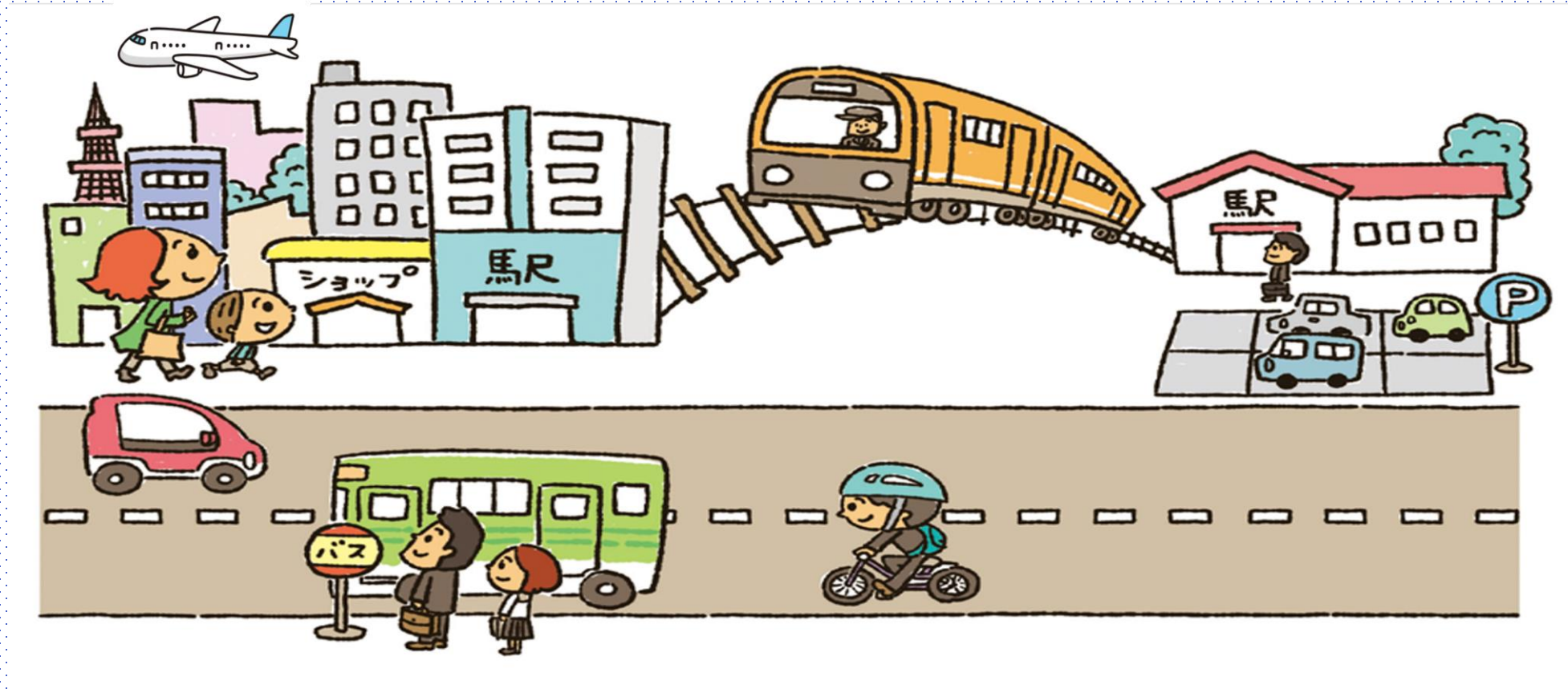


Toward the “First Year of Strengthening Public Transport” Promoting Transport Policy Measures in Kumamoto Prefecture

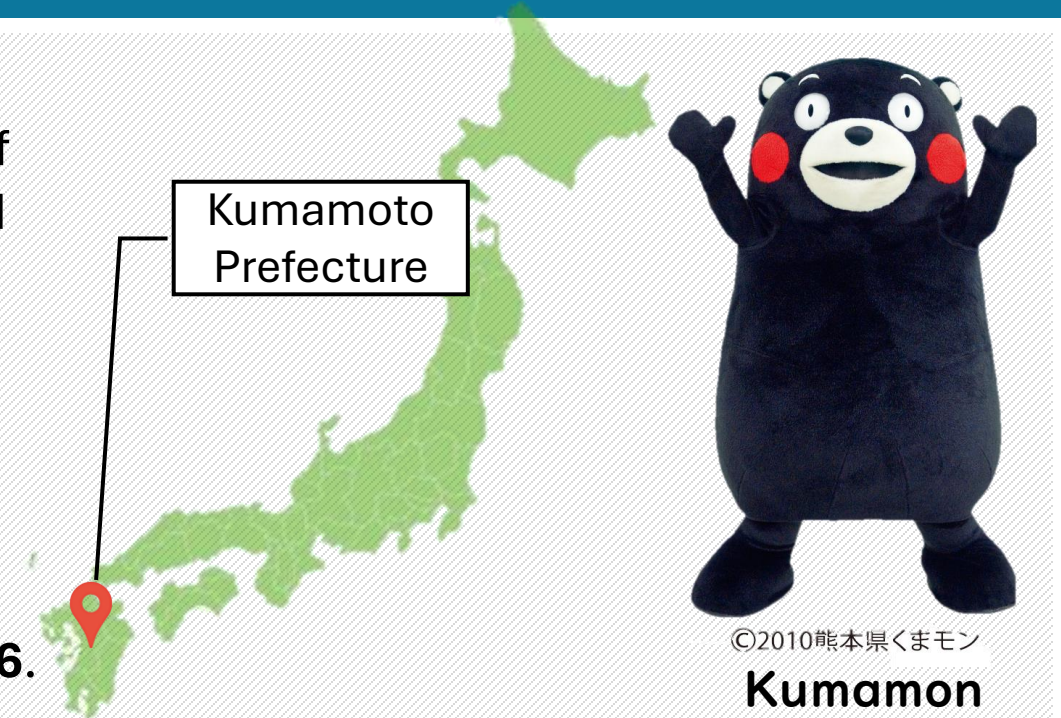
TOMINAGA Yoshiyuki

Director, Planning and Promotion Office,
Kumamoto Prefecture



Overview of Kumamoto Prefecture

- Located near the center of the Kyushu region, Kumamoto is known for the majestic natural landscape of **Aso**, one of the world's largest calderas, and the beautiful sea around **Amakusa**.
- The prefecture is rich in groundwater, which supplies nearly **100% of domestic water use** in the Kumamoto area.
- Kumamoto is home to **Kumamon**, Japan's most famous local mascot character.
- Population: approximately **1.674 million** people as of **2026**.



