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2040年、道路の景色が変わる ～人々の幸せにつながる道路～



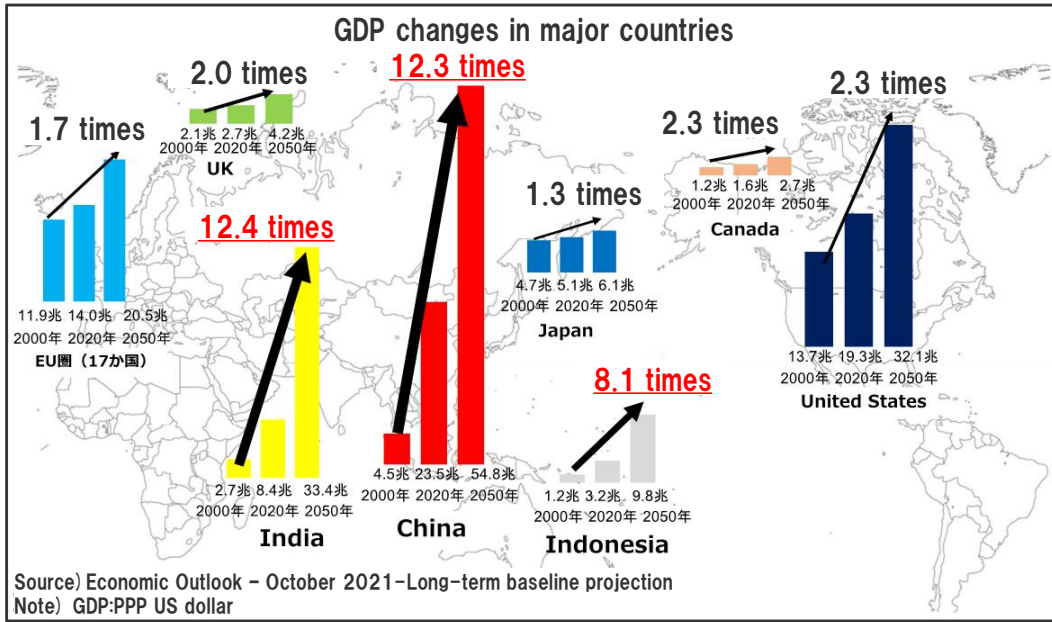
It is also based on the content of the future vision in the Basic Policy Subcommittee's proposal, "In 2040, the landscape of roads will change."
<https://www.mlit.go.jp/road/vision/>

Policies for WISENET 2050

This booklet was prepared by the Road Bureau of the Ministry of Land, Infrastructure, Transport and Tourism in response to the interim report "The High Standard Road Network (October 31, 2023)" of the National Highway Committee, and provides its contents, data and case studies, as well as related policies. We will continue to make improvements based on your comments and suggestions.

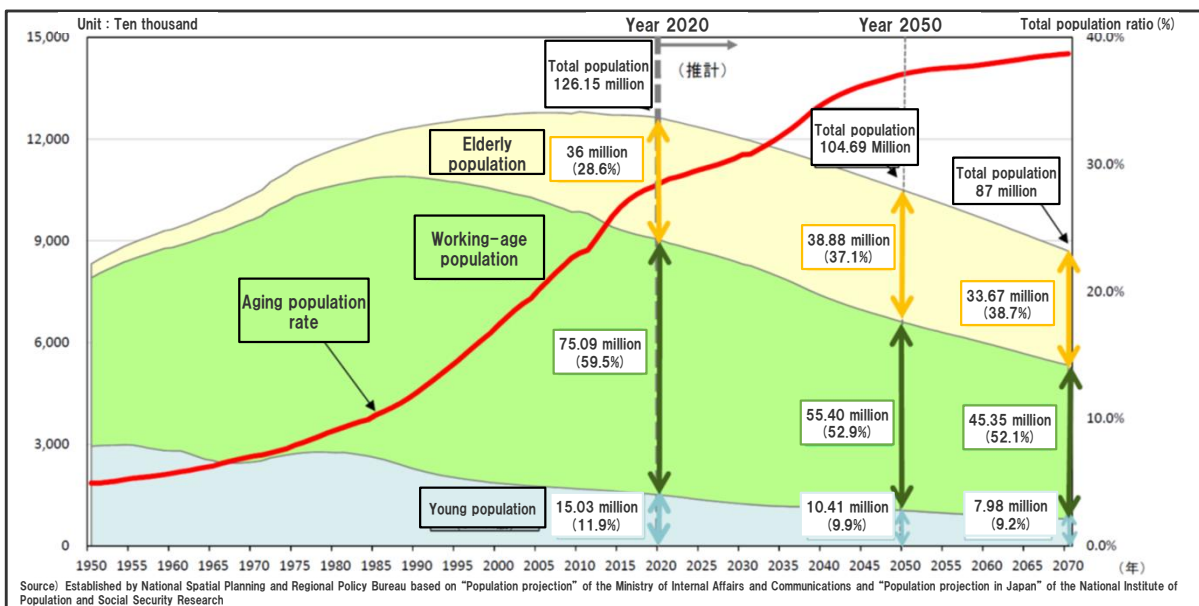
Pressing concerns for economic growth and national land security

Japan's international economic position declines compared to other Asian countries



GDP Ranking (purchasing power parity)	Year 2000		Year 2020		Year 2050		(trillion dollars)
		Rank	GDP	Rank	GDP	Rank	
1.	United States	13.7	China	23.5	China	54.8	
2.	Japan	4.7	United States	19.3	India	33.4	
3.	China	4.5	India	8.4	United States	32.1	
4.	Germany	3.3	Japan	5.1	Indonesia	9.8	
5.	India	2.7	Germany	3.9	Japan	6.1	
6.	France	2.3	Russia	3.7	Turkey	5.9	
7.	Italy	2.3	Indonesia	3.2	Germany	5.4	
8.	United Kingdom	2.1	Brazil	2.9	Brazil	5.2	
9.	Russia	2	France	2.7	Russia	4.9	
10.	Brazil	2	United Kingdom	2.7	Mexico	4.6	

In 2050, the total population will decrease to approximately **100 million**, and the elderly population will increase to approximately **40 million**.

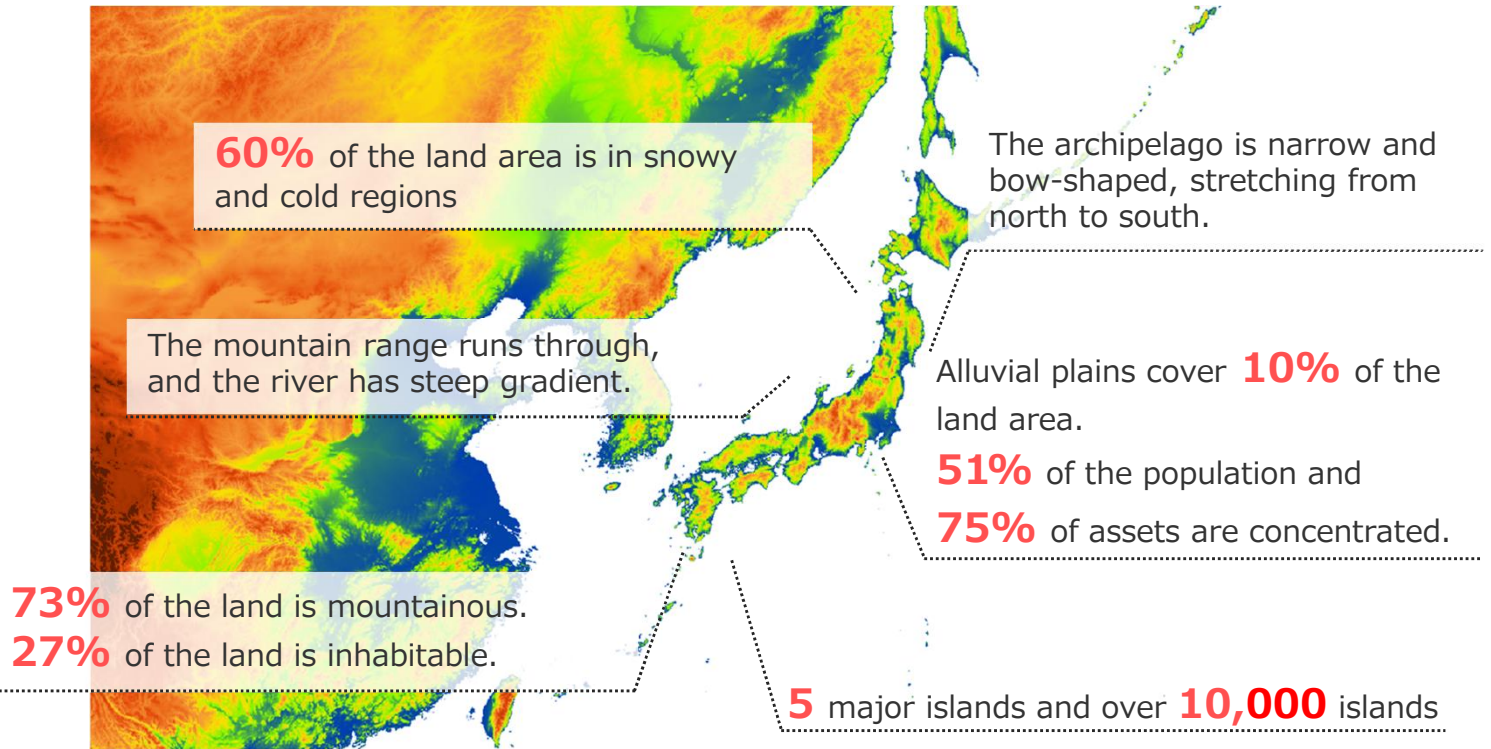


Self-sufficiency: Food*1 **38%** Energy*2 **13%**

1 Calorie base
2 Oil, natural gas, nuclear power, renewable energy, etc.

Fragile land and disaster risks

The Japanese archipelago is long and narrow from north to south, with mountain ranges running through. Disasters occur frequently.



