

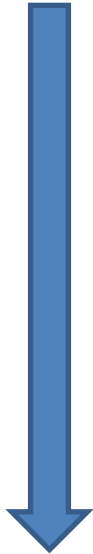
Assistance to low income users?

- Japanese cases -

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MLIT Japan

Assistance to

disadvantaged users!



- Students
- Elderly
- Citizens without private cars
- Welfare recipients

➤ **Fare reduction**

➤ **Maintaining services**

➤ Fare reduction

Who pays?

- Student pass 30-50% off other users
- Reduction for the disabled other users
- Commuter pass **employers**
- Senior citizens pass **taxpayers**
- Welfare recipient reduction other users

● *Welfare recipient reduction*

(Tokyo Metropolitan Area)

Who pays?

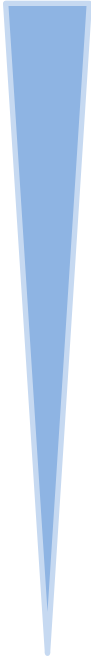
- *1 Met Free pass* *other users*
- *Met Free student pass* *other users*
- *-30% JR commuter pass* *other users*

Welfare aid to “a couple with a child”

- ✓ Living expenses (food, clothes, gas/electricity) = up to ¥180,000 (\$2,000)
- ✓ Education, housing, & medical expenses

➤ Maintaining services

at reasonable price

- 
- Railway/metro
 - Bus
 - Community bus
 - NPO-car service

Community bus



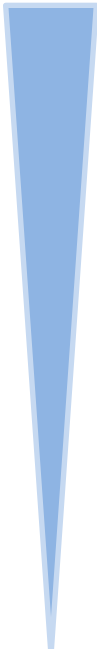
- ✓ Operated by city
- ✓ Low fare (¥100, ¥200)
- ✓ Tax money support
- ✓ Supplementary to bus



➤ Maintaining services

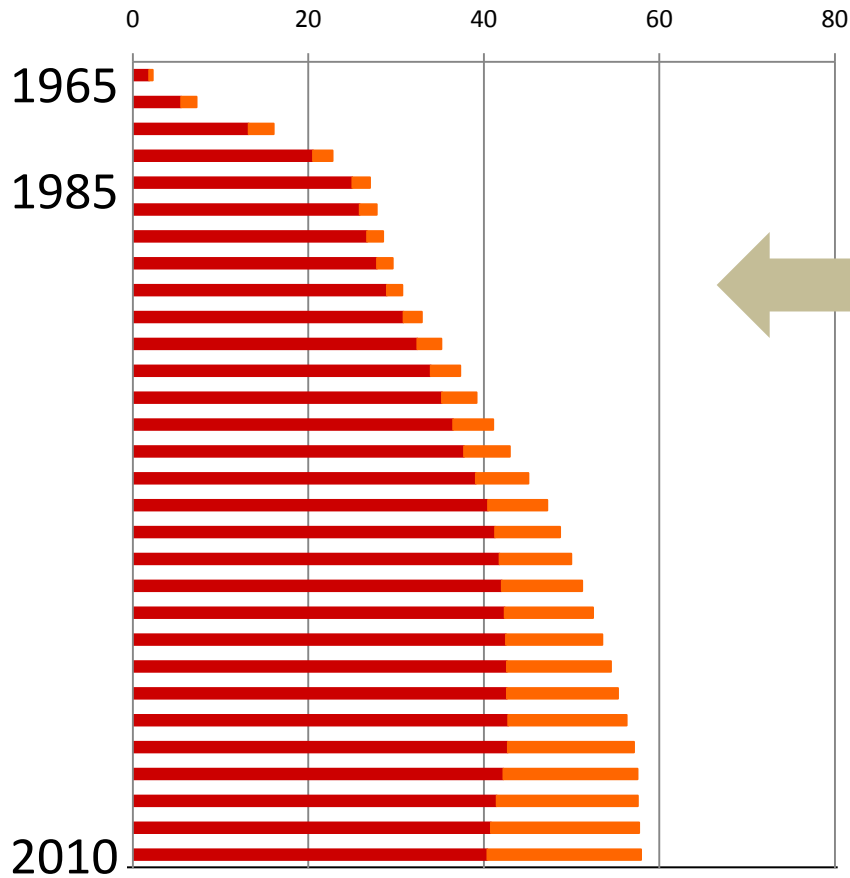
at reasonable price

public support?

