

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

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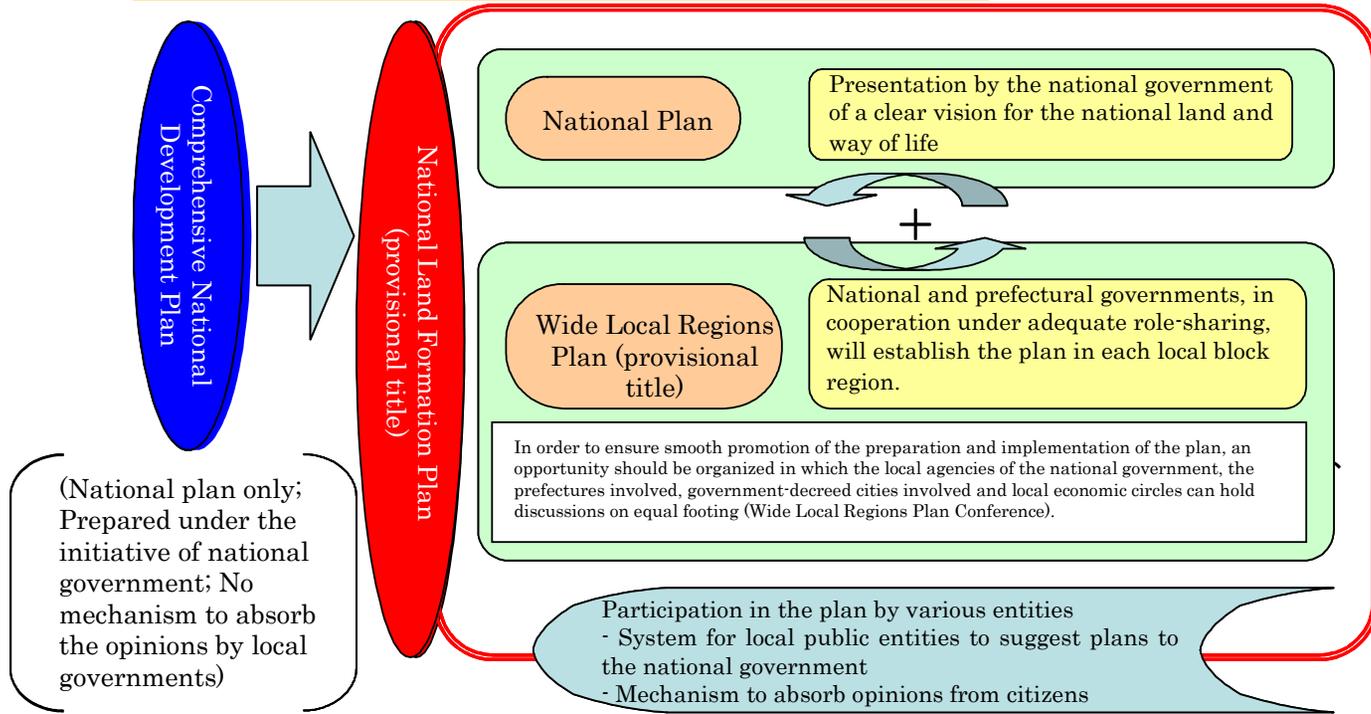
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Comparison of Comprehensive National Development Plan (Outline)