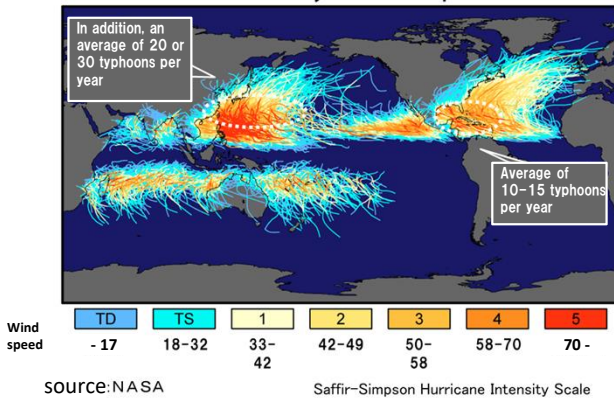
*Non-resettlable land (mountainous areas, etc.): Mountainous areas at an elevation of 500 m or higher and areas where the current land use is forest, wetlands, etc., which are unsuitable for residential use even if developed.
Resettlable land : Areas other than nonresettlable land.

Rainfall **twice** the world average is concentrated in the rainy and typhoon seasons

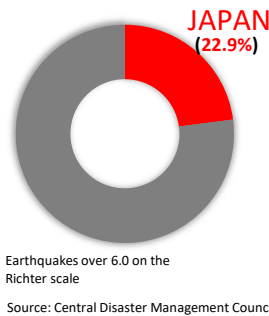
0.25% of the world's land mass is subject to **20%** of the world's major earthquakes

World Typhoon Occurrence (1851-2006)

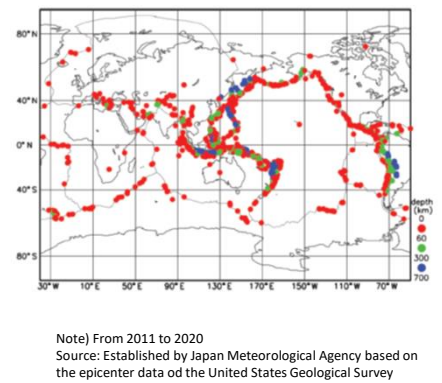
Tracks and Intensity of All Tropical Storms



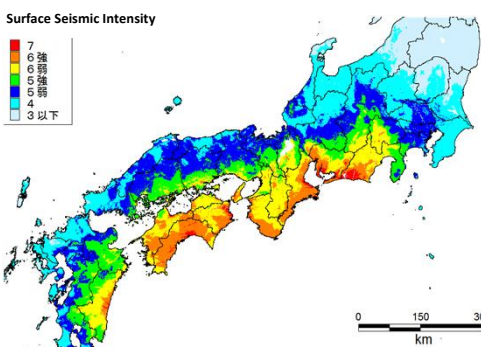
The occurrence of earthquakes worldwide(1994-2003)



Worldwide distribution of epicenters of M6.0 and higher and of plate boundaries

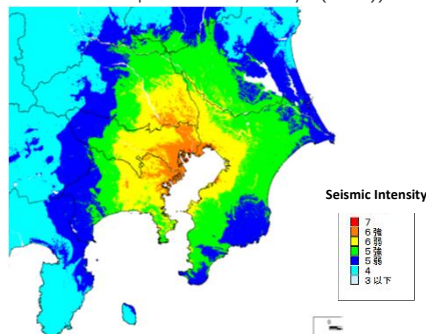


Assumed distribution of seismic intensity of Nankai Trough Earthquake (Land side case)



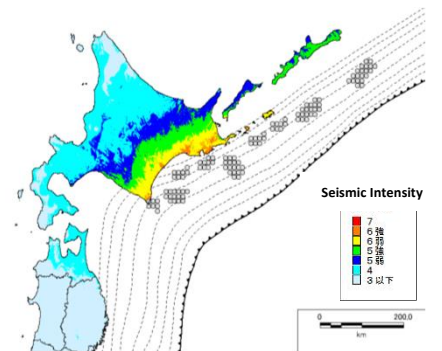
Source: Central Disaster Management Council, Nankai Trough Mega Earthquake Countermeasures Study Working Group Final Report

Assumed distribution of seismic intensity for island earthquake under the Tokyo metropolitan area (Earthquake directly under the southern part of central Tokyo (M7.3))



Source: Central Disaster Management Council, Final Report of the Working Group for the Study of Countermeasures against Earthquakes directly under the Tokyo Metropolitan Area

Assumed distribution of seismic intensity of huge earthquakes along the Kuril Trench



Source: Central Disaster Management Council, Countermeasures for Mega Earthquakes along the Japan Trench and the Kuril Islands Trench Study Working Group

Contribution to sustainable development

Enjoying services and combining values through mobility are key elements for improving quality of life, and ensuring safe, effective and resilient mobility is important for sustainable development. On the other hand, social and environmental challenges such as emissions from the transportation sector, traffic incidents, adverse impact on nature, congestion and crowding are arising, and we will address these challenges in the road sector to simultaneously achieve carbon neutrality, nature positive and circular economy.

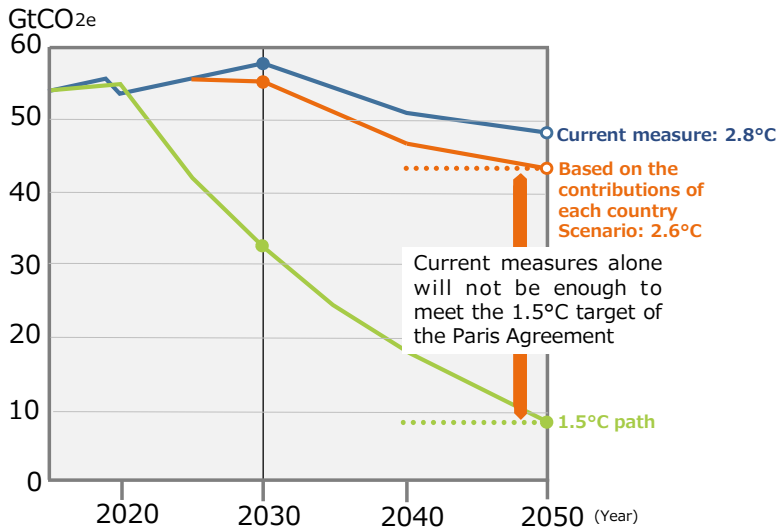
Main SDGs concerned

The Sustainable Development Goals (SDGs) adopted by the UN are closely related to issues in the road sector, such as the environment, energy, urban development, and safety.



Reduce by half the number of deaths and injuries from road traffic accidents worldwide. (3.6)
 By 2030, provide access to safe, affordable, easily accessible, and sustainable transport systems for all people by improving transport safety through, among other things, the expansion of public transport, with particular attention to the needs of vulnerable populations, women, children, persons with disabilities, and the elderly. (11.2)
 By 2030, promote inclusive and sustainable urbanization and strengthen the capacity of all countries for participatory, inclusive, and sustainable human settlements planning and management. (11.3)
 By 2030, provide universal access to safe, inclusive, and accessible green spaces and public spaces for people, including women, children, the elderly, and people with disabilities. (11.7)

GHG emissions estimates and emissions gap by 2050 for each scenario



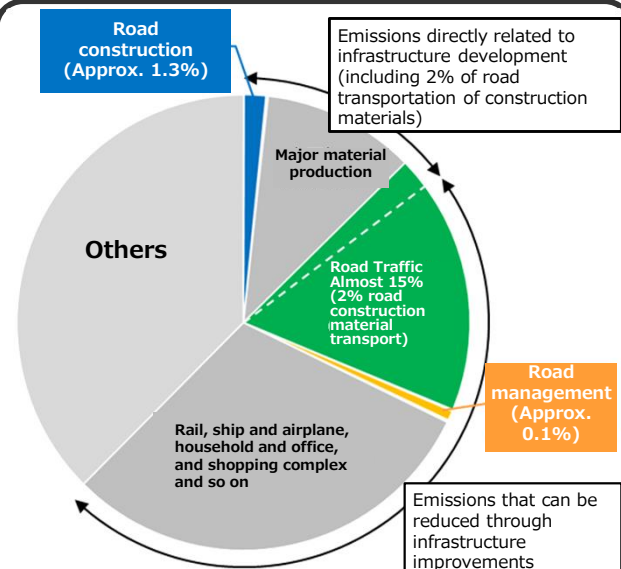
Prepared by MLIT based on UNEP "Emissions Gap Report 2022"

"The world is far off track to limiting global warming to 1.5°C, the target set out by the Paris Agreement."

Emissions Gap Report 2022.

Aim for achieving the 1.5°C target of the Paris Agreement, achieving 46% reduction in greenhouse gas emissions in FY2030 and Carbon neutral by 2050 .

Breakdown of CO2 emissions in Japan (FY2020)



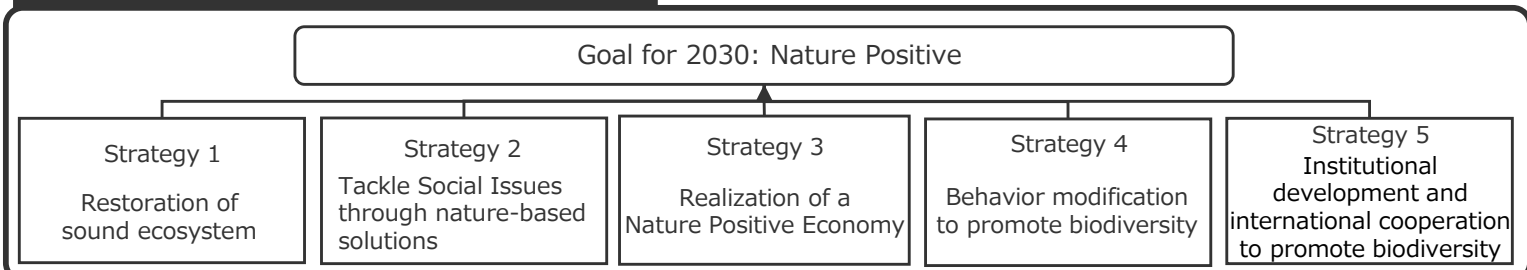
In the road sector, about 175 million t-CO₂/yr. emissions, accounting for about 16% of total domestic emissions.

Aim for a recycling-oriented economy instead of a mass-production, mass-consumption, mass-disposal type economy.

