

Introduction

Today, Japan is facing major changes, never before seen. In the next few years, total population will begin to decline, led by the major nations. In conjunction with this population decline, we are experiencing an unprecedented increase in the senior population and a decline in the youth population.

In conjunction with these great changes, there are fears that Japan's economic power will decline as a result of labor shortages and a decline in consumption and investment. The progress of rapid graying will have direct effects on the people's lives through increases in the social security burden.

The environment surrounding Land, Infrastructure and Transport administration grows ever more severe. Not only do we expect that financial limitations on social capital development will grow stronger with increases in expenditures for social security, the "aging" of social investment inventory itself is progressing rapidly, and the necessary maintenance and replacement costs to deal with this will place limits on the power to make investment in new fields.

Under such conditions, administration is not enough merely to follow various changes; we must anticipate future changes caused by these major demographic changes and positively fulfill our role in the construction of an active Japan economy and society. Before the great wave of demographic change inundates us, we must pursue the necessary socio-economic infrastructures and transportation policies to strengthen Japan's international competitiveness and, taking these changes as rather an opportunity, try to realize a bountiful and comfortable national lifestyle, properly applying "selection and concentration" to the limited resources given to land, infrastructure and transport administration.

Keeping in mind the above issues, Chapter I of this paper takes as its theme "Progress by Policy regarding Land, Infrastructure and Transport in dealing with demographic changes such as population decline, fewer children and an aging population." In addition to analyzing these demographic trends and their effect on districts and their society and economies, we discuss the desired future direction of our administration to deal with the changes.

Also, in Chapter II, we report the movements in the various areas of land, infrastructure and transport administration by crossover policy issue.