

## **NATIONAL LAND POLICY IN JAPAN AND ITS TRANSPORTATION NETWORK FOR ASIA**

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The development policy is drastically changing in Japan now. Due to diversities of people's demand and desire as well as the financial constraints, we have to review our development policy, particularly considering sustainability. You can find in the chart that there are two pillars of policy reform we incorporate into the new Act. One is decentralization; the second is to convert its basic principle from the development-oriented idea to sustainability such as qualitative improvement and utilization of existing stock.

As the proposed draft Act has been approved in the parliament this July, we commence the formulation of a new national plan and are scheduled to complete it in two years. In the new National Plan, it is almost certain that top priority is placed on the linkage between the Asian countries and Japan focusing on the physical distribution and transportation system. Taking into consideration the triple-polarity of the global economy (USA, EU and Asia), Japan should reorganize its transportation system and structure in order to adapt itself to strengthening economic relations with Asia, by a establishing seamless transportation system and a one-day business trip zone in the region. Furthermore, we are positively thinking about the influence of the Asian Highway's expansion in terms of deepening interaction in the areas.

The chart slide number five shows the ideal image of Japan's logistics network with Asia. Since mutual interactions will be activated in the process of formulating and consolidating the Asian economic zone based on the progress of FTAs, we must materialize the seamless transportation system to strengthen mutual cooperation, by facilitating mobility, improving the international network and upgrading the transition convenience with domestic transportation.