

## 1-7

# The Future of Transport Infrastructure

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The table summarizes the transportation policy and other initiatives in 2020-2025. In addition, The following highlights the major and distinctive transport policies between 2020 and 2025. 1) Cabinet Approval of the Bill for Partial Amendment of the Special Measures Act on Road Construction and the Act on the Japan Expressway Holding and Debt Repayment Agency, 2) Concept of the Wide-area Road Network and Procedures for High-standard Roads, 3) Publication of the Concept of “Automated Logistics Roads”.

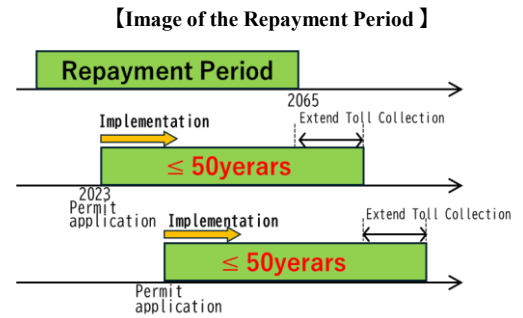
**Table 1 Transportation Policy and Other Initiatives in 2020-2025**

Year and month	Transportation policy and other initiatives in 2020-2025
February 2020	The Cabinet approved the Bill for Partial Revision of the Road Act, which provides for the streamlining of procedures related to the passage of large vehicles, the addition of designated vehicle stops facilities and automated driving support facilities as road appurtenances, and the establishment of a designation system for pedestrian-priority roads. In addition, to strengthen responses to increasingly frequent natural disasters, the bill includes measures to expand the system under which the Minister of Land, Infrastructure, Transport and Tourism may exercise authority on behalf of local governments for road disaster recovery and related matters.
January 2021	The Cabinet approved the Bill for Partial Revision of the Act on Promotion of Level Crossing Improvement, which allows the Minister to flexibly designate, without a fixed time limit, level crossings requiring improvement due to accidents or congestion, and to promote countermeasures by incorporating local input and utilizing a wide range of methods such as measures around level crossings. The bill also establishes a system to promote proper management of level crossings during disasters, and, based on lessons learned from recent disasters, creates systems to strengthen the disaster prevention functions of roads and railways, including the use of Michi-no-Eki (Roadside Stations) as disaster response hubs and the authorization for railway operators to cut down vegetation and other obstructions affecting railway facilities.
May 2021	The Cabinet approved the Fifth Priority Plan for Social Infrastructure Development (implementation period: FY2021–FY2025) and the Second Basic Plan on Transport Policy (implementation period: FY2021–FY2025).
June 2021	The Cabinet approved the Comprehensive Policy Outline for Logistics (implementation period: FY2021–FY2025), which sets forth the government’s guidelines on logistics policy and promotes comprehensive and integrated logistics measures through cooperation among relevant ministries and agencies.
August 2021	An Interim Report was compiled regarding the institutional framework and other measures for building a sustainable expressway system.
March 2022	Tokyo compiled its initiatives and achievements regarding transportation and traffic during the Tokyo 2020 Olympic Games, and the Transport and Traffic Technology Review Committee released recommendations for future policy developments in the field of transportation and traffic.
February 2023	The Cabinet approved the Bill for Partial Revision of the Special Measures Act on Road Construction and the Act on the Japan Expressway Holding and Debt Repayment Agency, which provides for the extension of expressway toll collection periods and ensures the secure collection of expressway tolls.
July 2023	The concept for wide-area road networks, including high-standard roads, as well as the procedures for high-standard roads, were presented.
July 2023	Based on the Basic Act for National Resilience, the Cabinet approved a new Basic Plan for National Resilience.
July 2023	The Cabinet approved the National Land Formation Plan, which presents a comprehensive and long-term vision for the future of the national land, and the National Land Use Plan, which sets forth the basic directions for land use.
August 2023	An Interim Report on the formulation of the Strategy for Promoting Carbon Neutrality in Roads toward the government’s goal of achieving carbon neutrality by 2050 was released.
October 2023	Based on the discussions on the roles required of high-standard road networks to date, the Interim Report on the Framework for High-Standard Road Networks was released, and the WISENET 2050 (World-class Infrastructure with 3S(Smart, Safe, Sustainable) Empowered Network) Policy Compilation was prepared.
June 2024	Based on the lessons learned from the disaster response to the Noto Peninsula Earthquake, an Emergency Recommendation was compiled outlining the future courses of action for road administration.
July 2024	As an interim report, the basic concept and direction for the development of “Automated Logistics Roads” were compiled, and issues requiring further discussion were published.
February 2025	Taking into account the Noto Peninsula Earthquake that occurred in January 2024, the decline in the number of technical staff in municipalities, and the increasing severity and frequency of natural disasters due to climate change, the Cabinet approved the Bill for Partial Revision of the Road Act. to enhance preparedness in normal times and initial responses in emergencies, to address the shortage of personnel responsible for infrastructure management, and to promote decarbonization in the road sector.
June 2025	Based on the provisions of the Road Act, the draft Basic Policy for Road Decarbonization draft was released to promote comprehensive and systematic measures for road decarbonization. The draft sets forth matters concerning the significance and objectives of promoting road decarbonization, the basic policies for measures to be implemented by the government, and the fundamental matters regarding the formulation of the Road Decarbonization Promotion Plan.

