

# Country Reporting Guidelines on Aichi 2030 Declaration (2021-2030)

## I. Introduction

In October 2021, the High-level 14<sup>th</sup> Regional Environmentally Sustainable Transport (EST) Forum participating countries adopted the Aichi 2030 Declaration (2010-2030), and agreed to report on a regular basis on the implementation of the Declaration. Annex 2 of the Aichi 2030 Declaration explains that reporting by countries on the Aichi 2030 Declaration will focus on policies, programs, and projects adopted and implemented in support of the Aichi 2030 Declaration. The goals of the Aichi Declaration are closely aligned with the SDGs and the Paris Agreement on climate change, among other international agendas and agreements.

In addition, the Asian Transport Outlook, the open data resource knowledge platform that will provide annual status reports on the implementation of the Aichi 2030 Declaration goals (See also Box 1).

### **Box 1. Role of the Asian Transport Outlook in tracking the implementation of the Aichi 2030 Declaration (2021-2030)**

The tracking of the implementation of the Aichi 2030 Declaration is not limited to the reporting by participating countries. In addition, the Goals of the Aichi 2030 Declaration are also tracked by the Asian Transport Outlook (ATO). The ATO was initiated in 2020 by the Asian Development Bank (ADB), with support now also being provided by the Asian Infrastructure and Investment Bank (AIIB) to strengthen the knowledge base on transport in the region. Amongst other objectives, it aims to support Asian governments in transport policy development and delivery and guide their international partners in planning and delivery of assistance. The ATO is available at [www.asiantransportoutlook.com](http://www.asiantransportoutlook.com).

Prior to the adoption of the Aichi 2030 Declaration the ATO developed the Baseline [Report for the Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable \(2021-2030\)](#).<sup>1</sup> This report provided an overview of the 2020 baseline status for the goals included in the Aichi 2030 Declaration.

The ATO team, in the annual EST Forums, will provide a status report on each of the Goals that are being discussed. For the High-level 15<sup>th</sup> Forum 2023 in Malaysia, the ATO team will also provide a status report on the implementation of three selected Goals: Goal 1a – Low-Carbon (climate change mitigation), Goal 2 – Road safety, Goal 6 - National access and connectivity.

**This document describes the annual reporting format that will be used by the EST participating countries to report on the implementation of the Aichi 2030 Declaration.**

<sup>1</sup> <https://asiantransportoutlook.com/analytical-outputs/baseline-report/>

## II. Phased reporting on Aichi 2030 Declaration Goals

The country reporting process on the Aichi 2030 Declaration is aligned with the proposed review cycle of the goals of the Aichi 2030 Declaration. Each year three of the Goals of the Aichi 2030 Declaration are reviewed in depth. This three-year cycle will be repeated a few times till 2030. The phased reporting will allow countries to go into more depth in their reporting, compared to reporting on the Bangkok 2020 Declaration when countries were asked to report on more than 20 goals each year.

**Year 2 (2023):** *Goal 1a – Low-Carbon (climate change mitigation), Goal 2 – Road safety, Goal 6 – National access and connectivity*

**Year 3 (2024):** *Goal 1b – Resilience (climate change adaptation), Goal 3 – Economic sustainability (transport infrastructure), Goal 4 – Rural access*

**Year 3 (2025):** *Goal 1c – Air pollution, Goal 5 – Urban access, and Goal 6 – National Access and connectivity*

## IV. Reporting Format

The Annual Aichi 2030 Declaration Implementation Report has the following parts:

1. Overview of transport-related policies and their alignment with the Aichi 2030 Declaration
2. Detailed review of selected Aichi 2030 Declaration Goals.
3. Selected projects in support of the implementation of the Aichi 2030 Declaration

Countries participating in the EST Forum can benefit in their annual reporting on the implementation of the Aichi 2030 Declaration from the work of the Asian Transport Outlook. The ATO contains an annotated overview of transport related policies for 51 economies in the Asia Pacific region, including the 21 EST Forum participating countries that have adopted the Aichi 2030 Declaration. The overview is available at <https://asiantransportoutlook.com/transportpolicy/>.

In addition, the ATO also documents policy targets adopted by the countries participating in the EST Forum. This overview of policy targets is provided to the countries as an Excel Table see box below with an overview of the Table of Content tab where the different policy targets referenced in the form below are explained.

