

Summary of Principal Policies

First National Resilience Implementation Mid-Term Plan (Road-Related) (1)

To build a disaster-resilient national arterial road network and other infrastructure capable of withstanding increasingly severe and frequent weather disasters driven by climate change, imminent large-scale earthquakes, and the rapid deterioration of facilities, we will further accelerate and deepen disaster prevention, mitigation, and national resilience efforts. This includes fundamental measures such as enhancing the disaster resistance of the high-specification road network and addressing aging infrastructure.

Measures to Enhance the Road Network

【Road Network Enhancement Case Study】

【Effectiveness of Four Lanes】

We will eliminate unimproved sections of high-standard roads, expand temporary two-lane segments to four lanes, and reinforce the dual-network function provided by high-standard roads and directly managed national highways.



Shinmiya-Kihō Road [Opening in Fiscal Year 2024]



Utilize the undamaged two lanes to maintain traffic functionality

Flood protection measures for river-crossing bridges and adjacent road structures

Measures to mitigate disaster risks such as bridge washouts at river crossings and erosion in river-adjacent sections that cause prolonged road closures, promote scour and erosion countermeasures.



“Examples of Bridge Replacement Measures

Measures to eliminate overhead power lines on emergency transportation routes in urban areas and other locations at risk of utility pole collapse

Measures to prevent road closures caused by utility pole collapses, implement underground utility lines on emergency transportation routes in urban areas and similar locations.



Power pole collapses caused by typhoons and other events

First National Resilience Implementation Mid-Term Plan (Road-Related) (2)

Measures to Address Aging Road Facilities

On order to expedite the transition to road maintenance based on preventive maintenance that enables sustainable upkeep, we will intensively implement measures for road facilities requiring repairs.

【Bridge Deterioration Cases】



Exposed reinforcement in floor slabs

【Examples of Pavement Deterioration】



Asphalt pavement damage

Slope and Embankment Landslide Prevention Measures for Roads

We are implementing slope and embankment protection measures to support emergency response activities immediately after disasters.

Case Studies of Slope and Embankment Stabilization Measures

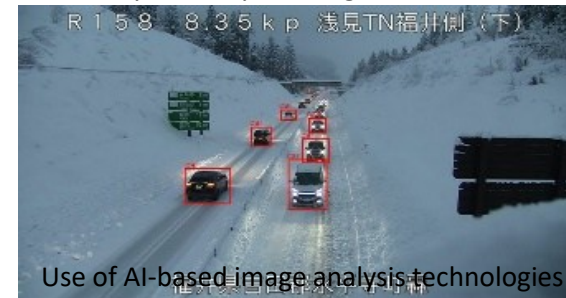


Examples of Embankment Protection Measures
(Mattress Gabions)

Measures to Strengthen Road Management and Information Collection Systems through Digital Transformation of Road Systems

We will strengthen road management systems, such as remotely checking road conditions, and promoting efficiency and labor savings in maintenance through the use of AI technology and other means.

Case Study: Road System Digital Transformation



Use of AI-based image analysis technologies

First National Resilience Implementation Mid-Term Plan (Road-Related) (3)

The June 16, 2023 amendment to the Basic Act on National Resilience legally established the Mid-Term Implementation Plan, adding new measures: snow and cold countermeasures for roads, enhancement of Michi-no-Eki disaster-response functions, and enhanced seismic resilience for road bridges and related structures.

Snow and cold countermeasures for roads

【Examples of Snow and Cold Countermeasures】

In areas with a high risk of traffic disruption from snow accumulation, we will enhance road traffic management during heavy snowfall—such as snow-melting facilities, snow removal equipment, and avalanche protection.



Example of Avalanche Countermeasures (Avalanche Barrier)

Enhancing the disaster-response hub functions of Michi-no-Eki (roadside stations)

We will strengthen disaster prevention functions at Michi-no-Ekis and similar facilities, while promoting the establishment of disaster response systems through measures such as installing AI cameras and high-value-added containers that can be utilized during disasters.

【Examples of Disaster Prevention Base Measures】



Installation of multifunctional disaster-response containers

Seismic Performance Enhancement of Road Bridges and Other Structures

We will prepare for imminent large-scale earthquakes, promote seismic retrofitting and other measures for bridges along emergency transportation routes.

【Case Studies of Seismic Retrofit Measures for Bridges】



Case Study: Seismic Retrofit of the Kamaishi Viaduct

Recovery and Reconstruction from Natural Catastrophe in Noto Region (1)

Recovery actions after Noto Peninsula Earthquake in 2024

STEP 1	Access to each municipal office (Wajima City, Noto Town, Suzu City)
STEP 2	Prioritize securing access to coastal areas such as Route 249, which has numerous isolated settlements
STEP 3	Implement road clearance to isolated settlements along coastal routes such as Route 249



Road Clearance Operations Following the 2024 Noto Peninsula Earthquake

- Jan. 1st Earthquake occurred at 16:10
- 2nd Started emergency recovery work for arterial roads by working to reopen roads using a multi-pronged "comb-tooth" approach from land, sea, and air. Ensured access for regular vehicles from Nanao City to the town halls of Wajima City, Suzu City, and Noto Town.
- 4th Secured passage for large vehicles to each town hall.
- 8th 80% of emergency rehabilitation for major arterial roads were completed.
- 12th **Published a Road Restoration Dashboard / Map Portal.**
- 14th Landed personnel and equipment with the help of the Self-Defense Forces.
- 15th 90% of emergency rehabilitation for major arterial roads was completed.
- 19th Practically no isolated districts were left unaided.
- 23rd **MLIT acted on behalf of Ishikawa Prefecture for full-scale disaster restoration.**

[Road closures as of the end of December, 2025]

Road closure due to earthquake : 87 locations ⇒ 6 locations (As of 1 January 2024) (One location is accessible to emergency vehicles ※)

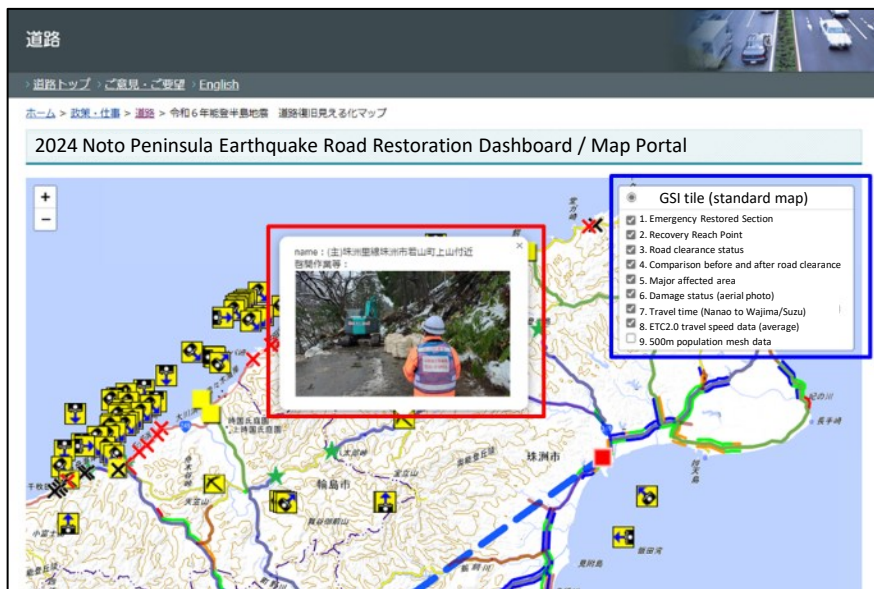
Road closure due to heavy rain : 48 locations ⇒ 4 locations (As of 22 September 2024) (One location is accessible to emergency vehicles ※)

