## Contents

Preface Kinji Mori			XV
Ab	out t	he Editors	xix
Pa	Part 1 Introduction Overview		<b>1</b> 1
1		onomous decentralized systems and its paradigm shift i Mori and Xiaodong Lu	5
	Abs	tract	5
	1.1	Background and requirements	5
	1.2	The concept of ADS	7
		1.2.1 Biological analogy	7
		1.2.2 Concept	8
	1.3	System architecture	10
		1.3.1 Data field architecture	10
		1.3.2 Content code communication	11
		1.3.3 Data-driven mechanism	11
		1.3.4 Software productivity	13
		1.3.5 Agility	14
		1.3.6 Mobility	14
	1.4	Paradigm shift of ADS	15
		1.4.1 Paradigm shift from operation to service	15
		1.4.2 Paradigm shift to society and economy	25
	1.5	Conclusions	27
	References		28
Pa	rt 2	ADS applications in intelligent infrastructure	31
		Overview	31
2		onomous decentralized safety critical system ashi Kunifuji	33
	Abs	iract	33
	2.1	Introduction	33
	2.2	Railway control system	34
		2.2.1 System structure	34
		2.2.2 Issues in conventional railway control system	35

	2.3	Signal control system utilized x-by-wire technology	36		
		2.3.1 Motivation for system change	36		
		2.3.2 System configuration	37		
		2.3.3 Functions for shorten construction period	39		
	2.4	System configuration technology of autonomous decentralized			
		railway control system	44		
		2.4.1 Architecture of autonomous decentralized railway			
		control system	44		
		2.4.2 Heterogeneous real-time autonomously integrating system	45		
		2.4.3 Safety technologies in autonomous decentralized system	51		
	2.5	Future study	54		
		2.5.1 Expansion for future railway control system	54		
		2.5.2 Example of flexible route control	54		
	2.6	Conclusion	56		
	Refe	rences	57		
2	Тис	a control system	59		
3		i <b>n control system</b> ayuki Matsumoto	39		
			50		
	Abst		59		
	3.1	Introduction	59		
	3.2	Safety and stability of a railway operation	59 (2		
	3.3	Development of train control system	62		
		3.3.1 Outline of development history	62		
		3.3.2 Automatic train control (ATC) system	67 70		
	2.4	3.3.3 Radio-based train control system	70		
	3.4	ADS technology	73		
		3.4.1 Functions of analog ATC system and definition of testing	73		
	25	3.4.2 Functions of the D-ATC system and definition of testing	74		
	3.5	Assurance technology	75		
		3.5.1 Modeling of system replacement	75		
		3.5.2 Testing assurance	76		
	20	3.5.3 Application of assurance technology to D-ATC system	78		
	3.6	A chain of a concept, technology, and a system	81		
	Refe	rences	83		
4	ATC	DS (autonomous decentralized transport			
	operation control system)				
	Kazı	io Kera, Satoru Hori, and Takashi Kunifuji			
	Abst	ract	85		
	4.1	Introduction [1–3]	86		
	4.2	Outline of ATOS (autonomous decentralized transport			
		operation control system) [4,6]	87		
		4.2.1 Issue of transport operation control system	87		

		4.2.2 4.2.3	Concept of transport operation control system [4,6] Overview of autonomous decentralized Tokyo area	88	
		1.2.3	transport operation control system	89	
	4.3	Advar	ncement of ADS technology	95	
			Online testing	95	
		4.3.2	•	103	
	4.4	Step-b	py-step system construction technology for large	100	
		transp	ort operation control system	103	
		4.4.1	Outline of large transport operation control system	103	
		4.4.2	5	104	
			Application of assurance technology [7,8]	105	
		4.4.4	Application results of the step-by-step		
			construction technology	109	
		4.4.5	Summary	113	
	4.5	Concl	usion	114	
	Refe	erences		115	
5		<b>5 fault</b> ashi Ko	tolerant property in air-traffic control systems	117	
	Abstract				
	5.1	Introd	uction/Backgrounds	117	
	5.2		affic control radar system	118	
		5.2.1	SSR Mode S	118	
		5.2.2	Mode S surveillance protocol	118	
	5.3		ging problems	120	
			RF congestion problem	120	
			Interrogator identifier shortage problem	120	
	5.4		omous decentralized surveillance system	121	
			Autonomous ground site	122	
			Data field	122	
	5.5	Auton	omous continuous target tracking technology	122	
			Autonomous data sharing	122	
			Autonomous judgement	122	
			Autonomous agreement	124	
		5.5.4		124	
	5.6	Simul		125	
		5.6.1	Model	125	
		5.6.2	Simulation results	125	
	5.7		cal experiments	128	
			Network structure	128	
			Experiment results	129	
	5.8	Concl	1	131	
		erences		131	