### Snapshot of Table of Content Tab Asian Transport Outlook Policy Targets



#### TRANSPORT POLICY

Subcategory	Policy/Target/Instrument	ATO CODE	Scope	Mode	Sector	Sheet
Vision Statements (VIS)	Development Vision Statement	POL-VIS-001	National	NA	NA	<a href="#">POL-VIS-001</a>
	Transport Vision Statement	POL-VIS-002	National	NA	NA	<a href="#">POL-VIS-002</a>
Transport Policies (POL)	Transport Policy Overview	POL-POL-001	National	NA	NA	<a href="#">POL-POL-001</a>
	Transport Policy Documents	POL-POL-002	National	NA	NA	<a href="#">POL-POL-002(1)</a> <a href="#">POL-POL-002(2)</a>
	Road Policy Documents	POL-POL-003	National	Road	Combined	<a href="#">POL-POL-003</a>
	Logistics Policy Documents	POL-POL-004	National	All Modes	Freight	<a href="#">POL-POL-004</a>
	Automotive Policy Documents	POL-POL-005	National	Road	NA	<a href="#">POL-POL-005</a>
	Rail Policy Documents	POL-POL-006	National	Rail	Combined	<a href="#">POL-POL-006</a>
Transport Targets (TAR)	Transport Targets Overview	POL-TAR-001	National	NA	NA	<a href="#">POL-TAR-001</a>
	Road Expansion Targets	POL-TAR-002	National	Road	Combined	<a href="#">POL-TAR-002</a>
	Road Maintenance Targets	POL-TAR-003	National	Road	NA	<a href="#">POL-TAR-003</a>
	Rail Targets	POL-TAR-004	National	Rail	Combined	<a href="#">POL-TAR-004</a>
	ICT Targets	POL-TAR-005	National	NA	NA	<a href="#">POL-TAR-005</a>
	Road Safety Targets	POL-TAR-006	National	Road	Passenger	<a href="#">POL-TAR-006</a>
	Air Pollution Targets	POL-TAR-007	National	All Modes	Combined	<a href="#">POL-TAR-007</a>
	Climate Change Targets	POL-TAR-008	National	All Modes	Combined	<a href="#">POL-TAR-008</a>
	E-mobility Targets	POL-TAR-009	National	NA	NA	<a href="#">POL-TAR-009</a>
	Mode Share Targets	POL-TAR-010	National	All Modes	Combined	<a href="#">POL-TAR-010</a>
	Other Targets	POL-TAR-011	National	NA	NA	<a href="#">POL-TAR-011</a>
Transport Institutions (INS)	Transport Ministry	POL-INS-001	National	NA	NA	<a href="#">POL-INS-001</a>
	Special Institutional Structures	POL-INS-002	National	NA	NA	<a href="#">POL-INS-002</a>
	Minister of Transport	POL-INS-003	National	NA	NA	<a href="#">POL-INS-003</a>
	Vertical Coordination	POL-INS-004	National	NA	NA	<a href="#">POL-INS-004</a>
	Existence of seatbelt law	POL-INT-001	National	Road	Combined	<a href="#">POL-INT-001</a>
	Existence of helmet law	POL-INT-002	National	Road	Passenger	<a href="#">POL-INT-002</a>
	Existence of helmet law by occupants	POL-INT-003	National	Road	Passenger	<a href="#">POL-INT-003</a>
	Existence of speed limit	POL-INT-004	National	Road	Combined	<a href="#">POL-INT-004</a>

**For assistance in filling in the Country Report Format please contact Stefanie Sohm ([sohm@makingofmobility.com](mailto:sohm@makingofmobility.com)), ADB Consultant to the EST Forum Process, and supporting the EST Secretariat in the UNCRD for organizing the High-level 15<sup>th</sup> Regional EST Forum.**

Please state the name of the country for which you are reporting: **JAPAN**

## A. General Policy Overview

Participating countries in the EST Forum are requested to provide an overview of current and planned policies and projects in support of Goals 1a, 2 and 6 of the Aichi 2030 Declaration. As a starting point, countries can take a look at the overview developed by the Asian Transport Outlook: <https://asiantransportoutlook.com/transportpolicy/>. Additional policies listed by the countries in the country report will be shared with the ATO team for inclusion in the Asian Transport Outlook.

For the reporting purpose, a broad definition of policy is being used. Apart from policies this can also include strategies, action plans, master plans, etc. In many cases this will be transport specific documents, in other cases it may be that the transport sector is covered in broader policy documents, e.g. national development plans or strategies.