※ Emergency vehicles include local vehicles

Recovery and Reconstruction from Natural Catastrophe in Noto Region (2)

Recovery actions after Noto Peninsula Earthquake in 2024

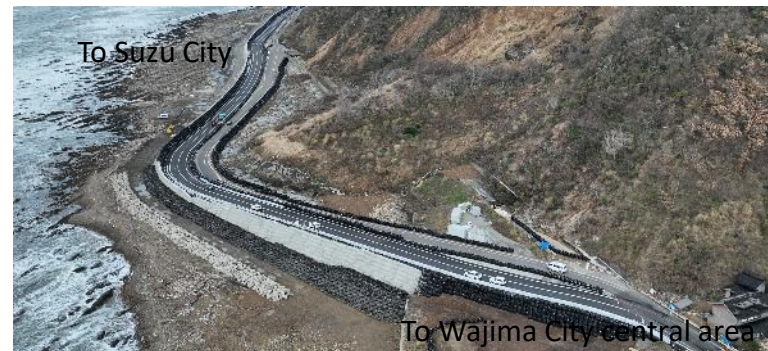
■ Understanding road traffic condition



Road Restoration Dashboard / Map Portal

To assess the traffic situation in the affected area, we collected traffic volume data using ETC2.0 portable roadside units, AI web cameras to provide information on the damage and availability of the road.

■ Disaster restoration on behalf of the Prefecture



Utilized coastal uplift to secure passage
(A section of National Highway No.249 in Senmaida)

MLIT conducted a full-scale disaster restoration of the Ishikawa Prefecture-managed sections of the Noto Expressway and National Highway No.249 coastal areas, the backbone for restoration and reconstruction of the affected region.

Recovery and Reconstruction from Natural Catastrophe in Noto Region (3)

Recovery actions after Noto Peninsula Earthquake in 2024

■ Michi-no-Eki



Transportation of relief supplies

Restoration work in cooperation with other lifelines: water, electricity, and telecommunications

We prioritized the emergency restoration of road sections based on the needs of water, electricity, telecommunications, and other infrastructure in the affected areas, contributing to earlier lifeline recovery.

Cooperation with local governments and private sector

We responded flexibly to emergency restoration, as well as the procurement and transportation of materials, equipment, and emergency relief supplies, in cooperation with local construction companies in accordance with pre-signed agreements. Established a liaison and coordination meeting between the national government and local governments to share information on the road restoration to support recovery and reconstruction.

Recovery action in response to the disaster caused by the heavy rainfall on September 20, 2024

To support the recovery of areas affected by the heavy rainfall in September

We secured the route between Wajima (Monzen-cho) and Suzu via the coastal area of National Highway No.249 within 2024 as the previous target

The access to all villages, fishing ports, water purification plants, etc.* on prefectural roads, etc., which were secured at the end of August, will be secured again within 2024

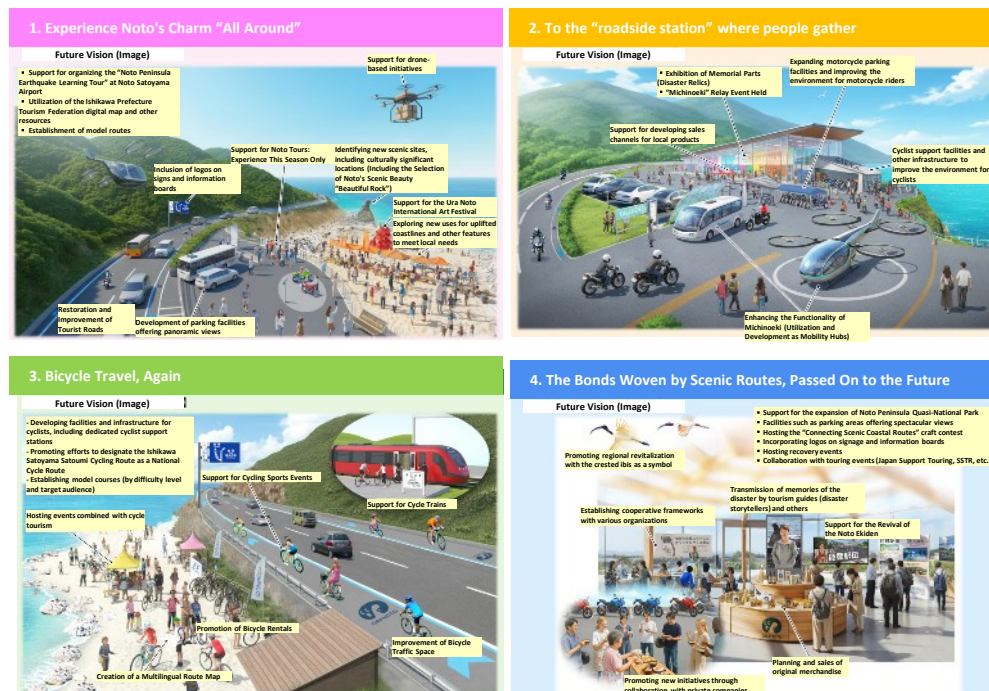
*Excludes areas related to long-term evacuation areas

Initiatives for the Recovery of the Noto Peninsula

We are promoting initiatives to develop the Scenic Coastal Road into an attractive route for visitors from Japan and abroad. These efforts include improving coastal road facilities, encouraging longer-stay tourism, revitalizing cycle tourism, and enhancing the appeal of 'Michi-no-Eki' (roadside stations)."

Creative Revitalization of the Noto Peninsula Scenic Coastal Route

Based on the basic policy for the creative revitalization of the Noto Peninsula Scenic Coastal Road, we implemented collaborative initiatives with the local community. These included developing parking areas offering scenic views, incorporating the logo mark into signage and information boards, hosting a "Michi-no-Eki (roadside station)" relay event, supporting cycling sports events, and promoting regional revitalization using the Japanese crested ibis as a symbol.



Noto Peninsula Scenic Coastal Route Logo

Enhancing Disaster Response Based on the Noto Peninsula Earthquake

Enhancing Initial Response

- Legalize road opening plans and implement road openings based on effective plans (establish special provisions for approved construction projects)
- Expanding the system under which the national government implements disaster response and recovery projects on behalf of local governments
 - Management services required when utilizing locally managed parking lots for disaster recovery and similar purposes
 - Management services for disaster recovery and similar purposes on roads managed by local road corporations

Enhancing the Function of Automobile Parking Lots as Disaster Response Bases

- Relax occupancy permit standards for toilet containers and similar facilities that can be used during normal times and deployed to disaster areas during emergencies; establish an interest-free loan system for their installation
- Establish a system allowing the national government to directly undertake reconstruction and other work for locally managed disaster response base vehicle parking lots

(Normal Conditions)

- Consult with relevant parties to formulate and periodically review emergency response plans. Conduct practical drills and training.
- Promote the development of Michi-no-Ekis as disaster response hubs and the deployment of toilet containers, etc.