6		0	anufacturing model based on autonomous agents	133		
	Leo	van Me	oergestel			
	Abs	tract		133		
	6.1	Introd	luction	133		
	6.2	Manu	facturing concepts and technologies	134		
		6.2.1	Production concepts	134		
		6.2.2	Push-driven versus pull-driven manufacturing	136		
		6.2.3	Lean manufacturing	136		
		6.2.4	Agile manufacturing	136		
	6.3	Standa	ard production automation	136		
			Standard automation software	137		
		6.3.2	Properties of standard automation	137		
		6.3.3	Batch switches and new products	139		
			Summary	140		
	6.4		let-based production	141		
			Properties of equiplet-based production	142		
		6.4.2		143		
	6.5		are infrastructure of the manufacturing system	145		
			Agents	145		
			Multiagent production system	145		
			Human interaction	147		
	6.6		ransport system	147		
			Implementation	148		
	6.7		its beyond production, the life-cycle agent	150		
			Design and production	150		
			Distribution	151		
		6.7.3		151		
			Recycling	152 152		
	6.8	6.8 Summary				
		References				
	Con	Conclusion of part 2				
Pa	rt 3	Devel	loping ADS technologies and applications			
		leadir	ng to innovation in lifestyle	155		
		Overv	view	155		
7	Railway ticketing services (Suica)					
		Akio Shiibashi				
		tract		159		
	7.1		luction	159		
	7.2		m structure	160		
	7.3		nomous cooperative processing technology	162		
		7.3.1	Technology	163		
		7.3.2	Evaluation	164		

	7.4 Autonomous decentralised data-consistency technology	164
	7.4.1 Technology	166
	7.4.2 Evaluation	170
	7.5 Best designing of the system	174
	7.5.1 System modelling	174
	7.5.2 Evaluation	175
	7.6 Conclusion	177
	References	179
8	<b>Robot as a Service and its visual programming environment</b> <i>Yinong Chen and Gennaro De Luca</i>	181
	Abstract	181
	8.1 Introduction	181
	8.2 System overview	184
	8.3 VIPLE: Visual IoT/Robotics Programming Environment	185
	8.4 RaaS design and implementation in different platforms	188
	8.5 Robotics application development	194
	8.6 Conclusions	195
	Acknowledgements	198
	References	198
9	<b>"JR EAST App" for customers' smartphones based on ICT</b> <i>Takayuki Matsumoto and Takeshi Nakagawa</i>	201
	Abstract	201
	9.1 Introduction	201
	9.2 Features of the app	203
	9.3 Content	204
	9.3.1 Content related to railways	204
	9.3.2 Content related to marketing	206
	9.4 System configuration	207
	9.5 Use situations of the app	209
	9.5.1 The number of users	209
	9.5.2 Attribute of users	209
	9.5.3 Access logs	210
	9.6 Questionnaire survey	211
	9.6.1 Attribute of respondents	211
	9.6.2 The level of satisfaction/intention of continuous use	211
	9.6.3 Relationship between the level of overall satisfaction	
	with the app and the level of satisfaction with each	
	type of content	211
	9.7 Comparison with the English version of this app	212
	9.8 Conclusion	213
	9.9 Future work	213
	References	214

10	Auto	nomous decentralised systems and society	215		
	Colir	n Harrison and Jeffrey Johnson			
	Abst	ract	215		
	10.1	Introduction	215		
	10.2 Systems thinking, complex systems, and global				
		systems science	217		
	10.3	Centralisation in industry	218		
		10.3.1 Emergence	219		
		10.3.2 Evolution	220		
	10.4	Autonomy in social systems	221		
		10.4.1 The formation dynamics of autonomous distributed			
		systems in society	223		
		10.4.2 Social ADS in large organisations	224		
	10.5		224		
	10.0	10.5.1 ICT and Social ADS	225		
	10.6	Case studies of social and enterprise systems in transition	227		
		10.6.1 Telecommunications	227		
		10.6.2 Local government	228		
	107	10.6.3 National government	229 231		
	10.7 Conclusions Acknowledgements				
		rences	232 232		
	Rele	ences	232		
11	Inter	net of Simulation: building smart autonomous			
	dece	ntralised systems	235		
	Davi	d McKee, Stephen Clement, and Jie Xu			
	Abst	ract	235		
	11.1	Internet of Simulation characteristics	235		
		11.1.1 Simulation as a Service	236		
		11.1.2 Workflow as a Service	238		
		11.1.3 Relationship to IoT	241		
	11.2	Engineering applications	241		
		11.2.1 Design and virtual prototyping	241		
		11.2.2 Industry 4.0 (Industrial IoT)	242		
	11.3	6 6	242		
	11.4		243		
		owledgements	243		
	Refe	rences	244		
Pa	rt 4	Concept-oriented business and services (business model)			
		new business model inspired by ADS	245		
		Overview	245		