Carbon Neutrality + Nature Positive + Circular Economy

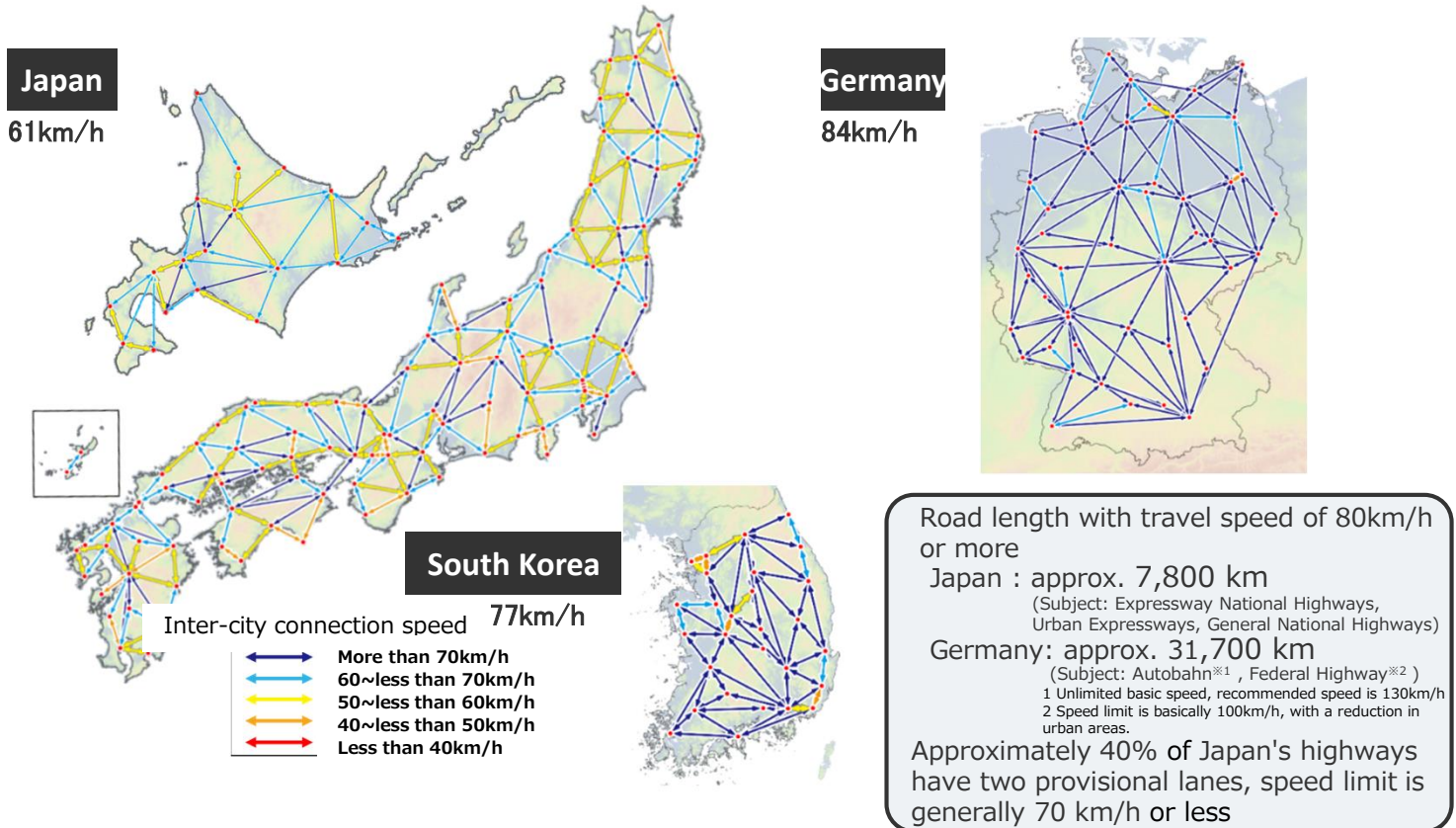
Half and reverse nature loss by 2030, and achieve full recovery by 2050.

National Biodiversity Strategy 2023-2030 (March 2023)



Current Status and Problem Identification

Levels of service for intercity connectivity vary widely by region.

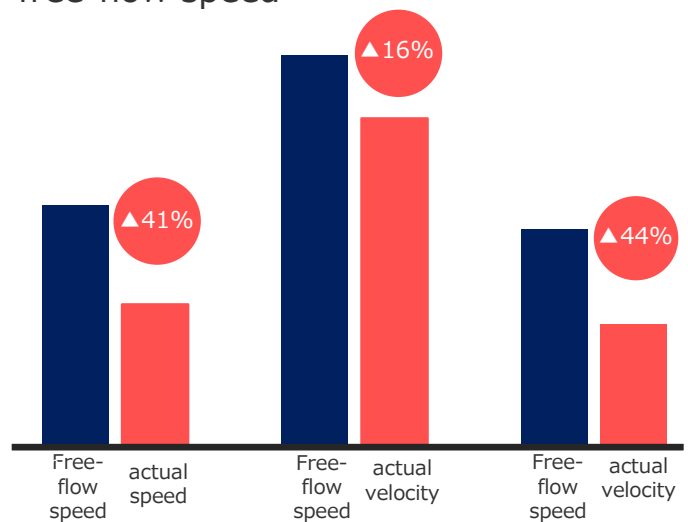
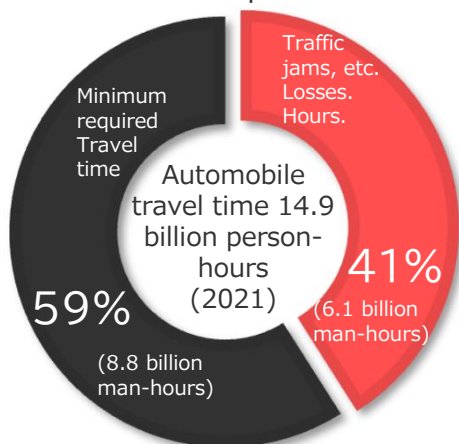


Traffic congestion causes time loss and significant economic loss

40% of time is lost

Travel speeds are significantly lower than free-flow speed

6.1 billion person-hours per year, or about 3.7 million person
 Equivalent to 1.3% of Japan's total CO2 emissions

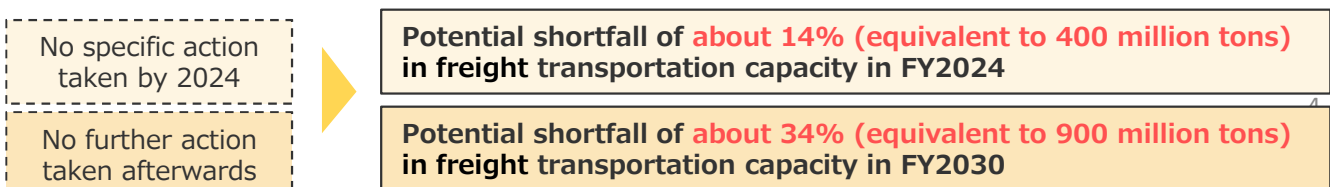


*Subject: Expressways and general roads (prefectural roads and above) (2021), Uncongested speed: Free running speed (top 10% tile speed)

Tackling the Logistics Crisis

Amid labor shortages in logistics, there is concern about a structural logistics crisis, including the "2024 problem," in which freight transportation capacity will fall short due to newly introduced labor hour restrictions and other factors.

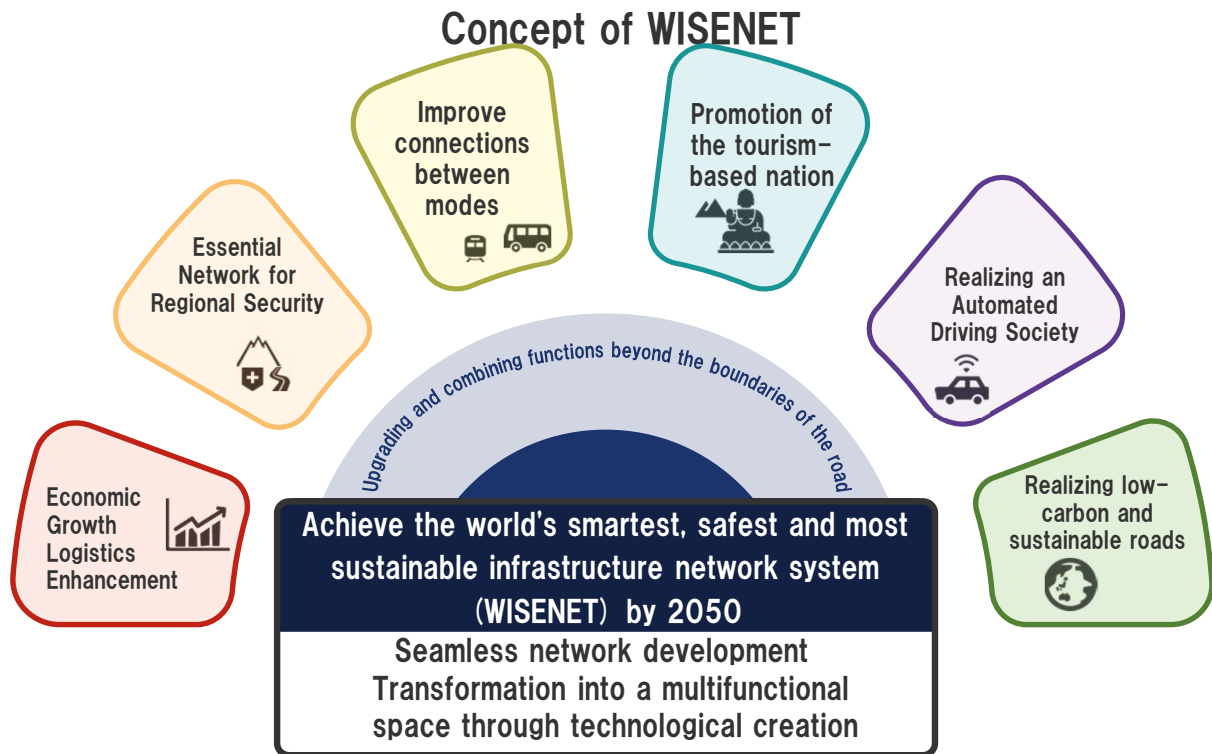
<Impact on logistics due to working hour regulations in the motor vehicle transportation business>



WISENET2050

WISENET[※] is the world's smartest, safest, and most sustainable infrastructure network system in 2050. We will develop policies to realize this vision, and contribute to problem-solving and value creation in the new era.

