National Spatial Strategy (Regional Plans) in Japan

January 30, 2017

National Spatial Planning and Regional Policy Bureau, Ministry of Land, Infrastructure, Transport and Tourism
Framework of National Spatial Strategies in Japan

National Spatial Planning Act (2005)

Guidelines for the Long-term development of national land (Cross-ministerial plans)
- Draft drawn up by the Ministry of Land, Infrastructure, Transport and Tourism
- Investigation and discussion by the National Land Development Council
- Consultation with prefectures and ordinance-designated cities
- Public comments

Approval by the Cabinet

Proposals made by prefectures and ordinance-designated cities for revisions to the plans

Regional Plans

Plans for national land development in regions

- Based on
  - Final decision by the Ministry of Land, Infrastructure, Transport and Tourism
  - Proposals made by local communities for revisions to the plans (submitted through prefectures)

- Local offices of the national Government
- Prefectures concerned
- Ordinance-designated cities concerned
- Local economic groups, etc.
- Consultation with academic experts
- Public comments

- Regional Planning Council

- The National Spatial Strategies (National Plan) under National Spatial Planning Act were formulated in 2008 and 2015.
Creating Regional Blocks by the Collaboration of the National and Local Governments

Consideration and promotion in the Regional Plan Council, which consists of the national government, local governments, and economic organizations

Promotion of cooperation over the border of government ministries, municipalities and public and private sectors

To the Regional Plan Council

- Tokyo governor and prefectural governors
- Mayors of cities designated by ordinance
- Chiefs of economic groups
- Economic federation
- Chambers of commerce and industry and others
- Mayors of representative cities, towns, and villages
- Mayors of adjacent prefectures
- Heads of a national local branch office
- The Minister of Land, Infrastructure, Transport and Tourism

8 Districts for Regional Plans

- Tohoku Area
- Hokuriku Area
- Metropolitan Area
- Chugoku Area
- Shikoku Area
- Kyushu Area
- Chubu Area
- Kinki Area

(Regarding Hokkaido and Okinawa, the each plan is formulated by other laws)

- Municipalities within a Regional Plan Districts may propose to the Minister of Land, Infrastructure, Transport and Tourism to carry out formulation or change of the Regional Plan.
- When the Minister of Land, Infrastructure, Transport and Tourism intends to formulate a Regional Plan, he/she shall in advance take necessary measures to reflect the opinions of the public and confer with the head of each relevant administrative organ.
Districts for Regional Plans

Tohoku Area
Hokuriku Area
Chugoku Area
Shikoku Area
Chubu Area

(Regarding Hokkaido and Okinawa, the each plan is formulated by other laws)

<table>
<thead>
<tr>
<th>Prefectures</th>
<th>Area (km²)</th>
<th>Population (2015)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ibaraki</td>
<td>6,097.06</td>
<td>2,916,976</td>
</tr>
<tr>
<td>Tochigi</td>
<td>6,408.09</td>
<td>1,974,255</td>
</tr>
<tr>
<td>Gunma</td>
<td>6,362.28</td>
<td>1,973,115</td>
</tr>
<tr>
<td>Saitama</td>
<td>3,797.75</td>
<td>7,266,534</td>
</tr>
<tr>
<td>Chiba</td>
<td>5,157.65</td>
<td>6,222,666</td>
</tr>
<tr>
<td>Tokyo Metropolis</td>
<td>2,190.93</td>
<td>13,515,271</td>
</tr>
<tr>
<td>Kanagawa</td>
<td>2,415.83</td>
<td>9,126,214</td>
</tr>
<tr>
<td>Yamanashi</td>
<td>4,465.27</td>
<td>834,930</td>
</tr>
<tr>
<td>Region Total</td>
<td>36,894.86</td>
<td>43,829,961</td>
</tr>
<tr>
<td>Japan Total</td>
<td>377,970.75</td>
<td>127,094,745</td>
</tr>
</tbody>
</table>
Members of Regional Plan Council for Metropolitan Area

- Tokyo governor and prefectural governors
- Mayors of cities designated by ordinance
- Heads of a national local branch office
- The Minister of Land, Infrastructure, Transport and Tourism