(During a disaster)

- Implementation of road clearance based on clearance plans. The national government will manage “Michi-no-Eki” serving as disaster response hubs
- Deployment of toilet containers and other facilities to disaster-stricken areas, etc.

Road Opening Plan
Legalization



Roadside Station
Enhanced Disaster
Prevention Capabilities



Road Clearance and
Disaster Recovery



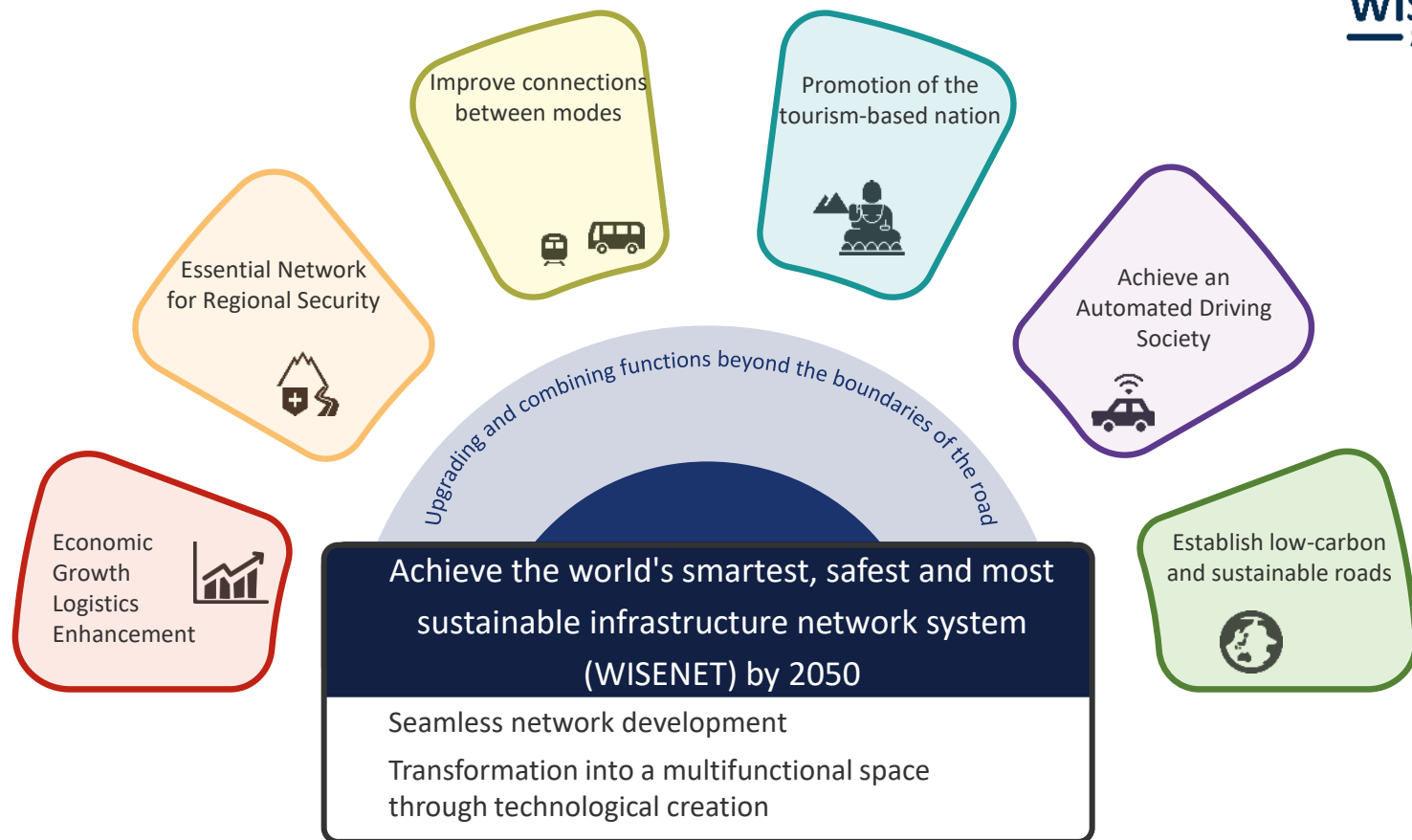
Deployment of toilet containers and other
supplies to disaster-stricken areas



Status of Installation Work

Realization of WISENET by 2050 (1)

“We will realize the world's smartest, safest, and most sustainable infrastructure network system (WISENET) by 2050, solving the challenges of the new era and creating value.”



Realization of WISENET by 2050 (2)

Focus Areas: International Competitiveness, National Security, Logistics Crisis Response, and Decarbonization

Main Features of WISENET

Establishing a seamless network

Shifting to service-level-oriented road administration and aiming for seamless service provision

Evolution into a multifunctional space through innovation

Fully utilizing the road network across the nation to contribute to solving challenges and creating value

Establishing the “Autoflow Road”



A conceptual image of the underground logistics system being considered in Switzerland

Source: Cargo Sous Terrain website

Realization of WISENET by 2050 (3)

Economic Growth and Logistics Enhancement

- Develop a robust logistics network, including the ring roads in three major metropolitan areas and a strengthen trans-Japanese axis connecting the Sea of Japan side and the Pacific Ocean side for international competitiveness
- Develop logistics support initiatives: the enhancement of networks around logistics hubs, freight rail stations, airports, and seaports, and the further develop relay transportation hub



Promotion of the tourism-based nation

- Enhance access to gateway airports, seaports, and tourist destinations to attract more visitors
- Analyze data on tourist destinations where overtourism is an issue, and conduct traffic congestion countermeasures in cooperation with local communities in terms of both infrastructure-based and non-infrastructure-based measures



Review of highway toll discounts



Promotion of shared bicycles

Realization of WISENET by 2050 (4)

Essential Network for Regional Security



Position high-standard arterial highways, which are essential for maintaining the residential population in rural areas and mitigating large-scale disaster risks, as the "Essential Network for Regional Security" and promote their early development.

Support the formation of zones that go beyond traditional regional and block-based concepts.



Sanriku Coastal Road (Yamada, Iwate)

Realizing an Automated Driving Society



Promote the digitalization of National Expressways to enable advanced coordination between roads and vehicles, aiming for the early realization and social implementation of autonomous driving.

[Initiatives will begin on the Shin Tomei Expressway in FY2024 and on the Tohoku Expressway and other highways from FY2025 onward, with plans for nationwide expansion in the future]



Autonomous driving with vehicle and road coordination₇₄

Realization of WISENET by 2050 (5)

Improve connections between modes



Strengthen collaboration with maritime and rail transportation to achieve the optimal modal combination, from the perspectives of carbon neutrality and labor reduction.

Create future-oriented spaces that support MaaS and autonomous driving by fostering human-centered environments and seamless integration with diverse mobility options through the development and management of bus terminals.



Conceptual image of Shinagawa Station Bus Terminal

Achieving low-carbon and sustainable roads



Promote the digitalization of National Expressways to enable advanced coordination between roads and vehicles, aiming for the early realization and social implementation of autonomous driving.