WISENET: **W**orld-class **I**nfrastructure with **3S** (Smart, Safe, Sustainable) **E**mpowered **NET**work



Key Points of the WISENET

○ Seamless network development

We transform into a road administration that meets service levels and strives for seamless service.

○ Transformation into a multifunctional space through technological development

We contribute to problem-solving and value creation by fully utilizing the road network that runs throughout the country.

Requirements

- Supporting economic growth and logistics enhancement
- Improving connectivity between transportation modes
- Creating an automated driving society
- Advanced and complex functions that go beyond the limits of the road sector
- Delivering essential network for regional security
- Promoting "tourism-based country"
- Supporting low-carbon and sustainable road transportation

To fulfill the role required of high-standard roads in the future, we will develop policies that go beyond the existing framework.

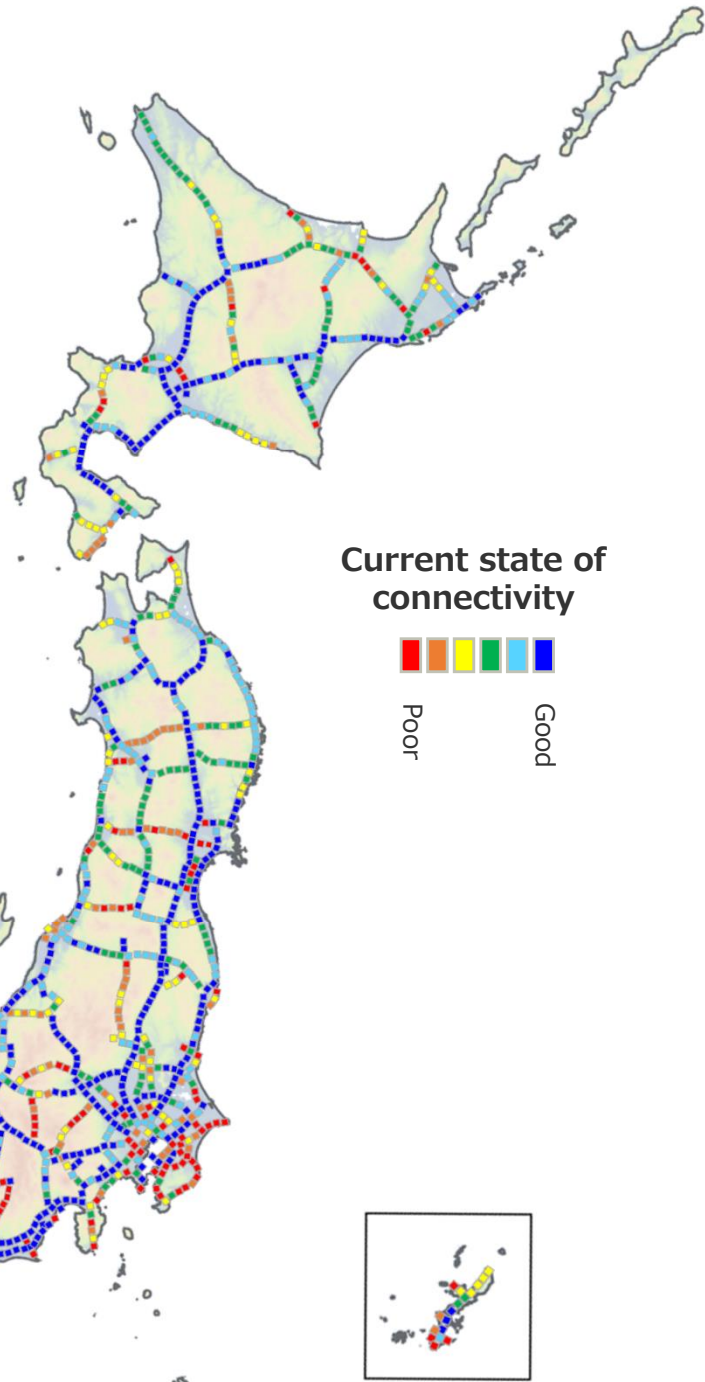
Seamless network development

We will develop a high-standard road network that ensures seamless service intending to realize Service-Level-Achievement.

Although it was necessary to respond to increasing traffic demand and to connect the network as soon as possible (traffic demand-following type), issues such as the following become apparent:

- Gaps in service levels in administrative/management boundaries
- Low speed and less punctuality in provisional two-lane sections.
- Productivity loss and adverse environmental impact due to traffic congestion at specific times and locations

Our goal is to build a network that achieves the required level of service in terms of connectivity and resilience (risk of road closure) according to the hierarchy of roads (service level oriented), with reference to other countries.



The U.S. road plan adopts the concept of level of service based on the hierarchy of roads.

Functional Class	Customary Level of Service for Specified Combination of Context and Terrain Type				Level of Service (LOS)	General Operating Conditions
	Rural Level	Rural Rolling	Rural Mountainous	Suburban, Urban, Urban Core, and Rural Town		
Freeway	B	B	C	C or D	A	Free flow
Arterial	B	B	C	C or D	B	Reasonably free flow
Collector	C	C	D	D	C	Stable flow
Local	D	D	D	D	D	Approaching unstable flow
					E	Unstable flow
					F	Forced or breakdown flow

Source: Green Book (AASHTO 2016)



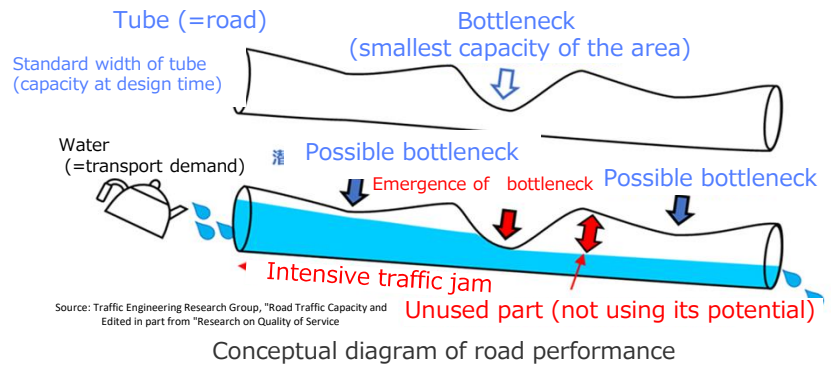
We will develop network, focusing on new ideas such as passenger car exclusive and logistics exclusive.

Performance management

We will improve the overall service of the high-quality road network through data-driven performance management of temporal and spatial unevenness of traffic demand and congestion, facilitating efficient and effective implementation of anti-bottleneck measures.

○ To efficiently and effectively improve required services, we adopt data-driven approach to evaluate service levels.

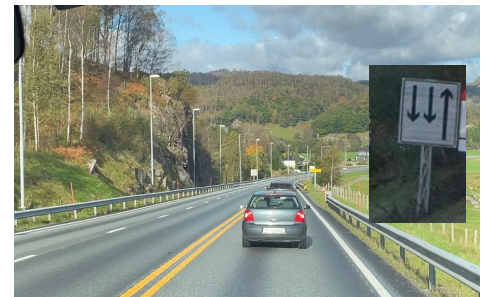
- Free flow speed (potential performance)
- Actual average speed (actual performance)
- Rate of detours when the shortest time route is not available (redundancy)
- Risk of road closure



- We will analyze the mechanism of poor performance based on "by time, by location, and by direction" data.
- We will develop necessary standards and flexibly implement new measures such as localized and area-based congestion countermeasures, 2+1 lane conversions by adding continuous or intermittent lanes to existing two-lane roads, and the introduction of roundabouts that help reduce adverse environmental impacts.



Roundabout (Stavanger, Norway)



2+1 lanes (E39 Norway)

Collaboration with the demand side

Collaboration with the demand side is also important to maximize the potential of infrastructure and use it wisely. We will promote TDM, including collaboration with local communities and toll charging approach.

U.S. I-66 Dynamic Pricing System

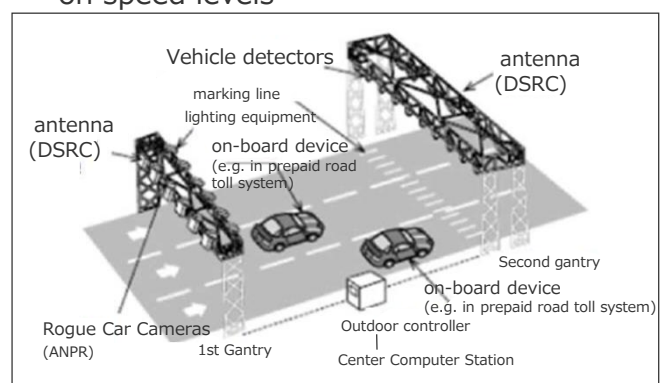
- To reduce congestion on weekday mornings and evenings, toll rates fluctuate in every 6-minute to ensure traveling speed at 72 km/h. (Free of charge for ridesharing vehicles)



Photo by Mike Grinnell

Singapore Congestion Charging

- Charge incoming vehicles to reduce congestion in the city center
- Toll rates are adjusted every 3 months based on speed levels



Source: Singapore Transport Authority data

Transformation from a road for automobiles to a multifunctional space supporting diverse values

Auto-Flow Road

We aim to create an automated logistics road (Auto-Flow Road) as a new logistics system that utilizes road space without requiring human labor.

To respond to the logistics crisis and promote low carbon emissions, we will explore the realization of a clean logistics system with new technologies, referring to practices in other countries.

Switzerland CST

Planned underground logistics system deploying automated carts in tunnels between major cities.



Source: Cargo Sous Terrain's website

MAGWAY, United Kingdom

Planned fully automated logistics system using low-cost linear motors.