**Figure 1 Cabinet Approval of the Bill for Partial Amendment of the Special Measures Act on Road Construction and the Act on the Japan Expressway Holding and Debt Repayment Agency**

■ On February 10, 2023, the Cabinet approved the following measures under the bill to amend the Road Construction Special Measures Act and the Expressway Holding and Debt Repayment Agency Act.

- To add projects necessary for the renewal and advancement of expressways, a debt repayment period (within 50 years from the date of application for approval to the Minister of Land, Infrastructure, Transport and Tourism) was established to ensure reliable repayment. The toll collection period may be extended up to 2115.
- It was clarified that expressway tolls may be charged to both drivers and users, and in cases of non-payment by light motor vehicles or motorcycles, expressway companies may obtain user information from relevant organizations.
- Enhancing service and parking areas through an interest-free loan scheme.
- Promoting improvements to toll roads managed by local road corporations.



Source: [MLIT](#)

**Figure 2 Concept of the Wide-area Road Network and Procedures for High-standard Roads**

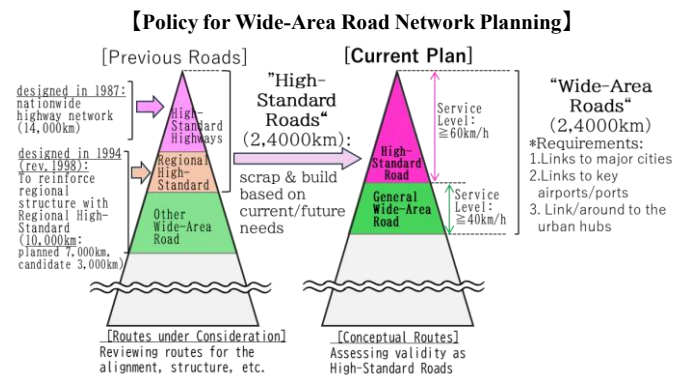
■ On July 4, 2023, based on the direction of the new National Land Formation Plan and the newly formulated Regional Wide-area Road Traffic Plans for each block, the concept of the wide-area road network, including high-standard highways, as well as the procedures for high-standard roads, were presented.

**Concept of the Wide-area Road Network**

In the new Wide-Area Road Traffic Plans, both high-standard roads and general wide-area roads are designated as wide-area roads, with conceptual routes requiring further study also identified. Among wide-area roads, those requiring higher service speeds, such as high-standard trunk roads and regional high-standard roads, are collectively positioned as high-standard roads forming an integrated road network. Based on the new National Land Formation Plan and regional road traffic plans, the significance of forming a seamless high-standard road network was organized and presented.

**Procedures for High-standard Roads**

A draft planning process was presented for high-standard roads other than expressways (national motorways). Specifically, by considering the planning process legally defined for expressways, it was proposed to establish a Basic Plan at the survey stage and a Development Plan at the project implementation stage, thereby unifying the procedures. In formulating Basic and Development Plans, opinions from academic experts and relevant local governments are to be solicited. When local governments take the lead, after coordination, the Minister shall formulate the Basic and Development Plans.



Source: [MLIT](#)

**Publication of the Concept of “Automated Logistics Roads”**

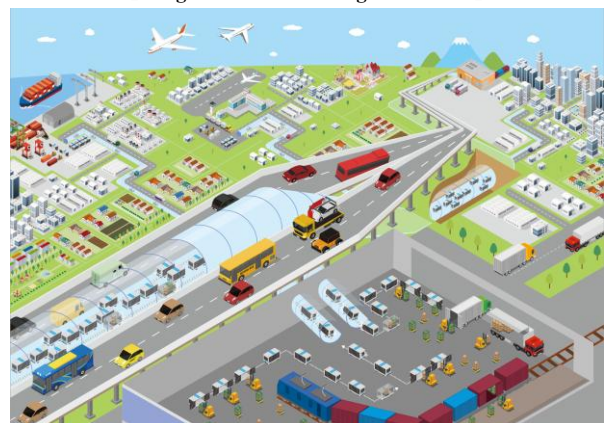
■ On July 25, 2024, as an interim report, the basic concept and direction for the development of “Automated Logistics Roads” were compiled, and issues requiring further discussion were published.

The concept envisions a “sustainable, smart, and safe carbon-neutral logistics innovation platform” that addresses labor shortages, supports carbon neutrality, promotes modal shifts, drives logistics reform, enhances disaster resilience, and enables sustainable transport.

To realize this, further studies will define routes, pilot projects, cargo standards, road space use, logistics hubs, transport methods, and implementing bodies, drawing on international examples.

However, additional examination is needed regarding impacts, demand forecasts, business models, public-private partnerships, institutional design, and technical development to ensure the system becomes a practical and sustainable social infrastructure.

**[Image of Automated Logistics Roads]**



Source: [MLIT](#)