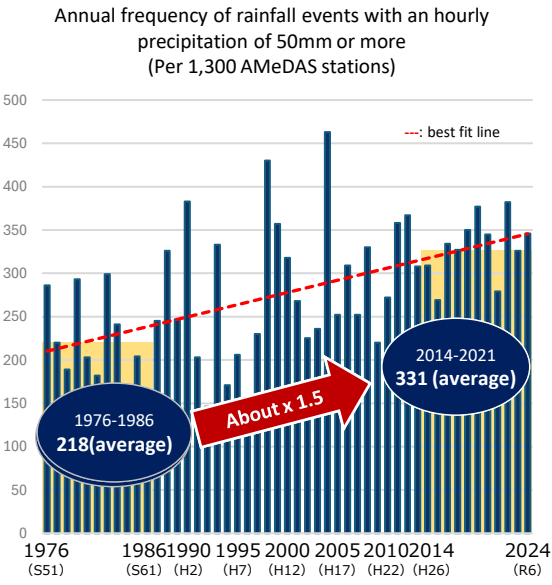
[Initiatives will begin on the Shin Tomei Expressway in FY2024 and on the Tohoku Expressway and other highways from FY2025 onward, with plans for nationwide expansion in the future.]

Disaster prevention and mitigation, national resilience enhancement

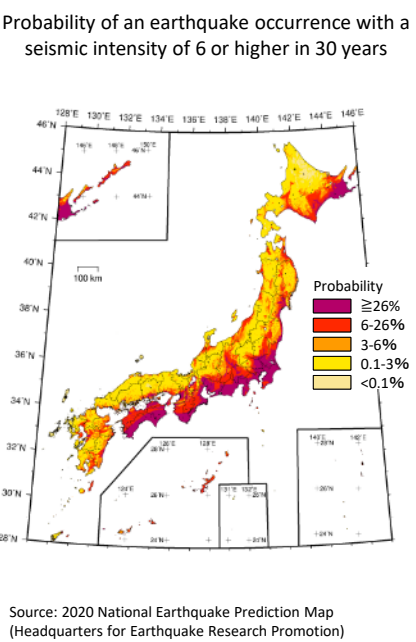
~Protecting the lives and livelihoods of the people from disasters~

Roads play a crucial role in protecting the lives and livelihoods of the people from the frequent weather-related disasters and large-scale earthquakes in recent years. We are working on initiatives to support evacuation and recovery activities after a disaster, as well as the development of a disaster-resistant road network, to ensure the early passage of general vehicles.

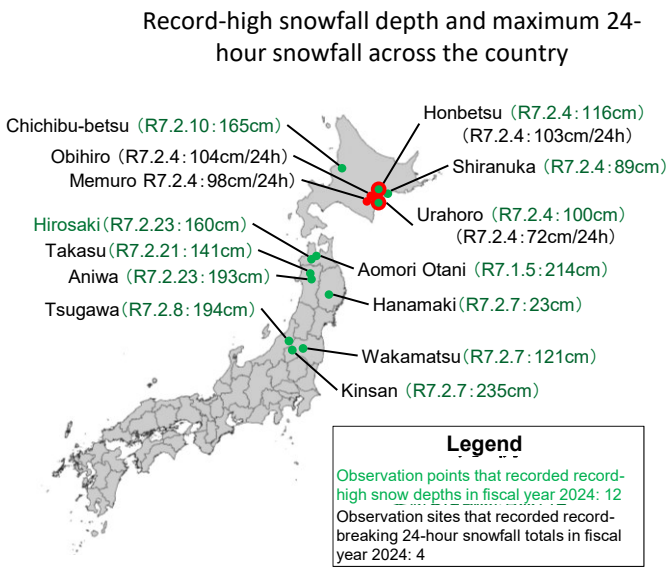
Intensified and more frequent weather hazards



Imminent large-scale earthquakes



Torrential snowfall



Full Transition to Preventive Maintenance-based Approach

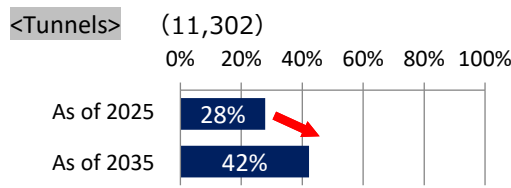
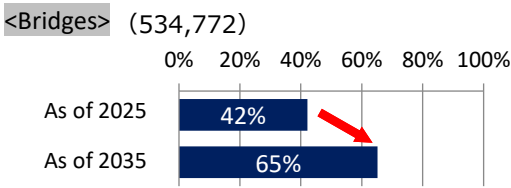
~Safe and secure roads for the next generation~

Road administrators have the responsibility to ensure our roads are safe and secure while passing on well-maintained infrastructure to the next generation.
To achieve efficient and sustainable maintenance management, we will leverage new technologies and shift to a preventive maintenance approach, where repairs are carried out before issues arise.

Growing deterioration of aging infrastructure

The percentage of road facilities over 50 years old is rapidly increasing

■ Percentage of road facilities over 50 years old

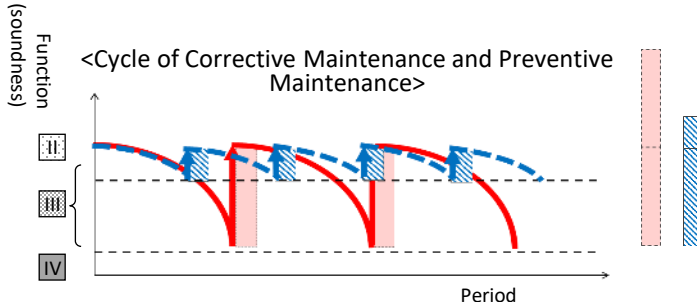


*() represents number of bridges and tunnels, Excluding those with uncertain age

Preventive Maintenance vs Corrective Maintenance

Preventive maintenance	Corrective maintenance
Repairing roads <u>before</u> their functionality or performance deteriorate	Repairing roads <u>after</u> their functionality or performance deteriorate

Preventive maintenance can **reduce and smooth out the total cost** in the medium to long term



Road Collapse Countermeasures

On January 28, 2025, a truck driver fell to his death when his vehicle plunged into a road collapse caused by a sewer pipe that had been in place for over 40 years on a prefectural road in Yashio City, Saitama Prefecture. As of February 2026, the collapsed section remains impassable. The risk of road damage and traffic disruption due to aging underground utilities has become apparent.



Development of Networks and Hubs to Support the Flow of People and Goods ~Connecting people and communities~

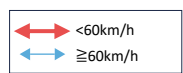
Building arterial road networks that connect hubs for livelihood and industries is essential for supporting the flow of people and goods.

We will develop high-standard highways that enable fast and safe travel, enhance their functionality, strengthen modal connectivity (integration of roads with various transportation modes) through the development of transportation hubs, and will promote measures such as congestion mitigation and logistics support.

Intercity travel speed

Japan lags behind other countries, with about 40% of intercity travel speeds falling below 60 km/h (101 out of 235 links).

Intercity travel speeds



Intercity travel speed: the analysis covers 122 cities and 235 links. Calculated using the average value of the ETC2.0 data for FY2021 (for small vehicles) during weekday daytime hours (12-hour period).



