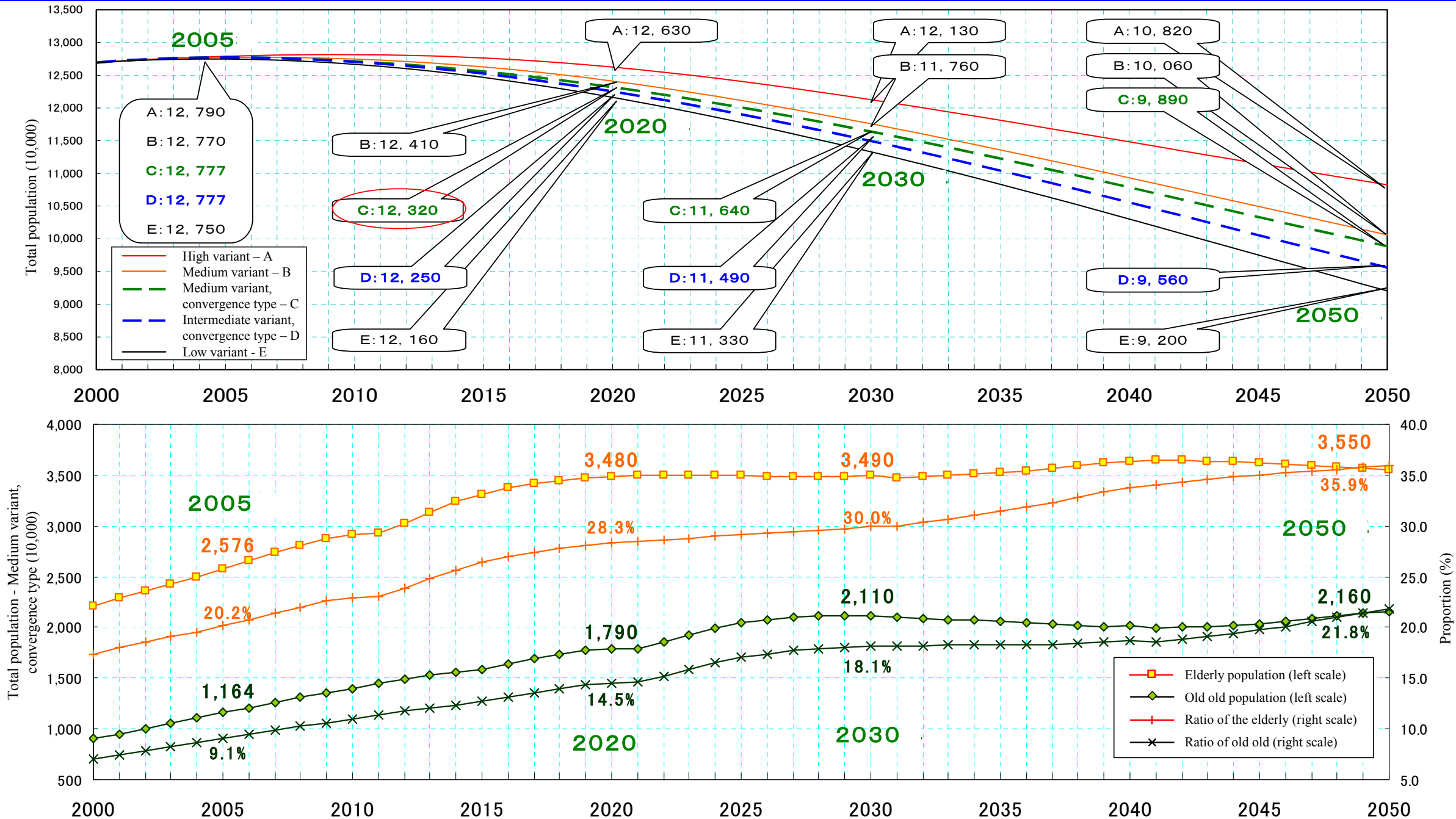


Future Population Projection (Estimates by National and Regional Planning Bureau, Ministry of Land, Infrastructure and Transport)



Source: National Institute of Population and Social Security Research, "Future Population Projections for Japan (January 2002)"; Ministry of Internal Affairs and Communications, "National Census Report"; Ministry of Land, Infrastructure and Transport, "Annual Report on Current Population Estimates"

(Note 1): The "medium variant, convergence type" refers to a population estimated on the assumption that the disparity between the total fertility rate used in calculating the medium variant and the latest statistical value will converge in 2030.

(Note 2): The "intermediate variant, convergence type" refers to a population estimated based on the intermediate value between the "medium variant, convergence type" and the "low variant, convergence type." The "low variant, convergence type" refers to the population estimated on the assumption that the disparity between the total fertility rate used in calculating the low variant and the latest statistical value will converge in 2030.

(Note 3): The ratio of the elderly refers to the ratio of the elderly (aged 65 and older) to the total population, and the ratio of old old refers to the ratio of old old (aged 75 and older) to the total population.

Future Population Estimate by Wide-Area Bloc (Estimates by National and Regional Planning Bureau, Ministry of Land, Infrastructure and Transport)

The following is a table of provisional value estimated by the National and Regional Planning Bureau of the Ministry of Land, Infrastructure and Transport on the basis of the result of the first basic complete tabulation of the National Census conducted in 2005. We plan to estimate again following the release of “Future Population Projections for Japan” by the National Institute of Population and Social Security Research schedule by the end of the year.

(Unit: 10,000 people)

		Tohoku Region	National Capital Region	Chubu Region	Hokuriku Region	Kinki Region	Chugoku Region	Shikoku Region	Kyushu Region	National	Northern Kanto + Banetsu	Chubu Region + Hokuriku Region	Chugoku Region + Shikoku Region	
Actual figure	2000	Population	1,229	4,132	1,699	313	2,086	773	415	1,345	12,693	1,162	2,012	1,189
	2005	Population	1,207	4,238	1,722	311	2,089	768	409	1,335	12,777	1,154	2,032	1,176
		(Changes from 2000)	-1.8%	2.6%	1.3%	-0.7%	0.2%	-0.7%	-1.6%	-0.7%	0.7%	-0.7%	1.0%	-1.0%
Recent trend (Net migration rate (fixed) in 2000-2005)	2010	Population	1,170	4,300	1,720	300	2,070	750	400	1,310	12,710	1,130	2,030	1,150
		(Changes from 2005)	-3.0%	1.4%	0.0%	-2.0%	-1.0%	-2.0%	-2.9%	-1.7%	-0.5%	-1.9%	-0.3%	-2.3%
	2020	Population	1,080	4,320	1,680	290	1,980	710	370	1,240	12,320	1,070	1,970	1,070
		(Changes from 2005)	-10.6%	1.9%	-2.3%	-8.2%	-5.2%	-7.8%	-10.5%	-6.8%	-3.6%	-7.6%	-3.2%	-8.8%
Net migration rate (zero)	2010	Population	1,190	4,240	1,720	310	2,080	760	400	1,320	12,710	1,140	2,030	1,160
		(Changes from 2005)	-1.4%	0.0%	-0.2%	-1.0%	-0.4%	-1.2%	-1.8%	-0.9%	-0.5%	-0.9%	-0.3%	-1.4%
	2020	Population	1,140	4,130	1,670	300	2,020	730	380	1,280	12,320	1,100	1,970	1,110
		(Changes from 2005)	-5.7%	-2.5%	-2.9%	-5.0%	-3.4%	-5.3%	-6.9%	-4.1%	-3.6%	-4.3%	-3.2%	-5.9%

(Note 1): The “recent trend” refers to counting when the prefectural population migration rate is fixed at its recent (2000-2005) coefficient, and the “net migration rate (zero)” refers to counting when the prefectural population migration rate is fixed at zero percent.

(Note 2): The estimated population corresponds to the total population estimated based on the medium variant, convergence type (the medium variant used by the National Institute of Population and Social Security Research whose deviation from the latest statistical value is assumed to converge in 2030).

(Note 3): Populations other than the actual population are in units of 100,000 persons. The ratios were calculated based on the actual numbers of the populations.