- Mayors of representative cities, towns, and villages
- Mayors of adjacent prefectures

- Vice-Chair of Kanto Area Chamber of Commerce and Industry
- Managing Director of KEIDANREN (Japan Business Federation)

- Presidents-General for
  - Kanto Regional Bureau of National Police Agency
  - Kanto Regional Bureau of Telecommunications
  - Kanto Regional Bureau of Finance
  - Kanto-Shin-etsu Regional Bureau of Health and Welfare
  - Kanto Regional Agricultural Administration Office
  - Kanto Regional Forest Office
  - Kanto Regional Bureaus of Economy, Trade and Industry
  - Tohoku Regional Development Bureau
  - Kanto Regional Development Bureau*
  - Hokuriku Regional Development Bureau
  - Chubu Regional Development Bureau
  - Kanto District Transport Bureau
  - Tokyo Regional Civil Aviation Bureau
  - 3rd Regional Coast Guard Headquarter
  - Kanto Regional Environment Office
  - Chubu Regional Environment Office

- The Minister of Land, Infrastructure, Transport and Tourism
  - Formulation of the regional plan
    - Municipalities within a Regional Plan Districts may propose to the Minister of Land, Infrastructure, Transport and Tourism to carry out formulation or change of the Regional Plan.
    - When the Minister of Land, Infrastructure, Transport and Tourism intends to formulate a Regional Plan, he/she shall in advance take necessary measures to reflect the opinions of the public and confer with the head of each relevant administrative organ.

- Directors-General for
  - Kanto Regional Bureau of National Police Agency
  - Kanto Regional Bureau of Telecommunications
  - Kanto Regional Bureau of Finance
  - Kanto-Shin-etsu Regional Bureau of Health and Welfare
  - Kanto Regional Agricultural Administration Office
  - Kanto Regional Forest Office
  - Kanto Regional Bureaus of Economy, Trade and Industry
  - Tohoku Regional Development Bureau
  - Kanto Regional Development Bureau*
  - Hokuriku Regional Development Bureau
  - Chubu Regional Development Bureau
  - Kanto District Transport Bureau
  - Tokyo Regional Civil Aviation Bureau
  - 3rd Regional Coast Guard Headquarter
  - Kanto Regional Environment Office
  - Chubu Regional Environment Office

* The common affairs of the Council shall be dealt with by the Kanto Regional Development Bureau of Ministry of Land, Infrastructure, Transport and Tourism.
The total population of Japan is likely to return to the level of a century ago (the latter half of the Meiji era) over the next 100 years. This change indicates an unprecedented, extremely rapid population decline by the 1000 years.

The national land/regional structure to aim at:

Compact and Networks
<table>
<thead>
<tr>
<th>scale</th>
<th>Examples of policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>small</td>
<td></td>
</tr>
<tr>
<td>Village</td>
<td>Small station</td>
</tr>
<tr>
<td>Urban area</td>
<td>Compact city</td>
</tr>
<tr>
<td>Inter–city cooperation</td>
<td>Forming Collaborative Core Urban Areas for regional hub</td>
</tr>
<tr>
<td>Inter–regional cooperation</td>
<td>Super Mega–Region</td>
</tr>
</tbody>
</table>
Urban areas unable to maintain a given population size are likely to lose the service providing function and employment.*

*The tertiary sector accounts for 65% of the local employment, excluding the three metropolitan areas.

The population size of municipalities whose possibilities of having service facilities are 50% and 80%
(excluding the three metropolitan areas)

(Source) Data prepared by National and Regional Policy Bureau, MLIT, based on various documents
### Collaborative Urban Area

**Central City of Region**

<table>
<thead>
<tr>
<th>Region</th>
<th>Population (thousand people)</th>
<th>2010</th>
<th>2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>Matsue</td>
<td></td>
<td>220</td>
<td>156</td>
</tr>
<tr>
<td>Yonago</td>
<td></td>
<td>326</td>
<td>209</td>
</tr>
</tbody>
</table>

**Population Growth**

<table>
<thead>
<tr>
<th>Region</th>
<th>Population (thousand people)</th>
<th>2010</th>
<th>2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>Matsue and Yonago</td>
<td></td>
<td>560</td>
<td>373</td>
</tr>
</tbody>
</table>

