

The 4th Knowledge Sharing Programme for Improving Accessibility to Public Transport for People with Disabilities and the Elderly

**Policy Division for Universal Design, Policy Bureau,
Ministry of Land, Infrastructure, Transport and Tourism
March 2025**



- **Overview of Barrier-Free Policies and the Barrier-Free Act**
- Integrated Hard and Soft Barrier-Free Measures in Public Transport
- Barrier-Free Measures in Urban Development
- Barrier-Free Mindset
- Goals of the Development of Barrier-Free Measures

- Based on the Act on Promotion of Smooth Transportation, etc. of Elderly Persons, Disabled Persons, etc. established in 2006 (commonly known as the “Barrier-Free Act”), promote both hard and soft aspects of barrier-free public transport, buildings, etc. and prioritized and integrated barrier-free facilities in the regions, etc.

[The facilities, etc. covered by the barrier-free policies]



Hard aspects of barrier-free policies

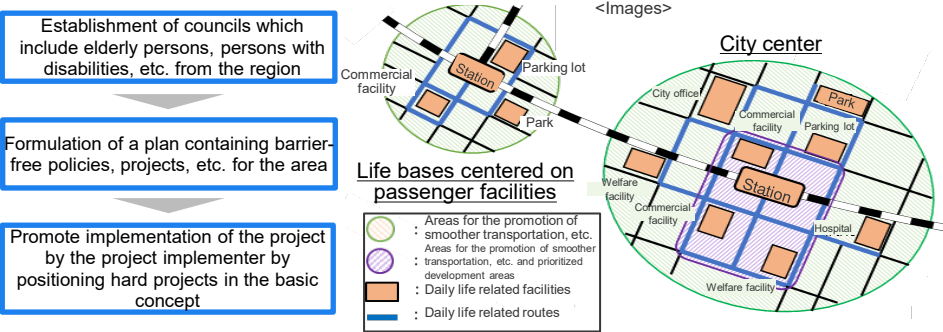
- [Achievements of barrier-free policies] <As of the end of FY2023>
- Passenger facilities*1 ⇒ elimination of steps: Approx. 93 to 95%;
installation of toilets for persons with disabilities: Approx. 71 to 100%
installation of platform doors, etc.*2: 2,647 platforms (1,129 stations)
 - Buildings*3 ⇒ Barrier-free policies such as ensuring wide corridors, etc., installation of toilets for persons with disabilities, etc.: Approx. 64%

*1 Covers “railway stations” and “bus terminals” which are facilities with an average number of users of 3,000 persons/day or more and facilities with an average number of users between 2,000 persons/day and 3,000 persons/day which are positioned as daily life related facilities inside priority development areas in the basic concept, and covers “passenger ship terminals” and “air passenger terminals” which are facilities with an average number of users of 2,000 persons/day or more.

*2 Taking into consideration the occurrence of accidents and actual usage, etc. at railway stations, a goal of 3,000 platforms by FY2025 has been set

*3 The percentage of the total stock of specially designated buildings with a total floor area of 2,000m² or more (buildings such as hospitals, department stores, etc. which a large, indefinite number of people use or are mainly used by elderly persons, persons with disabilities, etc.) which are specially designated buildings in compliance with the standards for smooth transportation, etc. in buildings stipulated in the Order for Enforcement of the Barrier-Free Act, Article 11 to Article 24.

[Promotion of area-wide barrier-free through preparation of the basic concept, etc. in the municipalities]



Soft aspects of barrier-free policies

- Promote initiatives, etc. to encourage public understanding and action regarding “Barrier-Free Mindset”
- Enhancement of barrier-free education through collaboration between local governments and schools
- Formulation and revision of guidelines for enhancing the customer service of transportation businesses
- Campaign for the proper use of barrier-free toilets, parking facilities for wheelchair users, etc.
- Introduction of barrier-free access in tourist destinations, accommodation facilities, etc. (dissemination of the “Barrier-Free Mindset Certification System in Tourist Facilities,” etc.)
- Promotion, etc. of initiatives for realization of a truly inclusive society, such as introduction of IC cards for persons with disabilities, etc.



<Posters for the proper use campaign>

Overview of the Barrier-Free Act

The Act on Promotion of Smooth Transportation, etc. of Elderly Persons, Disabled Persons, etc. (Act No. 91 of 2006)

Purpose In light of the importance of ensuring the independent daily life and social life of elderly persons, persons with disabilities, etc., **the purpose of this Act is to promote enhancement of the convenience and safety of elderly persons, persons with disabilities, etc. in transportation and when using facilities** by taking the following measures, **thereby contributing to the enhancement of the public welfare.**

Basic principles Measures based on this Act must be implemented with the aims of **contributing to the elimination of objects, systems, practices, ideas, and all other factors in society that act as barriers for elderly persons, persons with disabilities, etc. when engaging in their daily lives and social lives, and contributing to the realization of an inclusive society in which none of the citizens are discriminated against due to their age, whether or not they have a disability, or any other circumstances.**

Basic policies

The competent minister formulates the basic policies concerning promotion of smooth transportation, etc. in order to promote smooth transportation, etc. comprehensively and systematically

The matters stated in the basic policies:
Matters concerning the significance and goals of the policies, the measures which should be taken by the facilities installation managers, the guidelines of the policies to promote smooth transportation, etc., the guidelines of the basic concept, matters concerning enhancing the understanding and ensuring the cooperation of the citizens, matters concerning information provision, etc.

Promotion of barrier-free public transport facilities, buildings, etc.