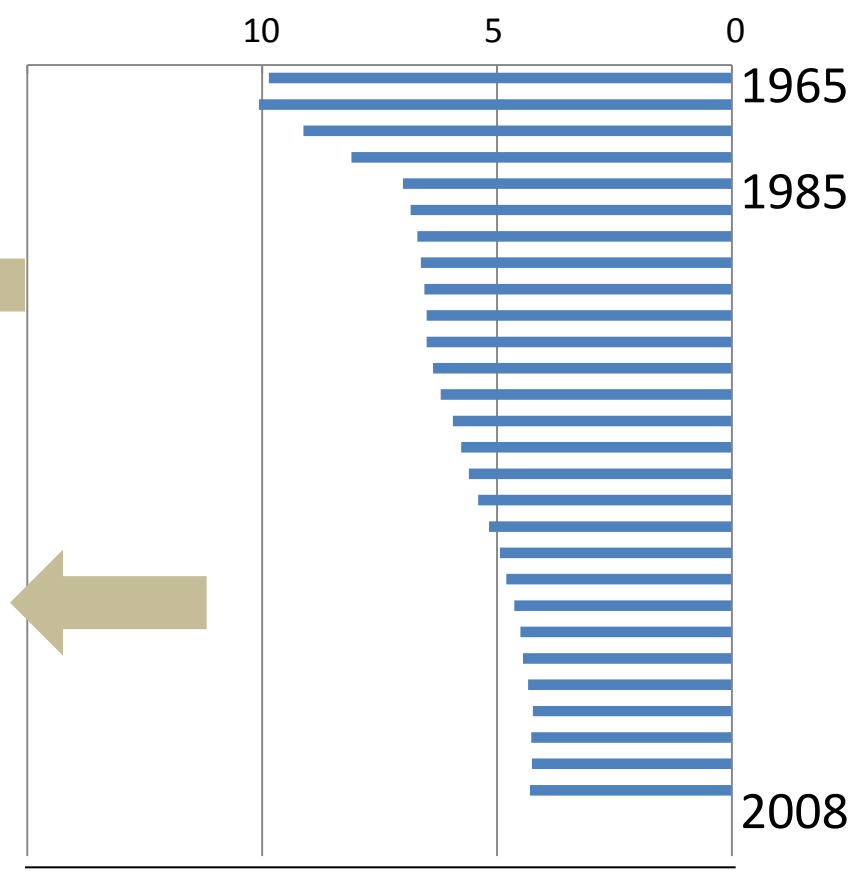
- 
- Railway/metro none
 - Bus up to 40%
 - Community bus up to 50-80%
 - NPO-car service none
(loose regulation)

Shift to private cars from bus

Passenger cars (million cars)



Bus users (billion persons)



Community bus in Hoki-cho (pop:12K)