<Reference> Average intercity travel speeds in other countries

Japan	Germany	France	UK	China	Korea
61km/h	84km/h	88km/h	74km/h	87km/h	77km/h

Access to sea ports/airports

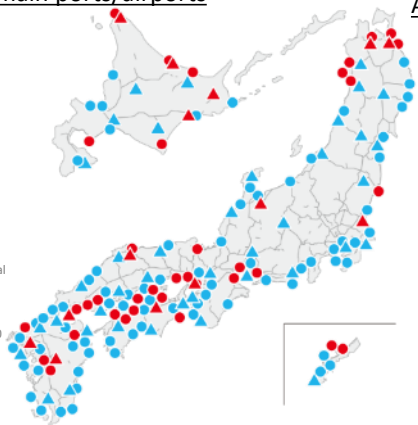
About 30% of airports and seaports are located more than 10 minutes away from the nearest high-standard highway (50 out of 170 locations).

Access to main ports/airports

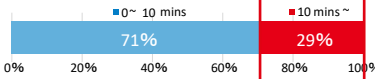


*Main airports and ports: hub airports, airports accommodating jet aircrafts, international strategic ports, international hub ports, and key ports

*Calculated using the average value of the ETC2.0 data for FY2021 (for small vehicles) during weekday daytime hours (12-hour period).



Travel time from an IC

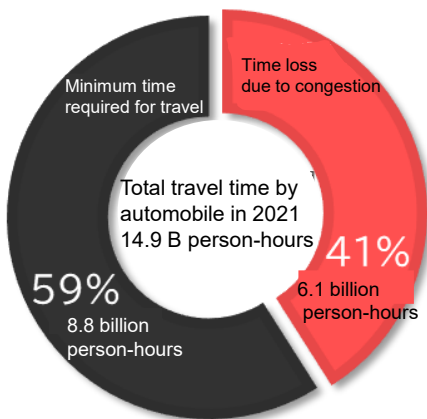


Links with 10 minutes or more accounts for 30%

Time loss due to traffic congestion

About 40% of travel time is lost due to traffic congestion, totaling 6.1 billion person-hours annually—equivalent to the working hours of 3.7 million people. This represents 1.3% of Japan's total CO2 emissions.

Annual total travel time by automobiles (nationwide)

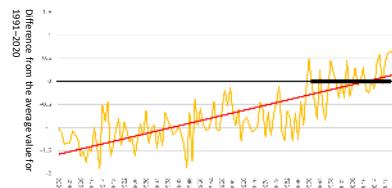


Achieving a Carbon-Free Society through GX (Green Transformation)

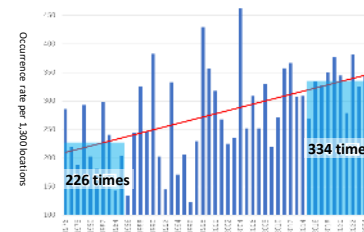
~ Contribution to Carbon Neutrality by 2050 ~

In response to the global climate change crisis, the road sector works toward achieving carbon neutrality.

Rising at a rate of **+1.4°C** per century



The number of heavy rainfall events has increased by about **1.5 times** over the past 50 years.



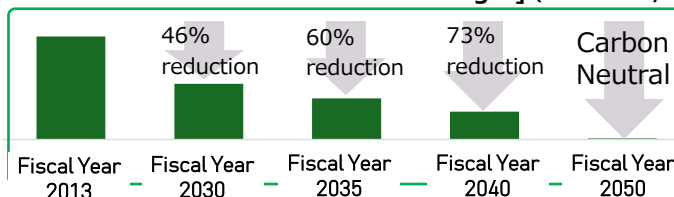
[New Framework for Decarbonization through Amendments to the Road Act and Other Laws]

Basic Policy on Decarbonization of Road Transportation [National]

Policy Presentation
Report

Road Decarbonization Promotion Plan [National Government, Expressway Companies, Local Governments, etc.]

[Road-wide CO₂ Emission Reduction Target] (Set identically to the national reduction target)



Road Management Scope [Scope 1, 2]

Set the same quantitative targets as for the entire road sector
(Promoting decarbonization of roads through measures such as converting street lighting to LED)



Road Maintenance Sector / Road Usage Sector [Scope 3]

We plan to set quantitative targets going forward.



[Basic Direction of Measures]

(1) Low-carbonization throughout the lifecycle of roads

Reducing CO₂ emissions throughout the entire lifecycle from construction to management



(2) Creating road spaces that support the greening of road transportation

Promotion of power generation, transmission, distribution, and storage in road spaces



(3) Transition to low-carbon mobility of people and goods

Promoting the shift to low-carbon transportation and the development of logistics systems



(4) Optimization of road traffic

Measures for bottlenecks and localized congestion points



[Promoting road construction that enables humans and animals to coexist, aiming to achieve nature positivity]

Analysis of roadkill data enables implementation of effective countermeasures through road markings, car navigation systems, and other measures.



Promoting Road Decarbonization to Achieve Carbon Neutrality by 2050 (1)

In response to the global climate crisis, we will promote the decarbonization of roads while seeking synergies with nature-positive initiatives.

Basic Policy Direction

1 Low-carbonization throughout the entire road lifecycle

[Low-Carbon Road Construction and Management]

- Reduce CO2 emissions from road construction through the adoption of low-carbon construction machinery
- Promote the introduction of next-generation vehicles※1 for road-related vehicles such as patrol cars, while considering the current development status



Electric hydraulic excavator

Electric Wheel Loader

Promoting the adoption of low-carbon construction machinery

(Source : VOLVO Construction Equipment Japan HP)



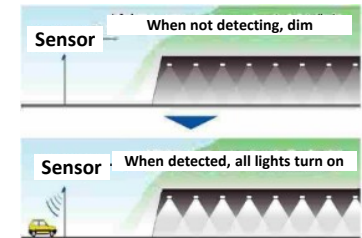
Converting road-related vehicles to next-generation vehicles

(Source: Sendai City Official Website)

- Promoting the conversion to LED and enhancement of road lighting

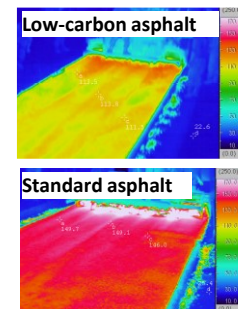


Conversion of Road Lighting to LED

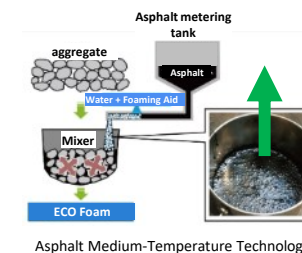


Advanced Road Lighting

- Steadily promote the introduction of low-carbon materials and the use of recycled construction materials such as reclaimed asphalt
- Based on newly created guidelines to promote the implementation of street tree inspections, advance road greening and appropriate maintenance while utilizing new technologies



Introduction of Low-Carbon Asphalt



Asphalt Medium-Temperature Technology



Promoting Roadside Greening
(Inzai City, Chiba Prefecture)

Promoting Road Decarbonization to Achieve Carbon Neutrality by 2050 (2)

To promote the development and adoption of next-generation vehicles, as well as the utilization and integration of renewable energy, we will advance initiatives for power generation, transmission, distribution, and storage within road spaces. This will be done in collaboration with relevant ministries and agencies, while also strengthening disaster response measures.