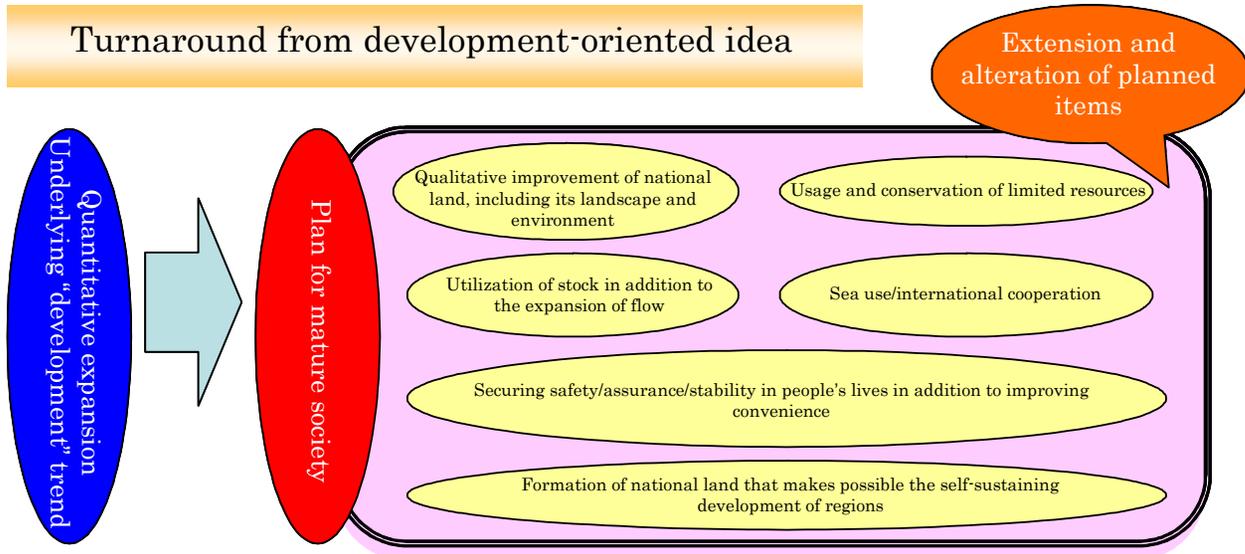
	The First Plan	The Second Plan	The Third Plan	The Fourth Plan	Grand Design for the 21st Century
Cabinet approval	October 5, 1962	May 30, 1969	November 4, 1977	June 30, 1987	March 31, 1998
Back-ground	<ol style="list-style-type: none"> 1. High growth economy 2. Overpopulation and income disparity 3. National Income-doubling Plan (Pacific Belt Region Concept) 	<ol style="list-style-type: none"> 1. High growth economy 2. Heavy concentration of population and industry in metropolitan areas 	<ol style="list-style-type: none"> 1. Stable economic growth 2. Decreasing population inflow to metropolitan areas 3. The limitation of land resources, energy, etc. 	<ol style="list-style-type: none"> 1. Concentration of population and high-level urban functions in Tokyo 2. Transformation of industrial structure 3. IT, llobalization 	<ol style="list-style-type: none"> 1. Globalization 2. Depopulation and aging 3. Information-oriented society
Target year	1970	1985	About 10 years from 1977	Around 2000	2010-2015
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

Overall picture of the reformation of national planning

Establishing visions through the joint effort of national and local governments



Turnaround from development-oriented idea



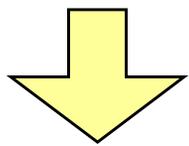
Formation of Day Trips to Urban Areas in East Asia by Utilizing Existing Stock

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

East Asian business area in which one-day round trips are available (image)



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.

2000 km from Haneda Airport

- By utilizing existing stock, enhance the alignment and role-sharing among airports within the regional block.
- Function as a hub for Europe and the U.S.
- Establishment of international cooperation within East Asia

- * 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.

Formation of a Seamless Transportation System that Creates an International Intermodal Transport Consistent with the Asian Highway