TSMC (JASM), Taiwan's Leading Semiconductor Manufacturer, Enters Kumamoto

Decision to
Build the
First Fab
(Nov. 2021)

Decision to
Build the
Second Fab
(Feb. 2024)

【Overview of New Fabs (First and Second Fabs)】

○ Start of Operations:

First Fab: December 2024

Second Fab: by the end of 2027

○ Capital Investment: **Over JPY 3.2 trillion**

○ Planned Employment: **More than 3,400 people**

○ Major Investors: Sony, DENSO, and Toyota

Strengthening the Semiconductor
Industry Cluster



Panoramic View of JASM (Courtesy of JASM)

Economic Impact of Semiconductor Investments in
Kyushu, including JASM's Second Fab
(over 10 years through 2030)

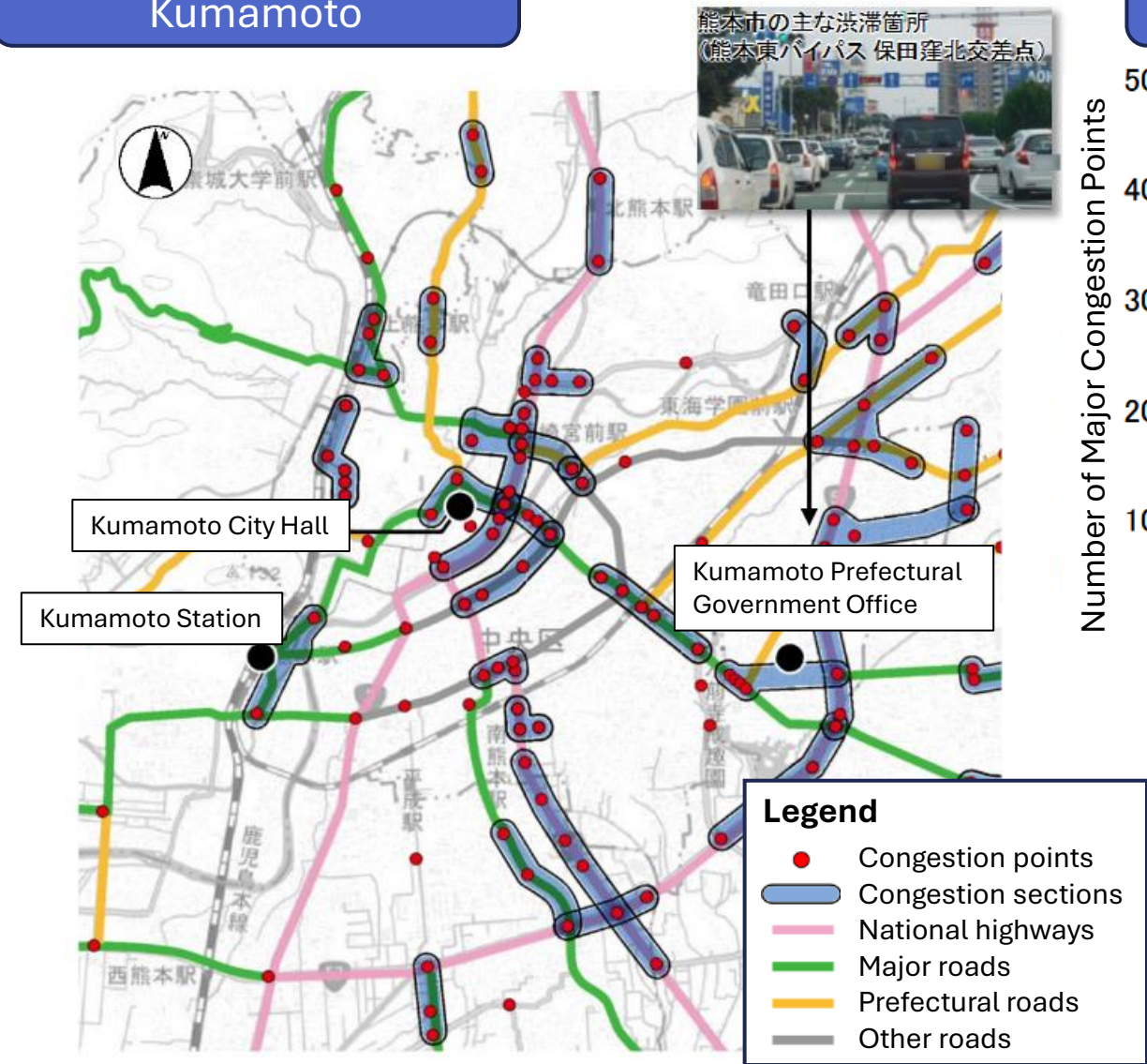
Approx. JPY 23.03 trillion
(JPY 13.4 trillion in Kumamoto)

【Estimate by the Kyushu Economic Research Center】

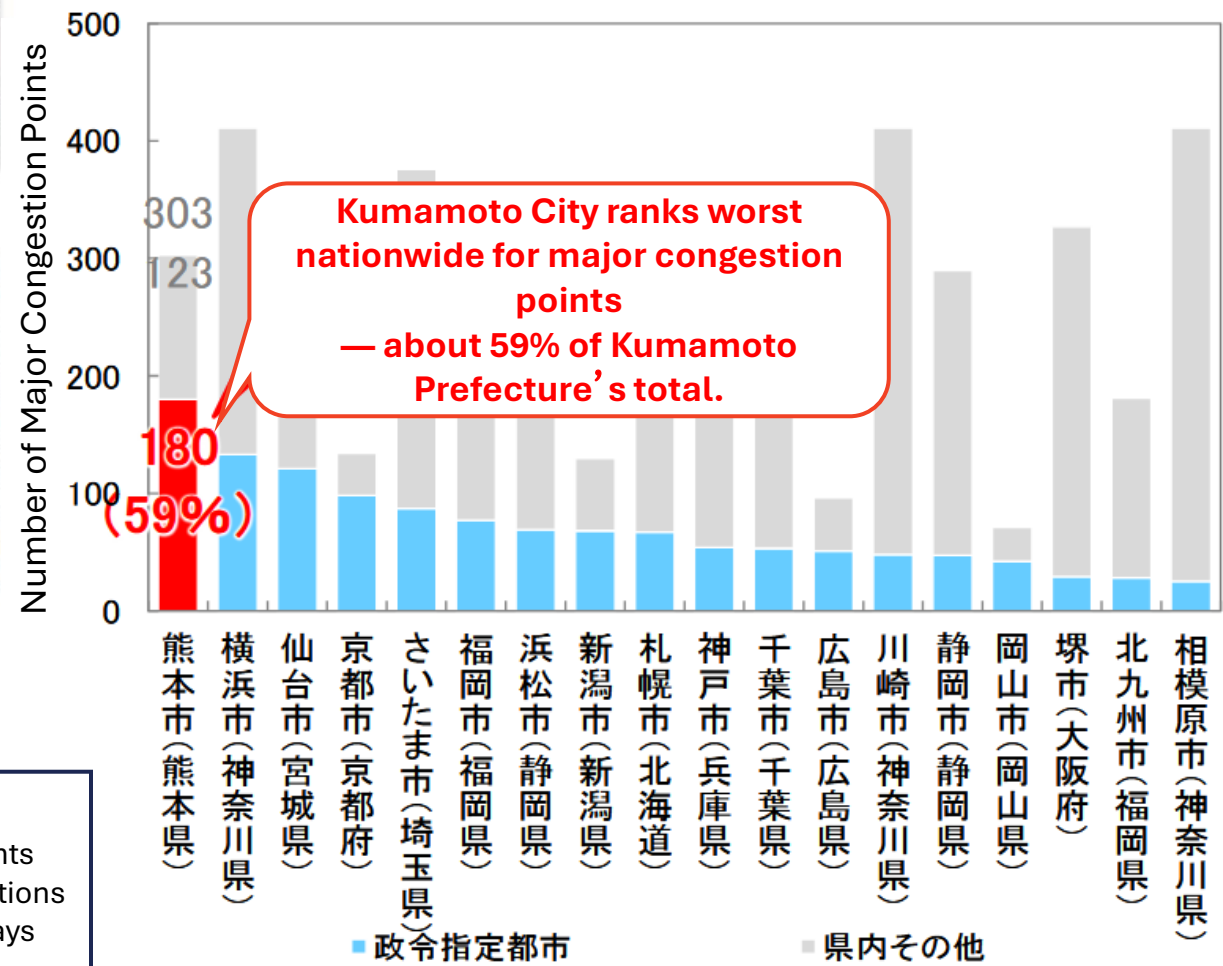
Toward a Revitalized Silicon Island Kyushu
— Contributing to Japan's Economic Security —