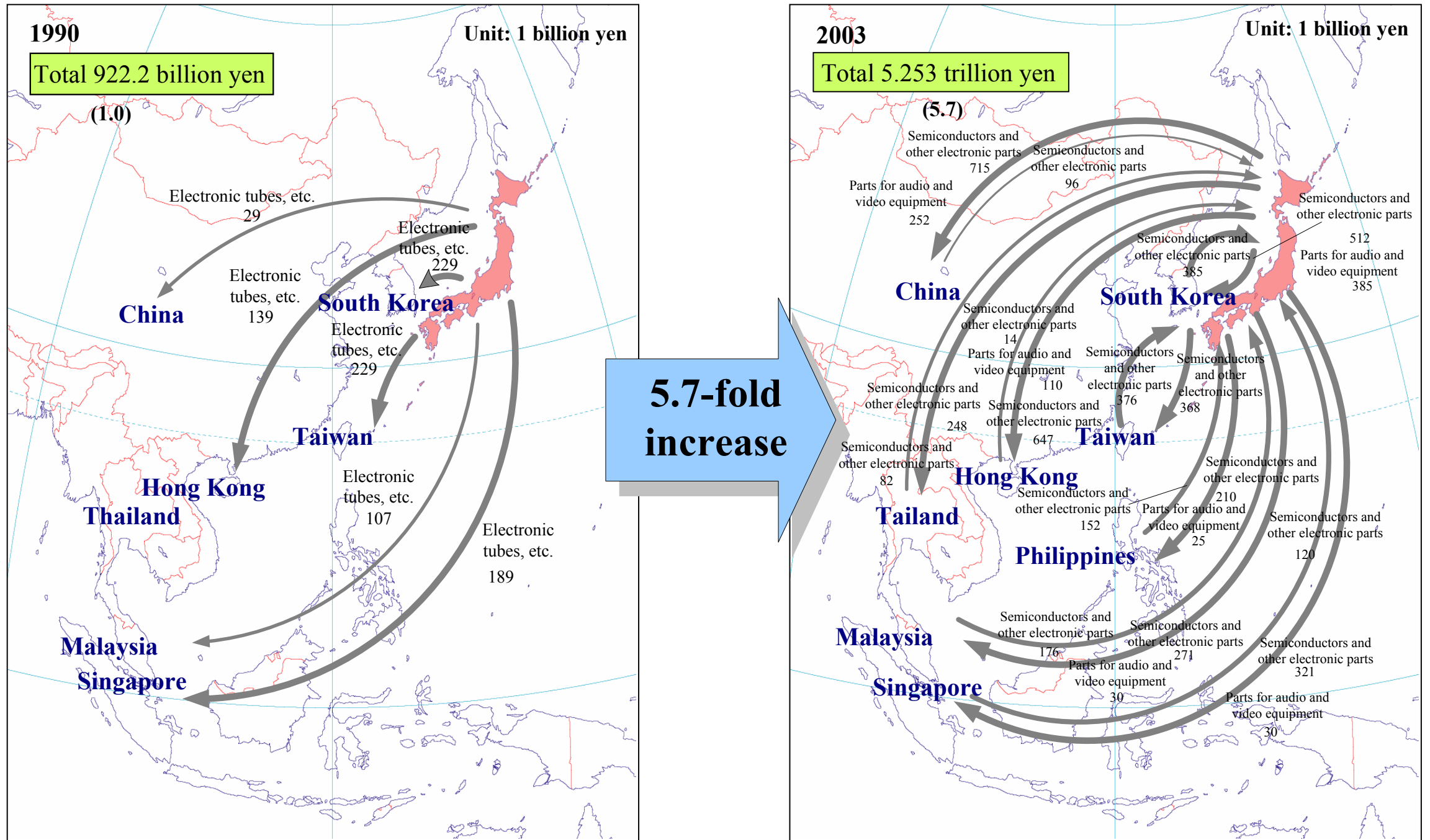
Population, GDP, and Area of Wide-Area Blocs

Population (2005)		GDP (2003)		Area	
Country	Population (100,000)	Country	GDP (Nominal, US \$100 million)	Country	Area (10,000 km ²)
Japan	12, 776	Japan	42, 426	Sweden	45. 0
U.K.	5, 967	U.K.	18, 076	Norway	38. 5
South Korea	4, 782	National Capital Region	15, 818	Japan	37. 8
National Capital Region	4, 237	Kinki Region	6, 807	Finland	33. 8
Malaysia	2, 535	Chubu Region	6, 180	Malaysia	33. 0
Kinki Region	2, 089	South Korea	6, 081	U.K.	24. 3
Chubu Region	1, 722	Holland	5, 128	South Korea	10. 0
Holland	1, 630	Kyushu Region	3, 751	Hungary	9. 3
Kyushu Region	1, 335	Tohoku Region	3, 574	Portugal	9. 2
Tohoku Region	1, 207	Switzerland	3, 218	Austria	8. 4
Portugal	1, 049	Belgium	3, 047	Hokkaido	8. 3
Belgium	1, 042	Sweden	3, 016	Tohoku Region	7. 4
Hungary	1, 010	Austria	2, 552	Denmark	4. 3
Sweden	904	Chugoku Region	2, 427	Holland	4. 2
Austria	819	Norway	2, 206	Chubu Region	4. 1
Chugoku Region	768	Denmark	2, 111	Switzerland	4. 1
Switzerland	725	Hokkaido	1, 682	Kyushu Region	3. 9
Hokkaido	563	Finland	1, 618	National Capital Region	3. 6
Denmark	543	Portugal	1, 472	Chugoku Region	3. 2
Finland	525	Shikoku Region	1, 155	Belgium	3. 1
Norway	462	Hokuriku Region	1, 062	Kinki Region	2. 7
Singapore	433	Malaysia	1, 037	Shikoku Region	1. 9
Shikoku Region	409	Singapore	924	Hokuriku Region	1. 1
Hokuriku Region	311	Hungary	821	Singapore	0. 1

(Source): Compiled by the National and Regional Planning Bureau, Ministry of Land, Infrastructure and Transport on the basis of "Population Census (2003)"; Cabinet Office, "Prefectural Accounts"; Geographical Survey Institute's materials (2005) and "World Statistics." The population of each country is based on the estimated mid-year population in the "2005 World Statistics" and the exchange rates are those in the "2003 World Statistics."

Increased Movements of Goods in East Asia and Examples of Two-Way Trade

[Changes in the amount of electronic parts traded with major East Asian countries]

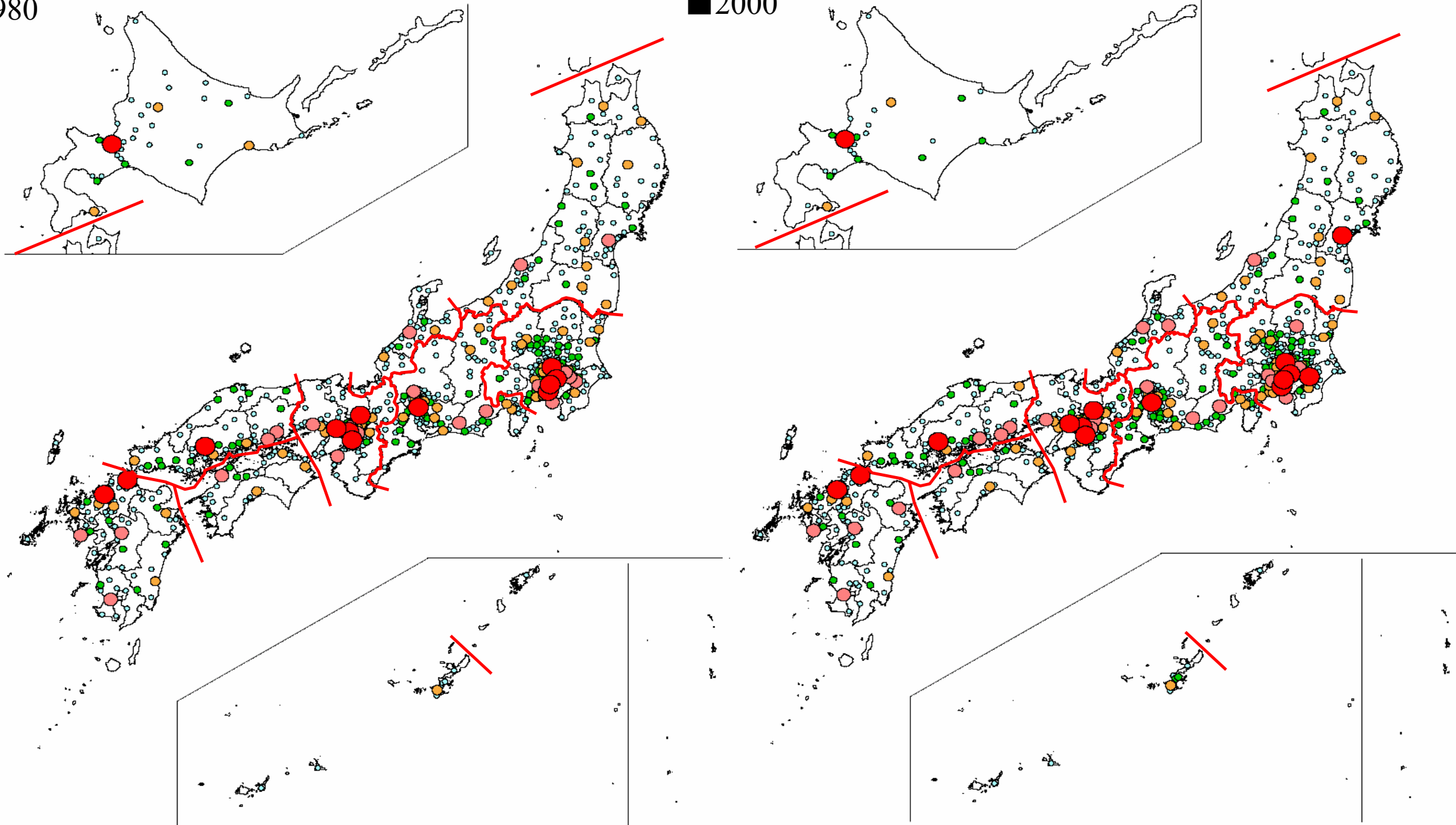


(Source): Final report on comprehensive transportation system to support the “two-layered wide zone,” a new form of the country (May 2005)

Distribution of Cities in Japan

■ 1980

■ 2000







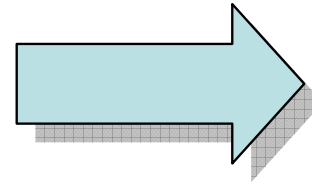
Legend





- Total population: More than 800,000
- Total population: 400,000-800,000
- Total population: 200,000-400,000
- Total population: 100,000-200,000
- Total population: 30,000-100,000

