Working Across political Boundaries to Realize Quality Infrastructure Investment -Case of Japan-

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3 February, 2017
Tokyo
1. Governance structure for infrastructure and spatial planning in Japan

2. Example of cross-sectoral coordination: Transit Oriented Development (TOD) –

3. MLIT structure to enable coordinated infrastructure and spatial planning at national and regional levels
Governance Structure for Infrastructure and Spatial Development

**Vertical governance:**
- National-local coordination

**Horizontal governance:**
- Inter-sectoral coordination
- Inter-regional coordination

**Levels:**
- National level
- Regional level
- Local level

**Sectors:**
- Sector A
- Sector B
- Sector C
- Sector D
- Sector E

**Regions:**
- Region A
- Region B
- Region C
- Region D
- Region E

**Cities:**
- City A
- City B
- City C
- City D
- City E

**Other:**
- Private Sector
- Civil Sector
- Academics
Framework of National Spatial Strategies in Japan

National Spatial Planning Act (2005)

- National plan
- Guidelines for the Long-term development of national land (Cross-ministerial plans)
- Draft drawn up by the Ministry of Land, Infrastructure, Transport and Tourism
- Consultation with prefectures and ordinance-designated cities
- Public comments
- Approval by the Cabinet
- Proposals by prefectures and ordinance-designated cities for revisions to the plans

Items to be planned:

(i) National land resources including land and water;
(ii) Sea areas;
(iii) Prevention and mitigation of disasters;
(iv) Cities and farming, mountain and fishing villages;
(v) Proper location of industries;
(vi) Public facilities including transport facilities, information and communications facilities and research facilities;
(vii) Facilities related to culture, welfare and tourism;
(viii) Preservation of environments
Regional Spatial Plans

Regional Plans through the Collaboration
In Regional Plan Council

- Prefecture government
- Private Sector
- National government
- City Government
- Academic experts
- Public comments

The Minister of Land, Infrastructure, Transport and Tourism (MLIT)

8 Regions for Regional Plans

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

(Regarding Hokkaido and Okinawa, the each plan is formulated by other laws)
Members of Regional Plan Council for Metropolitan Area

- Tokyo governor and prefectural governors
- Chiefs of economic groups
- Economic federation
- Chambers of commerce and industry and others
- Vice-Chair of Kanto Area Chamber of Commerce and Industry
- Managing Director of KEIDANREN (Japan Business Federation)

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.

- Presidents of Kanto Branch of the Japan Association of City Mayors
- Chair of Kanto Association of Towns and Villages
- Governors of Fukushima Pref.
- Niigata Pref.
- Nagano Pref.
- Shizuoka Pref.
- Mayors of
  - Saitama City
  - Chiba City
  - Kawasaki City
  - Yokohama City
  - Sagamihara City
- Mayors of
  - Ibaraki Pref.
  - Tochigi Pref.
  - Gunma Pref.
  - Saitama Pref.
  - Chiba Pref.
  - Tokyo Metropolis
  - Kanagawa Pref.
  - Yamanashi Pref.
- Mayors of adjacent prefectures
- Mayors of
  - Ibaraki Pref.
  - Tochigi Pref.
  - Gunma Pref.
  - Saitama Pref.
  - Chiba Pref.
  - Tokyo Metropolis
  - Kanagawa Pref.
  - Yamanashi Pref.
- Managing Director of KEIDANREN (Japan Business Federation)
- Vice-Chair of Kanto Area Chamber of Commerce and Industry
- 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.
Act on Priority Plan for Infrastructure Development Act

**Article 6** Priority plan for infrastructure development shall be in harmony with the national plans regarding the use, improvement and conservation of national land and the conservation of environment.
**Major planning matters of the Priority Plan for Infrastructure Development**

- **Priority objectives** regarding the implementation of the infrastructure development projects during the period for the plan.
- **Overview of the infrastructure development projects** that should be implemented in an effective and efficient manner during period for the plan in order to accomplish the priority objectives.
- **Measures for implementing the infrastructure development projects** in an effective and efficient manner.

**Criticism against the nine plans**
- Loss of flexibility in budget allocation
- Difficulty in mutual collaboration

**Criticism against infrastructure development**
- Lack of prioritization of projects
- Insufficient input of opinions from the local governments and citizens

**History of the Priority Plan for Infrastructure Development**

**Unification**

**Priority Plan for Infrastructure Development**

(Act on Priority Plan for Infrastructure Development Act No.20 of 2003)
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Toward Transformation of Regional Structure

Overconcentration Structure  Multipolar Structure
Regional structure planning

5th National Capital Region Master Plan

Greater Loop Linking Core Cities in the National Capital Region

Greater Tokyo Region

Loop Linking Core Cities
Developing Residential Land

Upgrading Land Value
Increasing Users

Constructing Railway

Integrated Development of both Residential Land and Railway

Source: Materials from the Tokyu Corporation
Examples of TOD Projects

The Plan for National Capital Region Development to manage urban sprawl.
- Integrated plan to develop urban railway and new town in wide area -

Major new town plan and railway plan in Metropolitan Area.
Examples of TOD Projects

Development of Tama New Town

City plan decided: 1965
Moving-in started in: 1971
Planned area: 2,892ha
Projected population: 340,000

Location map

Tokyo City Center

Tachikawa City

40km
20km

Examples of TOD Projects

Urban railway
Monorail

Project concept

Source: City and Transportation, Vol. No. 65 (Japan Transportation Planning Association)

Source: Materials submitted by UR

Residential area
Greenbelt
Educational facilities
Commercial facilities

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Examples of TOD Projects

Development of Denen-toshi Line

Toky, Denen-Toshi Line

Tokyo (CBD)

10k m

Tama-Plaza St.

20k m

30k m

Shin-Yokohama (CBD)

Yokohama (CBD)

Source: Material from the Tokyu Corporation

Tokyo (CBD)

Tama Plaza St.

Social Welfare Facilities

Commercial building

Commercial building

Commercial building

**Examples of Recent TOD Project**

Urban renewal project of commercial & office development, integrated with underground passage connected with subway stations.

- **Chiyoda-Line Nogizaka Sta.**
- **Roppongi Hills**
- **Hibiya-Line Hibiya Sta.**
- **Oedo-Line Roppongi Sta.**

**Tokyo Midtown**

- **Implementer**: 6 private companies
- **Site Area**: About 102,000 m²
- **Total Floor Area**: About 564,000 m²
- **Opened**: March 2007

[Overview of Tokyo Midtown Project]

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The number of staff members of MLIT

Ministry of Land, Infrastructure, Transport and Tourism (59,177)

- Head Quarter (4,480)
- Regional Development Bureau (34,739)
- External Bureau (18,383)
  - Japan Tourism Agency (102)
  - Japan Meteorological Agency (5,289)
  - Japan Transport Safety Board (184)
  - Japan Coast Guard (12,808)
- Other Organizations (1,575)
- Local Government (465)

Local Government (465)
Lessons and Key Points for Consideration

• Infrastructure planning and investment should be embedded in economic and spatial planning
  cf. G7 Ise-Shima Principles for Promoting Quality Infrastructure Investment
  Principle 4: Ensuring alignment with economic and development strategies…
  at the national and regional levels

• Coordination needs political and administrative resources: Time, Staff

• Continuous capacity building is necessary: legal, institutional, analytical
Arigato! Thank you very much!
Merci Beaucoup! Muchas Gracias!