Countries are requested to list transport related policy documents in the table below, including their alignment with the Goals of the Aichi 2030 Declaration.

Name of adopted policies	Year adopted	URL where policy document can be found	Goal 1a	Goal 2	Goal 6
Green Growth Strategy Through Achieving Carbon Neutrality in 2050	2021	<a href="https://www.meti.go.jp/policy/energy_environment/global_warming/ggs/pdf/green_honbun.pdf">https://www.meti.go.jp/policy/energy_environment/global_warming/ggs/pdf/green_honbun.pdf</a>	✓	---	---
Plan for Global Warming Countermeasures	2021	<a href="https://www.env.go.jp/earth/ondanka/keikaku/211022.html">https://www.env.go.jp/earth/ondanka/keikaku/211022.html</a>	✓	---	---
Sixth Strategic Energy Plan	2021	<a href="https://www.enecho.meti.go.jp/category/others/basic_plan/pdf/20211022_01.pdf">https://www.enecho.meti.go.jp/category/others/basic_plan/pdf/20211022_01.pdf</a>	✓	---	---
11th Traffic Safety Basic Plan	2021	<a href="https://www8.cao.go.jp/koutu/kihon/keikaku11/index.html">https://www8.cao.go.jp/koutu/kihon/keikaku11/index.html</a>	---	✓	---
5th Priority Plan for Infrastructure Development	2021	<a href="https://www.mlit.go.jp/sogoseisaku/point/sosei_point_tk_000003.html">https://www.mlit.go.jp/sogoseisaku/point/sosei_point_tk_000003.html</a>	✓	✓	✓
2nd Basic Plan on Transport Policy (FY2021-2025)	2021	<a href="https://www.mlit.go.jp/sogoseisaku/transport/sossei_transport_tk_000161.html">https://www.mlit.go.jp/sogoseisaku/transport/sossei_transport_tk_000161.html</a>	✓	✓	✓

It is also important to highlight any transportation-related policy initiatives that are under development should be reported as these give an indication of the future implementation of the Aichi 2030 Declaration. Having an overview of policies under development will also be helpful for the international community interested in providing support to the development of these policies.

Topic for which policy is being developed	Year the policy is expected to be adopted or approved	Goal 1a	Goal 2	Goal 6

## B. 2023 Review of Policy Targets linked to Goal 1a – Low-Carbon (climate change mitigation), Goal 2 – Road safety, Goal 6 – National access and connectivity

EST Forum participating countries are asked to fill out a number of tables to indicate what policy targets are in place. Countries can make use of the information in the ATO overview of policy targets. The additional information on policy targets provided by the countries in the country report will be shared with the ATO team for inclusion in the Asian Transport Outlook.

### Goal 1a – Low-Carbon (climate change mitigation)

#### 1. Climate Neutrality Target

(see ATO indicator POL-TAR-008 column C)

Does your country have an economy-wide Climate Neutrality target?

Yes  No (please check)

If yes, please provide details:

Climate Neutrality Target		Remarks
Description target :	Net-zero by 2050	
for which year	2050	
Source document Title	Japan's Nationally Determined Contribution (NDC) Oct 2021 P.1	
Source Document URL	<a href="https://unfccc.int/sites/default/files/NDC/2022-06/JAPAN_FIRST%20NDC%20%28INTERIM-UPDATED%20SUBMISSION%29.pdf">https://unfccc.int/sites/default/files/NDC/2022-06/JAPAN_FIRST%20NDC%20%28INTERIM-UPDATED%20SUBMISSION%29.pdf</a>	
If No, is it under discussion and for what year		

#### 2. Economy Wide Emissions Reduction Target

(see ATO indicator POL-TAR-008 column D)

Does your country have an economy-wide Emission Reduction target ?

Yes  No (please check)

What are the economy-wide emission reduction targets? This can be in absolute terms, or in relative terms e.g. compared to Business as Usual, or per GDP Unit.