Transport Conditions in the Kumamoto Metropolitan Area

Congestion Locations in Kumamoto



Number and Density of Congestion Points in Japan's Ordinance-Designated Cities(Major Congestion Points)



※3大都市圏に該当する政令指定都市(東京、大阪、名古屋)は除いて集計

資料:国土交通省資料

Overview of the Kumamoto Prefecture Local Public Transport Plan

Target Area: Kumamoto Prefecture
Plan Period: April 2026 – March 2031
(5 years)

Future Vision for Local Communities and Public Transport
~Linkage with the “Kumamoto New Era Co-Creation Basic Policy and Comprehensive Strategy”~

(1) Kumamoto: A Place
Where Children Grow Up
Smiling

(2) A Vibrant Kumamoto
Open to the World

(3) A Kumamoto of
Lasting Prosperity

**Future
Vision**

**A society where everyone can travel freely, when and where they need to,
through convenient and sustainable transport without relying on private cars.**

**10-Year
Long-Term
Target**

Double Public Transport Use* & Zero Transport Gap Areas

* Double the modal share in the Kumamoto metropolitan area and ridership prefecture-wide.

Plan Objectives

- Toward Double Public Transport Use and Zero Transport Gap Areas within 10 Years -

(1) Metropolitan Trunk Routes

Fixed-route buses and rail/tram lines on trunk corridors from central Kumamoto City, carrying 150+ passengers per day, or with rail transport density of approx. 2,000+.

Numerical Target		Target vs. FY2024	Basis for Target Setting
Service Level of Metropolitan Trunk Routes	Bus	Vehicle/Train Kilometers Total: 1.3x or more	Current to 1.5x service levels by corridor, toward doubling public transport use in 10 years .
	Rail/Tram		

(2) Regional Trunk Routes

Bus and rail routes connecting hubs within the prefecture, carrying 15 to under 150 passengers per day by corridor, or with rail transport density below approx. 2,000.

Numerical Target		Target vs. FY2024	Basis for Target Setting
Service Level of Regional Trunk Routes	Bus	Vehicle/Train Kilometers Total: 1.3x or more	At least 1.3x service levels by corridor, toward doubling public transport use in 10 years .
	Rail		

(3) Community Transport

Fare-based services using appropriate vehicles and modes, operated through collaboration among governments, communities, and transport operators.

Numerical Target		Target vs. FY2024	Basis for Target Setting
Service Level of Community Transport	Scheduled Route Service	Ensure a service level that provides access to public transport within 60 minutes	Multiple public transport travel options, toward zero transport gap areas in each municipality in 10 years .
	Area-Based Service		

Basic Policy of the Plan

(1) Review all existing transport resources and maximize their efficient use

- Identify and organize all available vehicles and other transport resources in the prefecture.
- Maximize the efficient use of resources through sharing across operators and sectors.

(2) Investment to strengthen transport supply capacity and improve convenience and sustainability

- Invest in transport infrastructure, human resources, and new technologies to break out of the “negative spiral,” strengthen supply capacity, and improve convenience and sustainability.

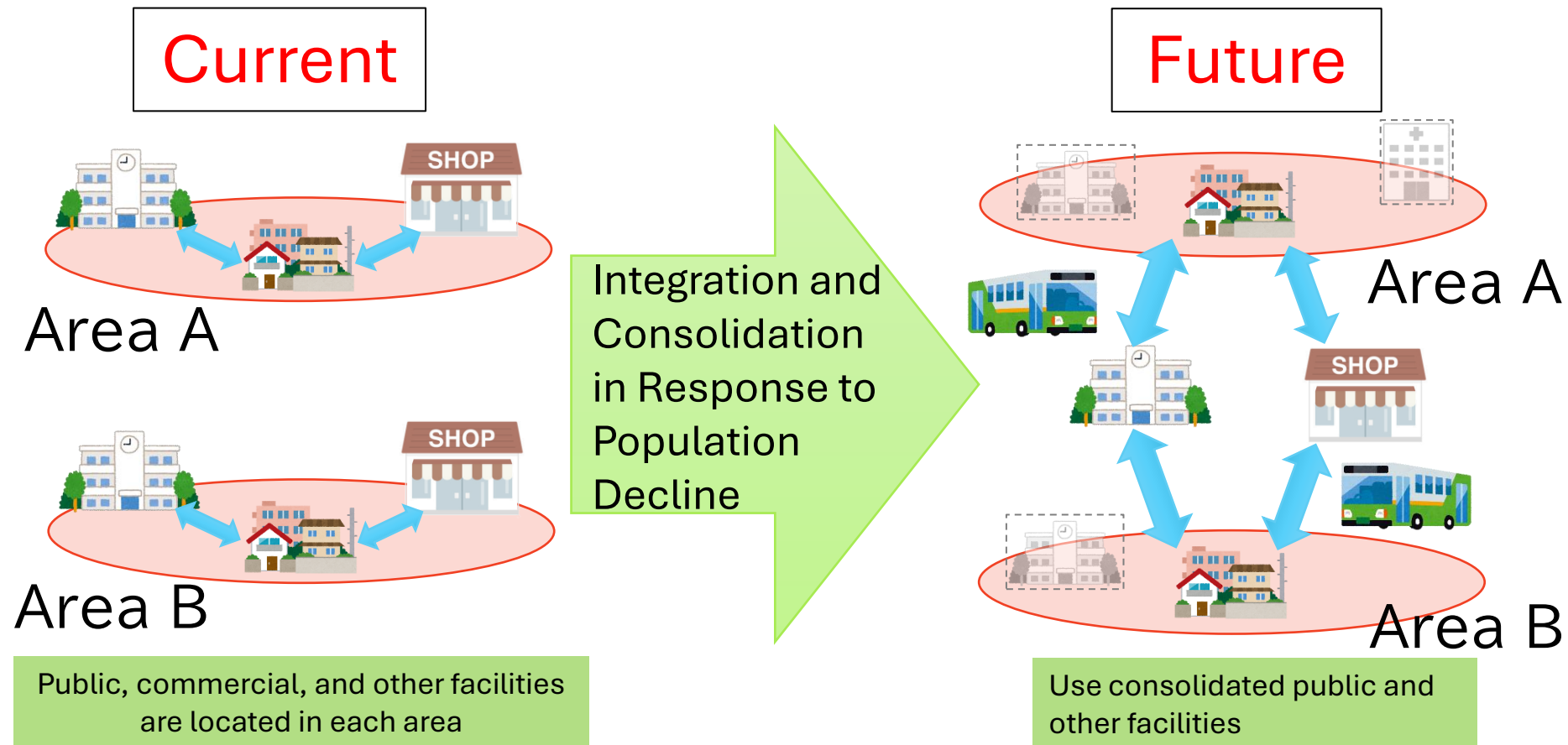
(3) Establish implementation structures and secure the necessary funding to achieve (1) and (2)

