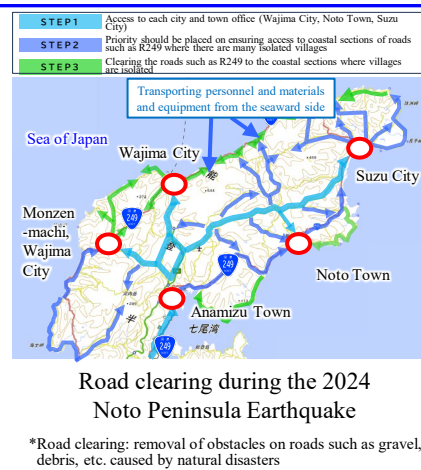


Act Partially Amending the Road Act (Act No. 22 of 2025)

Background/Importance

- During the Noto Peninsula Earthquake in January 2024, the importance of lifesaving operations, rapid recovery of lifeline, **strengthening the capability of road clearing to ensure transportation routes to isolated villages, establishing disaster prevention activity bases and placing container toilets, etc. during normal times** became clear
- As the aging of infrastructure such as bridges and tunnels progresses, due to the **decrease in the number of technical staff in the municipalities who are responsible for infrastructure**, sustainable infrastructure management that includes ensuring disaster prevention functions for roads is an issue
 - * **Approximately 25%** of all municipalities have zero technical staff members
- As natural disasters increase in severity and frequency due to climate change, in order **to prevent negative influences from global warming and also contribute to the new reduction targets**, it is important to make efforts for decarbonization in fields related to roads
 - ⇒ ① It is important to ensure safe and efficient road transportation by: (1) improving preparations during normal times and the initial response in times of disaster; 2) addressing the shortage of the technical staff to conduct road infrastructure management; and 3) promoting decarbonization in the fields related to roads



Summary of the Act

1. Intensifying responses to disasters based on the Noto Peninsula Earthquake [Road Act, Act on Special Measures Concerning Road Construction and Improvement, Act on State's Special Financial Measures on Road Construction and Improvement Projects]

<Strengthening Initial Response>

- **Make the road clearing plan statutory, and conduct road clearing** based on an effective plan (establish special provisions for approved construction projects)

<Flexible Support by the National Government During a Disaster>>

- **Expansion of the System of Operations Led by the National Government During a Disaster**
 - For disaster recovery, etc., the national government, as a substitute, will take a necessary supervisory role regarding the use of the car parking lots supervised by local governments
 - Substitute control of a disaster recovery for roads supervised by regional public road corporations

<Strengthening of the Functions of the Car Parking Lots That Are Used as Disaster Prevention Bases>

- For the container toilets, etc. that can be used in normal times and that can be moved to disaster areas in the event of a disaster, the standards for **road occupancy permits of the parking lots will be relaxed**, and a **zero interest loan system for the placement will be established** <budget>
- Concerning the **car parking lots supervised by local governments that are used as disaster prevention bases**, a system that allows the national government to conduct renovations, etc. that are normally managed by local governments will be established

(Normal Times)

- Discussions will be held with the related parties, a road clearing plan will be created and regularly reviewed. Practical training exercises will also be conducted
- Promoting the development of the "roadside stations" that will be the bases of disaster prevention and of the placement of container toilets, etc., and other activities

Road clearing plan

Establishing statutory provisions



Training for road clearing

Roadside station

Strengthening disaster prevention functions



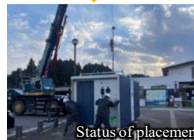
(Time of Occurrence of Disaster)

- Conduct of the road clearing, based on the road clearing plan
- Substituting for the local governments, the national government will supervise the "roadside stations" that are to be the bases of disaster response
- Container toilets will be sent to the affected disaster areas, and other necessary measures will be taken

Road clearing /Disaster recovery



Dispatching container toilets, etc. to disaster areas



Status of placement

2. Achieving Sustainable Infrastructure Management: [Road Act]

- In response to the decrease in the number of technical staff in the municipalities, in order to achieve efficient road supervision, based on discussions between road supervisors, a system (**inter-municipal road management system**) in which other municipalities can act as substitutes in conducting road inspections and repair work

3. Promoting Road Decarbonization: [Road Act / Act on Special Measures Concerning Road Construction and Improvement]

- To promote the cooperation of road supervisors in activities to achieve decarbonization, based on the **Basic Policy for Decarbonization in Road** of the national government, a framework will be introduced to allow road supervisors to create **road decarbonization promotion plans**
- In order to promote the use of decarbonization technology, considerations such as the promotion of decarbonization will be positioned as fundamental principles regarding road structure, and **the standards for road occupancy permits of facilities, etc. contributing to decarbonization based on plans will be relaxed**

4. Establishing Basic Principles Concerning the Development of the Road Network: [Road Act]

- Taking into consideration the fact that the roads play an important role in sustainable growth, safely and securely prosperous lives for the people, and regional revitalization, **basic principles will be established** that specify efficient and effective development, achievement of disaster prevention functions, and promotion of decarbonization



Road supervision will be conducted in coordination and cooperation with neighboring municipalities



Road lighting will be converted to LED



Solar power generation facilities will be built

(Reference) The current purpose provisions: Regarding roads, in order to achieve development of the road network, the purpose of this Act is to specify matters that include the designation and approval of routes, supervision, structure, maintenance, and the allocation of expense burdens, thereby contributing to the development of transportation, and improving the public welfare.