- **Compliance with the hard aspects of the standards for smooth transportation, etc. is obligatory for new buildings, etc. and there is an obligation to make an effort for existing buildings**
- For both new buildings, etc. and existing buildings, **development goals shall be set for each facility in the basic policies** and development shall be promoted
- Each facility installation manager is **obliged to make an effort to provide information and to engage in public relations and enlightenment activities to promote the proper use of priority seats, parking facilities for wheelchairs, etc.**
- Public transport project implementers are obliged to carry out or make an effort to carry out the following matters:
 - ✓ **Compliance with the soft standards concerning the method of providing services using passenger facilities, etc. (an obligation for new buildings, etc. and an obligation to make an effort for existing buildings)**
 - ✓ **Obligation to accept consultations from other public transport project implementers, etc.**
 - ✓ **Obligation to make an effort for passenger support and education and training of staff**
 - ✓ **Obligation to prepare a hard and soft initiatives plan and report and publish the status of the initiatives** (public transport project implementers of a certain scale or greater)

[Facilities subject to the obligation to conform with the barrier-free standards]

Promotion of prioritized and integrated barrier-free facilities in the regions

- Based on the **master plan and basic concept** prepared by the municipalities, **promote prioritized and integrated barrier-free facilities in the regions**
- **Specified projects concerning hard development and education and enlightenment specified projects** concerning the **“Barrier-Free Mindset”** are included in the basic concept in order to promote the implementation of projects by the relevant people (it is not necessary to include specific projects in the master plan)
- There is an obligation to make an effort to carry out regular evaluations and revisions

[Image of the master plan and basic concept]

Life bases centered on passenger facilities

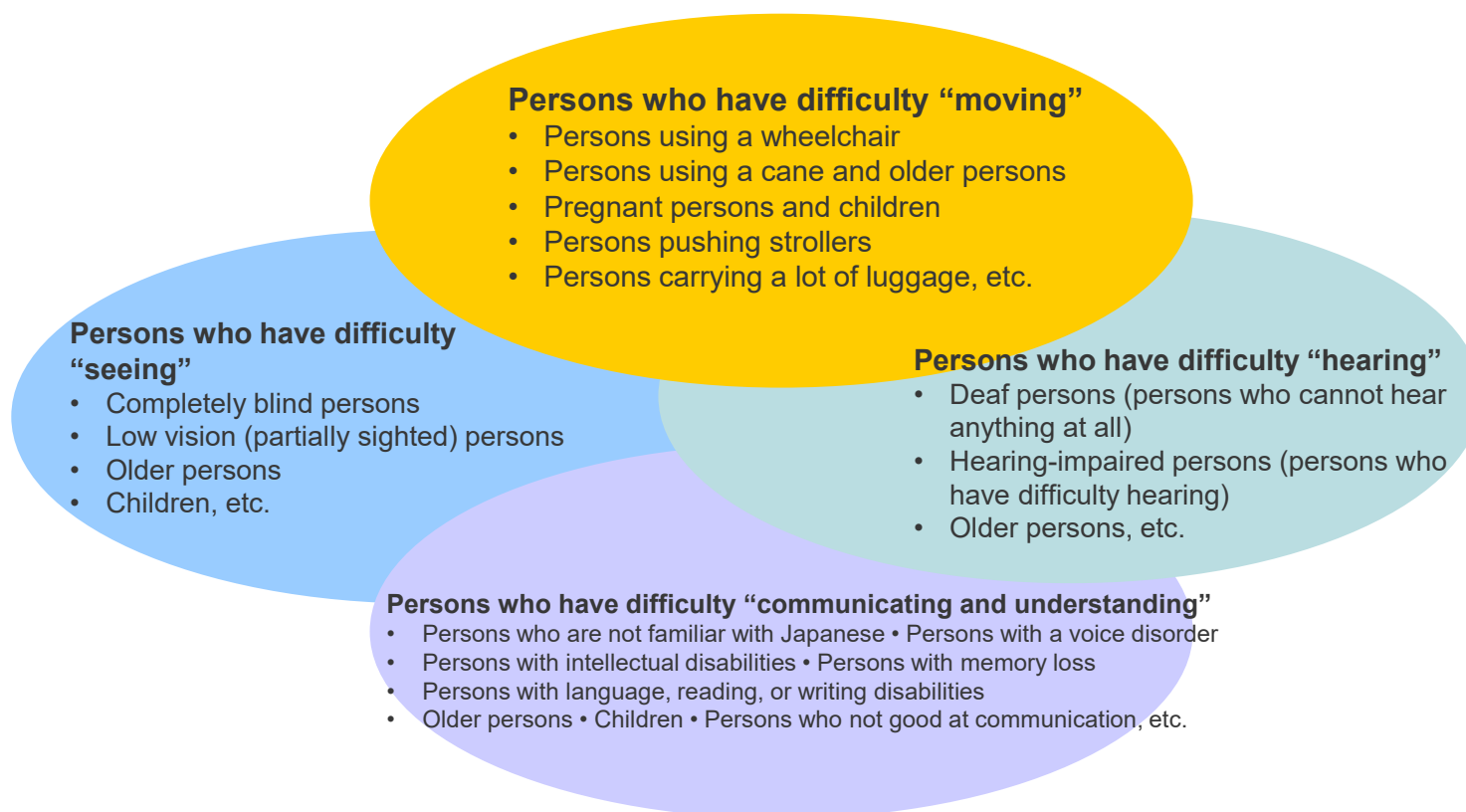
- Areas for the promotion of smoother transportation, etc.
- Areas for the promotion of smoother transportation, etc. and prioritized development areas
- :Daily life related facilities
- :Daily life related routes

Evaluation by the affected parties

The national government must **establish a council comprised of the relevant people, including elderly persons, persons with disabilities, etc. and regularly make an effort to ascertain and evaluate the progress toward smoother transportation, etc. (The Council on Evaluation of Barrier-Free)**

- The persons covered by the measures which are the purpose of the Barrier-Free Act shall be the “persons who suffer from physical functional restrictions in their daily lives or social lives,” including elderly persons and persons with disabilities who suffer from physical functional restrictions in their daily lives or social lives.
- “Persons with disabilities” in the Barrier-Free Act includes all persons with disabilities, including not only persons with physical disabilities but also persons with intellectual disabilities, persons with psychological disabilities, and persons with developmental disabilities.
- Furthermore, pregnant women and injured people, etc. are also covered by the Barrier-Free Act.