Basic Policy Direction

2 Creating road space that supports greener road transportation

[Power Generation]

- Regarding perovskite solar cells, commence demonstration projects at anticipated future installation sites while advancing implementation at already suitable locations to promote adoption in road spaces
- Relax occupancy standards for decarbonization facilities under the Road Decarbonization Promotion Plan to facilitate the introduction of solar power generation equipment
- For road surface solar power generation equipment, conduct technical demonstrations while exploring specific application cases for societal implementation

[Power Transmission]

- Examine the potential for utilizing road space for power system development and other purposes

[Disaster Response]

- Installation of energy storage facilities in roadways to respond to power outages
- Implementation of charging support for electric vehicles during vehicle congestion caused by heavy snowfall, etc.

[Power Supply, etc.]

- Promote the adoption and convenience of next-generation vehicles by facilitating the installation of EV charging facilities and hydrogen stations, and by improving EV charging facility signage
- Advance technical demonstrations to verify performance and other aspects for the social implementation of in-motion charging, primarily for public transportation



Pulling into the hydrogen station
Large next-generation vehicle (Ashigara SA
(downbound))



Promoting the installation of EV charging
facilities



Demonstration of Power Supply
Facilities During Operation

[Energy Storage]

- To address the unstable power generation of renewable energy sources, introduce storage batteries and other equipment.



Portable Rapid Charger

Promoting Road Decarbonization to Achieve Carbon Neutrality by 2050 (3)

We will promote the shift to low-carbon transportation modes such as public transit, bicycles, new mobility options, and walking, using both hardware improvements and software measures as dual drivers.

We will also promote the development of low-carbon logistics systems to advance CO2 emissions reduction.

We will promote the reduction of CO2 emissions from vehicle traffic through measures such as improving driving efficiency via congestion countermeasures.

Basic Policy Direction

3 Transition to low-carbon passenger and freight transportation

【Human Flow】

- Promote the development of dedicated bicycle lanes and other traffic spaces appropriately separated from pedestrians and motor vehicles
- Promote the adoption of integrated public transport, bicycle, and automobile systems such as cycle trains, shared bicycles, and on-street car sharing
- Support the introduction of public transport systems such as BRT and promote the development of transportation hubs such as bus terminals and mobility hubs



Busta Development Concept
(Yokkaichi City, Mie Prefecture)



Bicycle parking facilities near railway stations

Promoting Road Decarbonization to Achieve Carbon Neutrality by 2050 (4)

We will promote the shift to low-carbon transportation modes such as public transit, bicycles, new mobility options, and walking, using both hardware improvements and software measures as two wheels of progress.

We will also promote the development of low-carbon logistics systems to drive down CO2 emissions.

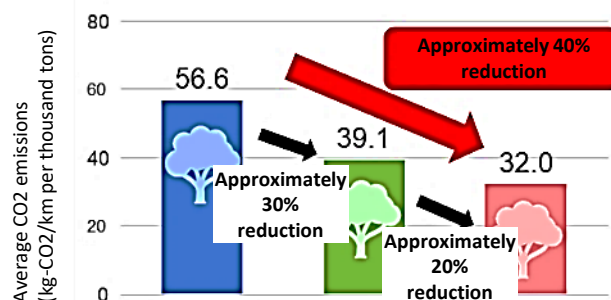
We will promote reductions in CO2 emissions from vehicle traffic through measures such as improving driving efficiency via congestion countermeasures.

Basic Policy Direction

4 Optimization of Road Traffic

[Logistics]

- Based on business needs and other factors, designate sections for double-trailer trucks and promote the development of parking spaces.



CO2 Reduction Effect of Double-Linked Trucks
(Emissions per 1,000 ton-km)

[[Improved Driving Efficiency and Reduced Vehicle Acceleration/Deceleration]

- In addition to addressing localized congestion hotspots, improve traffic flow by eliminating vehicle bottlenecks at railroad crossings
- Promote society-wide initiatives to effectively utilize traffic capacity by dispersing demand through Traffic Demand Management (TDM) and other measures

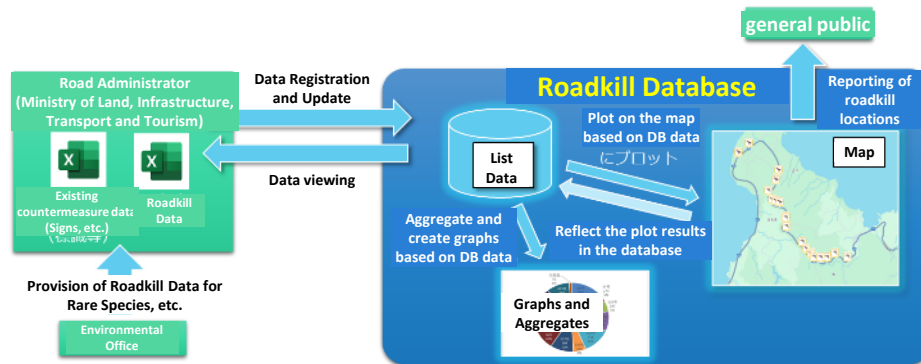


Promoting Road Decarbonization to Achieve Carbon Neutrality by 2050 (5)

To achieve nature positivity, we will promote the creation of roads where humans and animals can coexist. To prevent frequent roadkill incidents, we will utilize accident data and other information to strengthen driver awareness through road markings, car navigation systems, and other means.

Biodiversity Initiatives

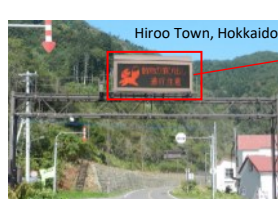
- To prevent frequent roadkill incidents, we collected roadkill data, built a database, and provided information to road users and road managers.
- By analyzing roadkill data, we implemented effective countermeasures using road markings, car navigation systems, and other methods.



Roadkill Database Construction Concept



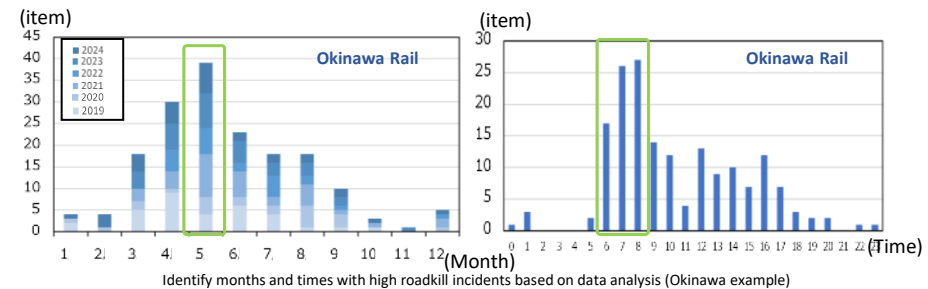
Examples of road markings indicating locations where caution for animals is required, based on data analysis



Examples of Using Road Information Boards to Indicate Animal Caution



- Consolidate know-how gained from piloting data-driven roadkill countermeasures and roll it out nationwide
- Promote society-wide initiatives to effectively utilize traffic capacity by dispersing traffic demand through Traffic Demand Management (TDM) and other measures



Fostering accident prevention awareness among drivers and others through collaboration with the private sector



Collaboration with Automobile Manufacturers, etc. Initiatives to Foster Awareness Among Drivers