* In addition to the matters stated above, while reviewing the handling of appropriations at the time of payment of expenses, etc. under the Road Act, the provisions of Article 54 of the Act on Special Measures Concerning Road Construction and Improvement, which needed to be addressed when the Act was amended in 2020, will be revised, and the wording of Articles 102 and 104 of the Road Act, which needed to be addressed when the Act was amended in 2021, will be optimized accordingly.

[Target / Effect] Ensuring safe and efficient road traffic and promoting decarbonization of roads

The percentage for which the road clearing training positioned under the road clearing plan created by each regional development bureau, based on the Road Act, is to be conducted: (2024) No provisions; (2026) 100% nationwide

Road lighting LED conversion rate: (FY 2023) National highway under jurisdiction of MLIT Approximately 44% (FY2030) National highway under jurisdiction of MLIT 100%

● 道路法等の一部を改正する法律(令和7年法律第22号)

背景・必要性

- 令和6年1月の能登半島地震では、人命救助・ライフラインの早期復旧・孤立集落への交通確保のための**道路啓開の強化**や平時からの**防災活動拠点の整備**、**トイレコンテナ等の配備**の重要性が明らかに
 - 橋、トンネル等の老朽化が進む中、担い手となる**市町村の技術系職員の減少**により、道路の防災機能の確保も含め持続可能なインフラ管理が課題
※技術系職員数が0人の市区町村は全体の**約25%**
 - 気候変動に伴い災害が激甚化・頻発化する中、**地球温暖化の影響を防止し、新たな削減目標に貢献**していくためにも、道路分野の**脱炭素化の取組**が重要
- ⇒ ①平時からの備えと有事における初動対応の充実、②インフラ管理の担い手不足への対応、③道路分野における脱炭素化の推進 により、安全かつ円滑な道路交通を確保する必要



法律の概要

1. 能登半島地震を踏まえた災害対応の深化 【道路法・特措法・財特法】

<初動対応の強化>

- **道路啓開計画を法定化**、実効性のある計画に基づいた**道路啓開を実施**（承認工事の特例の創設）

<災害時における国による機動的な支援>

- **災害時における直轄代行制度を拡充**
 - ・災害復旧等のため地方管理の自動車駐車場を活用する場合に必要な管理の代行
 - ・地方道路公社管理道路の災害復旧等の代行

<防災拠点としての自動車駐車場の機能強化>

- 平時に利用でき、災害時は被災地への出動が可能な**トイレコンテナ等の占有許可基準を緩和**、設置に対する**無利子貸付制度を創設** <予算>
- **地方管理の防災拠点自動車駐車場について、改築等を直轄代行**できる制度を創設

(平時)
・関係者で協議し、啓開計画を策定、定期的に見直し。実践的な訓練等を実施
・防災拠点となる「道の駅」の整備やトイレコンテナ等の配備促進 等

(発災時)
・啓開計画に基づく、道路啓開の実施
・防災拠点となる「道の駅」の管理を国が代行
・トイレコンテナ等の被災地への派遣 等

道路啓開計画

法定化



道路啓開のための訓練

道の駅

防災機能強化



道路啓開・災害復旧



トイレコンテナ等の被災地への派遣



設置作業の状況

2. 持続可能なインフラマネジメントの実現 【道路法】

- 市町村における技術系職員の減少等に対応し、効率的な道路管理を実現するため、道路管理者間の協議により道路の点検や修繕等を他自治体が代行できる制度（**連携協力道路制度**）を創設

3. 道路の脱炭素化の推進 【道路法・特措法】

- 道路管理者が協働して脱炭素化を推進するため、国の**道路脱炭素化基本方針**に基づき、道路管理者が**道路脱炭素化推進計画**を策定する枠組みを導入
- 脱炭素技術の活用を促進するため、**道路の構造に関する原則に脱炭素化の推進等への配慮を位置づけ**、計画に基づく**脱炭素化に資する施設等の占有許可基準を緩和**

4. 道路網の整備に関する基本理念の創設 【道路法】

- 道路が持続的な成長、安全・安心で豊かな国民生活、地方創生に重要な役割を果たしていることを踏まえ、効率的・効果的な整備、防災機能の確保、脱炭素化の推進等を定めた**基本理念を創設**

(参考) 現行の目的規定：この法律は、道路網の整備を図るため、道路に関して、路線の指定及び認定、管理、構造、保全、費用の負担区分等に関する事項を定め、もつて交通の発達に寄与し、公共の福祉を増進することを目的とする。

※上記のほか、道路法に基づく負担金等の納付時における充当処理の見直しを実施するとともに、道路整備特別措置法の令和2年改正の際に手当てする必要があった同法第54条について規定の修正並びに道路法の令和3年改正の際に手当てする必要があった同法第102条及び第104条について表現の適正化を行う。



【目標・効果】安全かつ円滑な道路交通の確保と道路における脱炭素化の推進

道路法に基づく道路啓開計画に位置づけられた道路啓開訓練実施率：(2024年)規定なし → (2026年)国100%

道路照明のLED化率：(2023年度)国約44% → (2030年度)国100%