<b>Economy Wide CO2 Emissions Reduction Target</b>		Remarks
Description target :	Japan aims to reduce its greenhouse gas emissions by 46% in fiscal year 2030 from its fiscal year 2013 levels. (Furthermore, Japan will continue strenuous efforts in its challenge to meet the lofty goal of cutting its emission by 50%.)	
for which year:	FY2030	
If Yes, source document:	Japan's Nationally Determined Contribution (NDC) Oct 2021 P.1	
Source Document URL:	<a href="https://unfccc.int/sites/default/files/NDC/2022-06/JAPAN_FIRST%20NDC%20%28INTERIM-UPDATED%20SUBMISSION%29.pdf">https://unfccc.int/sites/default/files/NDC/2022-06/JAPAN_FIRST%20NDC%20%28INTERIM-UPDATED%20SUBMISSION%29.pdf</a>	
If No, is it under discussion and for what year:		

Please indicate whether this is a conditional, or unconditional target.

### 3. Transport-specific Emissions Reduction Target

(see ATO indicator POL-TAR-008 column E)

Does your country have specific transport CO2 emission reduction targets?

Yes  No (please check)

If yes, please provide details:

<b>Transport specific CO2 Emissions Reduction Target(s)</b>	Target 1
Description target(s)	Estimated 35% reduction in energy-derived carbon dioxide in the transportation sector (224Mt-CO2) compared to fiscal year 2013 levels.
If Yes, for which year	FY2030
If Yes, source document	Japan's Nationally Determined Contribution (NDC) Oct 2021 P.1
Source Document URL	<a href="https://unfccc.int/sites/default/files/NDC/2022-06/JAPAN_FIRST%20NDC%20%28INTERIM-UPDATED%20SUBMISSION%29.pdf">https://unfccc.int/sites/default/files/NDC/2022-06/JAPAN_FIRST%20NDC%20%28INTERIM-UPDATED%20SUBMISSION%29.pdf</a>

For transport-related emission reduction targets please indicate whether it concerns the entire transport sector or whether it concerns a sub-sector of the transport sector.

Please indicate what the base year is for any target.

If not, are Transport-specific Emissions Reduction Target(s) being planned and if so please provide some details.

#### 4. Vehicle specific CO2 Target(s)

(see ATO indicator POL-TAR-008 column F, for electric vehicle targets, see below, 7.)

Does your country have specific targets to reduce CO2 emissions from vehicles?

Yes   No (please check)

What are the specific targets to reduce emissions from Vehicles ?

<b>Vehicle related CO2 Target(s)</b>	Target 1
Description target(s)	Aiming for zero CO2 emissions through automobile production, use, and disposal
If Yes, for which year	2050
Source document Title	Sixth Strategic Energy Plan Oct 2021 P.31
Source document URL	<a href="https://www.enecho.meti.go.jp/category/others/basic_plan/pdf/2021_1022_01.pdf">https://www.enecho.meti.go.jp/category/others/basic_plan/pdf/2021_1022_01.pdf</a>

For vehicle-related emission reduction targets please indicate whether it concerns the entire vehicle fleet or whether it concerns a specific type of vehicle/s.

Please indicate what the base year is for any target.

If not, are Vehicle-related Target(s) being planned, and if so please provide some details. Please also provide details if additional targets are being planned that have not been adopted yet.

#### 5. Fuel related CO2 Target(s)

(see ATO indicator POL-TAR-008 column G)

Does your country have specific targets to reduce CO2 emissions from Fuels?

Yes  No  (please check)

If yes, what are the specific targets to reduce emissions from Fuels?

<b>Fuel related CO2 Target(s)</b>	Target 1	Target 2	Target 3
Description target(s)			
If Yes, for which year			
If Yes, source document			

Please indicate for which fuel types the CO2 target applies.

Please indicate what the base year is for any target.

If not, are Fuel related Target(s) being planned, and if so please provide some details. Please also provide details if additional targets are being planned that have not been adopted yet.

## 6. Modal share Target(s)

(see ATO indicator POL-TAR-010)

Does your country have specific targets to change modal shares of different types of transport?

Yes  No (please check)

What are the specific targets to change modal share with the objective to reduce CO2 emissions?

Modal share Target(s)	Target 1
Description target(s)	In order to decarbonize the public transportation sector and create an environment wherein it is easy to move around without relying solely on private cars, the government, while coordinating with urban development, is promoting the introduction of transportation systems with low CO2 emissions, such as LRT (Light Rail Transit), BRT (Bus Rapid Transit), and EVs.
If Yes, for which year	---
If Yes, source document	Plan for Global Warming Countermeasures Oct 2021 P.48
URL source document	<a href="https://www.env.go.jp/earth/ondanka/keikaku/211022.html">https://www.env.go.jp/earth/ondanka/keikaku/211022.html</a>

In describing the modal share targets please describe which subsectors e.g. road, rail, walking, cycling, or public transport are targeted.