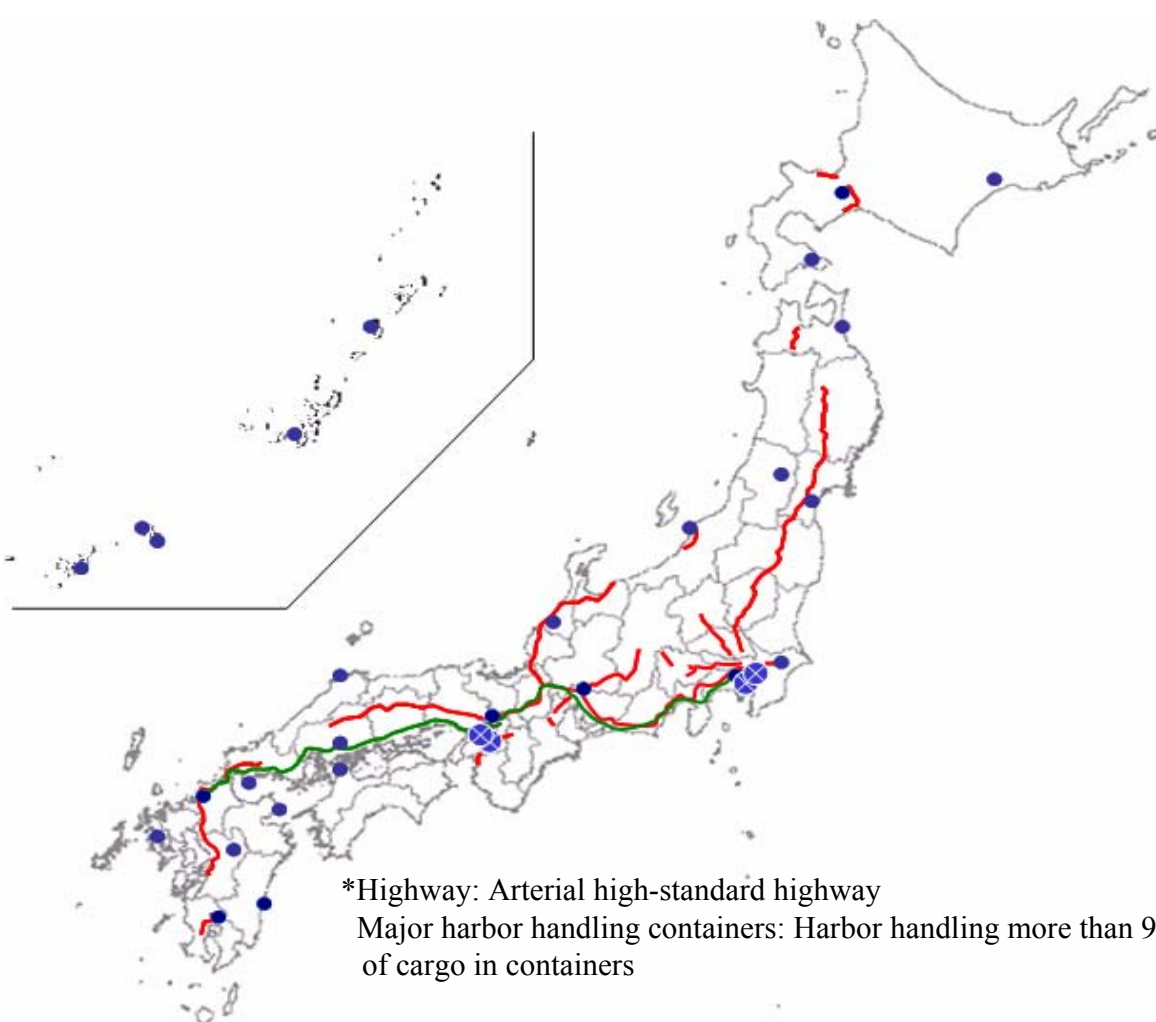
Note) "Cities" refers to municipalities that have DID and a population of more than 30,000.
 Data in 1998 and 2000 were reshuffled and allotted to the current municipality as of October 2005.
 (Source) Compiled by the National and Regional Planning Bureau, Ministry of Land, Infrastructure and Transport on the basis of Population Census (Ministry of Internal Affairs and Communications).

Changes in the Development Status of Transportation-Related Social Infrastructure

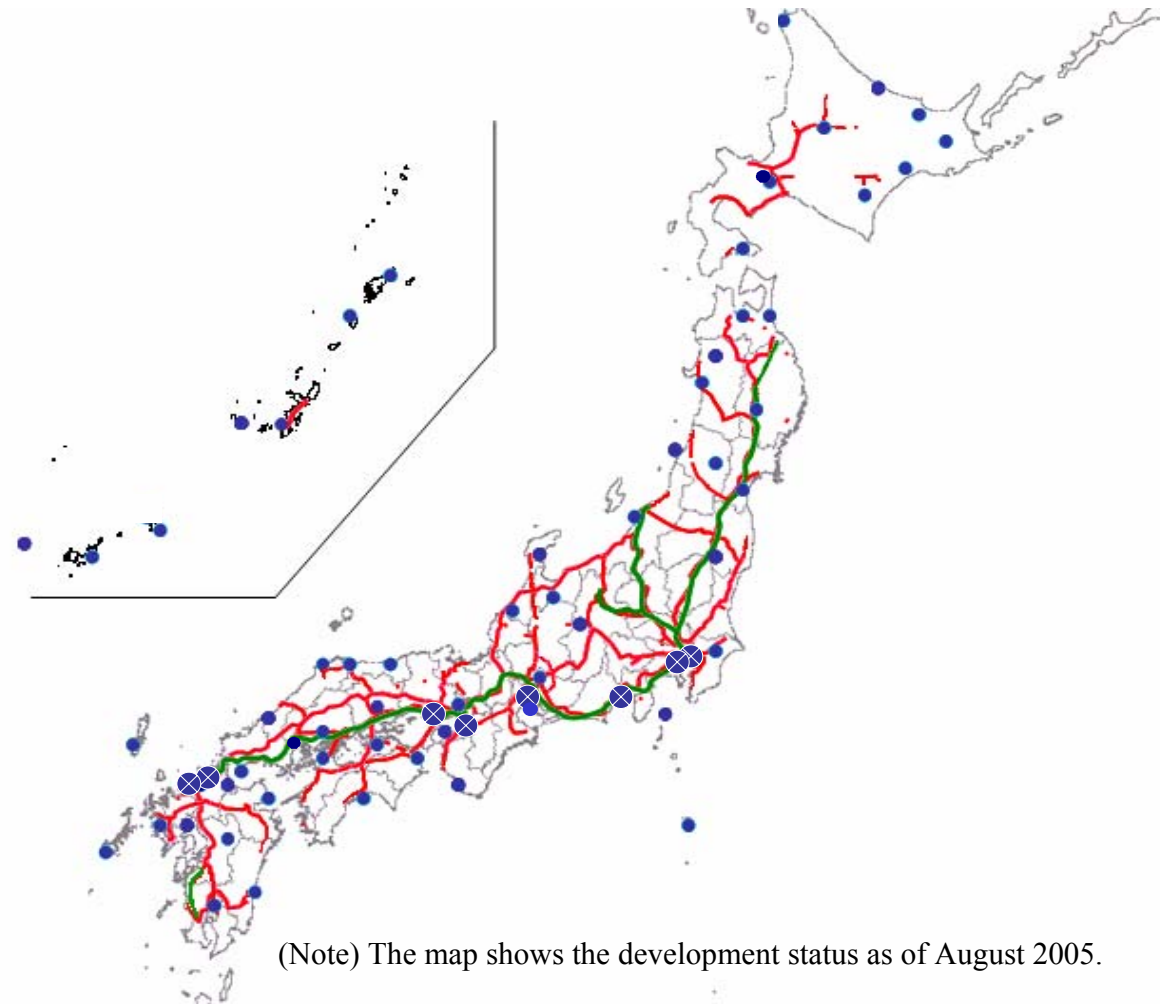
1980	Year developed	Total length/place
	~ 1980	
Highway		2,579.1 (km)
Bullet train		1,069 (km)
Airport for jet plane		27 places
Major harbor handling containers		4 places



2005	Legend	Total length/place
Highway		8,744 (km) As of August 2005
Bullet train		2,176 (km) As of August 2005
Airport for jet plane		62 places As of March 2005
Major harbor handling containers		8 places As of 2003

