

Basic Plan on Transport Policy

1. Premises

- Elements of Basic Plan on Transport Policy pursuant to the Basic Act on Transport Policy (Law No. 92 of Dec. 4, 2013)
 - (1) Basic direction of the policies on transport
 - (2) Targets of the policies on transport
 - (3) Measures on transport that the Government shall implement comprehensively and systematically
 - (4) Other necessary matters
- Closely coordinated with the “Comprehensive Strategy for Vitalization of Towns, People, and Jobs” and the “Fundamental Plan for National Resilience,” etc.
- Plan period: FY 2014 ~ FY 2020

2. Structure

- Basic directions of the policies on transport
 - A. Realize user-friendly transport that contributes to the rich lives of the citizens
 - B. Build up the inter-regional / international passenger transport and logistics networks that create the foundation for growth and prosperity
 - C. Create a foundation of sustainable, secure and safe transport
- Targets of the policies on transport
 - Description of the targets with intended achievements during the plan period, pursuant to the provisions of the Basic Act on Transport Policy
 - Quantitative indicators to assess the level of achievement of the targets
- Measures on transport that the Government shall implement comprehensively and systematically
 - Description of existing measures that need further efforts as well as future measures to be discussed for each target

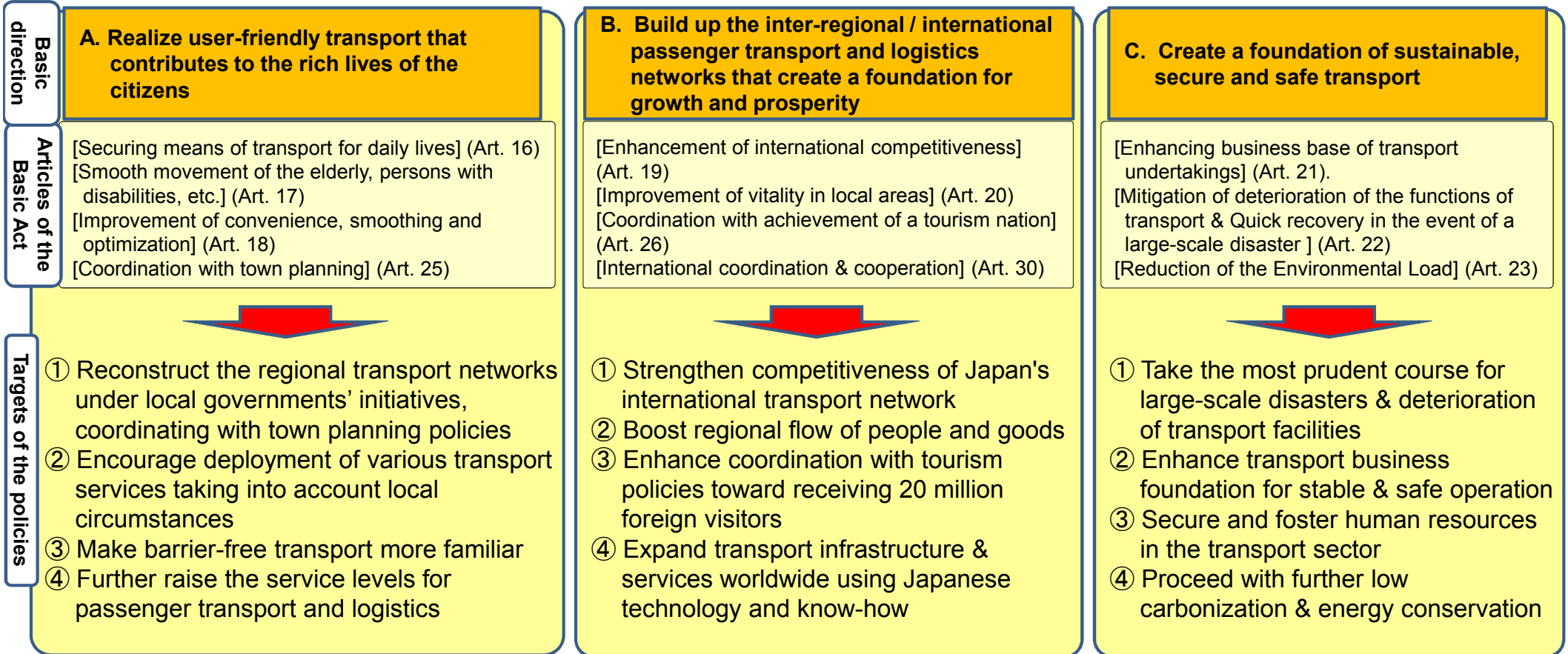
3. History

- In April 2014, deliberation started at the Council of Transport Policy and the Panel on Infrastructure Development. Public comment was taken in September. The Basic Plan on Transport Policy (draft) was submitted February 2015 to the Minister of Land, Infrastructure, Transport and Tourism.
- Cabinet decision on February 13, 2015.

Structure of Basic Plan on Transport Policy

【Socioeconomic issues considered in this plan】

- (1) Local revitalization under plummeting population & super-aging (2) Globalization (3) Imminent large-scale disasters, aging infrastructure