**Collaborative Urban Area**

Areas within 1 hour from Central Matsue (without expressway)

Areas within 1 hour from Central Yonago (without expressway)

Areas within 1 hour from Central Matsue or Yonago (with expressway)

**Keep 300 Thousand Population**

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*Inter-city cooperation supported with high-speed transport networks*
New National Spatial Strategy (National Plan) (August 2015)
--National Spatial Strategy to Directly Tackle the Full-Fledged Population-Declining Society--

Period for this strategy: 2015-2025 (“A decade to determine Japan’s fortunes,” including the 2020 Tokyo Olympics/Paralympics

Japan’s future picture as national spatial development target
(1) A country where people can feel safe and affluent
(2) A country exerting a strong presence in the international community
(3) A country with a vigorous country sustaining economic growth

Period for this strategy: 2015-2025 ("A decade to determine Japan’s fortunes," including the 2020 Tokyo Olympics/Paralympics

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Trends of the Times and Challenges Involving National Land

- Rapid population decline and falling birthrates
- Extraordinary progress in aging
- Intensifying competition in changing international community
- Imminent mega-disasters and aging infrastructure
- Food, water, and energy constraints and global environment problems
- Technological innovation progress including dramatic ICT development

Diversification of Lifestyles

- Diversification of lifestyles (economy-oriented, life-oriented)
- Expansion/diversification of various actors’ roles in building a society of mutual assistance
- Growing national consciousness on safety and security

Changes in National Land Space

- Emergence of problems such as unused land, deteriorated farmland, vacant houses and land whose owners are difficult to find
- Continuous forest management
- Conserving maritime environments and interests, utilizing marine resources, and controlling remote islands appropriately

Basic National Land Concept

Developing National Land Promoting Interaction-Led Regional Revitalization: Interaction as Source of Japan’s Vitality

- “Interaction” represents active movements of people, goods, money and information between regions with various unique resources
- “Interaction” revitalizes regions and creates innovation
- Various regional resources trigger interaction and should be brushed up

“Interaction”: Resources and cooperation

Multi-layered, resilient “compact and networked structure” for developing national land promoting interaction-led regional revitalization

- Compact and networked structure
- Consolidating medical, welfare, commercial and other functions compactly
- Developing enhanced transportation, information and communications, and energy networks
- Promoting adaptation and mitigation measures simultaneously in population-declining society

Correcting Excess Concentration in Tokyo and Positioning the Tokyo Metropolitan Region

- Need for resolving excess stay in Tokyo and changing human flow
- Need for revitalizing attractive regions and improving Tokyo’s international competitiveness

Symbiosis between Urban and Rural Communities through Mutual Contributions

Overseas

Rural regions

Interaction

Rich agriculture, forestry and fisheries resources

Knowledge accumulation

Research/education regions

Interaction

Overseas

Urban regions

Interaction

Overseas

<ICT diffusion in agriculture, forestry and fisheries>

<Biotechnology>

<Cooperation among primary, secondary and tertiary industries>

<Agriculture-commerce-industry cooperation>

<Innovation through industry-academia cooperation>

Manufacturing technologies / Commercial functions
Specific Direction for Forming “National Land Promoting Interaction-led Regional Revitalization”

Local Vitalization for Japan's Global Development

- Revitalizing regions with unique resources
  - It is important for each region to exercise wisdom to structurally consider its future picture.
  - Improving productivity of local consumption industries
  - Taking advantage of regional resources for industrial enhancement and overseas expansion
  - Creating “regional innovation,” developing “startup-expanding towns”
  - Promoting “human interaction”: Immigration, relocation, dual habitation

- Forming Small stations
  - Village
  - Community bus, etc.
  - Roadside station
  - Village convenience store, farm product shipment base
  - The above indicates an example: Various base forms may be shaped depending on local conditions.