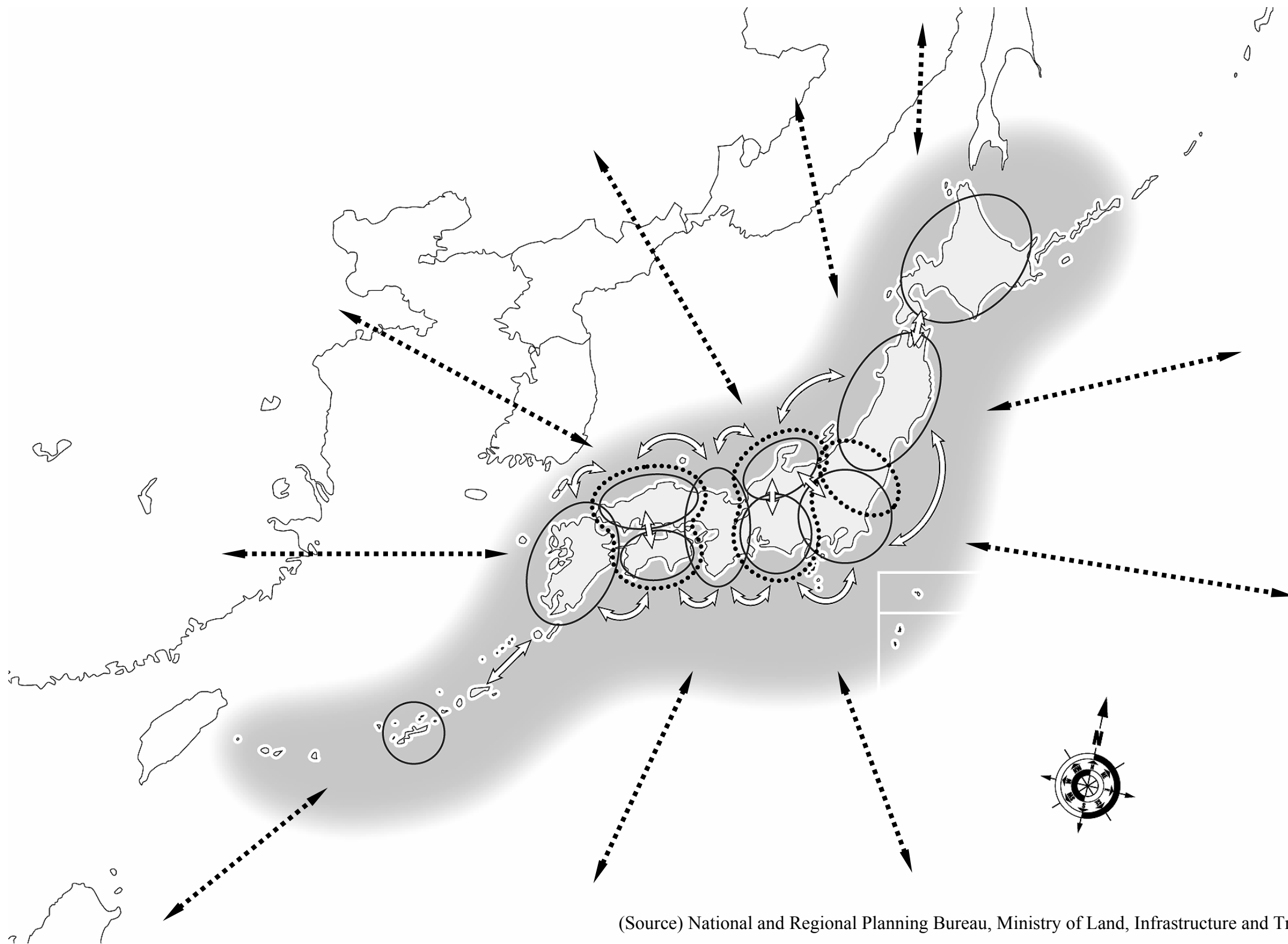


*Highway: Arterial high-standard highway
 Major harbor handling containers: Harbor handling more than 90% of cargo in containers



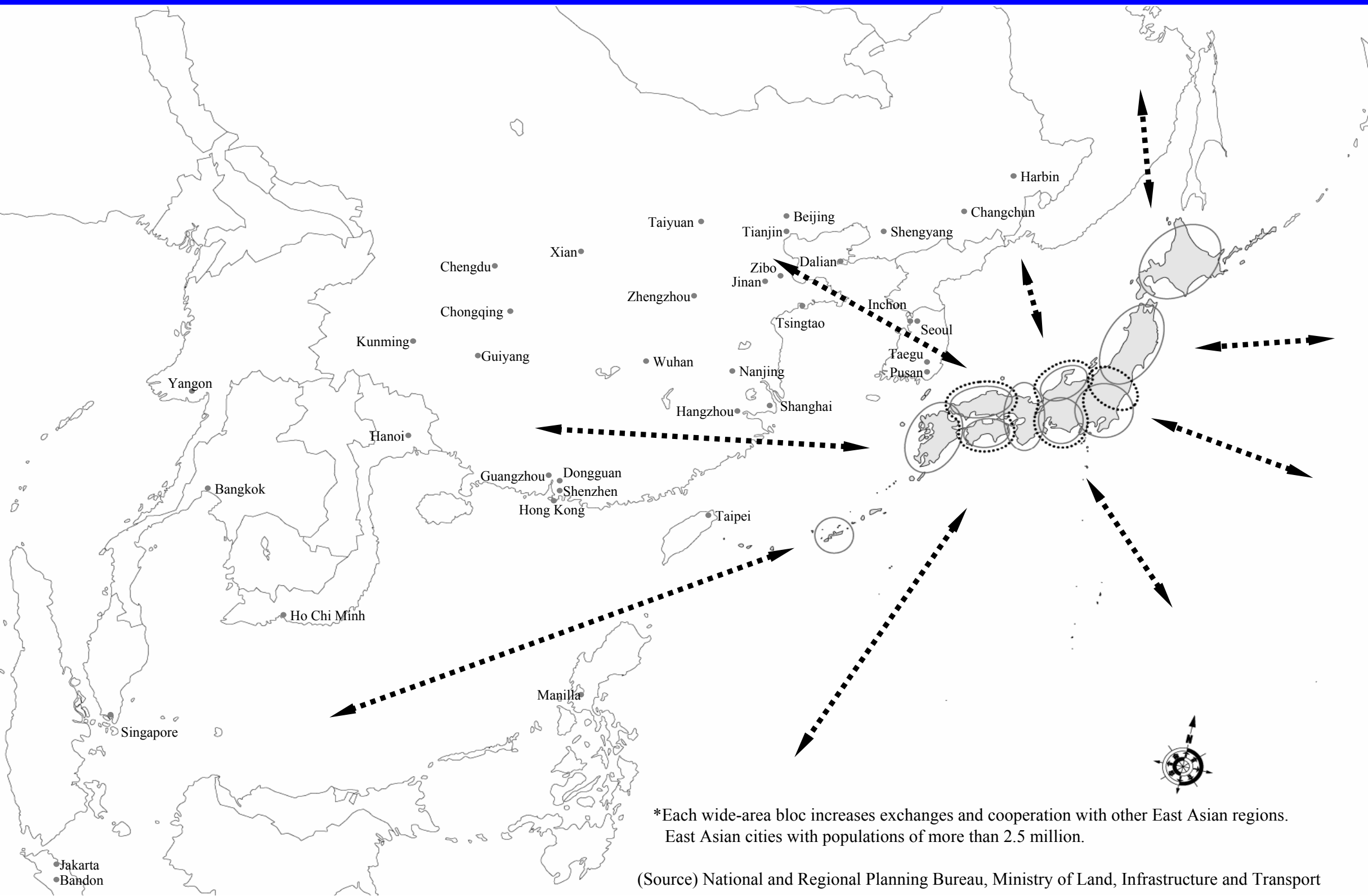
(Note) The map shows the development status as of August 2005.

National Land Where Diversified Wide-Area Blocs Develop Independently



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

Exchanges and Cooperation with East Asian Countries



*Each wide-area bloc increases exchanges and cooperation with other East Asian regions.
East Asian cities with populations of more than 2.5 million.

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

National Land Infrastructure Supporting a Seamless Asia

[Objectives of a seamless Asia]

- ① Development of an Asian broadband environment
- ② Creation and expansion of a daytrip business zone in East Asia
- ③ Creation and expansion of an overnight freight delivery zone

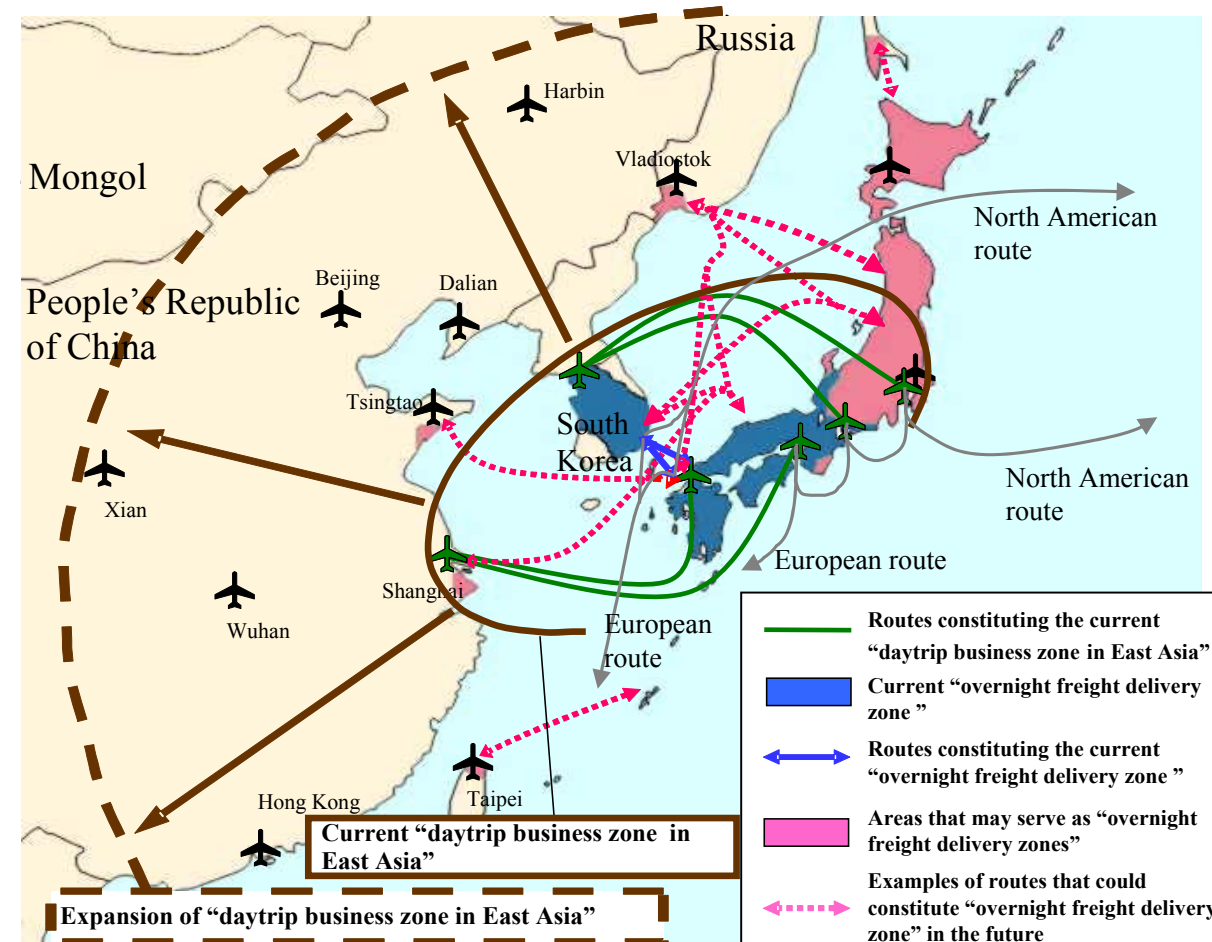
[Daytrip business zone in East Asia]

Area where a business person can spend more than 4 hours and return home on the same day

[Overnight freight delivery zone]

Area to which cargo that leaves Japan (or other countries) at 6 o'clock in the morning can reach the importing country by 6 o'clock in the evening the next day

[Expansion of seamless Asia]



[Promotion of measures to realize a seamless Asia]

(1) Development of transportation and information-communications infrastructure in Japan (both hardware and software)

Creation and enhancement of intermodal transportation network with East Asian countries

☆ Connecting Japan with pan-Asian traffic corridors, such as Asian highways and Asian railways, by using high-speed ferries, roll-on roll-off ships, and container liners.