If not, are Modal share-related Target(s) being planned, and if so please provide some details. Please also provide details if additional targets are being planned that have not been adopted yet.

## 7. E-mobility related Target(s)

(see ATO indicator POL-TAR-009)

Does your country have specific targets on e-mobility?

Yes  No (please check)

What are the specific targets to improve e-mobility?



Existing E-mobility related Target(s)	Target 1	Target 2
Description target(s)	<Passenger Vehicles> By 2030, the government is aiming for 50-70% of new passenger vehicle sales to be next-generation vehicles (EVs, FCVs, PHEVs, HVs, etc.), and by 2035, 100% of new vehicle sales to be electrified vehicles (EVs, FCVs, PHEVs, HVs).	<Commercial Vehicles> For light-duty vehicles of 8 tons or less, the government is aiming for 20-30% of new vehicle sales to be electrified vehicles by 2030, and 100% of new vehicle sales to be electrified vehicles and vehicles suitable for the use of decarbonized fuels such as synthetic fuels combined by 2040.
If Yes, for which year	2030, 2035	2030, 2040
If Yes, source document	Plan for Global Warming Countermeasures Oct 2021 P.46	Green Growth Strategy Through Achieving Carbon Neutrality in 2050 June 2021 P.60
URL Source document	<a href="https://www.env.go.jp/earth/ondanka/keikaku/211022.html">https://www.env.go.jp/earth/ondanka/keikaku/211022.html</a> <a href="https://www.env.go.jp/earth/ondanka/keikaku/211022.html">https://www.env.go.jp/earth/ondanka/keikaku/211022.html</a>	<a href="https://www.meti.go.jp/policy/energy_environment/global_warming/ggs/pdf/green_honbun.pdf">https://www.meti.go.jp/policy/energy_environment/global_warming/ggs/pdf/green_honbun.pdf</a>

Please indicate for what type of vehicles the E-mobility targets apply.

Please indicate what the base year is for any target.

Goal 2 – Road safety,

*1. Targets to reduce number of road safety fatalities and/or serious injuries*

*(see ATO indicator POL-TAR-006)*

Does your country have specific targets to improve road safety?

Yes  No *(please check)*

Road Safety Improvement Target(s)	Target 1	Target 2
Description target(s)	<Road Traffic> 1. Aim to realize the world's safest road traffic, and by 2025 reduce the number of fatalities per 24 hours to 2,000 or less (per year). 2. Reduce the number of seriously injured people to 22,000 or less (per year).	Percentage of provision of sidewalks along school routes [FY2019:53%→FY2025:57%]
If Yes, for which year	2025	By FY2025

Road Safety Improvement Target(s)	Target 1	Target 2
If Yes, source document	11th Traffic Safety Basic Plan Mar 2021 P.12	5th Priority Plan for Infrastructure Development May 2021 P.50, P.56
URL Source Document	<a href="https://www8.cao.go.jp/koutu/kihon/keikaku11/index.html">https://www8.cao.go.jp/koutu/kihon/keikaku11/index.html</a>	<a href="https://www.mlit.go.jp/sogoseisaku/point/sosei_point_tk_000003.html">https://www.mlit.go.jp/sogoseisaku/point/sosei_point_tk_000003.html</a>

Please indicate what the base year is for any target.

## 2. Policy instruments in support of improved road safety

The ATO National Policies Database contains information taken from WHO reporting 2017 (see POL-INT 001 - POL-INT 008). If possible, please provide more detailed and more recent information.