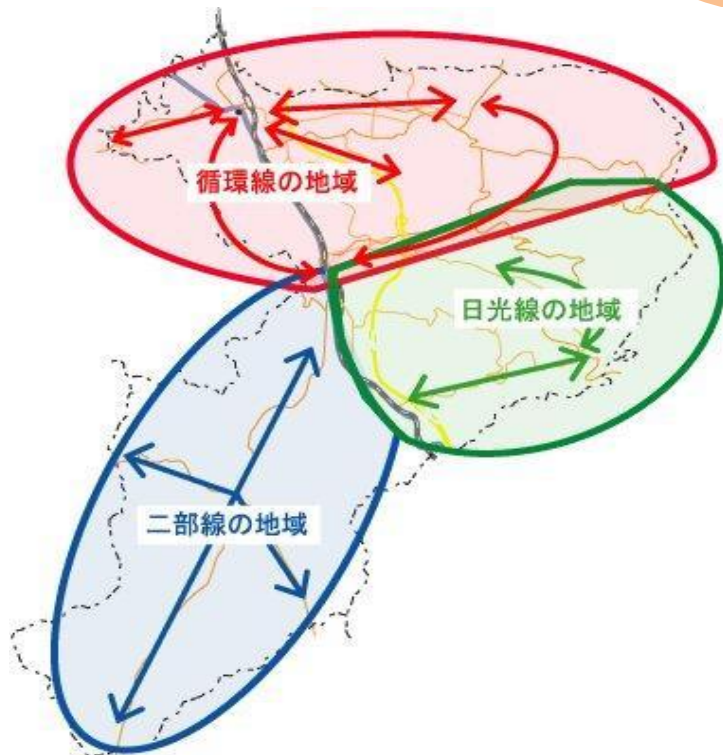
- Regular bus (subsidized)
- School bus
- On-demand service



Integrated on-demand bus

- *for all citizens*
- *to school, rail & bus stops*

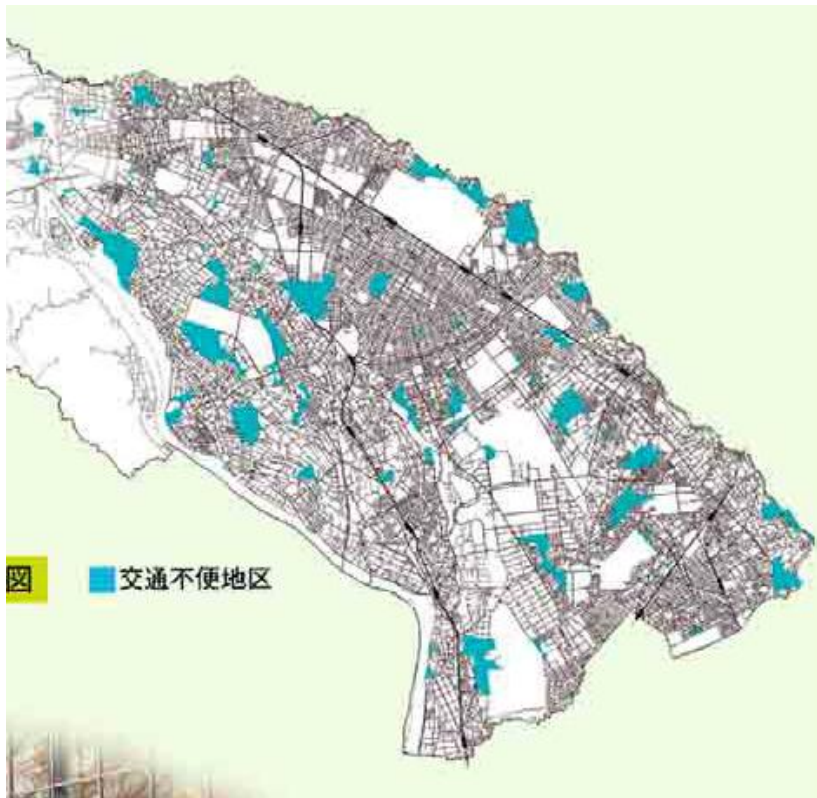
**Better service
No extra budget**



Community bus in

Sagamihara City (pop:700K)

- Defined service area: 300m to bus & 1km to rail
- No parallels to regular bus routes
- City operates, but waits for users' initiative
- 50% rule (fare /costs > 50%)



Thank you

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Ministry of Land, Infrastructure, Transport and Tourism
Japan