- Forming Collaborative Core Urban Areas
  - Forming Compact City
    - Residence-attracting zone
    - Urban function-attracting zone
  - Forming Collaborative Core Urban Areas
    - Compact city
    - Network
    - Compact city

- Forming Collaborative Core Urban Areas
  - Compact city
    - Public transportation

Developing vigorous metropolitan regions

- Improving functions as a venue for creating innovation
- Forming large metropolitan regions invulnerable to disasters
- Responding to rapidly increasing aged population
- Developing an environment in which people have and raise children securely

Forming intellectual interaction stations to create innovation

<Knowledge capital (Osaka)>

A smart wellness city with a medical facility neighboring residences and workplaces (Toyoshikidai, Kashiwa, Chiba Prefecture)

- Knowledge office
- Collaboration office

Expanding global operations

- Developing business environments to attract foreign investment
- Enhancing gateway functions to absorb Asia-Eurasia dynamism
- Developing an initiative for using the Linear Chuo Shinkansen to form a Super Mega-region
- Forming national land using Sea of Japan and Pacific sides
- Developing a tourism-based country for the future beyond 2020

<Number of foreign tourists visiting Japan>

(Note) Data in and before 2013 are results. The figure for 2014 is an estimate.
(Source) Japan National Tourism Organization (JNTO)
[Basic Concept]

- In view of the new national plan (approved by the cabinet in August 2015), the roughly 10-year national spatial development strategy of about eight national blocks has been formulated after consideration and consultation by the regional plan council, which consists of the national government, local governments, and economic organizations.

- By the mutual cooperation among regions that are unique and based on the development of national land promoting interaction-led regional revitalization in which people, goods, and information interactively and actively come and go and by a compact and networked structure, the achievement of money-making national land and national land where we can continue to live is pursued.

- Achievement of balanced national land development that uses each unique regional individuality and that is appropriate for the future era.

**Main initiatives that are common to each block**

- Promotion of required infrastructure development, productivity improvement by maximizing stock effects, and competitiveness enhancement in industries
- Promotion of attractive tourist resort development by collaboration between public and private sectors, further expansion of inbound tourism
- Disaster prevention and reduction suitable for regional characteristics, measures against aging buildings, ensuring safety and security by the development of a disaster-resilient national land
- Nurturing and securing regional community supporters, formulation of sustainable communities
Developing a Refined Interactive Metropolitan Area Based on Safety and Security

The 13 cooperation groups

1. The northern Kanto new industry axial
2. Developing the new logistics axial that connects Eastern Japan and Western Japan to each other and the world
3. The key area of developing national land and exploiting the Sea of Japan and Pacific sides
4. The future axial of a maritime country
5. The interaction area of Mt. Fuji, the Southern Alps, and the Yatsugatake Mountains
6. The maritime culture urban area
7. The FIT wide interaction area
8. The area of interaction of Nikko, Aizu, and Joshu connected by a historic road
9. The international urban cities in southwestern metropolitan areas
10. The international airport area in Tamagawa
11. The area of interaction connecting the metropolitan areas to the Tohoku area, Hokuriku area, and Hokkaido area
12. The intellectual interaction center of Tsukuba and its surroundings
13. Developing points of export for wholesale markets around international airports

Developing the Interactive Metropolitan Area

- Creating the 13 cooperation groups to foster interaction throughout the Tokyo metropolitan area and to develop an interactive metropolitan area that eases the overconcentration in Tokyo
The international urban cities in southwestern metropolitan areas

<table>
<thead>
<tr>
<th>Cities</th>
<th>Populations (thousand people)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ome</td>
<td>137</td>
</tr>
<tr>
<td>Mizuho</td>
<td>34</td>
</tr>
<tr>
<td>Tachikawa</td>
<td>179</td>
</tr>
<tr>
<td>Hachioji</td>
<td>563</td>
</tr>
<tr>
<td>Hino</td>
<td>183</td>
</tr>
<tr>
<td>Tama</td>
<td>148</td>
</tr>
<tr>
<td>Machida</td>
<td>427</td>
</tr>
<tr>
<td>Sagamihara</td>
<td>724</td>
</tr>
<tr>
<td>Atsugi</td>
<td>225</td>
</tr>
<tr>
<td>Ebina</td>
<td>129</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>about 2.8 million people</strong></td>
</tr>
</tbody>
</table>

Osaka 2.7 million
Nagoya 2.3 million