Road Safety-related policy instruments	Yes / No ?	Details	Timing (The year it was first enacted as a law)	Source Document
Seat belt law <i>See POL-INT-001</i>	Yes	Road Traffic Act Article 71-3 (Rules to Be Observed by Drivers of Standard Motor Vehicles and Other Motor Vehicles)	1971	<a href="https://www.japaneselawtranslation.go.jp/ja/laws/view/2962#je_ch3sc2at1">https://www.japaneselawtranslation.go.jp/ja/laws/view/2962#je_ch3sc2at1</a>
Helmet law <i>See POL-INT-002</i>	Yes	Road Traffic Act Article 71-4 (Rules to Be Observed by Riders of Large Two-Wheeled Vehicles and Other Vehicles)	1965	<a href="https://www.japaneselawtranslation.go.jp/ja/laws/view/2962#je_ch3sc2at1">https://www.japaneselawtranslation.go.jp/ja/laws/view/2962#je_ch3sc2at1</a>
Helmet law passenger <i>See POL-INT-003</i>	Yes	Road Traffic Act Article 71-4 (Rules to Be Observed by Riders of Large Two-Wheeled Vehicles and Other Vehicles)	1965	<a href="https://www.japaneselawtranslation.go.jp/ja/laws/view/2962#je_ch3sc2at1">https://www.japaneselawtranslation.go.jp/ja/laws/view/2962#je_ch3sc2at1</a>
Speed limit <i>See POL-INT-004</i>	Yes	Road Traffic Act Article 22 (Maximum Speed Limits) 、 Article 23 (Minimum Speed Limits)	1948 *The previous law (Road Traffic Control Act) has provisions regarding speed.	<a href="https://www.japaneselawtranslation.go.jp/ja/laws/view/2962#je_ch3sc2at1">https://www.japaneselawtranslation.go.jp/ja/laws/view/2962#je_ch3sc2at1</a>

Road Safety-related policy instruments	Yes / No ?	Details	Timing (The year it was first enacted as a law)	Source Document
Maximum speed urban road <i>See POL-INT-005</i>  Maximum speed rural road <i>See POL-INT-005</i>	Yes	Road Traffic Act Article 22 (Maximum Speed Limits)	1948 *The previous law (Road Traffic Control Act) has provisions regarding speed.	<a href="https://www.japaneselawtranslation.go.jp/ja/laws/view/2962#jesh3sc2at1">https://www.japaneselawtranslation.go.jp/ja/laws/view/2962#jesh3sc2at1</a>
Alcohol limit <i>See POL-INT-006</i>  Drink–drive law <i>See POL-INT-007</i>	Yes	Road Traffic Act Article 65 (Prohibition against Driving Under the Influence of Alcohol and Related Conduct)	1948 *The previous law (Road Traffic Control Act) has provisions regarding the consumption of alcohol.	<a href="https://www.japaneselawtranslation.go.jp/ja/laws/view/2962#jesh3sc2at1">https://www.japaneselawtranslation.go.jp/ja/laws/view/2962#jesh3sc2at1</a>
Child restraint law <i>See POL-INT-008</i>	Yes	Road Traffic Act Article 71-3 (Rules to Be Observed by Drivers of Standard Motor Vehicles and Other Motor Vehicles)	2000	<a href="https://www.japaneselawtranslation.go.jp/ja/laws/view/2962#jesh3sc2at1">https://www.japaneselawtranslation.go.jp/ja/laws/view/2962#jesh3sc2at1</a>

Please add any additional road safety related policy instruments that are in place or that are being planned.

C. Goal 6 - National access and connectivity: By 2030, facilitate inclusive multi-modal national (including rural-urban) and regional (cross-border) connectivity through the provision of sustainable multi-modal freight and passenger transport infrastructure and services (Based on SDG 9.1).

#### 1. Road Expansion Targets

*see ATO indicator POL-TAR 002)*

Does your country have specific targets to expand the road network?

Yes  No (please check)

Please provide details:

Target	Time Frame	Document	URL
Target 1: Development rate for ring roads in the three major metropolitan areas From 83% in FY2020 to 89% in FY2025	By FY2025	2nd Basic Plan on Transport Policy (FY2021-2025) May 2021 P.36	<a href="https://www.mlit.go.jp/sogoseisaku/transport/osei_transport_tk_000161.html">https://www.mlit.go.jp/sogoseisaku/transport/osei_transport_tk_000161.html</a>

## 2. Road Maintenance Targets

(see ATO indicator POL-TAR 003)

Does your country have specific targets for road maintenance?

Yes  No (please check)

Please provide details:

Target	Time Frame	Document	URL
Target 1: Percentage of facility repairs shifted to preventative infrastructure maintenance  • Roads (bridges and pavement): Repair rate for facilities on roads managed by local governments that require urgent or early action, and repair rate for pavement on roads that are important for disaster prevention  Bridges: From approx. 34% in FY2019 to approx. 73% in FY2025 Pavement: From 0% in FY2019 to 100% in FY2025	By FY2025	5th Priority Plan for Infrastructure Development May 2021 P.41, P.42, P.43	<a href="https://www.mlit.go.jp/sogoseisaku/point/osei_point_tk_000003.html">https://www.mlit.go.jp/sogoseisaku/point/osei_point_tk_000003.html</a>

## 3. Rail Targets

(see ATO indicator POL-TAR 004)

Does your country have specific targets to expand and maintain the Rail network?