 (4) Global environmental issues (5) Dramatic advances in ICT and technology innovation
 (6) Reconstruction from the Great East Japan Earthquake (7) Tokyo 2020 Olympic and Paralympic Games



Articles of the Basic Act

- [Responsibilities of the State and other relevant actors, Coordination & cooperation] (Art. 8 ~ 12,27)
 [Comprehensive transport system] (Art. 24)
 [Research and study] (Art. 28)
 [Development and dissemination of technology] (Art. 29)
 [Reflection of the opinions of citizens] (Art.31)

Matters to be noted in implementation

- ① Implementation of measures from the viewpoints of the citizens, through visualization & adequate follow-up
- ② Role division but with coordination and cooperation between the State, local governments, transport operators, users and local residents
- ③ Promotion of technological innovation including active ICT use
- ④ Promotion of efforts for the Tokyo 2020 Olympic and Paralympic Games and afterward

Basic direction A. Realize user-friendly transport that contributes to the rich lives of the citizens

Target ① Reconstruct the regional transport networks under local governments' initiatives, coordinating with town planning policies

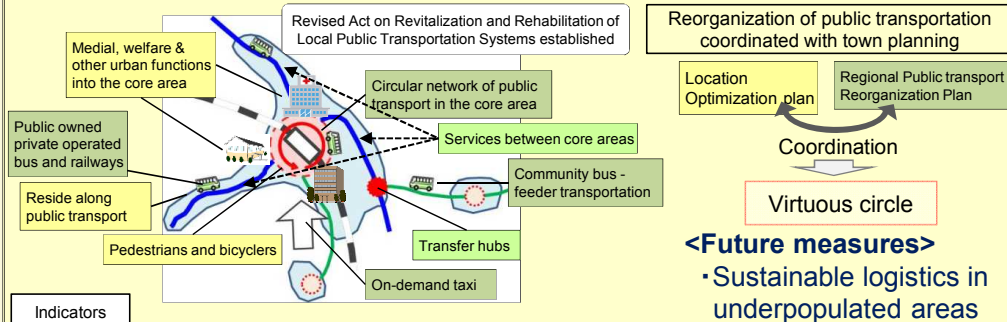
(Intent)

Vitalize local public transport services under coordination with relevant measures to create active and unique communities, taking into account population decrease, super-aging, and reliance on automobiles.

(Example)

<Existing measures with further efforts>

- Enact "Regional Public Transport Network Plan" and "Location Optimization Plan" and accumulate successful cases to help build "compact + network".



- Regional public transport network plans: **100 plans**
- On-demand transport services: 311 municipalities (2013) → **700 municipalities**

Target ③ Make barrier-free transport more familiar

(Intent)

Realize the smooth transportation in the super-aging community and the society where all can participate in, considering Tokyo 2020 Olympic and Paralympic games.