- Establish operational and support structures to strategically promote the above initiatives.
- Consider measures to secure funding for stable implementation of the above investments.

Initiatives to Fully Utilize Local Transport Resources

Current Situation and Challenges

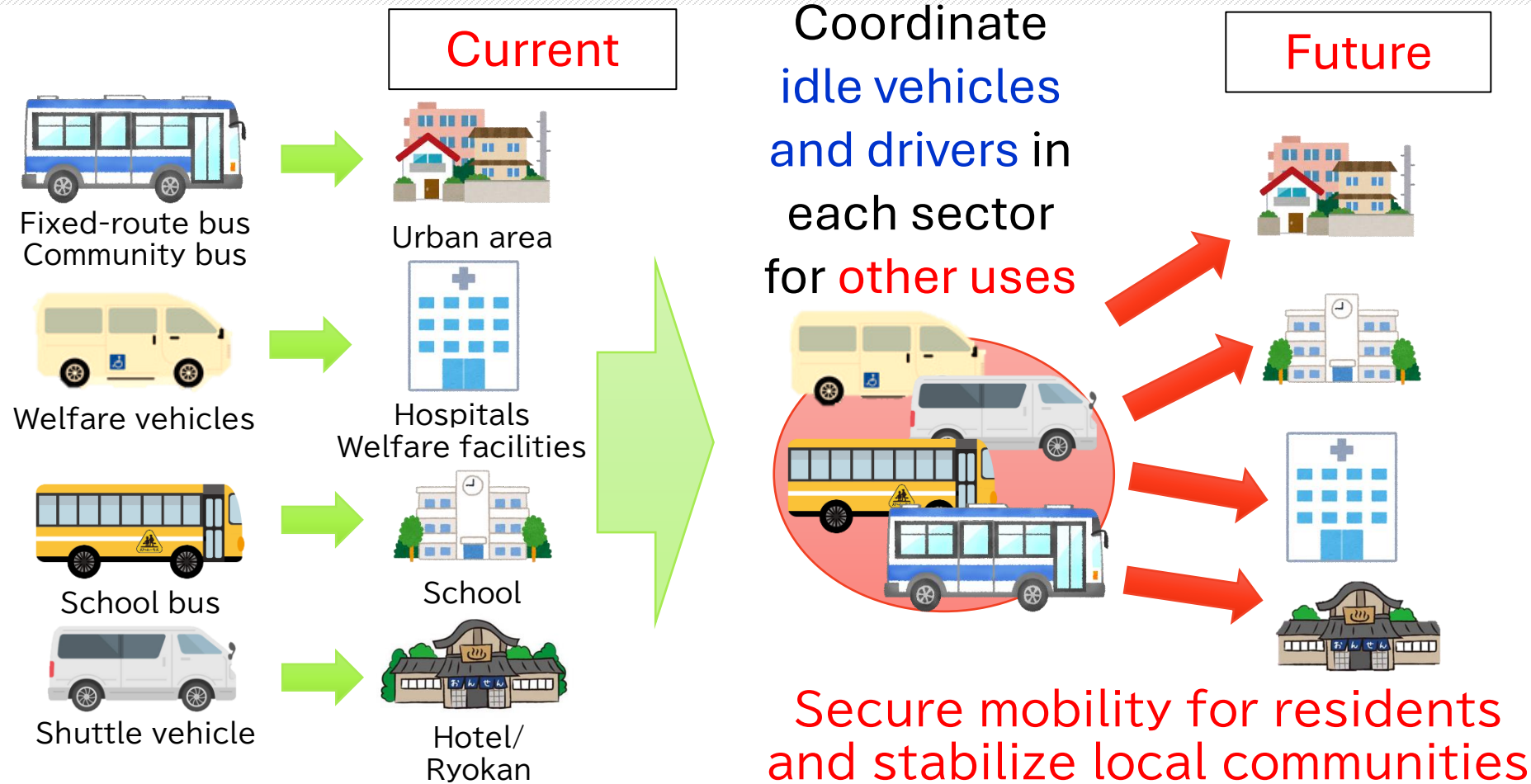
Public transport supply constraints are growing due to a shortage of service providers, while travel demand is increasing as public, commercial, and other facilities are rapidly consolidated to sustain essential daily services such as healthcare, welfare, education, and shopping.



Initiatives to Fully Utilize Local Transport Resources

Future Initiatives and Policy Direction

Coordinate the use of idle vehicles and drivers, such as school buses and hospital shuttles, for other purposes, while consolidating transport modes into strengthened fixed-route bus services for shared use by different user groups, thereby securing residents' mobility and stabilizing local life.



Initiatives to Fully Utilize Local Transport Resources

Future Initiatives and Policy Direction

To address local transport issues through cross-departmental collaboration in transport, welfare, education, tourism, and other sectors, the **“Project Team for Promoting the Full Utilization of Transport Resources”** was established in February 2026.