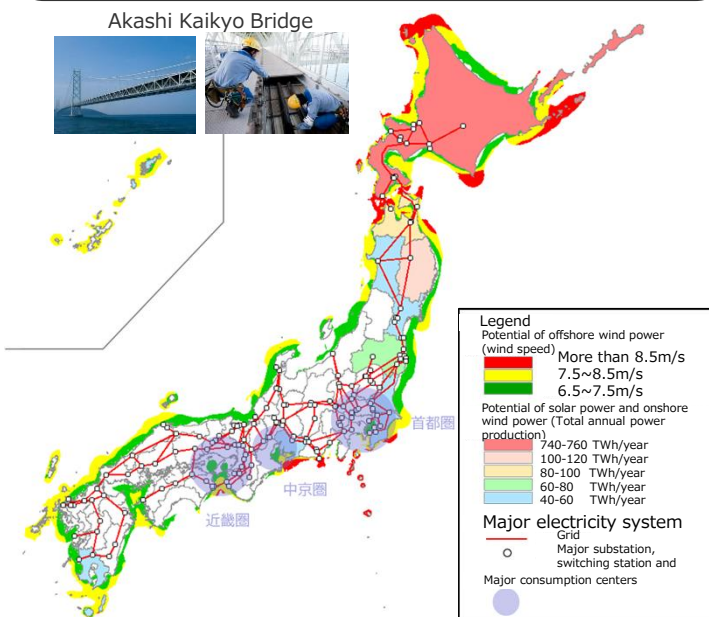


Source: Materials provided by Magway

Electricity highway

In light of the demand for wide-area power transmission for renewable energy, we will promote the accommodation of road networks.

Akashi Kaikyo Bridge



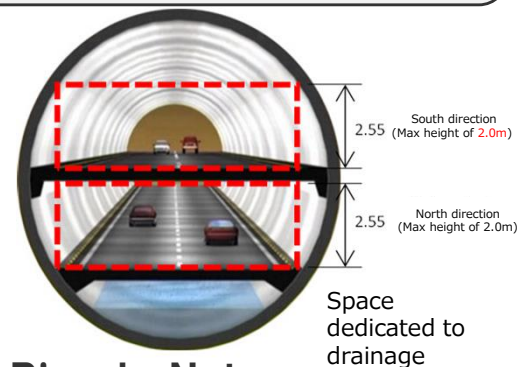
Note 1) Prepared from "Offshore Wind Power Installation Potential" data (as of May 2023) from REPOS (Renewable Energy Portfolio System (REPOS) (Ministry of the Environment)).
 Note 2) Prepared from "Potential and Distribution of Photovoltaic Power Generation Considering Effective Use of National Land" (Center for Low Carbon Society Strategies, National Institute of Science and Technology Policy, March 2022).
 Note 3) Prepared from materials published by each electric power company based on "Transmission Lines Linking Japan (National Backbone Linkage Grid)" (website of the Federation of Electric Power Companies of Japan).
 Source: Kansai Electric Power Transmission and Distribution HP (Power cables attached to the Akashi Kaikyo Bridge)

Flood control

We will promote the use of road networks for flood control to address frequent torrential rains.

Malaysia SMART

Introduced as a multi-purpose tunnel for the expressway and drainage (2007)

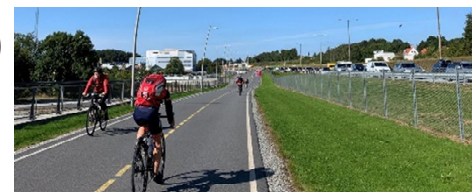


High-Speed Bicycle Network

We will promote the development of bicycle paths to realize a low-carbon society.

Norway (E39 National Road)

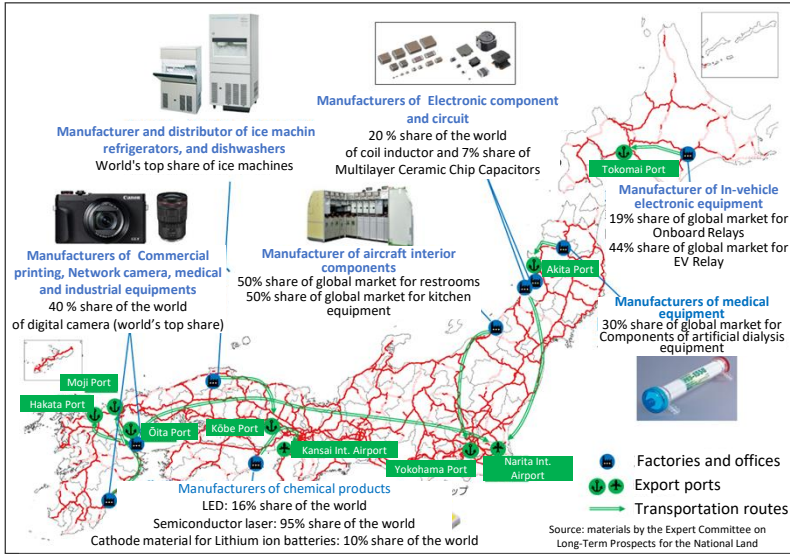
High-standard bicycle paths parallel to highways are being built by the National Government.



Supporting economic growth and logistics

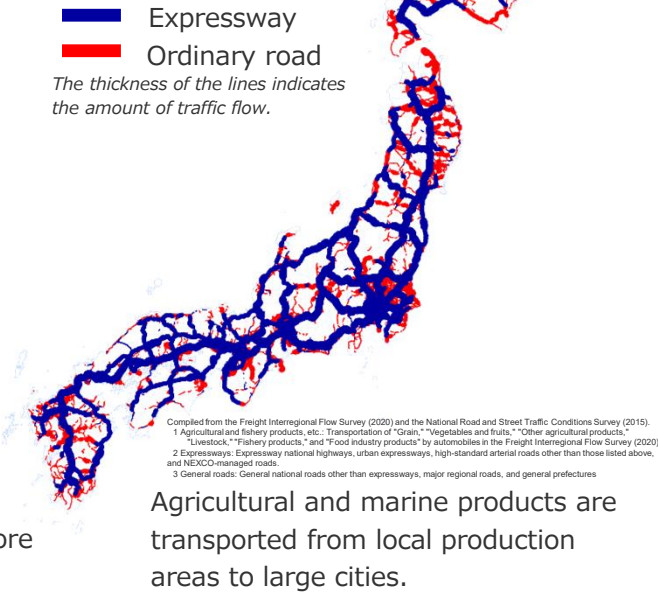
To strengthen international competitiveness, we will build a resilient logistics network, including ring roads in three metropolitan areas and the trans-island axis connecting the Sea of Japan and the Pacific Ocean.

World market share companies located nationwide



The number of product lines with global market share of 60% or more
Japan 270 U.S. 124 Europe 47 China 73

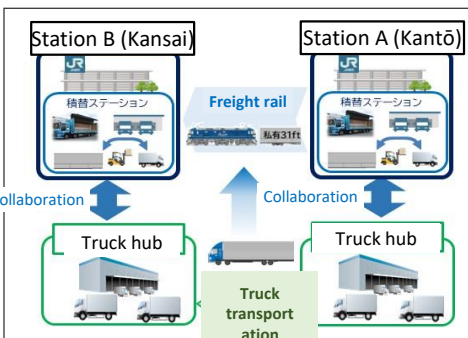
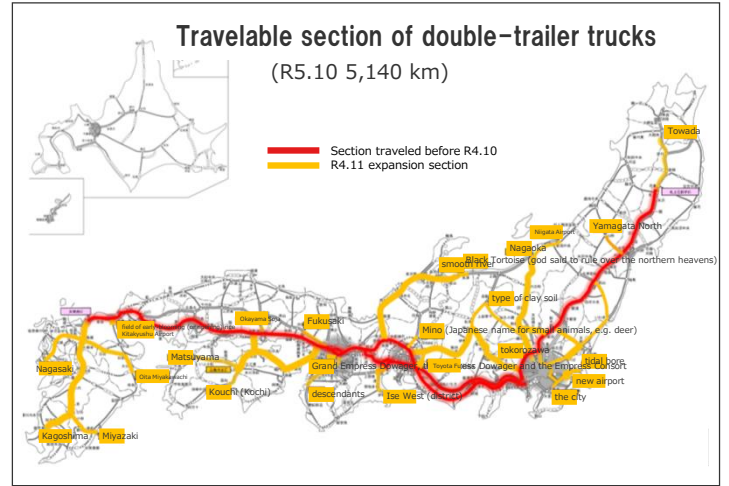
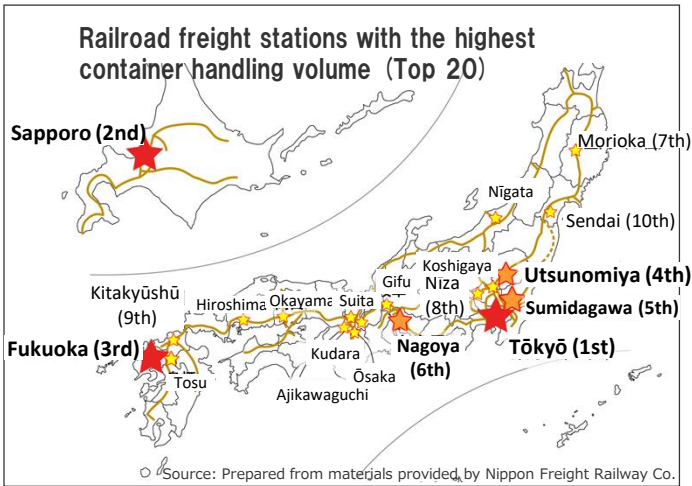
Flow of agricultural and fishery products (estimate)



We will develop logistics support initiatives, including the enhancement of networks around logistics hubs, freight rail stations, airports, sea ports, and the development of relay transport hubs.

Ensure smooth access between rail freight stations and truck hubs to achieve modal combinations.

Promote the improvement of the driving environment for double-trailer trucks and the development of relay transportation bases to cope with the logistics crisis.



Freight rail and road linkage



Promotion of relay transportation



Double-trailer truck reduces CO2 emissions by about 40%

Delivering essential network for regional security

Learning from the Sanriku Coastal Highway, we will position high-standard roads as an "essential network for regional security," which is indispensable for maintaining the population in rural areas amidst population decline and the risk of large-scale disasters, and we will aim for earliest delivery. Considering the new populated areas created by the high-standard roads, we support the formation of areas that go beyond the conventional concept of regions and blocks.