(Example)

<Existing measures with further efforts>

- Achievement of current goals
- "Barrier-free in mind" through stroller marks



<Future efforts>

- Development of low-cost platform doors



- Accessible bus [*]: 44% (2013) → **about 70%**
- No gap on major railway stations [*]: 83% (2013) → **almost 100%**
- Platform doors [*]: 583 stations (2013) → **about 800 stations**

[*] Related to efforts for the Tokyo 2020 Olympic and Paralympic Games and afterward

Target ② Encourage deployment of various transport services taking into account local circumstances

(Intent)

Provide new transport services with convenience, comfort, and efficiency responding to changing society with population decrease and super-aging.

(Example)

<Existing measures with further efforts>

- Sustainable transport services that adapt to population decrease
- Promotion of efforts to use bicycle



LRT, BRT, on-demand taxi, etc.



Community cycle and cycle train

<Future measures>

- Seamless transport service, i.e. bus-float ship



The bus-float ship's seamless service enables passengers to avoid inconvenient bus-ferry connections.

- Proportion of light rail vehicle: about 25% (2013) → **35%**
- Community cycle: 54 municipalities (2013) → **100 municipalities**

Target ④ Further raise the service levels for passenger transport and logistics

(Intent)

Improve worldwide leading field in transporting people & goods to help realize the rich lives of the citizens.

(Example)

<Existing measures with further efforts>

- Expansion and improvement of convenience of urban railway network

<Future efforts>

- Visualization of public transport service level
- Area expansion, promotion of common use & interoperability of transport smart cards
- Road use efficiency with ITS technology



Interoperable transport smart cards (Rail and bus)

(Source) JR East website

- Prefectures where interoperable transport smart cards not available [*]: 12 prefectures (2013) → **0**
- Number of lines with bus location system: 11,684 lines (2014) → **17,000 lines**

Basic direction B. Build up the inter-regional / international passenger transport and logistics networks that create a foundation for growth and prosperity

Target ① Strengthen competitiveness of Japan's international transport network

(Intent)

Develop foundation for aviation and maritime transport as a requirement to grow along with Asian and global growth.

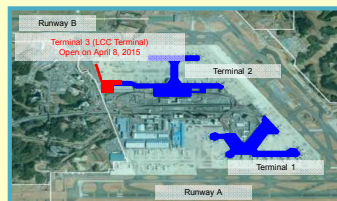
(Example)

<Existing measures with further efforts>

- Further improvement of international air network
- Environment enhancement for LCC (dedicated terminals, airport cost reduction, efficiency, etc.)

<Future efforts>

- Further functional enhancement of Tokyo metropolitan airports



Narita Airport LCC Terminal

Indicators

- Annual takeoffs and landings at Tokyo metropolitan airports [*]: 717,000 (2013) → **747,000+maximum 790,000**
- Ratio of LCC passengers out of international passengers [*]: 7% (2013) → **17%**
- Functional enhancement of international container hubs (investment in port operating companies, cargo collection, logistics & congestion measures, etc.)



Indicators

- Number of deepwater container terminal berths at international container hubs: 3 berths (2013) → **12 berths (2016)**
- 3 metropolitan areas' ring road completion [*]: 63% (2013) → **about 75% (2016)**

Target ④ Expand transport infrastructure & services worldwide using Japanese technology and know-how

(Intent)

Contribute to transport problem solving in various locations in the world as well as promoting economic growth and the transport industry of Japan through cutting edge transport technology & know-how.

(Example)

<Existing measures with further efforts>

- Investment to and business participation in foreign transportation projects using JOIN

UK



Indicators

- Estimated international transport projects by Japanese companies: ¥500B (2010) → **¥7T**

Target ② Boost regional flow of people and goods

(Intent)

Help vitalize the entire nation through promotion of the flow of people, including foreigners, and industrialization of and migration to rural areas, by increasing speed and utilizing regional networks.

(Example)

<Existing measures with further efforts>

- Shinkansen network construction (bullet trains & maglev) and links to regional railways
- Development of highway network and effective use of existing road network (smart IC, etc.)