- ① Promotion of simplification, efficiency, and computerization of export/import and harbor procedures
- ② Enhancement of connect functions between domestic railway/road networks and marine transportation

Creation and enhancement of rapid transit networks with East Asia

☆ For the time being, efforts will be focused on expanding one-day business trip areas from Asian countries to Japanese metropolitan areas by enhancing the capacity of metropolitan airports, improving convenience at and access to airports, and facilitating the connection between domestic and international flights. In the future, efforts will be focused on promoting daytrip access from various areas in Japan to East Asian cities.

At airport and harbor passenger terminals:

- ① Promotion of simplification and computerization of CIQ procedures
- ② Promotion of universal designs

(2) Creation of Asian unified rules through international cooperation

☆ Resolution of border issues involving transportation and information-communications networks, in order to promote the free cross-border movement of people, goods, and information between East Asia and Japan (Institutional adjustment)

- ① Standardization of electronic tags and enhancement of the interoperability of transport machines
- ② Development of unified broadband environment in Asia
- ③ Promotion of the introduction of ITS to Asian highways

[Means to realize the measures]

Promotion

(1) Focused support for regional bloc strategies toward the realization of a seamless Asia

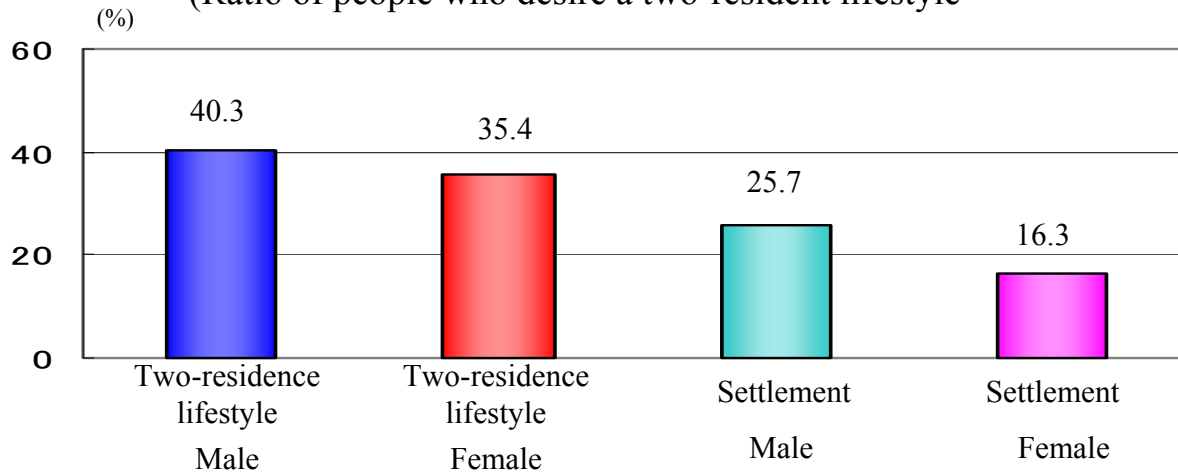
(2) Establishment of cooperative framework to promote the realization of a seamless Asia

Establishment of a multinational cooperation framework to promote the development of transportation and information-communications infrastructure, the adjustment of institutions, and the sharing of the basis to compile transportation-related policies, by encouraging meetings of ministers in charge of physical distribution and promoting broadband promotion meetings.

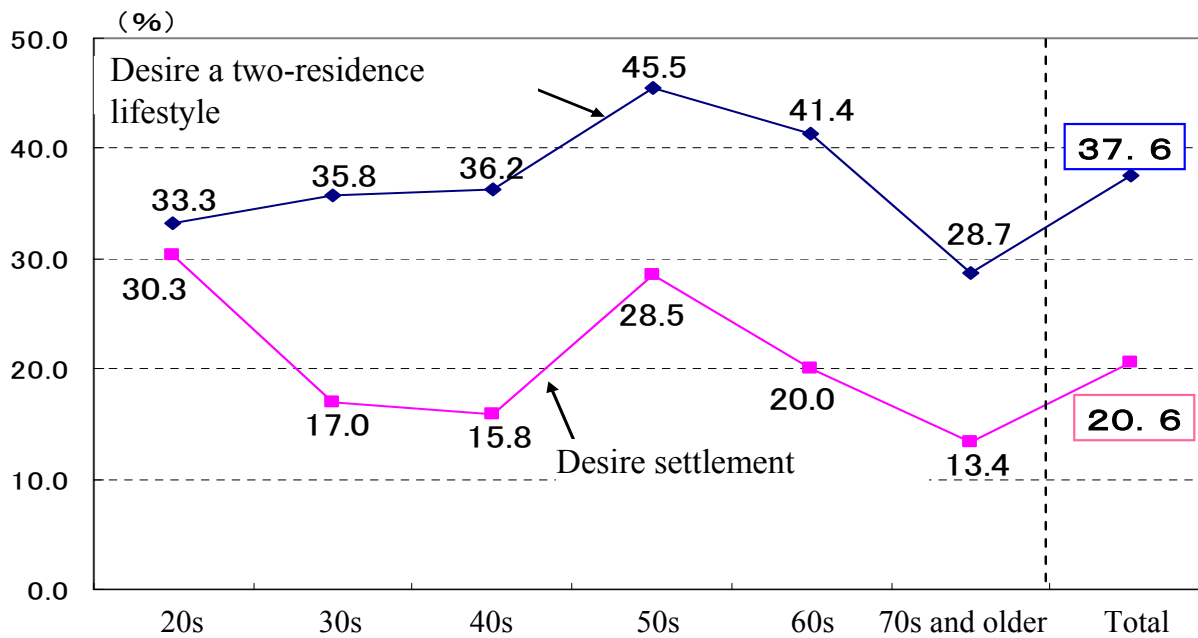
(Source) National and Regional Planning Bureau, Ministry of Land, Infrastructure and Transport

Desire for a Two-Residence Lifestyle and Its Examples

Desire for settlement or a two-residence lifestyle (by sex)
(Ratio of people who desire a two-resident lifestyle)



Desire for settlement or a two-residence lifestyle (by age)



Examples of efforts to promote the “two-residence lifestyle”

[Kamishihorocho, Hokkaido]

The “Project to Promote Settlement and a Two-Residence Lifestyle through Development of Imno Resort Kamishihoro,” including measures against hay fever, was adopted as one of the projects for the Pilot Model of the Nationwide Urban Renaissance.

[Fukuoka, Ibaraki and Tochigi prefectures]

The 21st Century FIT Concept Promotion Council has set up a subcommittee to review the concept and is now studying measures to promote the “two-residence lifestyle” to allow people to come and go between urban cities and rural areas within the FIT zone.

[Niigata Prefecture]

In order to revitalize its hilly and mountainous regions, the Niigata prefectural government has established the “Niigata Rural Life Promotion Council,” which is designed to develop human resources for the development and revitalization of the regions and the recruitment of new farmers through the implementation of the “shigoto-okoshi (job creation)” projects, by capitalizing on deregulation and experimental get-togethers with local people.

[Iiyama city, Nagano Prefecture]

The city government offers a variety of menus for people wishing to experience rural life, including a short-term stay at a tourist home, a long-term stay, or settlement in the area.

[Taka town (formerly Yachiyo town) in Hyogo Prefecture]

The town government offers allotment gardens for enjoying vegetable gardening to city dwellers in Kobe and Osaka.