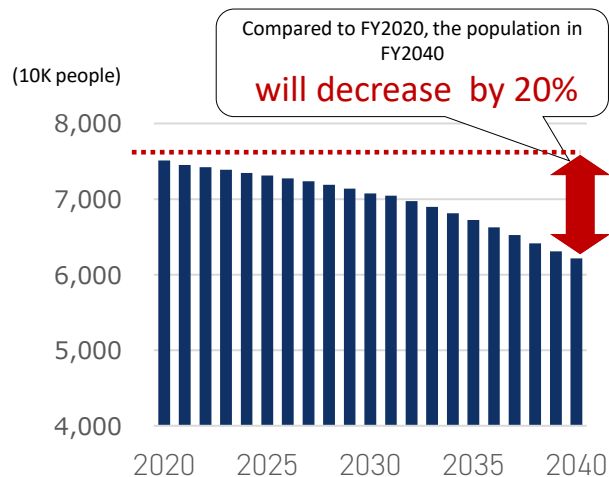
Collaboration with Convenience Stores Display of Roadkill Prevention Awareness Posters

Digital Transformation(DX) of the Road System

~ Promotion of xROAD ~

As the working-age population declines, **digitalization is essential** in the road sector to sustainably develop and maintain infrastructure, create new added value, and enhance productivity. To **ensure safer and more secure passage** for road users while **providing advanced road usage services**, we will accelerate the “xROAD”, digital transformation initiative. This initiative aims to advance and streamline road surveys, construction, and maintenance through the introduction of new technologies and the utilization of data.

Decline in the working-age population

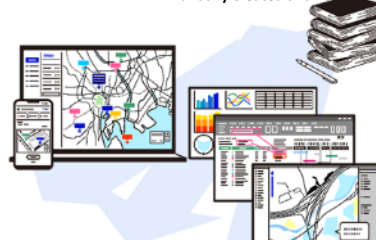


Source: National Institute of Population and Social Security Research
"Future Population Projections for Japan (FY2023 Projections)" (Birth Rate Median (Death Rate Median) Projections)

Potential for streamlining administrative procedures

While social and economic activities mature and become more complex, and digitalization advances across society, there remains an analog component in administrative procedures, traffic volume surveys, and the collection and analysis of information. These tasks present opportunities for streamlining.

Quantities and construction costs are manually created and verified



The need for disclosing road data is increasing

Development of the road system

By the end of FY2023

- Utilizing support technologies for road patrols and pavement inspections
- Deploying snow removal machines with automatic control capabilities
- Digitizing the location data of road occupation
- Operating and publishing the road facility inspection database
- Publishing the road foundation map database

By the end of FY2024

- Operating the road management information integration viewer
- Operating the road data platform
- Publishing real-time traffic volume data
- Promoting initiatives toward the realization of autonomous trucks

FY2025 onward

- Increasing the number of national highway offices that have introduced in-vehicle cameras for patrol cars
- Deploying snow removal machines with automatic control capabilities
- Digitizing road information to be recorded as a priority
- Exclusive use of ETC
- Developing and operating the next-generation ITS

Creating Safe and Secure Road Space and Vibrancy

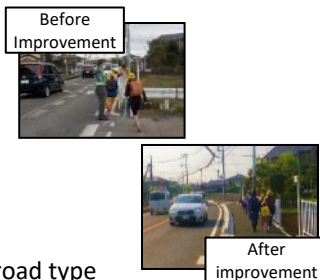
~Community/City Development~

We are creating a society where everyone can live safely, securely, and comfortably through traffic safety improvements, accommodation of universal design, removal of utility poles, and development of cycling routes.

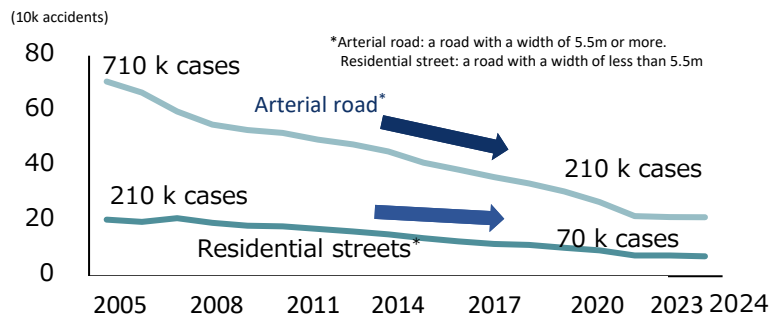
We are also promoting initiatives to respond to the diverse needs of road spaces, such as the integration of new mobility options such as electric scooters and the creation of local vibrancy.

Creation of safe and secure road space

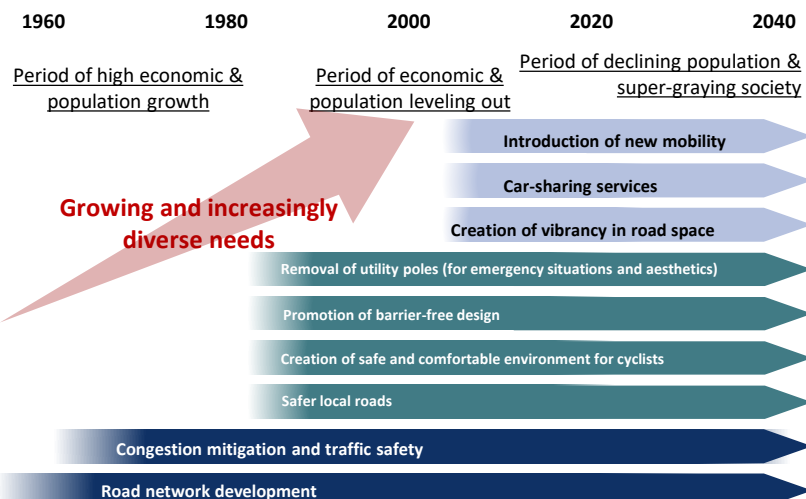
While the number of traffic accidents is decreasing, a significant number of accidents still occur, making the promotion of traffic safety measures essential. Efforts will be made to encourage the shift of automobile traffic to dedicated motorways and arterial roads, thereby separating their functions from residential streets, and to develop safe, secure, and universally designed spaces suited to an aging society with fewer children.