<Classification for each need which can arise during transportation>



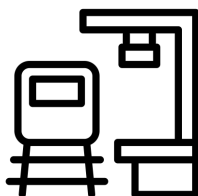
The Facilities Covered by the Barrier-Free Act

- Under the Barrier-Free Act, from the **perspective of enhancing the convenience and safety of elderly persons, persons with disabilities, etc. in transportation and the use of facilities**, an obligation to conform with the barrier-free standards is imposed on the following facilities, vehicles, etc. when newly building or carrying out large-scale refurbishments.

Passenger facilities

(When newly constructing or when carrying out large-scale improvements on a certain scale or greater)

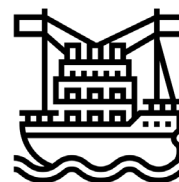
Railway facilities



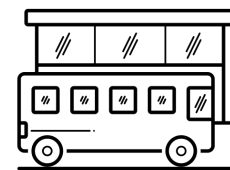
Air passenger terminals



Passenger ship terminals



Bus terminals



Vehicles, etc.

(When newly provided to the business)

Railway vehicles



Buses



(Fixed-route buses are provided for use in regular services) (Chartered buses are wheelchair-compatible vehicles)

Taxis



(Wheelchair-compatible vehicles)

Passenger ships



(Those provided for use in a regular ferry line service for general passengers and those provided for use in an irregular ferry line service for passengers)

Aircraft



Designated roads/passenger designated vehicle parking facilities

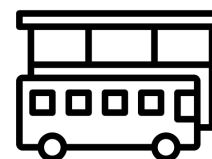
(When building new or rebuilding)

Designated roads



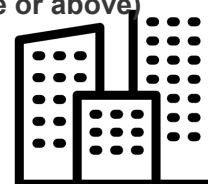
Roads which the Minister of Land, Infrastructure, Transport and Tourism designate as being in particular need of smoother transportation, etc.

Passenger designated vehicle parking facilities



Specially designated buildings

(When attempting to build at a certain scale or above)



Designated off-street parking lots

(When installing)



Off-street parking lots collecting parking fees for 500m² or more

Designated park facilities

(When building new, building an extension, or rebuilding)



(Garden paths inside city parks, public squares, rest areas, parking lots, toilets, etc.)

(Reference) Establishment of the Barrier-Free Act (the Series of Barrier-Free Measures in Japan)

- The **Heartful Building Law** and the **Transportation Barrier-Free Law** were established in 1994 and 2000, respectively, against the backdrop of the **growing importance of ensuring independent daily lives and social lives for elderly persons, persons with physical disabilities, etc.** in Japan.
- Subsequently, with the **purpose of comprehensively taking a full range of measures for barrier-free access**, the **Barrier-Free Act was established in 2006** in a form which integrated and expanded these measures. Most recently, in response to the fostering of momentum toward realization of an inclusive society prompted by the Tokyo 2020 Olympics, the Act was amended in 2020 to strengthen soft measures such as measures pertaining to the “Barrier-Free Mindset” and other measures.

<Changes to the Barrier-Free Act>

2000 Transportation Barrier-Free Law

- A law to promote barrier-free passenger facilities, vehicles, etc., roads, etc.

1994 Heartful Building Law

- A law to promote barrier-free buildings

[Issues]

- Obstructions to promotion of integrated and continuous barrier-free access due to measures for public transport and buildings being taken under separate legal systems
- Only persons with physical disabilities were explicitly stated to be covered by the Act, so it was unclear if all persons with disabilities were covered

2006 Barrier-Free Act

- Integrated the existing laws for promotion of integrated and continuous barrier-free access to a variety of facilities such as buildings, public transport, roads, off-street parking lots, city parks, etc.
- Clearly stated that it covered all persons with disabilities and developed provisions concerning the “Barrier-Free Mindset” responsibilities of the national government and citizens

- **Hard development progresses steadily**
- **Penetration of the principles of the “social model of disability”**

2018 Amended Barrier-Free Act

- Clearly stated basic principles such as the realization of an inclusive society, etc., introduced a barrier-free master plan system for promotion of area-wide barrier-free access, and established a statutory council to reflect the evaluations of the affected parties in the measures

- **Growing momentum toward the Tokyo Olympics**
- **Demand for strengthened soft measures in addition to the hard measures**