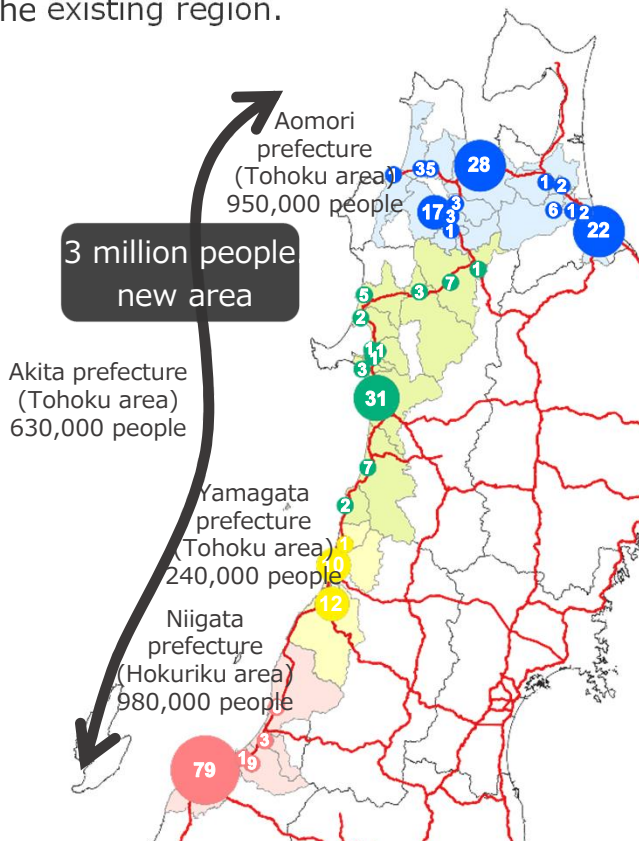
Sanriku Coastal Road (Yamada Town, Iwate Prefecture)

Sanriku Coastal Road Improvement Effects

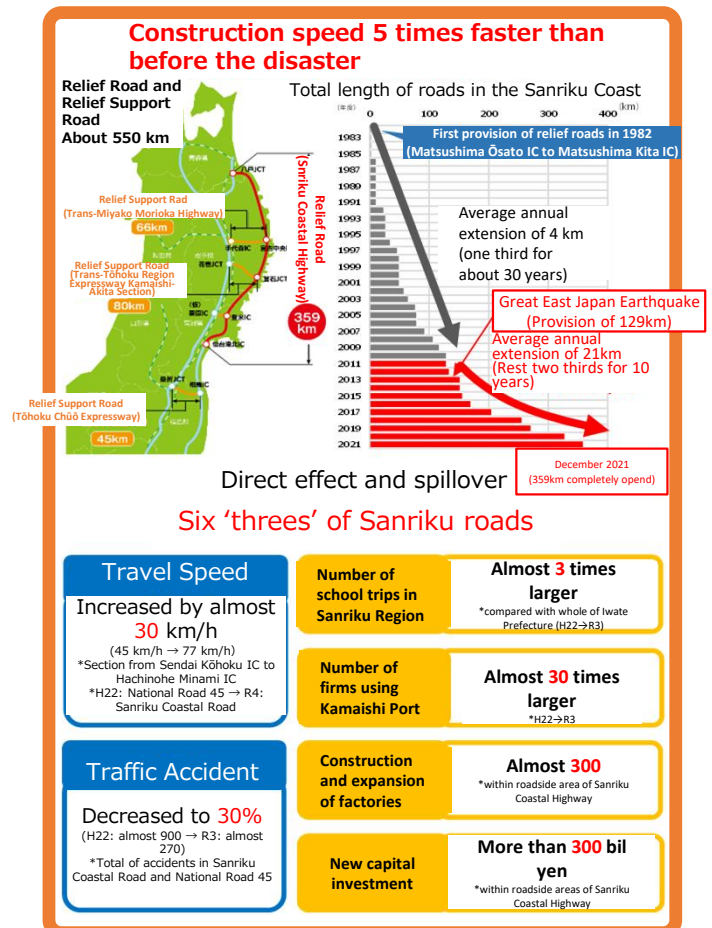
The Sanriku Coastal Highway, which was developed after the Great East Japan Earthquake, was fully opened to traffic 10 years after the start of the project, connecting Sendai and Hachinohe with a high-standard road of approximately 360 km in length. The road forms the backbone of the region, increasing the number of people interacting with each other by shortening the time required for transportation, as well as having a variety of indirect effects such as the location of many businesses, disaster resilience, and low carbon emissions.

Creation of a new area through the development of high-standard roads

The base population connected by the high-standard road will create a new area beyond the existing region.



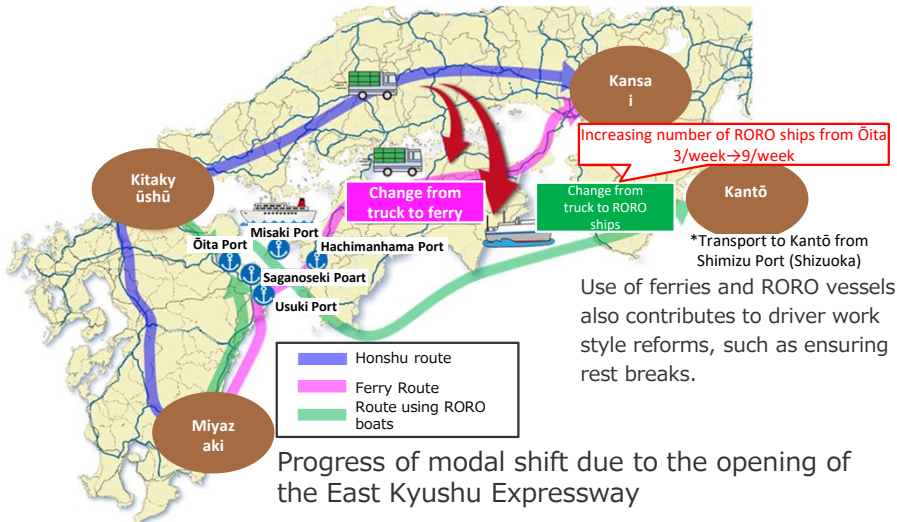
Source: Census (R2)



Source: "Restoring a Prosperous and Vibrant Tohoku" Association for Social Capital Improvement in Tohoku (Representative: Tohoku Economic Federation)

Improving connections between transportation modes

For carbon neutrality and labor savings, we will strengthen our partnerships with sea and rail transportation to achieve optimal modal combinations.



High-standard road connecting airport and city center (Matsuyama Outer Ring Road)

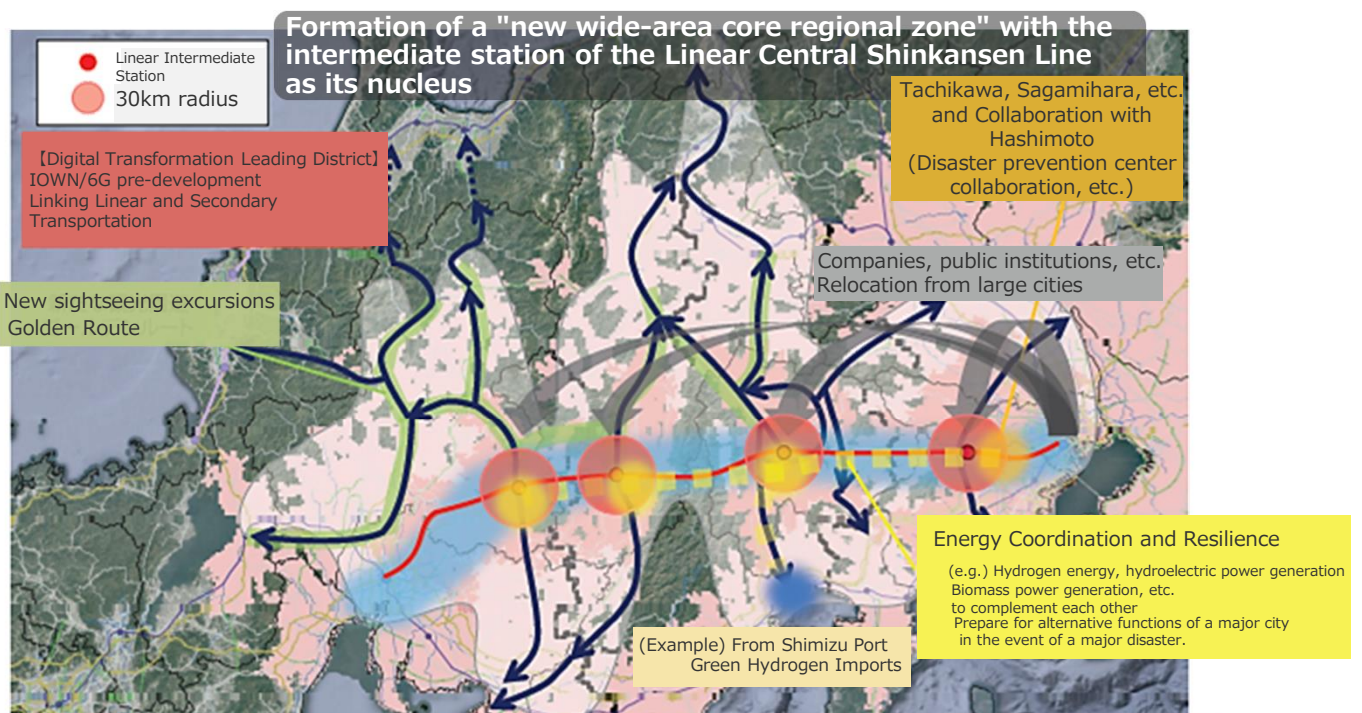
Through the development and management of a centralized public transportation hub (Expressway Bus Terminal), we will promote the creation of a future space that is people-centric and connected to a variety of mobility systems, such as MaaS and automated driving.



Image of Expressway Bus Terminal development (Shinagawa Station Transportation Terminal)

*The development of the surrounding area is an image, and the details of the development have not been determined.