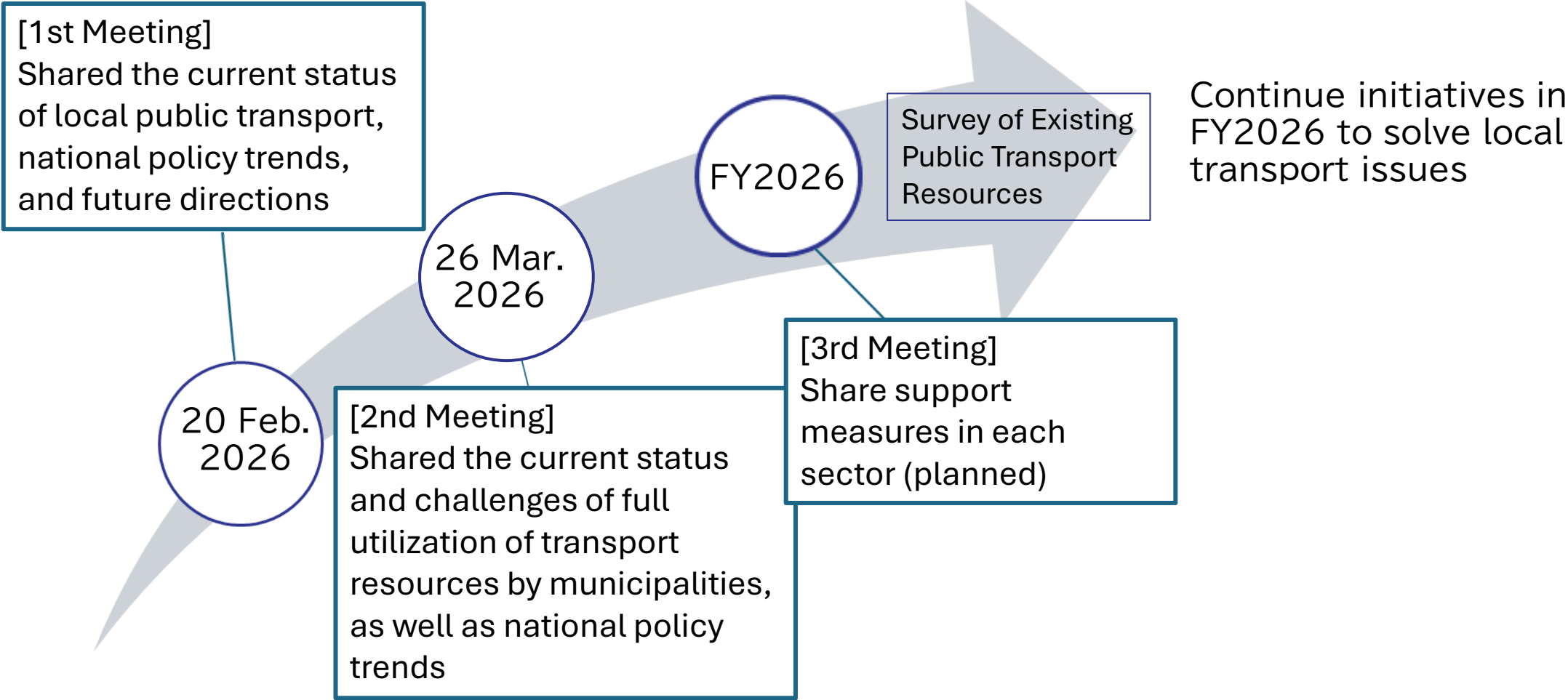


Scenes from the 2nd Project Team Meeting (26 Mar. 2026)

Initiatives to Fully Utilize Local Transport Resources

Future Initiatives and Policy Direction

While closely monitoring national policy developments, continue initiatives in FY2026 to solve local transport issues through the full utilization of transport resources and aim to create model cases.



Joint Management Initiatives for Fixed-Route Bus Services



Background Leading to Joint Management

[Current Situation and Challenges] Amid declining bus ridership due to population decline and other factors, increasingly severe driver shortages have led to route closures and service reductions, worsening bus operators' business conditions and creating a negative spiral, raising concerns that **services may not be sustained in 3–5 years**.

[Study Group on the Future of Bus Transport in Kumamoto]
Streamline overlapping route sections among multiple bus operators and other inefficiencies.
Use the resulting resources to maintain essential routes and expand new services, to build a **sustainable and well-balanced bus route network—the ideal bus network**.
Five bus operators in the prefecture are collaborating across corporate boundaries **to build a sustainable bus route network**.

What Is Joint Management?

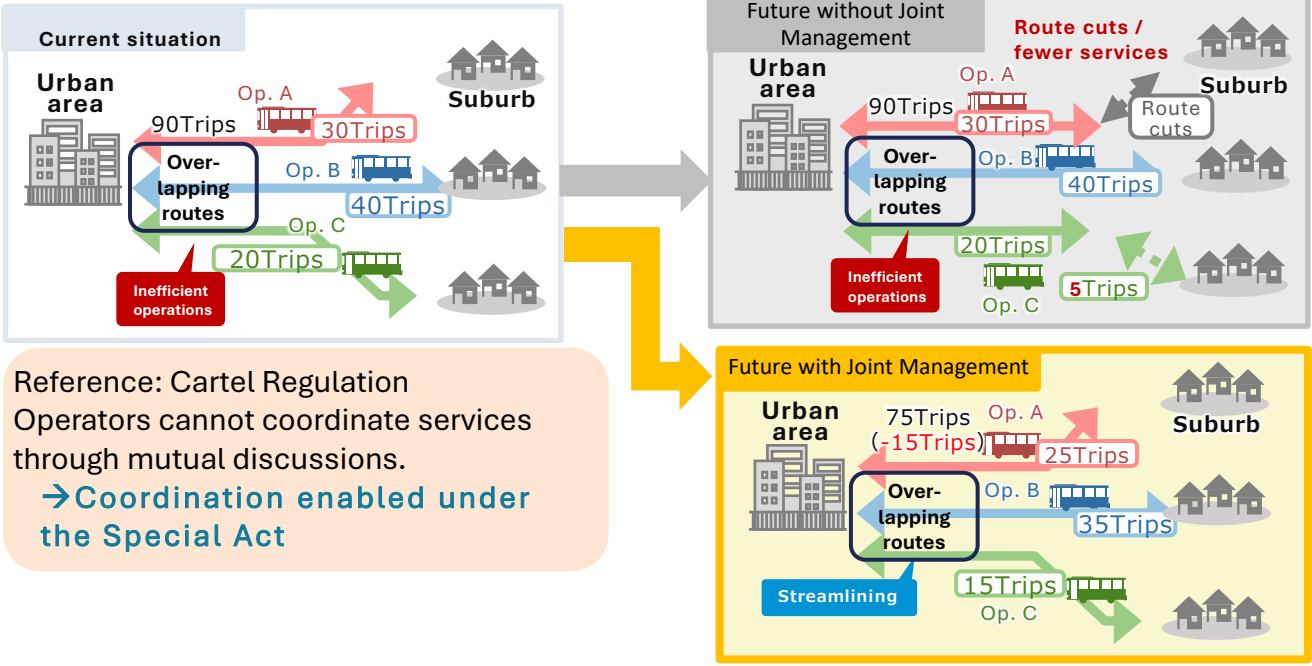
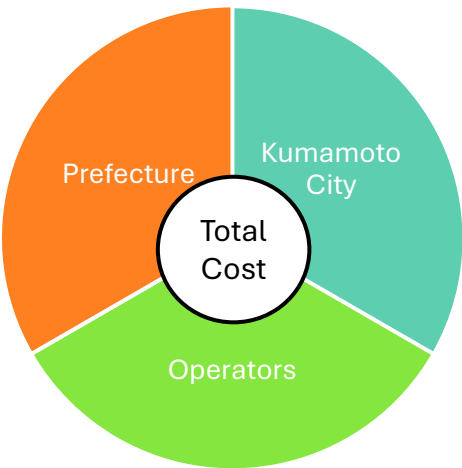
Organization