Current State of Asian Highway



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

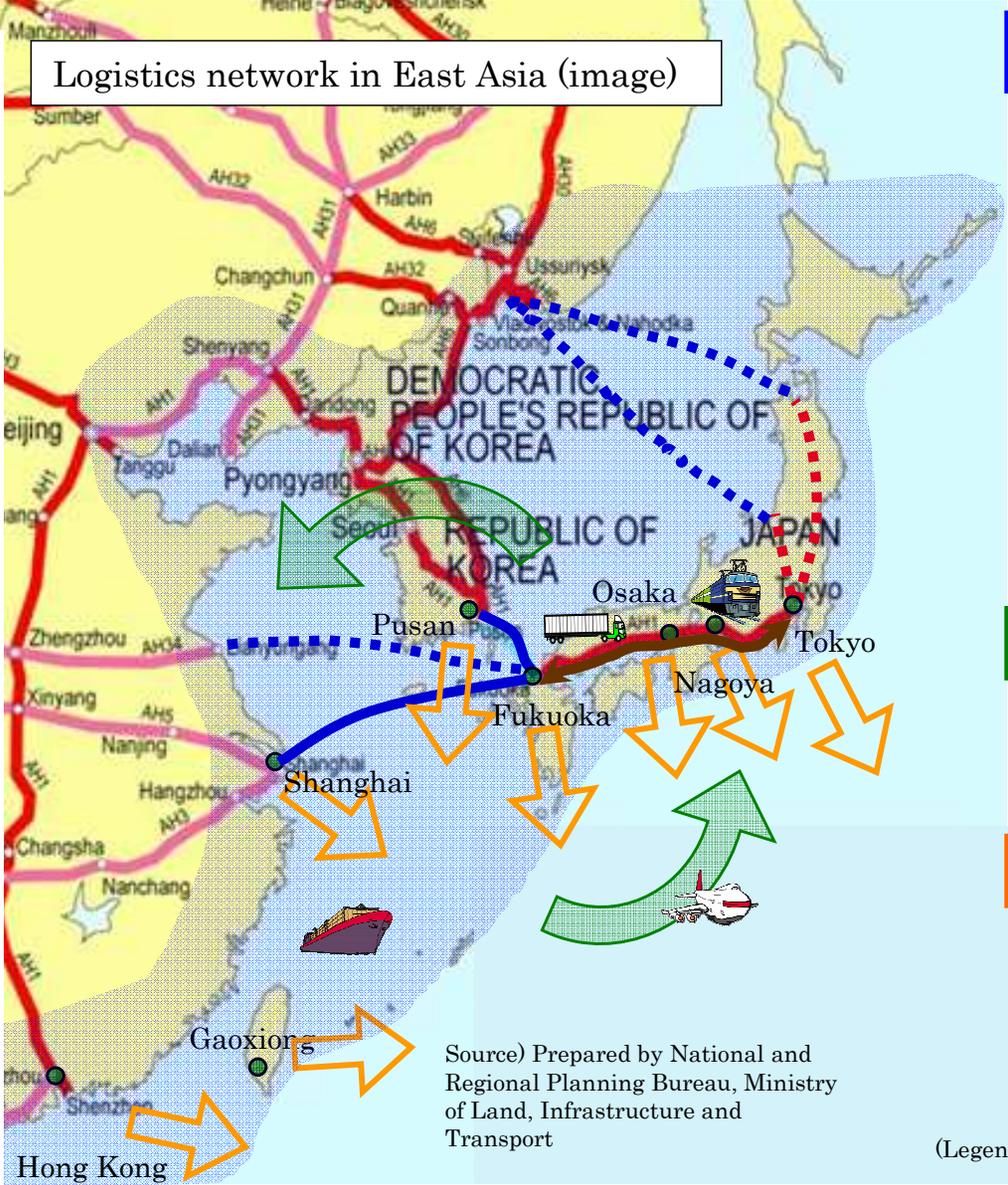
Form a seamless logistics network in East Asia by preparing a basis for international intermodal transportation (seamless transportation platform) to form a SCM (supply chain management) supporting the horizontal division of work among the East Asian region.

- 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.



Logistics network in East Asia (image)

East Asia international intermodal transport

Formation of high-speed logistics system utilizing RORO ships, railways and highways

- Simplification of emigration and immigration procedures
- Double-licensing for chassis
- Enhancement of jointing function between railways, roads and maritime traffic

- (Legends 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

East Asian network of container ship routes

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).

Function as a hub for Europe and the U.S.

Form an efficient hub function for all of East Asia

- Development of super centric ports and harbors
- Enhancement of coastwise shipping transportation
- Establishment of international cooperation in East Asia

- (Legend symbols) → Logistics from hub ports to Europe and the U.S.

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