Change in traffic fatality and injury accident by road type



Increasingly diverse road policies in response to social needs



Individual subsidy and grant system (1)

Subsidy Program for High-Standard Roads and IC Access Roads

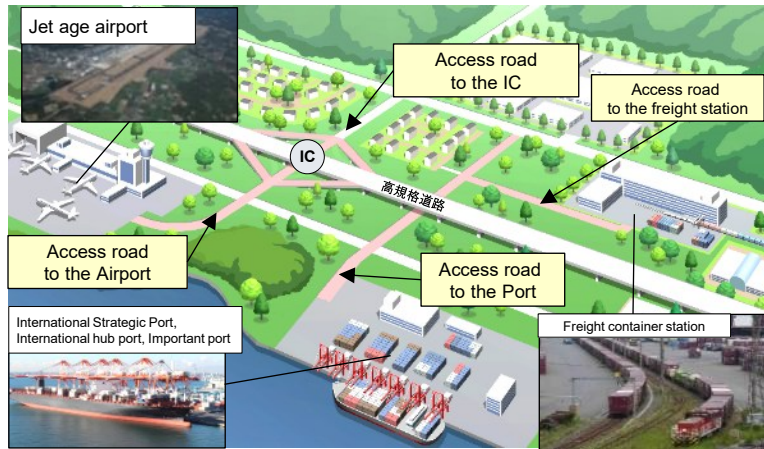


Image of subsidized access roads for ICs, airports, ports, etc

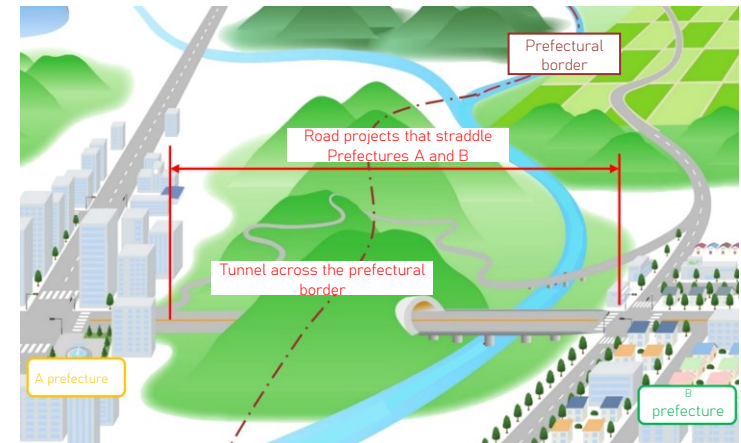


Image of Subsidized Prefectural Border Road Maintenance

Road Maintenance Project Subsidy Program

oo City
Bridge
Long-Life
Maintenance Plan
[Individual Facility
Plan]

Contents
 • Overall plan policy
 • Short-term numerical targets and their cost reduction effects
 • Items for each individual structure (Specifications, inspection results, etc.)



Bridge

oo City
Tunnel
Long-Life
Maintenance Plan
[Individual Facility
Plan]

Contents
 • Overall plan policy
 • Short-term numerical targets and their cost reduction effects
 • Items for each individual structure (Specifications, inspection results, etc.)



Tunnel

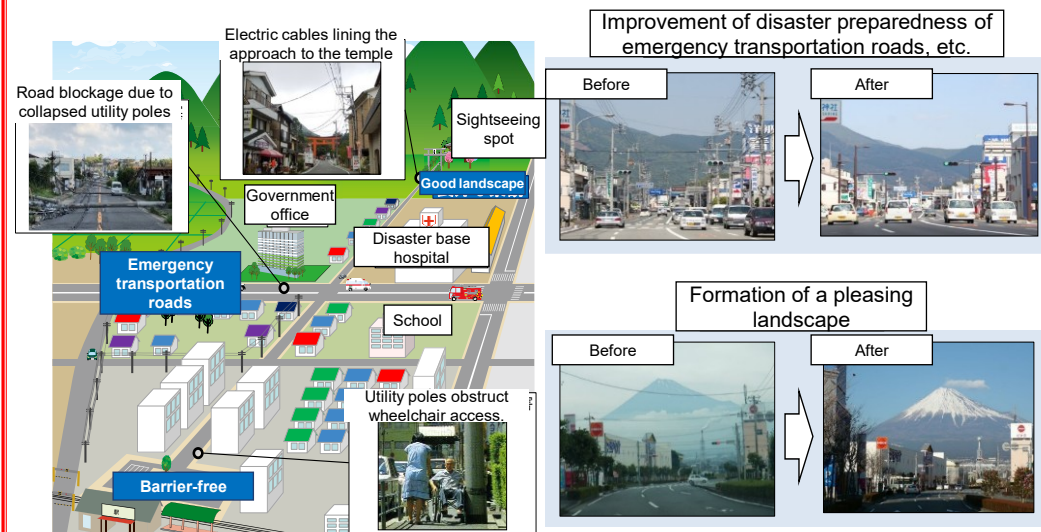
oo City
Road facilities
Long-Life
Maintenance Plan
[Individual Facility
Plan]

Contents
 • Overall plan policy
 • Short-term numerical targets and their cost reduction effects
 • Items for each individual structure (Specifications, inspection results, etc.)



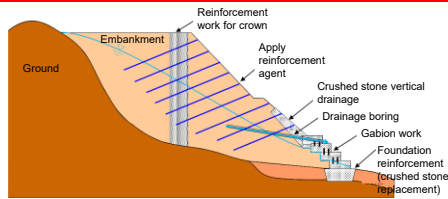
Road facilities

Subsidy Program for the Project to Promote the Removal of Utility Poles



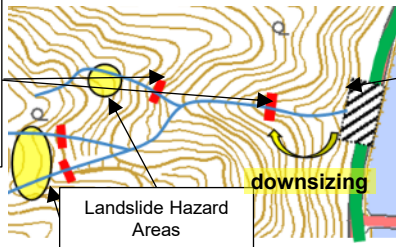
Individual subsidy and grant system (2)

Subsidy system for slope disaster prevention measures on road embankments (created in 2025)



Subsidy Program for Landslide Disaster Prevention Road Projects

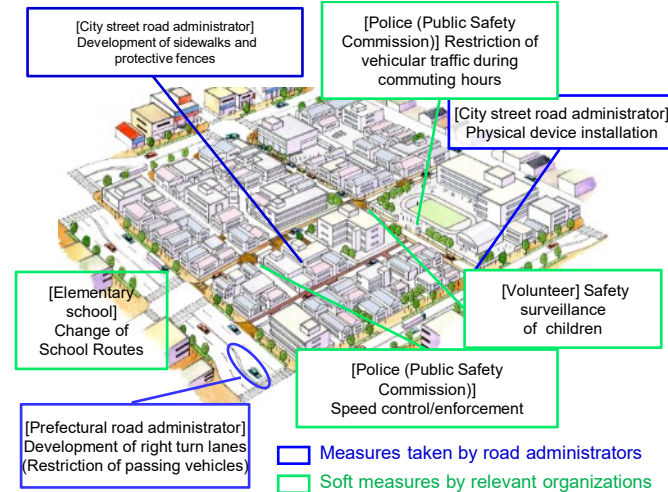
Development of landslide countermeasure facilities in conjunction with erosion control projects



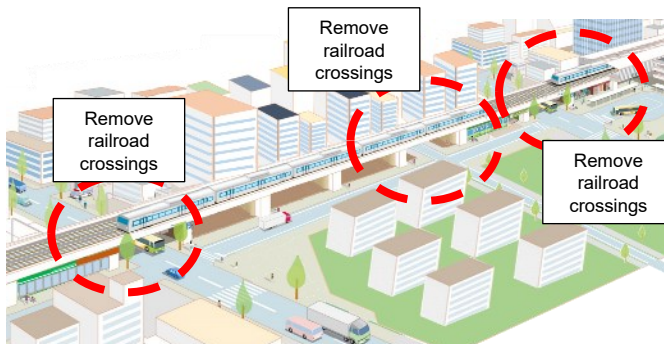
Landslide disaster prevention project by the road sector

Traffic Safety Subsidy Program

Image of the Traffic Safety Measures Subsidy System (Emergency Measures for School Routes)



Subsidy Program for Continuous Elevated Railroad Projects



Before

After

Level Crossing Road Improvement Project Subsidy Program