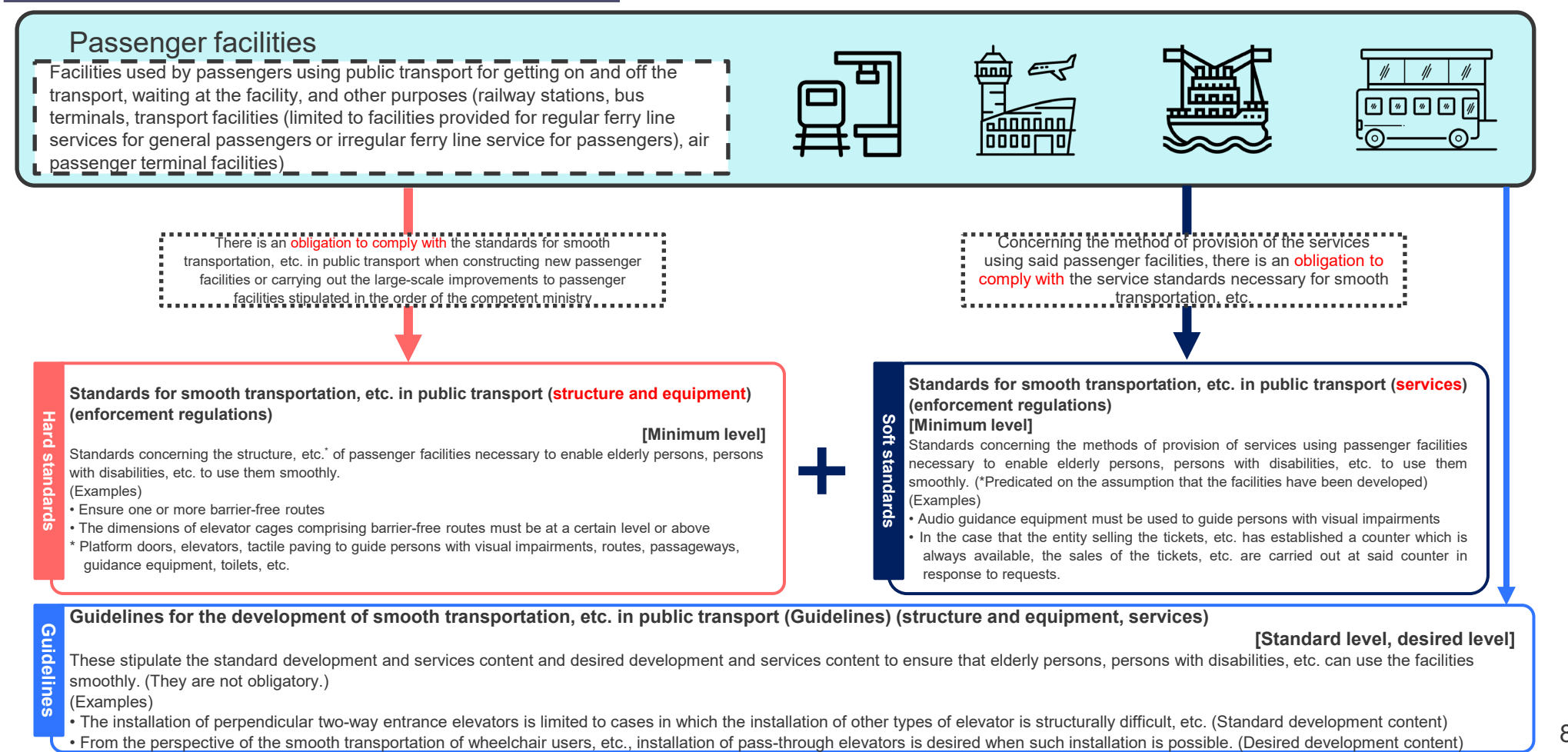
2020 Amended Barrier-Free Act

- Further strengthened soft measures such as promotion of the “Barrier-Free Mindset”, etc. (enhancement of barrier-free education, promotion of proper use of parking spaces for wheelchairs, etc.)

- Overview of Barrier-Free Policies and the Barrier-Free Act
- **Integrated Hard and Soft Barrier-Free Measures in Public Transport**
- Barrier-Free Measures in Urban Development
- Barrier-Free Mindset
- Goals of the Development of Barrier-Free Measures

- In the **Barrier-Free Act**, when building new passenger facilities or carrying out refurbishments to passenger facilities of a certain scale or greater, compliance with the hard standards is obligatory. Furthermore, regarding the method of application of services which use these kinds of facilities, compliance with the soft standards is obligatory, so efforts are being made for the promotion of integrated barrier-free access incorporating both hard and soft aspects (there is an obligation to make an effort regarding the other measures).
- Furthermore, in addition to the standards, further barrier-free initiatives are being advanced by formulating and disseminating guidelines.

<Overview of the structure of the Barrier-Free Act>



(Examples) Relationships of the Hard Standards to the Soft Standards in Railway Stations

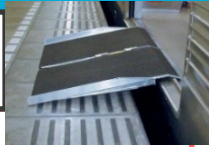
Provision of equipment services provided by the staff, etc. in response to requests

Hard standard: platforms

If there are any steps or gaps preventing wheelchair users getting on and off the trains smoothly, gangplanks, etc. must be installed.

Soft standard:

If gangplanks, etc. have been installed based on the hard standard, the gangplanks, etc. must be used to provide the services necessary for wheelchair users to get on and off the trains smoothly.



Provision of equipment services provided by the staff, etc. in response to requests

Hard standard: sales outlets for tickets, etc., information desks

Provide writing utensils and display the fact that there are writing utensils.

Soft standard:

The writing utensils must be used in response to requests from persons with hearing impairment.

Information provision, etc. using equipment

Hard standard:

Install lighting equipment.

Soft standard:

Use lighting equipment to ensure sufficient illumination.

Information provision, etc. using equipment

Hard standard: equipment providing operational information

Install equipment which displays operational information using text, etc. and equipment which provides audio operational information.

Soft standard:

Equipment providing operational information installed based on the hard standard must be used to provide operational information using text, etc. and audio.



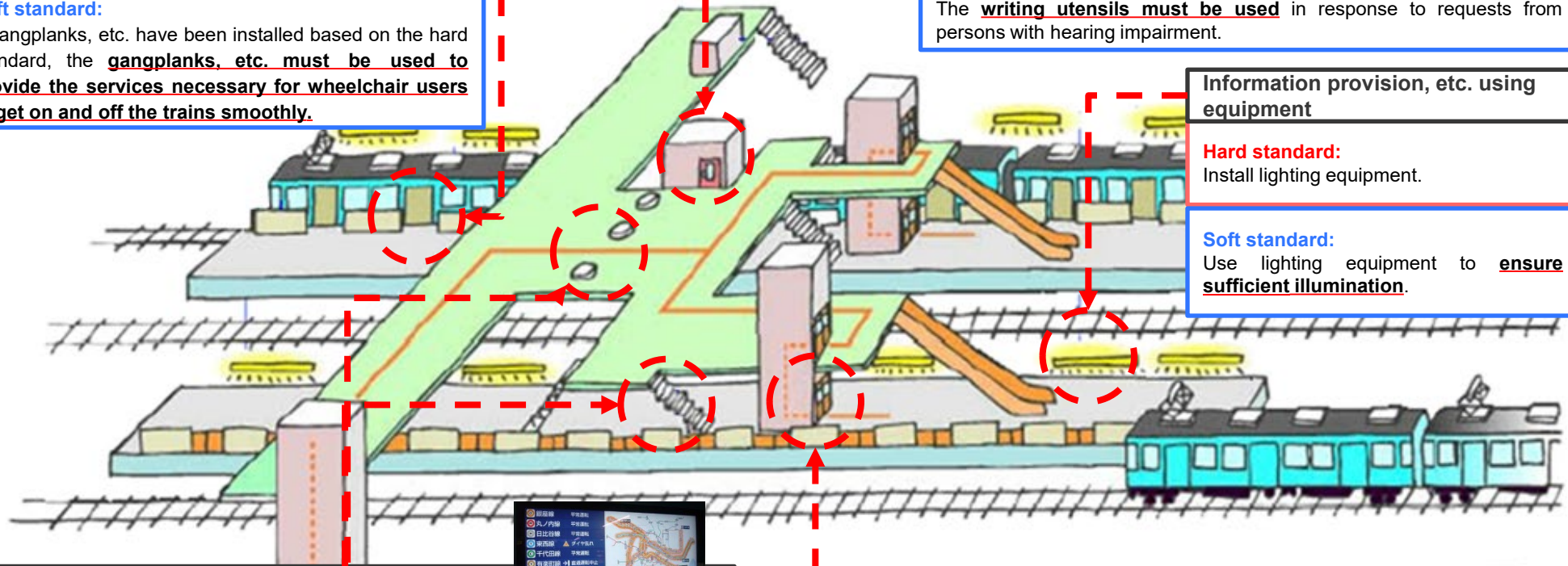
Information provision, etc. using equipment