New station of Toyama Chihou Tetsudou built to coincide with Hokuriku Shinkansen opening



Marine container transport by railways is about 0.12%. (MLIT)

<Future efforts>

- Expansion of rail cargo transport



Indicators

- Expansion of people flow with Shinkansen opening [*]
[Hokuriku Shinkansen (open in 2015)]: **up 20% (2014~2017)**
[Hokkaido Shinkansen (open in 2016)]: **up 10% (2015~2018)**
- Quick delivery based on road condition [*]: 48% (2012) → **about 50% (2016)**

Target ③ Enhance coordination with tourism policies toward receiving 20 million foreign visitors

(Intent)

Help and encourage foreign visitors and domestic tourists visit all around Japan by improving convenience of transport means, in response to the Tokyo 2020 Olympic and Paralympic games and afterward.

In addition, ease overseas & domestic access to rich tourism assets to raise the value of these assets, and also make transport itself into a tourism asset..

(Example)

Multilingual bus information (Kushiro)



Certified tourism taxi (foreign language training in Tokyo)

<Existing measures with further efforts>

- Transport for foreign visitors (IC card, Wi-Fi, multi-language, taxi & rental car usability)
- Regional revitalization by cruise promotion
- Transport service in response to increase in duty free shops
- Enhancement of gateway function of "Michi-no-eki"

Indicators

- Free Wi-Fi available [*]:
[Major airports] 87% (2013) → **100%**
[Major stations of Shinkansens] 52% (2013) → **100%**
- Foreign visitors entering Japan by cruise vessels [*]: 174,000 (2013) → **1 million**



Cruise ship calling on Japan

Basic direction C. Create a foundation of sustainable, secure and safe transport

Target ① Take the most prudent course for large-scale disasters & deterioration of transport facilities

(Intent)

Implement the great natural disaster response plan for Tokyo or Nankai earthquake, etc. based on experience from the Great East Earthquake. Secure sustainable transport services with measures for aging vehicles and infrastructure.

(Example)

<Existing measures with further efforts>

- Seismic measures and service-life extension measures for transport infrastructure
- Alternative routes for transport means, etc.
- Evacuation, measures for stranded people



<Future efforts>

- Measures for aging vehicles

Indicators

- Rate of seismic preparedness of major railways for future big earthquakes: 91% (2012) → **almost 100% (2017)**
- Rate of seismic upgrades to bridges on emergency routes: 79% (2013) → **82% (2016)**
- Rate of business continuity plan for port management settled on at major ports: 3% (2012) → **100% (2016)**
- Rate of measures taken to lengthen port service life: 36% (2013) → **100% (2016)**

Target ③ Secure and foster human resources in the transport sector

(Intent)

Secure, train and develop workforce by encouraging women to join in order to counter labor shortages and decline in technical skills in the transport sector. Ensure the environment for transport network with quality service and create local jobs.

(Example)

<Existing measures with further efforts>

- Securing skilled workers & technicians (Pilots)
 - Rapid increase in demand worldwide. APEC region needs 450% of 2010 by 2030.
 - Expand private training institutions.
- (Bus drivers)
 - Work environment for male bus drivers
 - Work hours - 1.2 X industry average
 - Income - 0.8 X industry average

<Future efforts>

- Youth, women & seniors to join
- Train maritime development engineers
- Change to the logistics system that can be operated by less manpower (modal shift)

【Load factor】

- Rail cargo: weekdays 76.2% (FY 2013) holidays 53.2% (FY 2013)
- Coastal shipping: 33.7% (FY 2012)

→ **Overflow from truck transport**

Indicators

- Number of new pilots annually at major airline companies [*]: 120 (2012) → **~ 210**
- Number of female workers in automobile-related businesses: **Double**

[*] Related to efforts for the Tokyo 2020 Olympic and Paralympic Games and afterward

Target ② Enhance transport business foundation for stable & safe operation

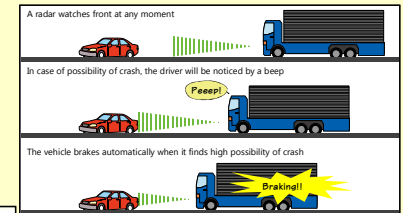
(Intent)

Learning from Kan-etsu Highway tour bus accident (2012), JR Hokkaido issue (2013) and Korean ferryboat accident (2014), check service quality, enhance business base, and build good management ethics.