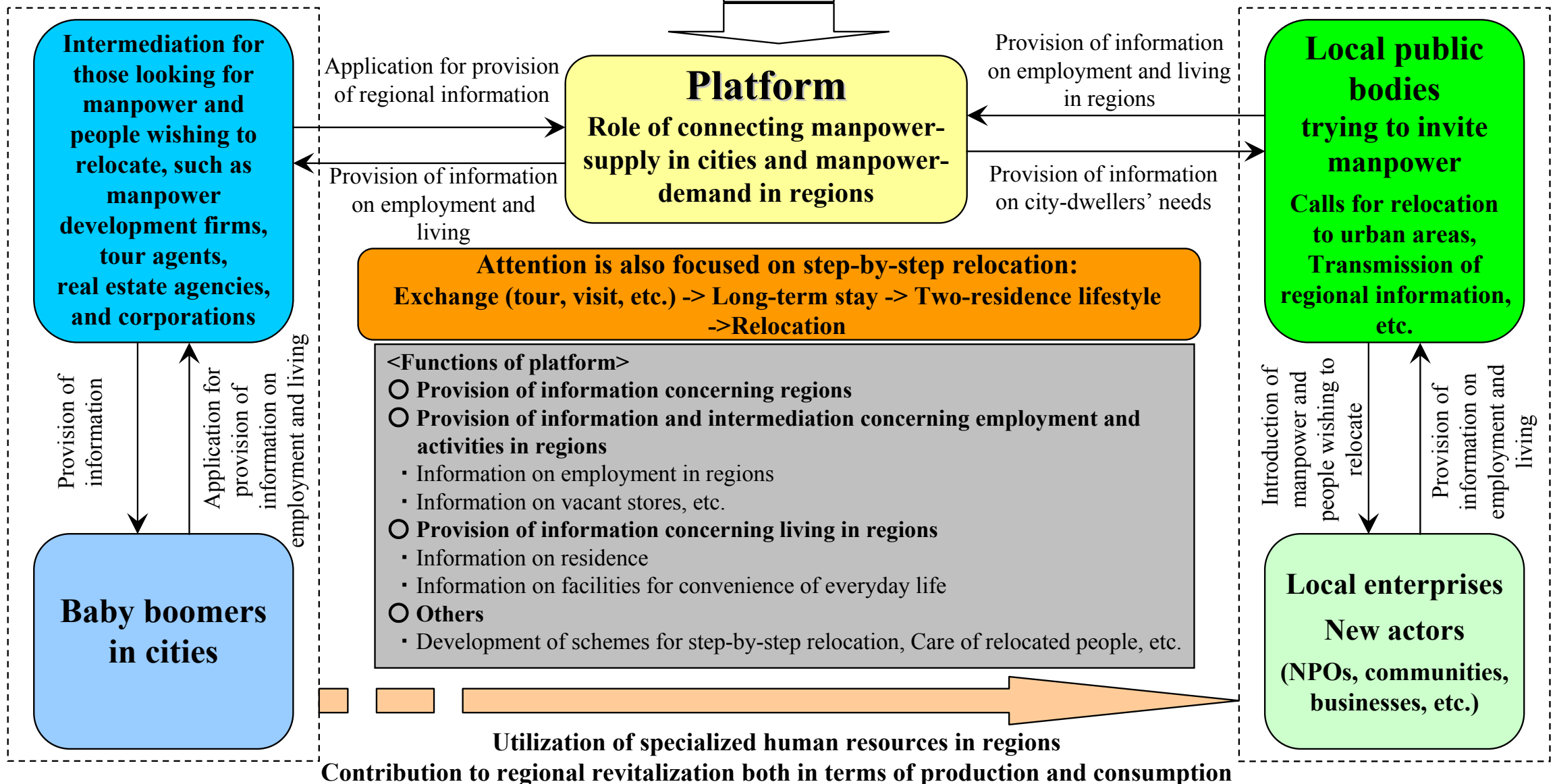
(Source) “Public Opinion Survey on Symbiosis and Convection of Urban Cities and Rural Areas” (Feb. 18, 2006)

- (Note)
1. The desires for settlement and for a two-residence lifestyle are based on a survey of 975 people living in “urban areas.”
 2. The figure is the total of those who “desire” and “strongly desire.”
 3. The “two-residence lifestyle” means living in an urban area on weekdays and in a rural area on weekends.

Concept of “Information Platform” to Invite and Relocate People to Regions (Image)

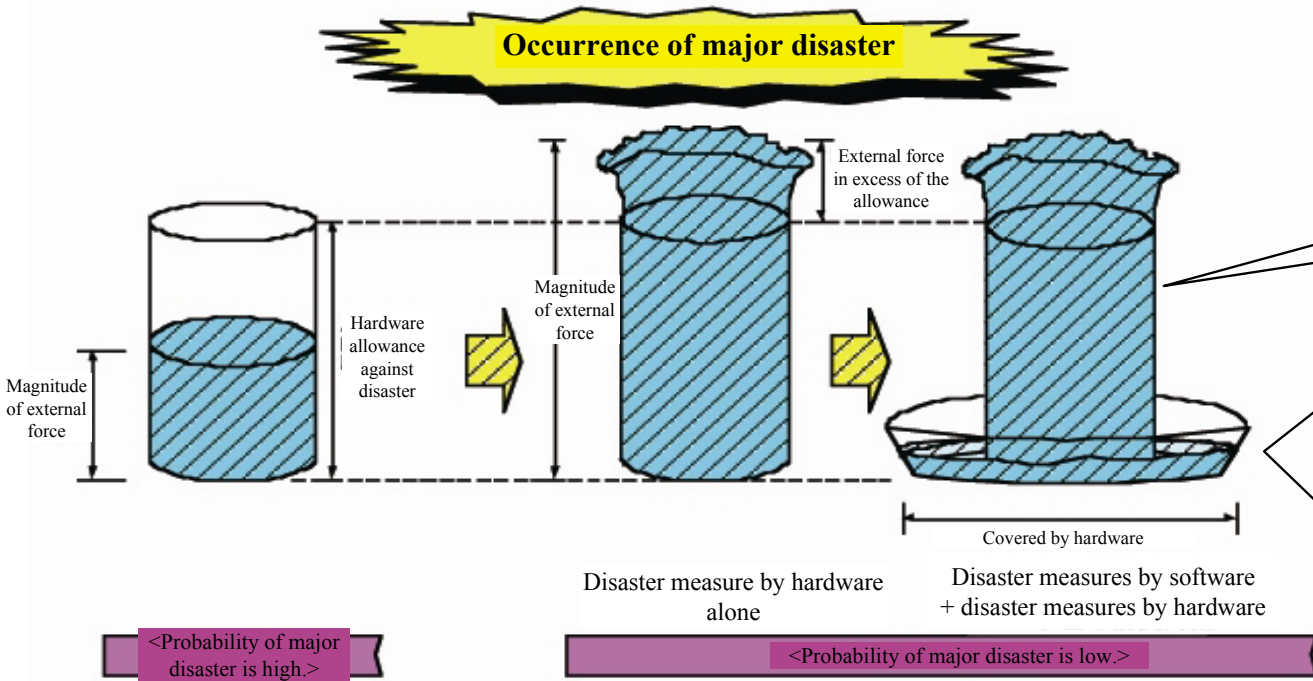
There’s a limit to what an individual private sector and municipality can do to invite and relocate people due to ① the high cost of intermediating one-by-one and ② inefficiency when providing dispersed information and intermediation.

Establishment of comprehensive intermediation functions through collaboration between the private sector and administration.



Infrastructure Supporting a Disaster-Resistant and Flexible National Land

Limits of hardware complemented by software



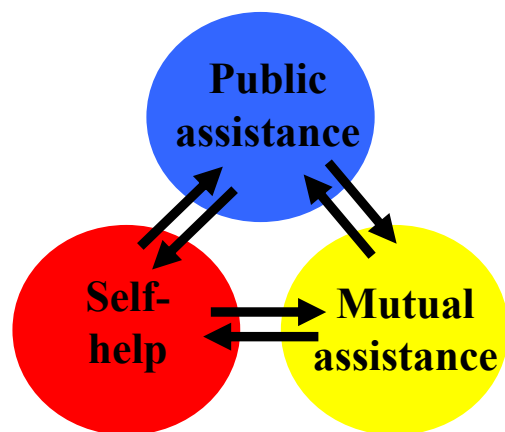
Hardware measures

Steady and efficient development of disaster-prevention facilities, effective utilization of existing facilities, maintenance of structures and seismic reinforcement, and enhancement of transportation and information-communications networks to secure redundancy and an emergency transportation system, while taking into account the characteristics of each regional bloc, such as economic, social, and natural conditions

Software measures

[Before disaster]
Preparation of hazard maps, ensuring evacuation routes and evacuation areas, implementation of emergency drills, stockpiling of food and daily necessities, raising awareness of disaster prevention, diffusion of disaster-prevention education, and fostering regional leaders, etc.
[During disaster]
Transmission of disaster information, issuance of evacuation instructions, etc.
[After disaster]
Provision of disaster and safety information, rescue/protection/transfer of victims, establishment of medical and home-returning systems, preparation of equipment and materials, manpower to implement disaster recovery promptly, etc.

Balance of self-help, mutual assistance and public assistance



Self-help

“Save one’s own life for oneself”

- Maintaining and raising one’s awareness of disaster prevention
- Confirmation of evacuation behavior in advance

Mutual assistance

“Protect one’s own town for oneself”

- Creation of communities to share disaster information
- Implementation of disaster drills led by regional leaders

Public assistance

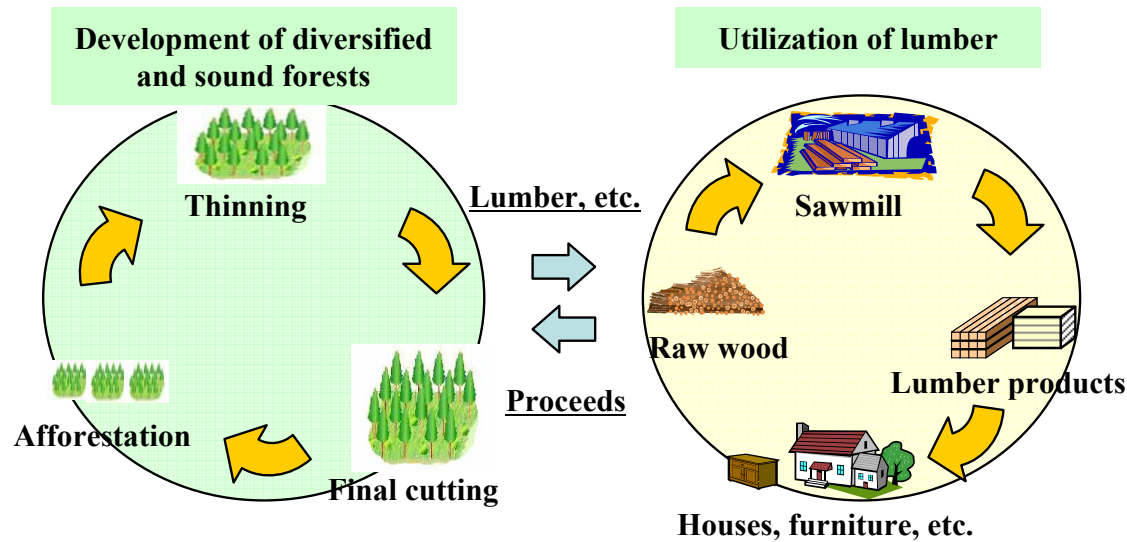
“Various activities by administrative bodies”