Hard standard:

Install equipment which provides audio notification of the whether the elevator is going up or down, whether the doors are open or closed, etc.

Soft standard:

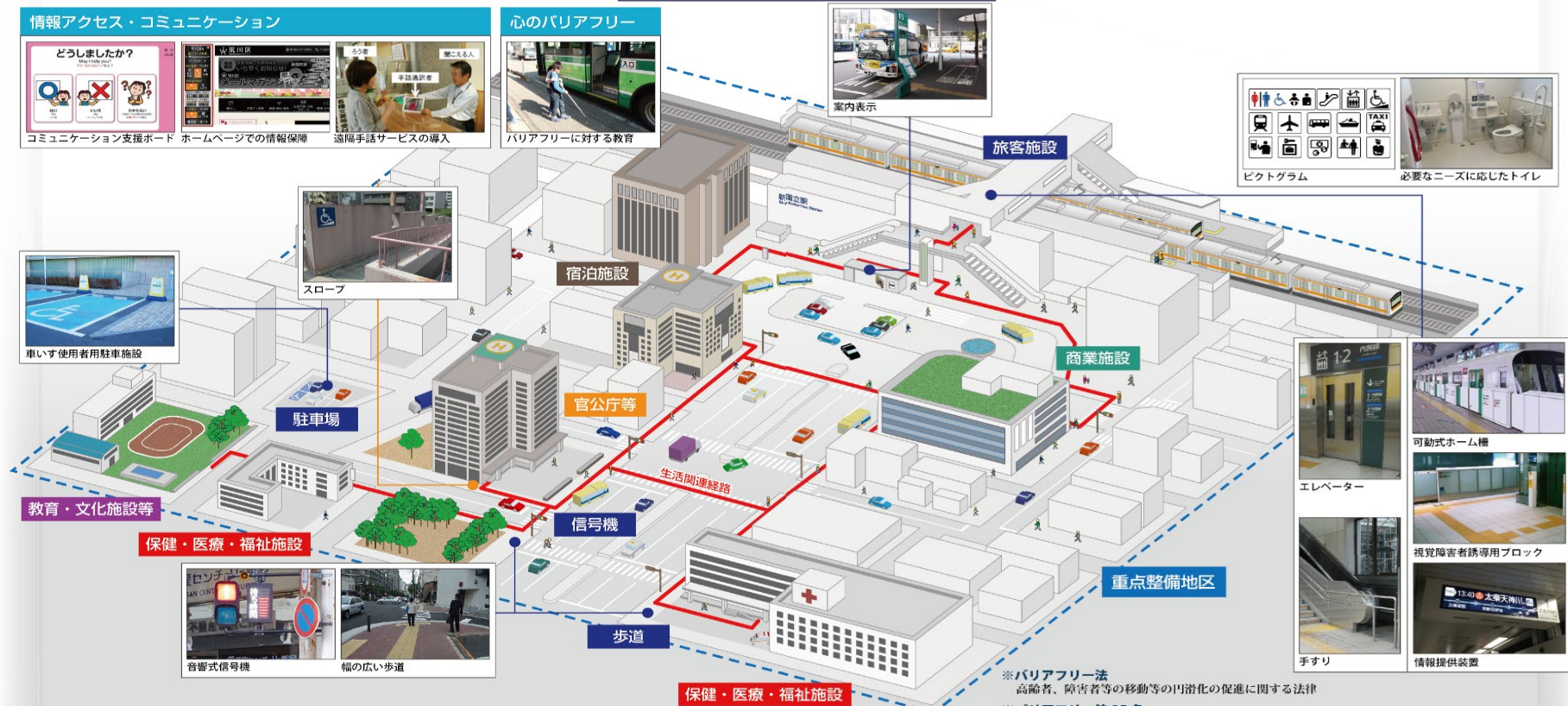
The equipment installed based on the hard standard must be used to notify with sound whether the elevator is going up or down, the closing of the doors, etc.



- Overview of Barrier-Free Policies and the Barrier-Free Act
- Integrated Hard and Soft Barrier-Free Measures in Public Transport
- **Barrier-Free Measures in Urban Development**
- Barrier-Free Mindset
- Goals of the Development of Barrier-Free Measures

- **Municipalities are the fundamental local governments which broadly bear the role of independently and comprehensively implementing administration in the regions**, and they are the urban development entities that are most familiar to the regions. Furthermore, they are able to ascertain the flow status of the facility users and the status of facility development for introducing barrier-free access in the regions.
- For that reason, the Barrier-Free Act **establishes a master plan and basic concept system in the municipalities in order to promote prioritized and integrated barrier-free facilities in the regions.**
- Specified projects concerning hard development and education and enlightenment specified projects concerning the "Barrier-Free Mindset" are included in the basic concept in order to promote the implementation of projects by the relevant people.

