National Land Policy in Japan and Its Transportation Network for Northeast Asia

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### Comparison of Comprehensive National Development Plan (Outline)

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<th>Cabinet approval</th>
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| 1. High growth economy  
2. Overpopulation and income disparity  
2. Heavy concentration of population and industry in metropolitan areas | 1. Stable economic growth  
2. Decreasing population inflow to metropolitan areas  
3. The limitation of land resources, energy, etc. | 1. Concentration of population and high-level urban functions in Tokyo  
2. Transformation of industrial structure  
3. IT, lobalization | 1. Globalization  
2. Depopulation and aging  
3. Information-oriented society |
| Basic objective   | <Well-balanced development> | <Health and productive environment> | <Improvement of living environment> | <Formation of the multi-polar country> | <Groundwork for forming multi-axial structure> |
| Development method| Regional industrial hubs | Large-scale projects | Stable settlement | Interactive network | Participation and co-operation |
Establishing visions through the joint effort of national and local governments

**National Plan**
- Presentation by the national government of a clear vision for the national land and way of life.

**Wide Local Regions Plan (provisional title)**
- National and prefectural governments, in cooperation under adequate role-sharing, will establish the plan in each local block region.

(National plan only: Prepared under the initiative of national government: No mechanism to absorb the opinions by local governments)

Participation in the plan by various entities
- System for local public entities to suggest plans to the national government
- Mechanism to absorb opinions from citizens

Extension and alteration of planned items

**Plan for mature society**
- Qualitative improvement of national land, including its landscape and environment
- Usage and conservation of limited resources
- Utilization of stock in addition to the expansion of flow
- Sea use/international cooperation
- Securing safety/assurance/stability in people’s lives in addition to improving convenience
- Formation of national land that makes possible the self-sustaining development of regions

Overall picture of the reformation of national planning

Drastic Revision of National Planning Act
Formation of Day Trips to Urban Areas in East Asia by Utilizing Existing Stock

Preparation of infrastructure for national land in accordance with the triple-polarity of global economy and the rise of East Asia (shift from Europe and the U.S. to East Asia)

Because mutual interaction between East Asian countries is expected to be further activated towards the formation of the East Asia Economic Group, it will be important to realize a seamless transportation system within East Asia. Therefore, it will be necessary to ensure convenience of the mobility of people, which can also be called a “day trip available sphere” in East Asia. Major cities in East Asia such as Seoul, Dalian, Beijing, Shanghai, Taipei and so on are generally within the 2000 km radius of Tokyo. From Fukuoka, Zhu Jiang Delta will also be included in the sphere.

Greater importance to Europe and the U.S.
- Mass transport for long distances
- Increase in the size of aircrafts
- Large-scale airports

Greater importance to East Asia
- Transport in small volume for short distances
- High frequency and flexibility
- Decrease in size of equipment (small-sized aircraft, etc.)
- Increase in the utilization of small- and middle-sized airports

Many of the major cities in East Asia are within a 2000 km radius of our country, and it is assumed that a one-day round trip is available within this radius. Demands for one-day business trips are expected to increase in accordance with the formation of the East Asia Economic Group in the future.

In Haneda Airport, promote the actual service of airlines to East Asian cities, and encourage downsizing of equipment

* From Haneda, Chubu and Kansai Airports, one-day round trips will become available to many of the major cities in East Asia.

Source) Prepared by National and Regional Planning Bureau, Ministry of Land, Infrastructure and Transport
Formation of a Seamless Transportation System that Creates an International Intermodal Transport Consistent with the Asian Highway

Current State of Asian Highway

[Map of Asian Highway routes]

http://www.unescap.org/ttdw/common/TIS/AH/maps/AHMapApr04.gif
Formation of a Seamless Transportation System that Creates an International Intermodal Transport Consistent with the Asian Highway

Preparation of infrastructure for national land in accordance with the triple-polarity of global economy and the rise of East Asia (shift from Europe and the U.S. to East Asia)

From now on, mutual interaction between East Asian countries will be expected to be further activated towards the formation of the East Asia Economic Group, including the progress of FTAs. In this environment, it will be important to realize a seamless transportation system within East Asia, by pursuing a convenience similar to domestic mobility, by improving the international network such as through aviation and maritime traffic, and by improving the transition convenience with domestic transportation. Therefore, in the logistics field, it will be necessary to establish an international intermodal transport in East Asia.

Measures with greater importance to East Asia

Form a seamless logistics network in East Asia by preparing a basis for international intermodal transportation (seamless transportation platform) to form a SCM (supply chain management) supporting the horizontal division of work among the East Asian region.

In comparison with the transportation to Europe and the U.S.
- Smaller volume and shorter distance
- Higher frequency and flexibility
- Better compatibility with the establishment of SCM by entrant companies
- Better utilization of RORO ships and small-sized container ships

Note)
SCM: a mechanism to provide goods promptly and at an adequate price through promotion of digitization, review of commercial practices, standardization of trading units and so on.
RORO ship: A ship in which vehicles such as trucks can be driven aboard and off without unloading their cargo.

Source) Prepared by National and Regional Planning Bureau, Ministry of Land, Infrastructure and Transport

Legend symbols
- Existing airlines
- Airlines assumed in the future
- Current Asian highways
- Asian highways assumed in the future
- Network of domestic backbone transportation comprising railways and road transportations
- Air transportation network within East Asia

Legend symbols: Logistics from hub ports to Europe and the U.S.

Legend symbols: Sphere with a logistics network, in which containers are shipped directly from different regions in Japan to cities in East Asia in large volume and at low cost, established by utilizing existing stock (Sphere shown in dark blue).

Legend symbols: Sphere with logistics function as a hub for Europe and the U.S.