As the intermediate station of the Linear Central Shinkansen Line will serve as an important hub for the new area, we will consider a network that corresponds to the new regional structure.

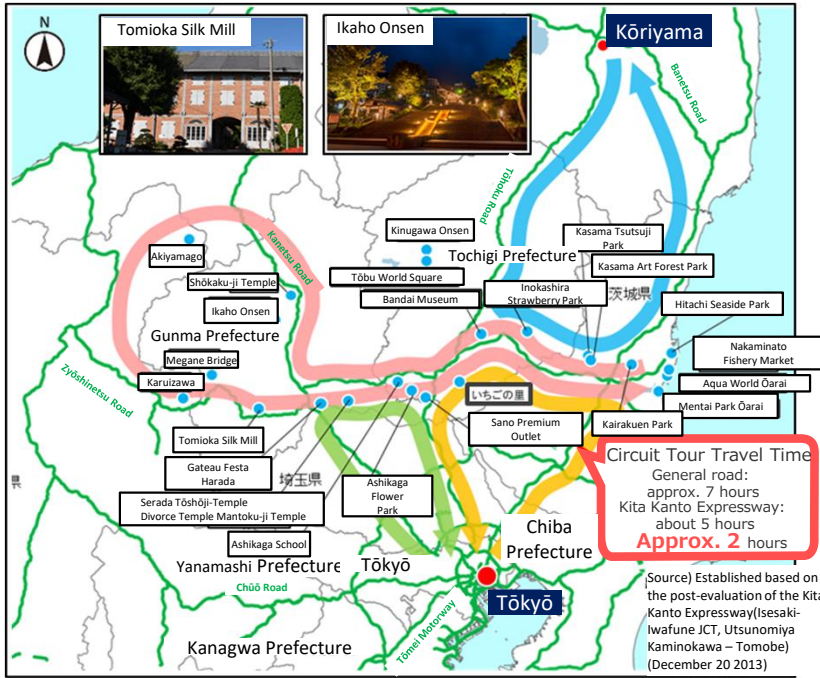


Promote cross-industry collaboration and location of research institutions across multiple regions (e.g.) Precision machinery industry, robotics industry, energy industry, aerospace industry, etc.

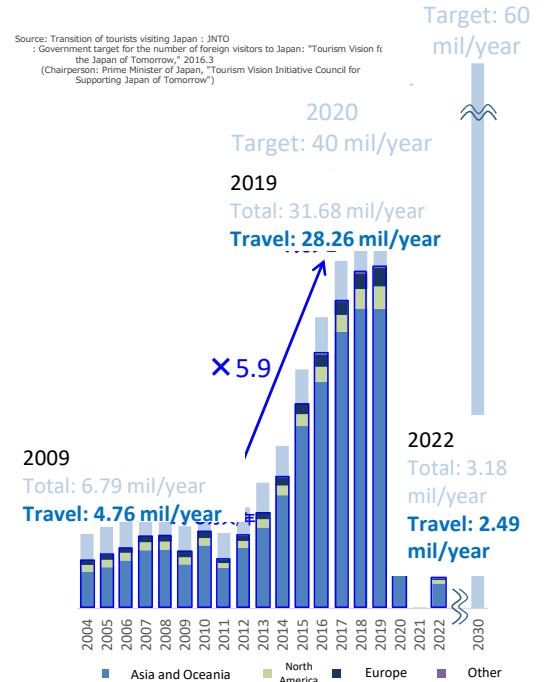
Collaboration with each region as a center of innovation
Shinagawa : Cross-disciplinary innovation hub connecting to the world
Intermediate Stations: Demonstration and innovation centers that take advantage of the characteristics and advantages of each region

Promoting “tourism-based country”

We will improve access to gateway airports, sea ports, and tourist destinations to increase the attractiveness of tourism resources.



Source: Transition of tourists visiting Japan : JNTO
 : Government target for the number of foreign visitors to Japan: "Tourism Vision for the Japan of Tomorrow," 2016.3
 (Chairperson: Prime Minister of Japan, "Tourism Vision Initiative Council for Supporting Japan of Tomorrow")

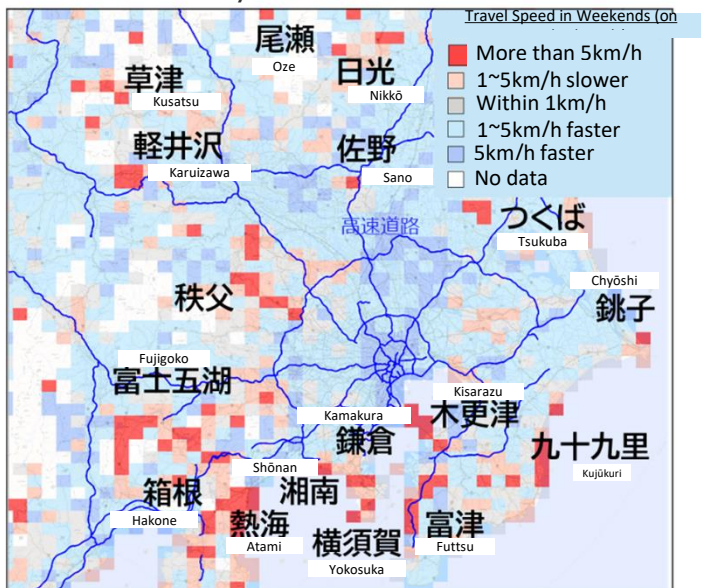


Improvement of access to tourist resources through the development of the Kita-Kanto Road

Visitors to Japan

We will analyze data on destinations where over-tourism is an issue and promote measures such as traffic congestion mitigation in cooperation with local communities, both in terms of hardware and software.

Holiday Slowdown Area



Areas of reduced speed per region

Region	Number of areas with lower speed	Example of municipalities
Hokkaidō	29	Sapporo, Hakodate, Tōyako, Kuchann, Kushiro, Teshikaga, Shari
Tōhoku	42	Sendai, Senboku, Zaō, Tendō, Obanazawa, Aidsuwakamatsu, Matsuhima
Kantō	82	Kamakura, Hakone, Nikkō, Katashina, Karuizawa, Kusatsu, Fujiyoshida, Narusawa
Hokuriku	8	Nanao, Wajima, Hikone, Nanto, Nagaoka
Chūbu	49	Shirakawa, Ise, Atami, Shimoda, Shimada, Gotenba
Kinki	36	Awaji, Shirotsuki, Ōtsu, Sinnomiya, Tanabe, Kyōto, Miyadsu, Shirahama
Chūgoku	10	Hatsukaichi, Tottori, Izumo, Kurashiki
Shikoku	10	Tosashimidsu, Naoshima, Mannō, Miyoshi
Kyūshū	43	Yufuin, Nakatsu, Dazaifu, Munakata, Shimabara, Miyazaki, Kirishima
Okinawa	12	Yomitan, Kadena, Nago, Motobu, Nakijin

Implemented hardware and software measures

*Created from ETC2.0 probe information (FY2021) for general roads (general national roads, major regional roads, and general prefectural roads) on a 5 km mesh.
 *Analysis of speed reduction compares average travel speed on weekdays in October with average travel speed on Saturdays and Sundays during GW, SW and the year.
 The locations related to tourist attractions are selected based on the Tourism Resource Ledger (Japan Transportation Agency), etc., taking into account the relationship with major tourist attractions, traffic conditions, etc.

<Example of congestion mitigation>



Traffic congestion at tourist attractions



Understanding and guiding traffic congestion through data analysis



Promote introduction of shared bicycles (Sapporo City)



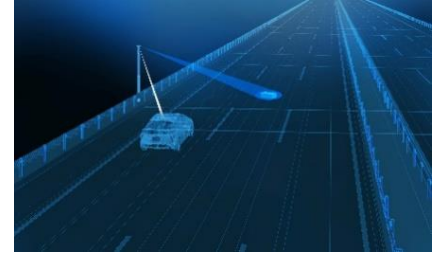
Review of toll discounts

Creating of an automated driving society

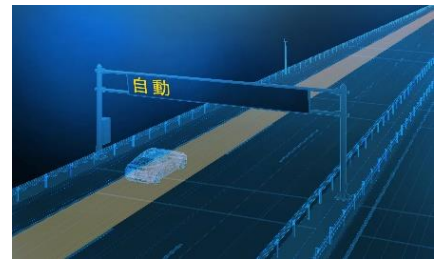
We aim for the early realization and social implementation of automated driving through the digitalization of roads and a high degree of coordination between roads and vehicles. Starting with the New Tomei Expressway in FY2024, we will extend the pilot project to the Tohoku Expressway and other expressways in FY2025 and beyond, to roll out nationwide in the future.



Automated driving with vehicle and road coordination

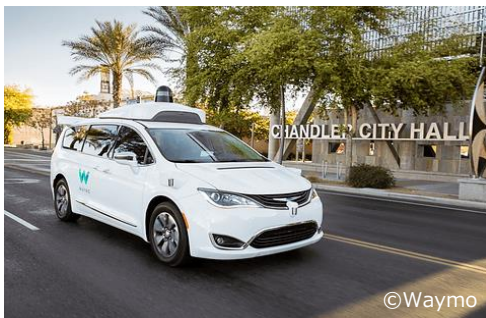


Detection of falling objects by sensors
Providing information via
Roadside-to-Vehicle Communication



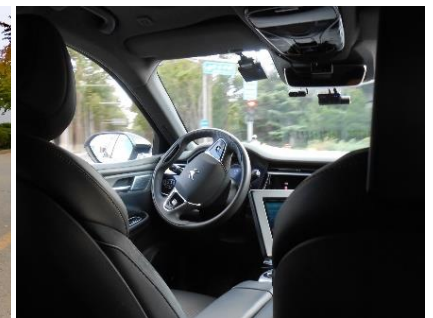
Exclusive travel lane for automated vehicles

San Francisco (U.S.A.)