<Image of the basic concept>



※バリアフリー法
高齢者、障害者等の移動等の円滑化の促進に関する法律

※バリアフリー法 25 条
市町村は、基本方針に基づき、単独で又は共同して、当該市町村の重点整備地区について、移動等円滑化に係る事業の重点的かつ一体的な推進に関する基本的な構想を作成することができる

(Reference) Policies to Promote Smooth Transportation, etc. (Master Plan)

The municipalities **present these policies for area-wide and integrated barrier-free facilities** in areas with passenger facilities at their center and areas where there is a high concentration of facilities used by elderly persons, persons with disabilities, etc. Even if there are no concrete moves toward creation of a project, it is possible to share the thinking behind barrier-free facilities in the region, including presenting the policies for the entire municipality, etc.

○ Basic policies pertaining to smoother transportation, etc.

- These state the positioning of the master plan, the background to preparation of the master plan, the characteristics of the areas for the promotion of smoother transportation, etc., and the planning period for the master plan, etc.

◎ Areas for the promotion of smoother transportation, etc.

● Locations and dimensions of areas for the promotion of smoother transportation, etc.

- The locations of the areas for the promotion of smoother transportation, etc., the ranges of the areas, and the thinking behind the setting of the borders of the areas are stated.

● Daily life related facilities and daily life related routes

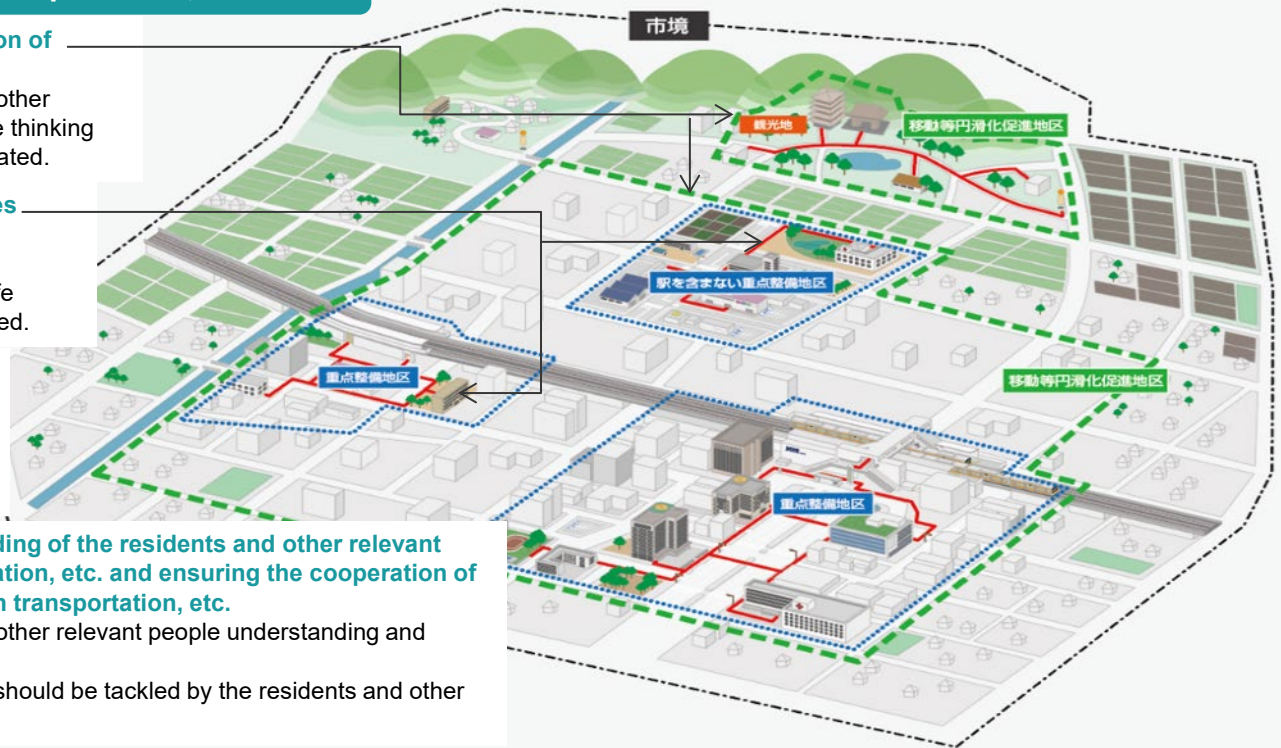
- Positioning of daily life related facilities and daily life related routes.
- Matters concerning promotion of barrier-free daily life related facilities and daily life related routes are stated.

● Matters concerning promotion of smooth transportation, etc.

- Matters concerning the promotion of barrier-free facilities in areas for the promotion of smoother transportation, etc. are stated

● Matters concerning enhancement of the understanding of the residents and other relevant people concerning promotion of smooth transportation, etc. and ensuring the cooperation of these people concerning implementation of smooth transportation, etc.

- The necessity and importance of the residents and other relevant people understanding and cooperating with disability are stated.
- Initiatives concerning "Barrier-Free Mindset" which should be tackled by the residents and other relevant people are stated.



◎ Matters concerning notification of acts

- Matters notified when newly building, etc. passenger facilities and roads are stated.

○ Matters concerning the preparation, etc. of barrier-free maps

- The content, etc. of the information which should be provided in response to requests from municipalities is stated.

Through preparation of the basic concept, facilities managers can collaborate and cooperate with each other, making **area-wide and integrated barrier-free access possible** from the perspective of achieving continuity of transportation.

- Matters concerning the preparation, etc. of barrier-free maps

- The content, etc. of the information which should be provided in response to requests from municipalities

● Locations and dimensions of priority development areas

- ### ● Daily life related facilities and daily life related routes

- **Matters concerning the specified projects which should be implemented**

- Project content
- Project implementer
- Timing of project implementation
- etc. are stated.

- Matters necessary for smooth transportation, etc.

- Matters concerning barrier-free facilities in priority development areas are stated.

- ☆ Coordination with urban development projects
- ☆ Urban improvements such as development, etc. of bicycle parking facilities
- ☆ Enhancement of means of transport
- ☆ Soft measures, etc.