- Establishment of systems for transmission and provision of disaster information
- Implementation of publicity and education, etc. to raise public awareness of disaster prevention

Establishment of Material Circulation Where Human Activities Harmonize with Natural Processes

Implementation of proper forest management

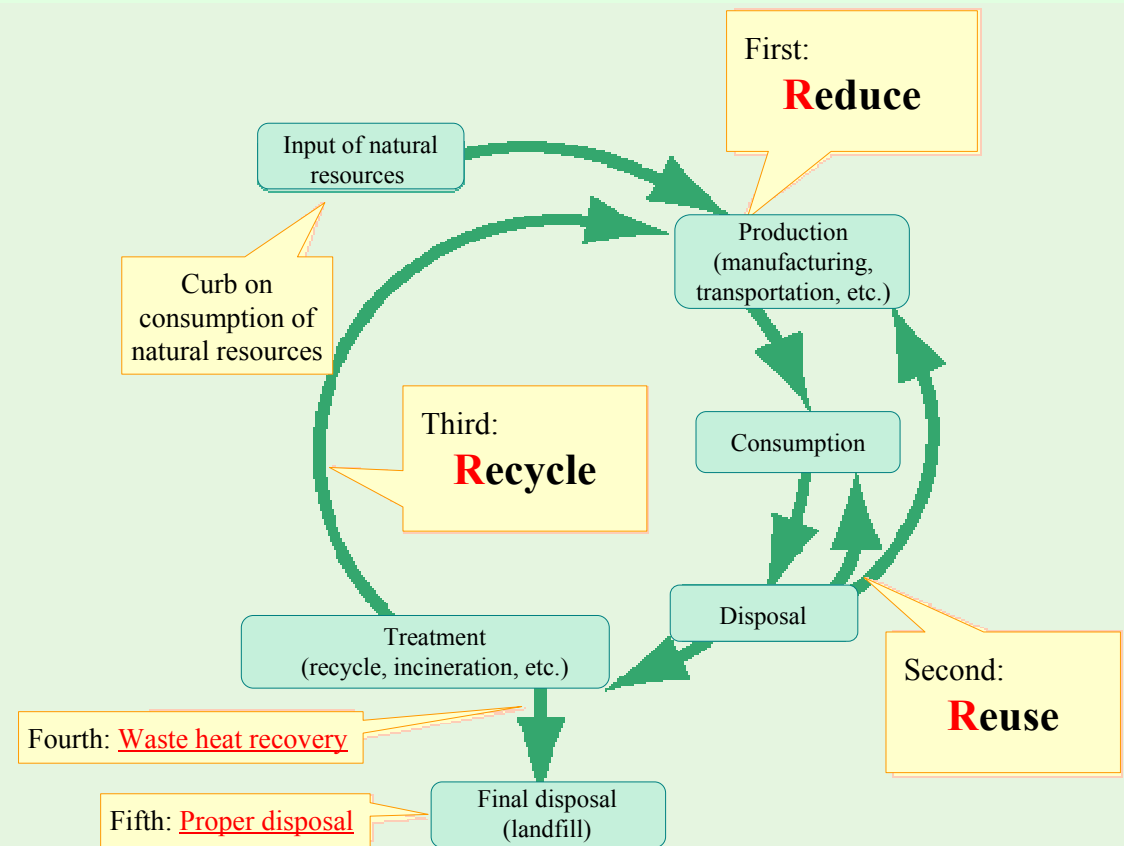
Establishment of a decent forest management cycle by promoting the development of diversified and sound forests and the utilization of lumber made available as a result of forest-thinning



Creation of a recycling society through 3 Rs (reduce, reuse, recycle)

Creation of a recycling society through 3 Rs by promoting efforts to reconstruct joint waste-treatment, resources-recycling, and energy-use systems by more than one municipality

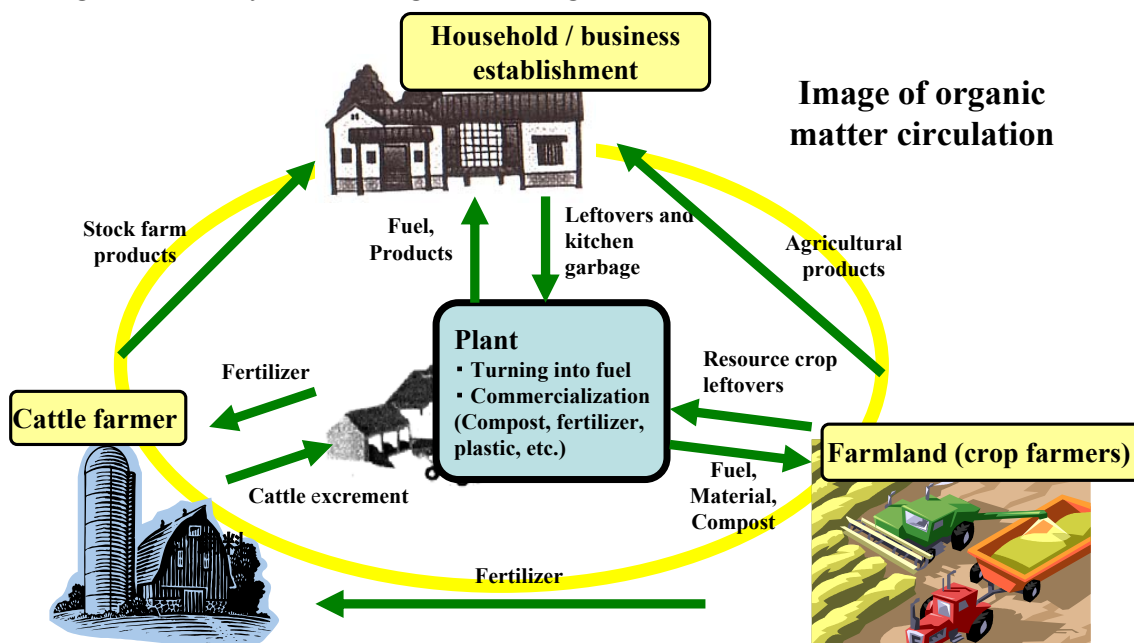
Introduction-Figure 1 Priority of treatment toward the creation of a recyclable society



Recycling society: Society where consumption of natural resources is curbed and loads on the environment are reduced as much as possible through proper implementation of 3 Rs and disposal

Conservation land for agricultural use

Securing farmland by conserving land for agricultural use



(Source) Ministry of Agriculture, Forestry and Fisheries and Ministry of the Environment

Promotion of National Management of National Land

- There are concerns about the declining level of national land management, such as increases of forests not well taken care of, farmland subject to abandonment of cultivation, and unused or underutilized land
- Therefore, it is necessary to promote efforts to manage and nourish national land by each and every individual in the country by encouraging conservation activities for afforestation and green areas by city dwellers, conservation and improvement activities for farmland and irrigation facilities by local residents, fund-raising and donations, and purchases of local products, as well as through original management of national land.

Original management of national land



- Proper implementation of original activities, such as timely care and regular patrol by owners

Thinning of the forest. Efforts are being made to make sales methods and businesses efficient so that the burden on owners will not increase (Nagano Prefecture).

Fostering diversified participants

- Increasing the number of people directly participating in the management of national land by promoting people's participation in volunteer activities, implementing projects to resolve common issues facing regions, and improving conditions to facilitate such activities



Region-wide efforts to conserve and manage farmland and agriculture water (Tochigi Prefecture)

Realization of appropriate national land management

Improvement of conditions to promote appropriate management by owners, etc.



- Promotion of understanding of current situations, appeal to owners, and establishment of a system for collective management by community in order to encourage appropriate management by owners, etc.

Implementation of area management to preserve the scenery at the expense of residents (Chiba Prefecture)

Diversification of method for participating in national land management

- Promotion of efforts that would indirectly lead to national land management, such as donation, financial assistance, and purchase of local agriculture and lumber products



Bag produced by using thinned wood. The bag is highly appreciated at home and abroad for its unique design (Kochi Prefecture)

(Photos: from upper left) White Paper of Forest and Forestry Industry for 2004; Ministry of Agriculture, Forestry and Fisheries; Land and Water Bureau of the Ministry of Infrastructure, Land and Transport; ECOAS Umaji-village Homepage

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

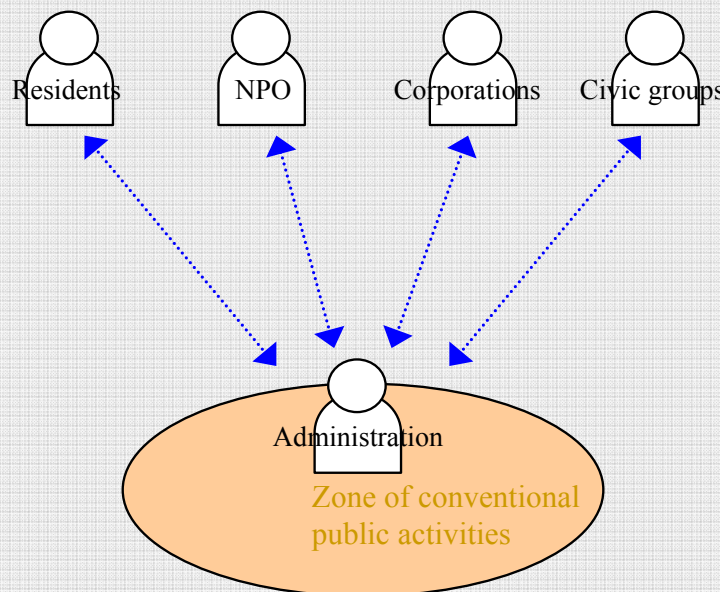
Regional Development System Based on the Concept of a “New Public”

Regional development, which has so far been mainly undertaken by administrations, will be transformed into new regional management and regional problem resolution systems based on the concept of a “new public” that

- ① sees not only administrations but also diversified private entities as leaders of regional development,
- ② through cooperation between administrations and diversified private entities
- ③ provides well-thought-out services by expanding the cooperation to the intermediate areas as well as to the conventional public areas.