Yes  No (please check)

Please provide details:

Target	Time Frame	Document	URL
Target 1: In order to improve the convenience of urban	By FY2025	2nd Basic Plan on Transport Policy	<a href="https://www.mlit.go.jp/sogoseisaku/transport">https://www.mlit.go.jp/sogoseisaku/transport</a>

Target	Time Frame	Document	URL
<p>railways, while making effective use of the existing urban railway network, promote expansion of the urban railway network and improvements to its functionality by developing connecting lines in major metropolitan areas, creating mutual direct connections, and improving the functions of transportation terminals, centered around railway stations.</p> <p>Extend routes for mutual direct service in the Tokyo metropolitan area From 975km in FY2019 to 985km in FY2025</p>		<p>(FY2021-2025) May 2021 P.36</p>	<p><a href="#">/sosei transport tk 000161.html</a></p>
<p>Target 2: Percentage of facility repairs shifted to preventative infrastructure maintenance</p> <ul style="list-style-type: none"> <li>• Railways: Completion rate of aging-prevention measures for railway facilities that require preventative maintenance and that, as a result of facility inspections in FY2019, are deemed to be in use beyond their useful life or to have deteriorated. From 14% in FY2020 to 100% in FY2025</li> </ul>	By FY2025	<p>5th Priority Plan for Infrastructure Development May 2021 P.41, P.43, P.44</p>	<p><a href="https://www.mlit.go.jp/sogoseisaku/point/sos ei_point tk 000003.html">https://www.mlit.go.jp/sogoseisaku/point/sos ei_point tk 000003.html</a></p>

In describing the targets please differentiate between expansion and maintenance of rail network. Also, please indicate if it concerns a High-Speed Rail Network project.

#### D. Key Illustrative Projects

Please list 2 -3 projects that **best illustrate** the commitment of your country towards the implementation of the Aichi 2030 Declaration and that you would like to share with the other participating countries of the Regional EST Forum. We understand that it is not possible to list all the projects undertaken in your country. We hope that it will be possible to provide some more information on the projects listed below.

Name Project:	Short description of Project and Objectives	List Contributi on to Aichi 2030 Declaratio n Goals	URL where more information can be found on the project
Project 1: • Subsidy for promoting the introduction of clean energy vehicles • Project for promoting the electrification of commercial vehicles	Japan aims to achieve net-zero by 2050 and is supporting the electrification of passenger vehicles and commercial vehicles through subsidies and other means.	Goal 1a	<a href="https://www.meti.go.jp/policy/energy_environment/global_warming/ggs/pdf/green_honbun.pdf">https://www.meti.go.jp/policy/energy_environment/global_warming/ggs/pdf/green_honbun.pdf</a>
Project 2: Creating Decarbonization Leading Areas (Promoting Regional Decarbonization)	Decarbonization Leading Areas are those regions that, in working to achieve net-zero by 2050, aim to achieve net-zero CO2 emissions from electricity consumption in the civil sector (households, businesses, and other sectors), and that also make efforts to achieve reductions in other greenhouse gas emissions (including those from the transportation sector and heat use, etc.) that are consistent with Japan's FY2030 targets for the entire country, while also taking into account regional characteristics.	Goal 1a	<a href="https://www.env.go.jp/earth/%E2%91%A0%E5%9C%B0%E5%9F%9F%E8%84%B1%E7%82%AD%E7%B4%A0%E3%83%AD%E3%83%B0%E3%83%89%E3%83%9E%E3%83%83%E3%83%97.pdf">https://www.env.go.jp/earth/%E2%91%A0%E5%9C%B0%E5%9F%9F%E8%84%B1%E7%82%AD%E7%B4%A0%E3%83%AD%E3%83%B0%E3%83%89%E3%83%9E%E3%83%83%E3%83%97.pdf</a>  <a href="https://www.env.go.jp/content/900440195.pdf">https://www.env.go.jp/content/900440195.pdf</a>  <a href="https://www.meti.go.jp/press/2023/07/20230728002/20230728002-1.pdf">https://www.meti.go.jp/press/2023/07/20230728002/20230728002-1.pdf</a>