- In areas where there is a high concentration of facilities used by elderly persons, persons with disabilities, etc., such as passenger facilities, etc., (priority development areas), municipalities prepare a “basic concept” for prioritized and integrated promotion of barrier-free facilities in public transport, buildings, roads, etc. to realize area-wide barrier-free access.
- Including projects concerning hard and soft development (public transport specified projects, road specified projects, off-street parking lot specified projects, city park specified projects, building specified projects, traffic safety specified projects, and education and enlightenment specified projects) in the basic concept obliges the relevant people to implement projects.

<Types of specified projects>

Public transport specified projects

- ✓ Introduction of non-step buses, installation of platform doors, etc.



Road specified projects

- ✓ Installation of tactile paving to guide persons with visual impairments on sidewalks, elimination of steps to the street, and anti-slip paving, etc.



Building specified projects

- ✓ Installation of elevators inside buildings, development of toilets compatible with persons with disabilities, etc.



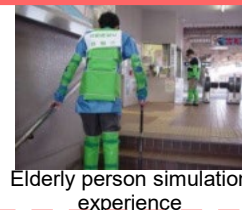
Traffic safety specified projects

- ✓ Installation of audible traffic lights, traffic lights showing the remaining time for crossing, and escort zones, etc.



Education and enlightenment specified projects

- ✓ Holding of barrier-free classes in schools
- ✓ Holding of barrier-free lectures and seminars for residents with persons with disabilities as the lecturers
- ✓ Implementation of customer service training for the employees of transportation businesses, etc.



- Overview of Barrier-Free Policies and the Barrier-Free Act
- Integrated Hard and Soft Barrier-Free Measures in Public Transport
- Barrier-Free Measures in Urban Development
- **Barrier-Free Mindset**
- Goals of the Development of Barrier-Free Measures

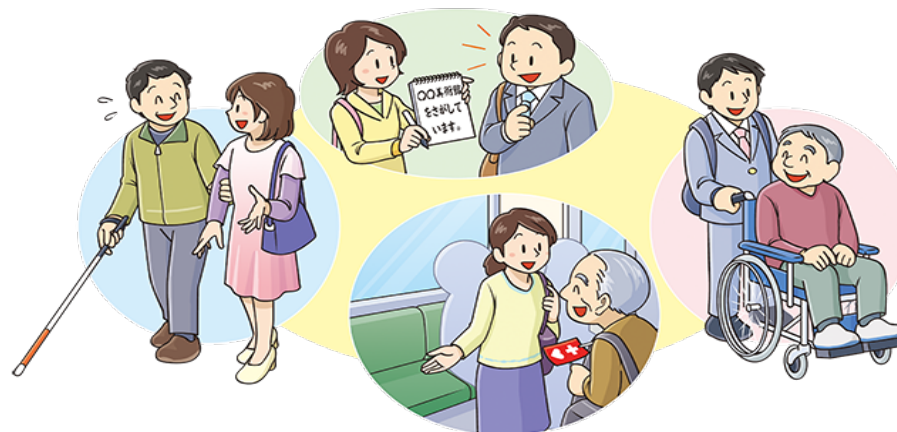
“All people, with their various physical and mental characteristics and differing mindsets, **engage in communication with each other and support each other to deepen their mutual understanding**”

Universal Design 2020 Action Plan

(Decided at the Ministerial Council on Universal Design 2020 in February 2017)

<Key points for realizing a “Barrier-Free Mindset”>

- (1) **To understand the “social model of disability”** which declares society’s responsibility for removing the social barriers for persons with disabilities.
- (2) **To thoroughly ensure not to discriminate** (unfair discriminatory treatment and not providing reasonable accommodation) against persons with disabilities (and their families)
- (3) To foster the abilities to communicate with a variety of Persons who have conditions different from one’s own and to **develop the sensibility or empathy to imagine the difficulties and pain** that everyone undergoes.



The thinking behind the “social model of disability”

The thinking that “disability” is created through the interaction between personal physical and mental functional disabilities and social barriers, so **it is the responsibility of society to remove the social barriers**

Universal Design 2020 Action Plan
(Decided at the Ministerial Council on Universal Design 2020 in February 2017)

The **thinking behind the personal model and the medical model**, in contrast to the social model, is representative of thinking of the type which understands “disability” to be **a problem which should be solved by experts such as doctors using treatment and rehabilitation techniques**.

However, the restrictions faced by persons with disabilities in their daily lives and social lives **are not only caused by physical and mental functional disabilities such as physical disabilities, intellectual disabilities, or psychological disabilities, etc.;** they arise due to the various barriers in society (social barriers) that persons with disabilities face.

It is necessary to understand that **persons with disabilities are by no means special** and disabilities are something familiar which could happen to anyone, and for each of us to remove the social barriers as members of society who have the awareness that “disability is something which is relevant to me.”

Initiatives of the Ministry of Land, Infrastructure, Transport and Tourism Pertaining to Promotion of the Barrier-Free Mindset

Barrier-Free Mindset model projects

Excellent initiatives

Universalize initiatives through verification studies

Horizontal deployment of model initiatives

Holding of barrier-free classes

Person with visual impairment simulation experience

Lectures by people with disabilities

Preparation of guidelines for enhancing customer service

[Public transport operators]

Promotion of appropriate use of facilities, etc. for elderly persons with disabilities, etc.

Promotion of the smooth use of strollers

[Stroller mark]

Initiatives for smooth implementation of education and enlightenment specified projects

- Overview of Barrier-Free Policies and the Barrier-Free Act
- Integrated Hard and Soft Barrier-Free Measures in Public Transport
- Barrier-Free Measures in Urban Development
- Barrier-Free Mindset
- **Goals of the Development of Barrier-Free Measures**

- Under the Barrier-Free Act, the competent minister **stipulates the basic policies for comprehensively and systematically promoting smooth transportation, etc.**
- The basic policies explain the significance of smooth transportation, etc. and set out the **development goals for making public transport facilities and buildings, etc. barrier-free**, and currently the national government, local governments, and private businesses, etc. are cooperating on efforts to promote the introduction of barrier-free facilities.
- Currently, we are in the period of the **third development goals which have the five years from April 2021 as the goal period.**

<The various developed facilities, etc. positioned in the Goals of the Development of Barrier-Free Measures>

Passenger facilities

Railway facilities



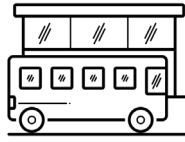
Passenger air terminals



Passenger ship terminals



Bus terminals



Vehicles, etc.