KUMAMOTO TOSHI BUS
(Establishment of **the Joint Management Promotion Office**)

Head of the Joint Management Promotion Office
Susumu Takada, President,
Kumamoto City Bus

Staff of the Joint Management Promotion Office (9 members)
Staff seconded from
bus operators, Kumamoto City,
and Kumamoto Prefecture

Project Cost



Joint Management Initiatives for Fixed-Route Bus Services



Initiatives to Date

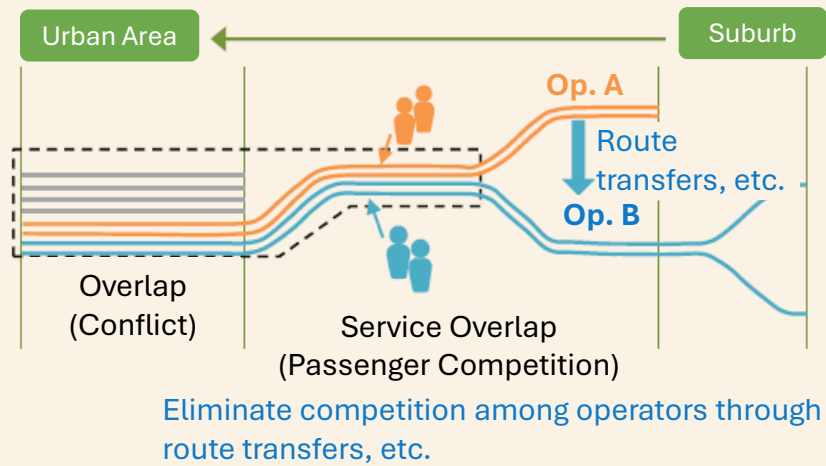
- 2020 Special Act on Antimonopoly Act came into force (November 2020)
Established the Joint Management Preparation Office
Developed and disclosed a management data platform
Purpose of data disclosure: to promote understanding, cooperation, and use of public transport, and to contribute to urban development
- 2021 Established the Joint Management Promotion Office (April 2021)
- 2023 **Optimization of overlapping routes (service allocation) / Leveling of waiting times (elimination of overlapping timetables)**
Developed an analysis system using bus location and IC card data
Launched ridership increase projects / Bus and Tram Free Ride Day
Launched a common commuter pass (April 2022) / JPY 180 flat fare
(**Outcomes** ridership increase: 203,431 passengers)
- 2024 “Let’s Reduce Congestion!” Half-Price Pass(**Outcomes** approx. 8,000 purchasers; 70% reported increased use of public transport)
- 2026 Ridership Increase: launched a special website and implemented the Semicon Commuter Bus

Joint Management Initiatives for Fixed-Route Bus Services

Optimization of overlapping routes (service allocation)

(1) Operational Efficiency through Supply-Demand Balancing

For routes where operators' interests may conflict, operators coordinate services among themselves to secure service frequencies that balance supply and demand.



Outcomes

Compared with the projected balance assuming no joint management, the balance improved beyond the target.

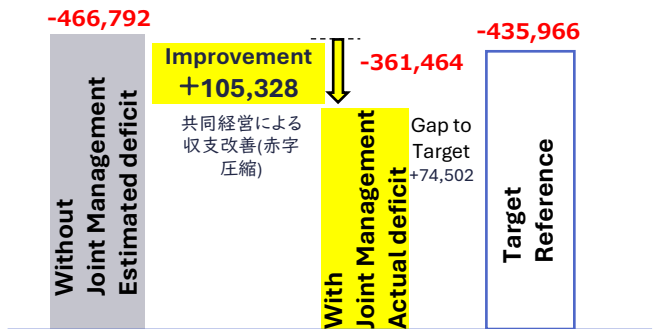
FY2021 (JPY 91.699 million)
FY2022 (JPY 86.156 million)
FY2023 (JPY 105.328 million)

Figures in parentheses indicate deficit reduction amounts.

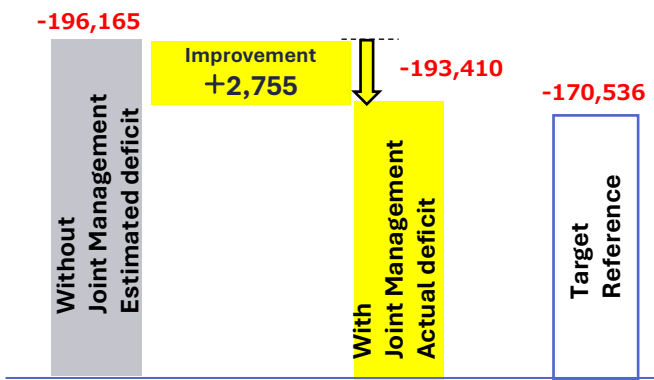
In November 2022, the target area for optimization was expanded (toward Kencho-dori), achieving further deficit reductions

FY2022 (JPY 24.217 million)
FY2023 (JPY 2.755 million)