<Up to now>

In the conventional public areas, administrative bodies hear opinions from various entities, coordinate the opinions, and then implement measures.



<From now on> Concept of a “new public”

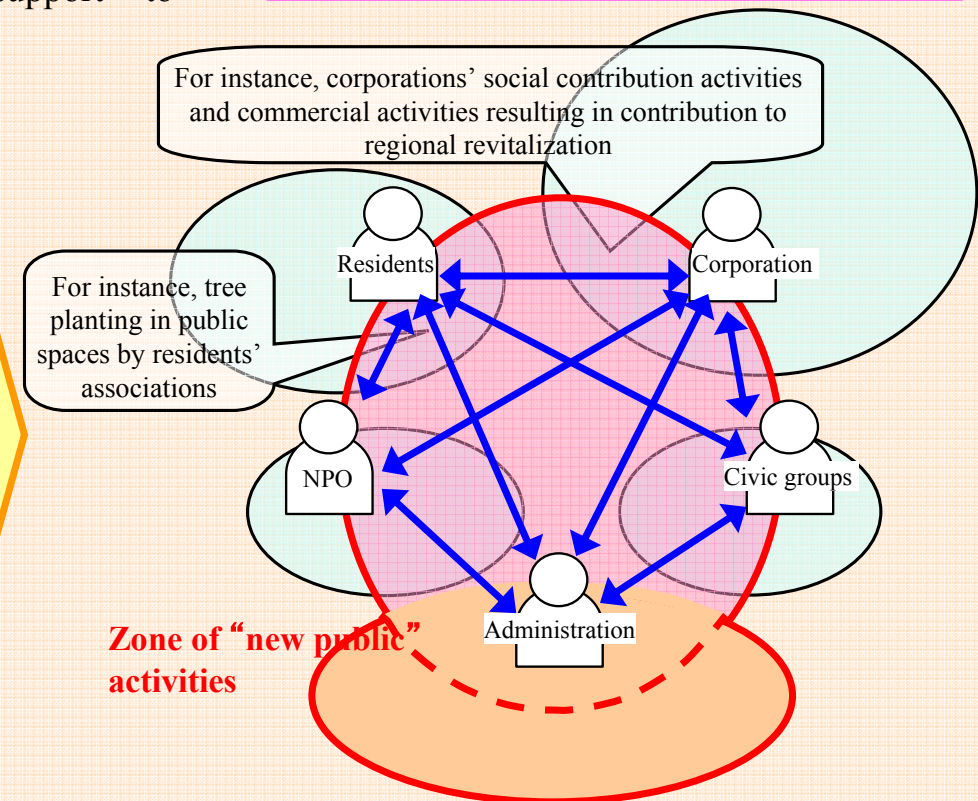
Different entities carry out activities while promoting mutual enlightenment, discussions, and cooperation. The areas of activities will be expanded beyond conventional public areas. Administrative bodies promote citizen’s free and vigorous activities, encourage competition, and, if necessary, provide support to individual entities.

Movement regarding the “new public”

- Private entities are taking initiative in activities that have so far been undertaken by administrations in conventional public areas. (Example: Management of street clean-up, etc. carried out by residents associations and corporations)
- New activities in intermediate areas where neither administrations nor private entities have been engaged (Bus and taxi operations for the elderly by NPOs, etc. in regions where public transportation is not available)
- Activities that should be undertaken by private entities in conventional private areas but that have public value (Revitalization of central cities by utilizing vacant stores)

Significance of “new public”

- Participants’ self-fulfillment through social contribution
- Fostering of pride in and attachment to regions
- Enhancement of quality of life
- Ensuring security and safety of living and conserving national land
- Revitalization of regional economy
- Providing opportunity to people aspiring to try it again
- Easing burdens on administration and public finance



Examples of Movement Regarding a New Public

Private entities are taking initiative in activities in conventional public areas

○ Adopt system (many)



Participants in road repair (Iwata City)

[Outline]

Residents, civic groups and corporations are, as “foster parents,” engaged in beautification activities, such as clean-up and mowing, in public space (roads, rivers, parks, etc.) on a voluntary basis, viewing such public spaces as their “adopted children,” and administrations are supporting such activities.

As of March 2006, more than 260 residents’ associations adopted the system. Participants in such activities feel multiple effects of engaging in town development, such as “increased interest in beautification” and “deepening of attachment to their regions.”

Iwata City in Shizuoka Prefecture has introduced an “adopt system” that includes simplified road-repair.

New activities in intermediate areas between public and private areas

○ Bus transportation for community life in Nakagawa village (Nakagawa village, Nagano Prefecture)

Transportation in sparsely populated districts



Routine-run bus



Welfare transportation service

[Outline]

The bus routes in the village that had been operated by the public sector, on subsidy or on a consignment basis, were reorganized. In addition to village-run circuit buses (drivers are from NPOs) on the main routes, transportation means are available in sparsely populated districts in time zones not covered by the circuit bus. The transportation service in sparsely populated districts was made possible following the deregulation enabling local NPOs to provide “transportation services by family cars on a commercial basis.” As a result, every villager has transportation means. In addition, welfare transportation services by local social welfare councils are also available.

Partly thanks to synergy effects, users of circuit-run buses increased by 80% as compared with those before the reorganization.

Activities in conventional private areas that having public value

○ Obisan-road shopping district (Kochi Prefecture)



Day-care center MaFa

Obisan-road shopping district



[Outline]

Revitalization of the shopping district is being aggressively promoted, such as development of a South European-style open mall, citizen’s participation in events, and an environment beautification campaign.

Recently, a day-care center for kids, “MaFa,” was opened. The center is also being used by customers from neighboring communities and tourists from other prefectures, as it offers discounts by utilizing stamp services provided by member shops. The ratio of repeat customers is high at 70–80%.

There are plans to expand the role of the center to include babysitting services and to turn it into a child-raising assistance center in the future.

Points of Regional Development Utilizing Unique Regional Resources

Point		①Urban area making use of historic townscape	②Interaction with cities by making use of the sea	③Creation of communities based on scenery and tourism by using historic and cultural resources	④Creation of communities based on tourism by using hot-spring resources	⑤Regional development based on the 6th industrialization	⑥Sales of citrus-processed foods as a regional brand	⑦Regional development with independent revenue sources without relying on administrations	⑧Regional information transmission and community businesses utilizing information technology (IT)	⑨International promotion of local products	Outline of public support, etc.
		Nagahama city, Shiga Prefecture	Ohtsuki town, Kochi Prefecture	Obuse town, Nagano Prefecture	Akan town, Kushiro City	Atou town, Yamaguchi Prefecture	Umaji village, Kochi Prefecture	Kushira town, Kagoshima Prefecture	Goutsu city, Shimane Prefecture	Yamagata Prefecture	Contents
A	Discovery, improvement, utilization, and sharing highly competitive regional resources	●	○	●	●	●	○	○	○	○	①③: Financial support for the development of scenic streets and public spaces (national, prefectural, and municipal governments) ③: 6th Industry Center ④: National financial support for model pilot programs for introducing new ideas, such as the operation of routine-run buses ⑤: Livestock-processing facilities (support by national government and town office)
	Promotion of activities of outside experts	○	○	○	○	○	○	○	○	○	
B	Scouting people forming the core of a diverse community workforce and loosely organizing them	○	●	○	○	○	○	●	●	○	②⑧: Financial support by the national government to model projects ⑦: Leasing of idle land owned by town offices for the development of bases for interchanges of rural dwellers
	Investment of regional funds through a “Mini Circulation of Funds”	○		○		○	○				
C	Raising funds from corporations in the spirit of corporate social responsibility (CSR) (donations, etc.)	○					○				
	Raising funds through investment by those willing to make social contributions	○	○	○			○		○		
D	Inter-regional transfer/ interchanges and strategic inter-regional cooperation	○	●	○	○	○	○	○	○	○	②: Financial support by prefectural governments for activities to promote larger municipal cooperation
E	Active utilization of information and communications technology for transmission of regional information		○		●		○		●		④: National financial support for the introduction of tourism marketing systems utilizing information technology ⑧: Support by financial groups for the establishment and operation of websites targeting people wishing to settle down

Note) ●...Public support

Strategic Investment to Develop National Land Infrastructure

~ Resources Allocation Strategy in Wide-Area Bloc ~

National land infrastructure investment in regions

→ Investment to resolve various problems of single prefecture
 (Examples) Development of sustainable public transportation systems for intra- and inter-city traffic, Improvement of regional production bases, etc.

National land infrastructure investment under regional cooperation

→ Investment to resolve regional problems in wide-area blocs based on wide-area regional plans
 (Examples) Disaster prevention, Promotion of sound resources and hydrological cycles, etc.

National land infrastructure investment under the cooperation between national government and regions

→ Investment necessary for the independence of wide-area blocs
 (Examples) Development of transportation infrastructure for direct interaction and cooperation among wide-area blocs and with neighboring East Asian countries, etc.
 → Investment necessary for appropriate maintenance and replacement of national land infrastructure

National support to regions

→ Securing financial resources for investment, Technology development, Manpower development, Handing down of technology, etc.

Direct investment in national land infrastructure by national government

→ Strategic investment for sustainable development of the country
 (Examples) Creation of international transportation gateway, main transportation and communications network, and nation-wide crisis management network, and countermeasures against global warming, etc.

~ National Resources Allocation Strategy ~

Focused perspective
 Strategic characteristics, application of local rules, cost effectiveness, soundness of cost recovery, fairness and transparency of process, etc.



Arterial road and information-communication networks, such as highways and bullet trains

International traffic gateway, such as harbors and airports

National perspective

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

* The symbols on the maps do not necessarily show exact locations.