(Example)

<Existing measures with further efforts>

- Elimination of bad operators through more intense supervision
- Improvement of transport safety management systems
- Application of new technology



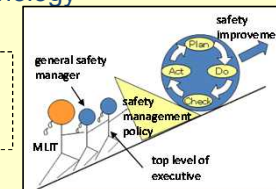
Shock-absorbing brakes

<Future new efforts>

- Enhancement of transport business

Safety

Build & improve company-wide safety system; government monitors the implementation



Indicators

- No. of operators evaluated for safety management: 6,105 (2013) → **10,000 companies**
- Rate of large cargo vehicles installing shock-absorbing brakes : 54% (2013) → **90%**

Target ④ Proceed with further low carbonization & energy conservation

(Intent)

As 20% of Japan's CO₂ emissions are from transport, improve transport energy conservation toward the low-carbon society, in view of the vulnerability of Japan's energy supply after the Great East Earthquake. Also work for responses to air pollution, noise and a balanced ecosystem.

(Example)

<Existing measures with further efforts>

- Further spread of next-gen vehicles
- Charging/hydrogen stations development

<Future efforts>

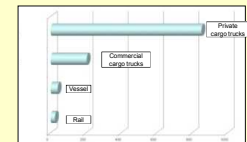
- Full-blown fuel cell vehicle use
- Green logistics (modal shift)



Green vehicles



Fuel cell car



CO₂ emissions

Indicators

- Next-generation vehicle ratio for new sales: 23.2% (2013) → **50%**
- Promote modal shift to rail: 18.7B ton-km (2012) → **22.1B ton-km** to ship: 33.3B ton-km (2012) → **36.7B ton-km** (Cargo transport ton-km)

Matters to be noted in implementation

① Implementation of measures from the viewpoints of the citizens, through visualization & adequate follow-up

(Intent)

In promoting the measures based on this plan, it is important to ensure implementation of the PDCA cycle.

(Procedure)

- Substantive study & research on transport trends and transport policies
- Visualization & comparison of service levels (regional & global)
- Understanding of needs of users and community residents
- Confirmation of progress on measures and the level of plan achievement, and evaluation based on quantitative indicators
- Reevaluation, taking into consideration revisions in relevant indicators based on the revisions of other plans
- Reflect evaluation result in future measures & reviews of this plan

③ Promotion of technological innovation including active ICT use

(Intent)

Using ICT & other technologies is critically important to finding ways of increasing service levels, reliability and usability in the transport sector.

(Procedure)

- Transport planning, strategy of using ICT for information dissemination and raising service levels, improvement of quality of traffic statistics.
- Provide user-oriented information, e.g. seniors and people with disabilities.
- Active introduction of advanced technology
- Strategies for the dissemination of innovative measures (cost cutting, development of versatile systems)

② Role division but with coordination and cooperation between the State, local governments, transport operators, users and local residents

(Intent)

Transition from a transport service provider model to one where a wide range of stakeholders, including residents and users, plan together and support the type of transport that corresponds to changes in the socio-economic environment.

(Procedure)

- Service standard visualization, comparison, share of information for evaluation
- Effectiveness of local committee for regional public transport. Awareness raising of residents, user education and mobility management, improvement of passenger manners, etc.
- Promote PPP/PFI
- Role division & coordination among diverse transport modes (best mix), service improvement by linking operators, facility managers, etc.

④ Promotion of efforts for the Tokyo 2020 Olympic and Paralympic Games and afterward

(Intent)

Aim for the dramatic development of Japan's transport service level by using the Olympic and Paralympic Games as a springboard.

(Procedure)

- Further improvement of the receiving environment and transport system, and the service level for the duration of the event. (Tokyo Metropolitan Area transport network, information provision to foreign visitors, etc.)
- Ripple effect from Tokyo to the entire nation
- Inform the world about the pioneering measures