FY2023 Financial Results for Jointly Managed Routes Unit: JPY thousand



FY2023 Financial Results for Jointly Managed Routes Unit: JPY thousand

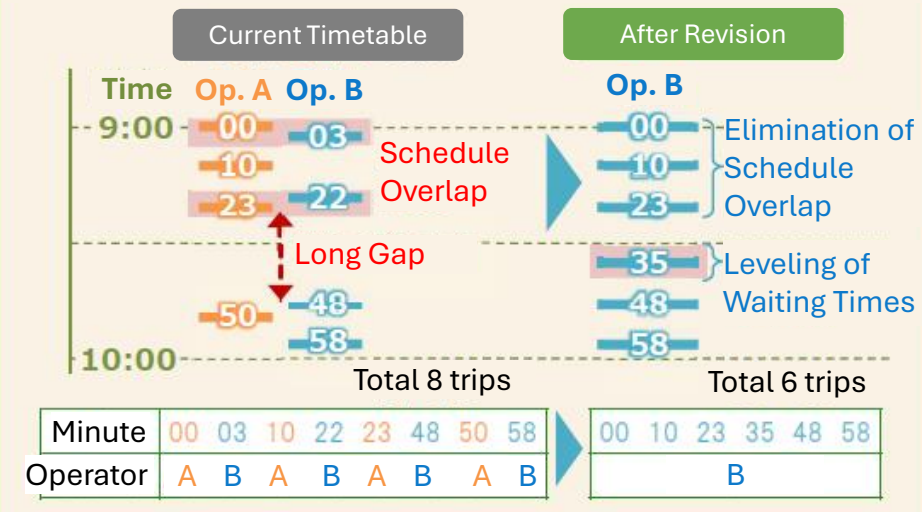


Joint Management Initiatives for Fixed-Route Bus Services

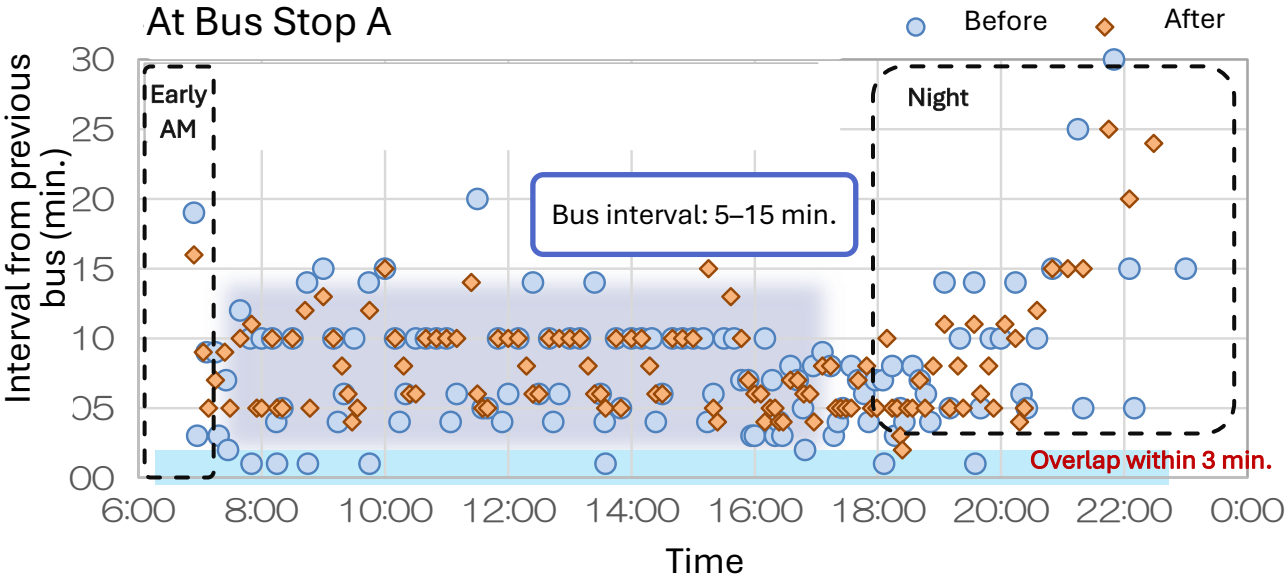
Leveling of waiting times (elimination of overlapping timetables)

(2) Leveling Waiting Times to Maintain and Improve Convenience

After adjusting service frequencies to balance supply and demand, revise bunched or widely spaced timetables to level waiting times and maintain and improve user convenience.



Service Interval (Time Gap from Previous Weekday Departure)



Outcomes

Number and Share of Overlapping Departures within 3 Minutes in Total Departures

Service Day	Current	After Optimization	Difference	
Weekdays	44 (18.1%)	10 (4.2%)	34	Improved
Saturdays	24 (11.8%)	0 (0.0%)	24	Improved
Sundays & Holidays	9 (5.5%)	1 (0.6%)	8	Improved

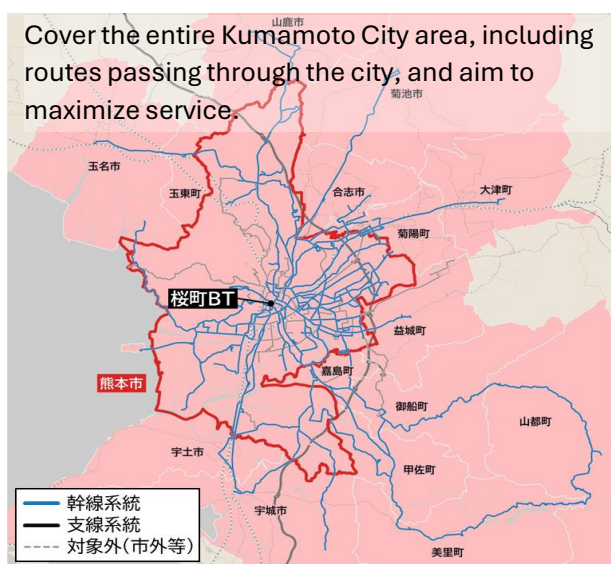
*Calculated based on passing times at Yamabusezuka and Shin-Horimachi.