Railway vehicles



Aircraft



Passenger ships



Buses



Taxis



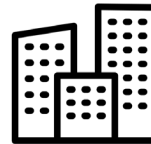
Roads/off-street parking lots



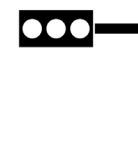
City parks



Buildings



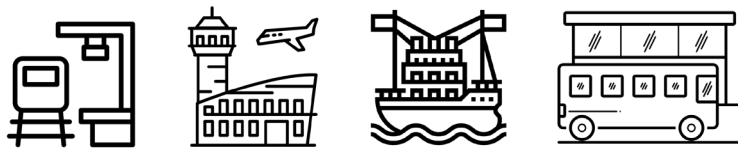
Traffic lights, etc.








Soft aspects

- ✓ Number of formulations of a basic concept and master plan
- ✓ Degree of recognition of "Barrier-Free Mindset"






Progress Toward the Goals of the Development of Barrier-Free Measures (i)



Passenger facilities*		As of March 2007 When the Barrier-Free Act was established		As of March 2012 When the second development goals were commenced		As of March 2024 (Current time)	By March 2026 (Third development goals)
		Covered facilities: 5,000 persons/day or more		Due to a revision of the development goals, the covered facilities changed from 5,000 persons/day → 3,000 persons/day			
Elimination of steps		65.2%	↗	81.1%	↗	94.0%	
Installation of tactile paving to guide persons with visual impairments		91.3%	↗	92.6%	↘	46.6%*1	In principle, 100%
Installation of toilets for persons with disabilities (if there are toilets)		95.7%	↘	78.0%	↗	92.3%	
Development of fall prevention equipment such as platform doors, etc.		(318 stations)	↗	(519 stations)		2,647 platforms*2	3,000 platforms
						559 platforms*3	800 platforms*3
Installation of guidance equipment Added from the third development goals				End of FY2020 When the third development goals were commenced			
				75.1%	↗	77.3%	In principle, 100%

*The scale of the facilities covered by development in the third development goals
Railway stations and bus terminals: facilities with 3,000 persons/day or more and daily life related facilities with 2,000 to 3,000 persons/day inside priority development areas
Passenger ship terminal and air passenger terminal facilities: facilities with 2,000 persons/day or more

Progress Toward the Goals of the Development of Barrier-Free Measures (ii)

Vehicles, etc.	As of March 2007 When the Barrier-Free Act was established	As of March 2012 When the second development goals were commenced	As of March 2024 Current time	By March 2026 (Third development goals)
Railway vehicles 	20%	52.8%	59.9% Amendment of the standards pertaining to railway vehicles (Enforced in April 2020)	Approx. 70%
Fixed-route buses (Non-step buses) 	17.7%	38.4%	70.5%	Approx. 80%
Fixed-route buses (Buses with lifts or slopes)		3.3%	8.6%	Approx. 25%
Airport access buses Added from the third development goals	The ratio of the number of transport systems which include barrier-free vehicles with respect to the total number of bus route transport systems to air passenger terminals with 2,000 persons/day or more and no railway access		41.2%	Approx. 50%
Chartered buses	Added to services obliged to comply with the standards of the Barrier-Free Act from FY2018		1,013 buses (End of FY2018)	Approx. 2,100 buses
Welfare taxis (Including UD taxis) 	9,651 taxis	13,099 taxis	52,553 taxis	Approx. 90,000 taxis
	Ratio of UD taxis (Total number)		4 of 47 prefectures (39,708 taxis)	Approx. 25% in each prefecture
Ships 	11.5%	20.6%	57.8%	Approx. 60%
Aircraft 	54.4%	86.1%	100%	Approx. 100%

Progress Toward the Goals of the Development of Barrier-Free Measures (iii)

		As of March 2007 When the Barrier-Free Act was established		As of March 2012 When the second development goals were commenced		As of March 2024 Current time	By March 2026 (Third development goals)
Buildings (the barrier-free ratio of the total stock of specially-designated buildings of 2,000m ² or more)		41%	↗	50%	↗	Approx. 64%	Approx. 67%
*From FY2021, the barrier-free ratio of the total stock of specially designated buildings of 2,000m ² or more (excluding public elementary schools, etc.)							
Roads (The barrier-free ratio of roads comprising the major daily life related routes of the priority development areas)		45%	↗	77%	↘	Approx. 71% *From April 2021 the scope was changed to the specific roads designated by the Minister of Land, Infrastructure, Transport and Tourism	Approx. 70%
Off-street parking lots (Barrier-free ratio of designated off-street parking lots)		29%	↗	47%	↗	Approx. 75% (Partly under investigation)	Approx. 75%
City parks (The barrier-free ratio of the established city parks listed on the right) *From FY2021 the scope was changed to city parks of approximately 2ha or more	Garden paths and public squares	42%	↗	48%	↗	Approx. 64% (As of March 2023)	Approx. 70%
	Parking lots	32%	↗	44%	↗	Approx. 56% (As of March 2023)	Approx. 60%
	Toilets	25%	↗	33%	↗	Approx. 63% (As of March 2023)	Approx. 70%
*The following was added from the third development goals		As of March 2021 When the third development goals were commenced					
Number of municipalities formulating a master plan		11				44	Approx. 350
Number of municipalities formulating a basic concept		309				325	Approx. 450
Degree of recognition of “Barrier-Free Mindset”		Approx. 24%				Approx. 22%	Approx. 50%

Thank you for listening.