12	Autonomous decentralized service-oriented architecture	247			
	Carlos Perez-Leguizamo				
	Abstract				
	12.1 Introduction	247			
	12.2 Autonomous decentralized systems requirements	248			
	12.3 Service-oriented architecture requirements	249			
	12.4 Concept and architecture based on biological analogy	250			
	12.4.1 Complex systems	250			
	12.4.2 Cellular signalling (software-based DF)	252			
	12.4.3 Cell-oriented design (autonomous processing entity)	253			
	12.5 ADSOA technologies	254			
	12.5.1 Fault tolerance	254			
	12.5.2 Self-recovery	255			
	12.5.3 Online services management	255			
	12.6 Summary	255			
	12.7 The future	256			
	Acknowledgements	257			
	References	258			
13	The role of blockchain in autonomous distributed business services	259			
	Doug McDavid				
	Abstract	259			
	13.1 A question to pursue	259			
	13.2 Why this matters?	260			
	13.3 What is blockchain?	261			
	13.4 Problems addressed by blockchain technology	262			
	13.5 Implementations of blockchain	263			
	13.6 Classifications of blockchain implementations	263			
	13.7 Validation and consensus options	265			
	13.8 Blockchain and environs	265			
	13.9 Problem domains	267			
	13.10 Distributed autonomous organizations	268			
	13.11 The state of play	268			
	13.12 Conclusion	269			
	References	270			
14	Change and expansion of business structure using ADS				
	concept in railway market	273			
	Yuichi Yagawa, Hiromitsu Kato, Shuichiro Sakikawa, and Gaku Suzuki				
	Abstract	273			
	14.1 Changes in value structure	273			
	14.1.1 Changes in value structure for railway infrastructure	273			
	14.1.2 ADS business architecture	273			

	14.2	Efforts	for global expansion	275
			Features of railway market in the United Kingdom	275
		14.2.2		276
		14.2.3	Initial obstacles in the UK railway market	277
	14.3		ion to railway maintenance business	277
			Overview of the Class 395 project	277
		14.3.2	Evaluation of rolling-stock maintenance business	278
	14.4	Expansi	ion to finance business	278
		14.4.1	Overview of the IEP project	278
		14.4.2	Application of PPP scheme	279
		14.4.3	Business expansion in the United Kingdom	280
	14.5		ry and future developments	280
	Refer	ence	-	281
15	Sucto	inahla h	usiness through alliance based concept model	
15			nt & technology of railway infrastructure	283
		ki Ogata		203
		0		202
	Abstr			283
	15.1	Introduc	eristics of JR East	283 284
	15.2	15.2.1		284 284
		15.2.1		284 286
	15.3		The quantity changing the quality and the essence infrastructure business and technology concept model	280
	13.3	•	Essence of JR East	288
		15.3.1		288 288
			What is 'infrastructure ? What is 'service'?	288 288
				288 290
			MTOMI model Advantage of MTOMI model	290 291
		15.3.6	The MTOMI model from the viewpoint of computer	291
		15.5.0	and communication system	292
	15.4	Alliance	es based on MTOMI model	292
	13.4	15.4.1	Requirements for good alliance (What is alliance?)	293
		15.4.2	Classification of alliance (three models of alliance)	293
	15.5		ypes of business alliance based upon MTOMI model	294
	15.5		ATOS (Inside Business; InB model)	294
		15.5.2		295
		15.5.3	JR East Train Info App	297
	15.6		business mode	301
	12.0	15.6.1		302
		15.6.2	Information business	304
			Global business	307
	15.7	Conclus		308
	Refer			308

16	Smart cities, IOT, Industrie 4.0/Industrial Internet, cyber-physical systems: concepts, burdens and business models Radu Popescu-Zeletin Abstract					
	16.1	Introduction	311			
	16.2	Cyber-physical systems	312			
	16.3	Internet of Things	314			
	16.4	Industrie 4.0 and Industrial Internet	315			
	16.5	Smart cities	319			
	16.6	Conclusions	321			
	References					
	<b>nclusi</b> 1ji Mo		323			
Inc	idex 32'					