Restructuring Local Public Transport in Kumamoto

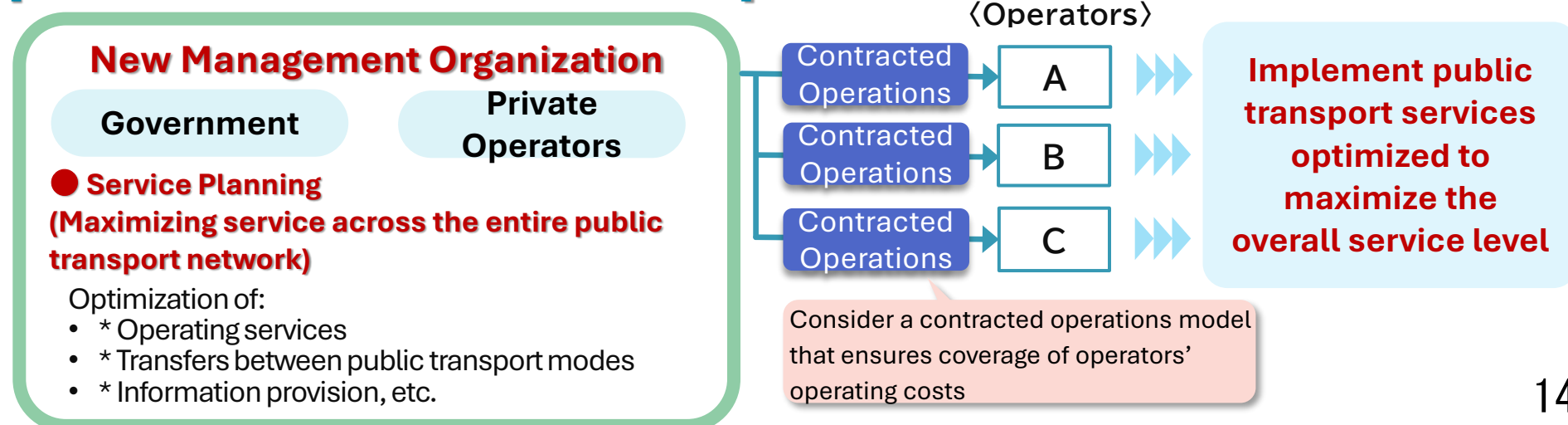
Future Direction of Consideration

Necessity of a New Management Organization

- To maximize convenience for public transport users (overall optimization), a mechanism is needed to manage the entire public transport system from the users' perspective.
 - Under the current framework, coordination is limited to what can be adjusted among individual operators (partial optimization), making it difficult to maximize user convenience (overall optimization).
- To maximize the overall service level of public transport from the users' perspective, it is necessary for the government to take a more active role and establish a new organization responsible for integrated planning and management.
- It is also necessary to move away from the current deficit compensation framework and shift toward "future-oriented investment" that improves the convenience of public transport.



[Ideal Future State We Aim to Achieve]



Overview of Aso Kumamoto Airport



そらよかパーク

週末を中心に各種イベントを実施
いつでもにぎわいあふれる集いの広場

ワンビース 大海賊百景

くまモンのモニュメント

イベントスペース

そらよかダイニング

ゆっくりした食事から
クイックなテイクアウトまで、訪れる全ての人が楽しめる空港ならではの飲食店街

ChocoZAP (チョコザップ)

ホーたま 阿蘇くまもと空港店

音乃屋

そらよかビジターセンター

学びや遊びを提供する
テナントが続々、持続可能な未来に向けた教育施設、他、レンタカー、レンタルバイク、レンタサイクルなど、新しい旅の拠点としてオープン。

くまもとSDGsミライハーク

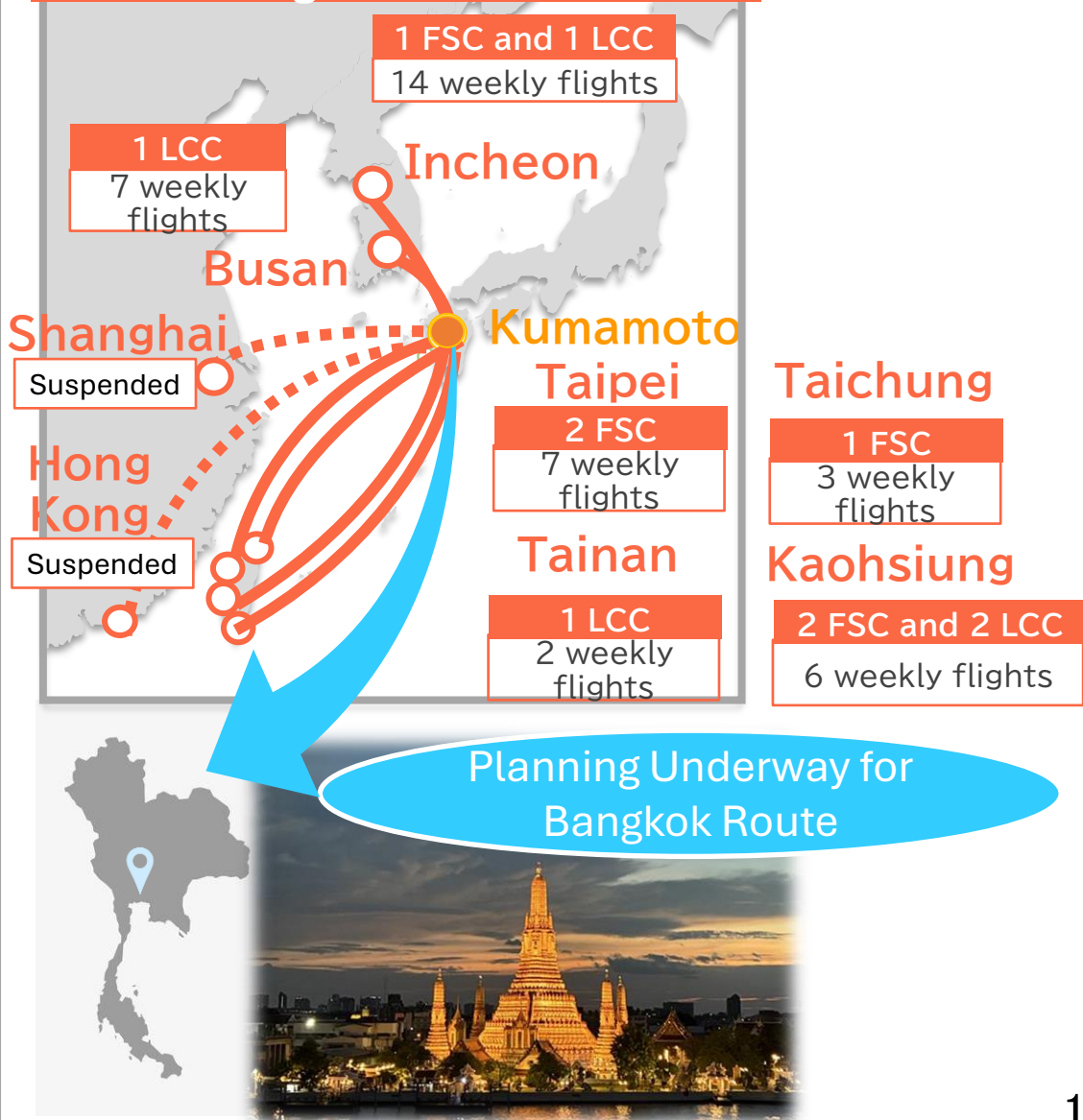
レンタル819

しゃりんかん

レンタカーカウンター

Honda マタガリIMMERSIVE (イマージブ)

Expanding the International Flight Network





みんなの未来に夢の果実がな——るな——る



空港アクセス鉄道!

The Airport Access Railway:
Bearing the Fruit of Dreams for Everyone's Future



Kumamoto Station and Aso Kumamoto Airport, Connected Directly

“Airport Access Railway” Project Kicks Off!

Expected Benefits of the Airport Access Railway Development

Speed

Significantly shorter
travel time from
Kumamoto Station

Punctuality

Accurate travel times
unaffected by traffic
congestion

High Capacity

Carries many
passengers at once

Kumamoto Prefecture is
advancing efforts toward
the early realization of the
airport access railway.