Development and commercialization of unmanned automated cabs

Beijing (China)



China

Upgrading highways with digital twin technology that contributes to automated driving



roadside sensor



Automatic detection of stopped vehicles



Digital Twin Technology

Supporting low-carbon and sustainable road transportation

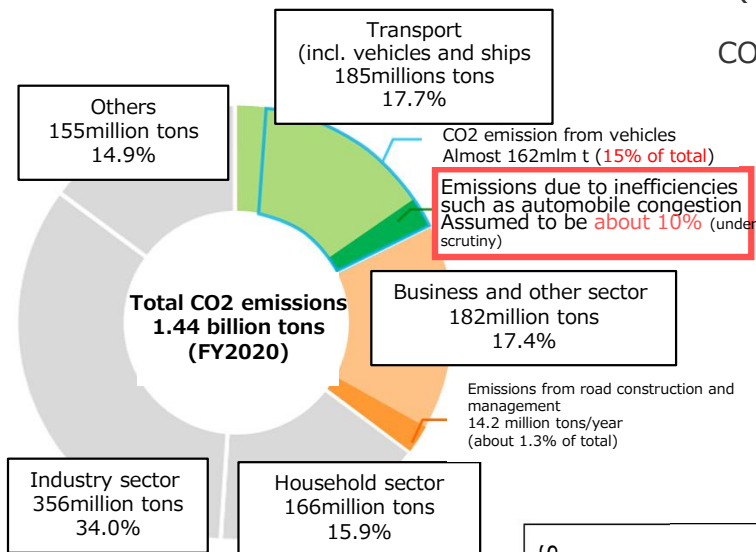
Based on the four pillars of the "Carbon Neutrality Promotion Strategy," we will low-carbon and sustainable road transportation by creating an environment for the spread of next-generation vehicles, promoting high-standard roads, and improving performance based on data-driven approach.

Four Pillars of the "Carbon Neutrality Promotion Strategy"

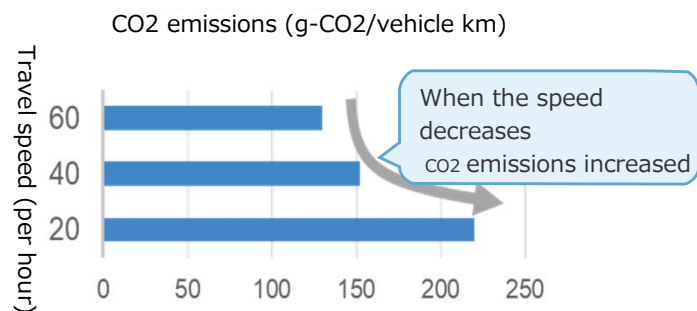
- ① Optimization of road traffic
- ② Greening of road traffic
- ③ Converting to low-carbon flows of people and goods
- ④ Toward a low carbon life cycle for roads

Ministry of Land, Infrastructure, Transport and Tourism, Road Bureau, "Interim Summary of the Carbon Neutral Promotion Strategy," September 2023.

Road sector emits **about 16%** of total CO₂ (180 million t)



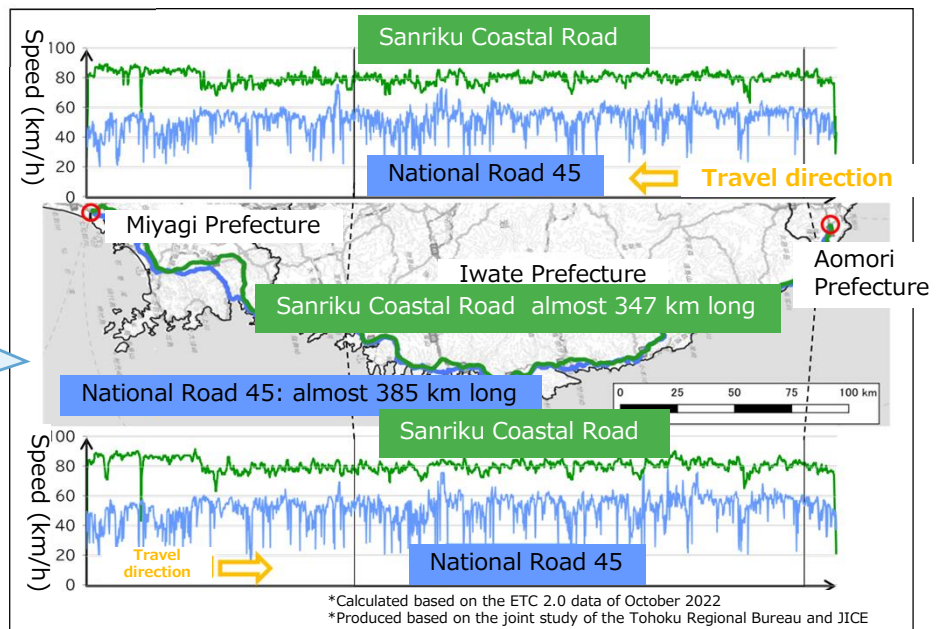
CO₂ emissions increase as speed decreases



▲ Travel speed and CO₂ emissions

Source: National Institute for Land and Infrastructure Management
 *Survey results on small diesel and gasoline vehicles

Allowing stable travel speed, high-standard roads are more efficient than ordinary roads with repeated acceleration and deceleration



Comparison of speeds on Sanriku Coastal Road and Route 45

To promote the use of next-generation vehicles such as electric vehicles and fuel cell vehicles, we will increase the number of fast chargers, especially at SA/PAs, roadside stations, and other locations where charging demand is high.



Quick charger at SA (Enakyo SA)

Enhancing hub functions

At the transportation hubs, we aim to create a base to accelerate regional development and tourism and promote the creation of a vibrant community, disaster prevention functions, and the enhancement of transfer functions including automated vehicles.

For SA/PAs and other facilities directly connected to high-standard roads, we will promote advanced use of land by consolidating multiple functions and utilizing overhead space based on the scarcity of locations.



Michi-no-Eki "Echizen Ono Arashima no Sato" (Fukui Prefecture) Arashima Marche

To improve disaster preparedness, movable containers capable of providing services such as rest and regional development will be installed at "disaster prevention roadside stations" and other such facilities, and in the event of a disaster, will be transported to the disaster area for wide-area utilization.



Michi-no-Eki "Inawashiro" (Fukushima Prefecture) Demonstration of "high value-added container" installation



Mobility Hub Image (NEXCO East Japan)

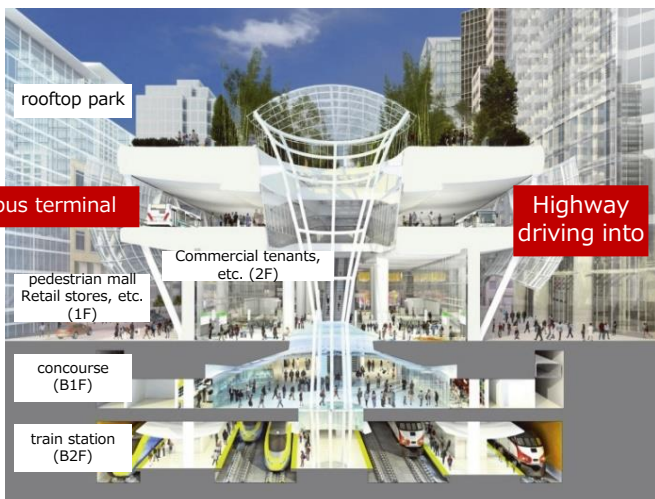


Next-generation core logistics facility directly connected to an expressway IC (image of the completed facility)

Source: Mitsubishi Estate Co.

Express Bus Terminal, U.S.A.

Bus terminal directly connected to the expressway (3rd floor above ground) and subway station (2nd floor below ground) via a connecting passageway for advanced use (San Francisco Transbay Transit Center)



Logistics hub, directly connected to expressway, France

A comprehensive market directly connected to a railroad station and expressway and close to an airport. Total area: 234 ha, volume handled: 3.08 million tons, turnover: 1 billion € (2022) (Rangis market)



Improving convenience of high-standard roads

To direct traffic to high-standard roads, we will shorten IC intervals by using smart IC and expand ETC exclusive network. From the perspective of decarbonization, we will also consider free-flow ETC systems that are being introduced in other countries.

Austria Heavy Vehicle Charge

Main line gantry (DSRC) and on-board equipment to track mileage and billing



Courtesy of ASFINAG

on-board device (e.g. in prepaid road toll system)

Norway Autopass

Electronic billing by DSRC antenna and CCTV camera



Foto: Statens vegvesen v/Knut Oppeide

Reallocating road space

It is important to consider a series of drastic reallocations of street space in the urban area, including sidewalks, bicycle lanes, bus lanes, and space for high activity, including lane reductions. This will occur in conjunction with the development of high-standard roads, such as ring roads in regional cities.



Integration with pole-free and urban development (Minamiuonuma City, Niigata Prefecture)

Oslo, Norway

To reduce the influx of private cars into the city center, along with phased billing, improved the environment for bicycle and public transportation use in the city center.



Shared bicycle



Bicycle lane



Bus and cab lanes

Prague, Czech Republic

Introduced LRT and turned the city block into a transit mall to develop pedestrian-centered spaces.



LRT



Prague Old Town Square area (Pedestrian street)

Establishing sustainable maintenance cycle

We will build quality-assured infrastructure, introduce innovative technologies, and ensure a system that includes engineering training to establish a sustainable maintenance cycle to maintain the network under severe environment.



Expressway renewal (Sonohara Bridge, Chuo Expressway)



CCTV surveillance

Achieving Nature Positive

We aim to create road networks and road spaces by taking into consideration the surrounding environment and landscape to contribute to the prevention of global warming and heat island effects, as well as the preservation of biodiversity.

Ohashi "Green" Junction
(Metropolitan Expressway)



Green Standing Road" Daini Keihan Road



We aim to create roads that are in harmony with the surrounding environment, such as rich "green roads" and "scenic roads", developed as a road with consideration for the environment and landscape.

Creation of space that contributes to the prevention of global warming, heat island countermeasures, and biodiversity by utilizing upper space in conjunction with junction development in urban areas.

Ecosystem-friendly road maintenance

From the perspective of preventing the fragmentation of animal habitats and preserving plant growth environments, we will promote the development of ecologically friendly roads.





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If you have any comments regarding Policies for WISENET 2050, please send them to us at the following e-mail address. We will continue to improve our website based on your comments and suggestions.



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