet Sizes

🚗 = 50

Tier IV (100)



Honda (Cruise JV) (50)



Panasonic (20)



Building Block Index

Successful implementation of CCAM depends on a combination of regulatory, organisational, technical and societal conditions that enable automated mobility solutions to move beyond pilot projects and into everyday operation. Europe has identified the following key Deployment Building Blocks (DBBs) to support this transition: Vehicle (inside the vehicle), Person (users, citizens, workforce), Physical & Digital Infrastructure (communication, roadside, server), Business, Design and operations (operational challenges, lessons learnt, integration into public transport) and Regulation. A qualitative assessment by the CCAMBassador team to see to what extent these building blocks are addressed in the various regions around the world led to the following insights / relative ranking. In Japan the most mature building blocks are Person, Physical & Digital Infrastructure and Vehicle, followed by Regulation, Business and Design and operations.

This factsheet is based on publicly available information, input from CCAMBassador experts and relevant national stakeholders. Despite best efforts to ensure accuracy and completeness, it should not be considered authoritative or exhaustive. Suggestions or remarks? Contact info@connectedautomateddriving.eu

