

Outline of Honshu-Shikoku Expressway routes

- The Honshu-Shikoku Expressway routes consist of the E28 Kobe-Awaji-Naruto Expressway connecting Hyogo and Tokushima Prefectures, the E30 Seto-Chuo Expressway connecting Okayama and Kagawa Prefectures, and the E76 Nishi-Seto Expressway connecting Hiroshima and Ehime Prefectures.
- These roadways are used for various purposes, including daily life as well as business and tourism, and they play a vital role as traffic arteries in the Setouchi area.



**E76 SHIMANAMI
EXPWY**
(Nishi-Seto Expressway)

**E30 SETO CHUO
EXPWY**
(Seto-Chuo Expressway)

**E28 KOBE-AWAJI-NARUTO
EXPWY**
(Kobe-Awaji-Naruto Expressway)

Changes in the 3-hour zone

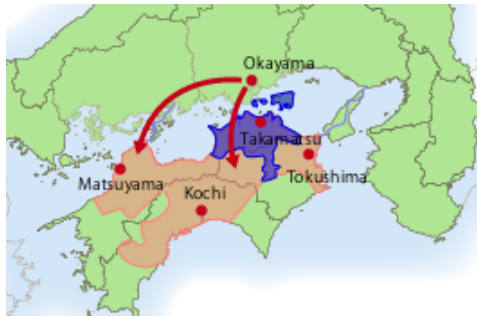
- Thanks to improvement of the expressway network, the area within 3 hours of major cities in the Setouchi area has greatly expanded.
- For example, in 1985 only Awaji Island was within 3 hours of Tokushima city, but now the majority of Osaka, Hyogo, and Okayama Prefectures are within reach, using the Kobe-Awaji-Naruto Expressway or the Seto-Chuo Expressway .

■ Changes in the 3-hour zone from each city in the prefecture

[From Kobe city]



[From Okayama city]



[From Hiroshima city]



Cities, towns, and villages on the Honshu side and Shikoku side which can be reached within 3 hours from each city in the various prefectures



March 1985
(Before the opening of Onnaruto Bridge)



March, 2018

[From Tokushima city]



[From Takamatsu city]



[From Matsuyama city]



[From Kochi city]

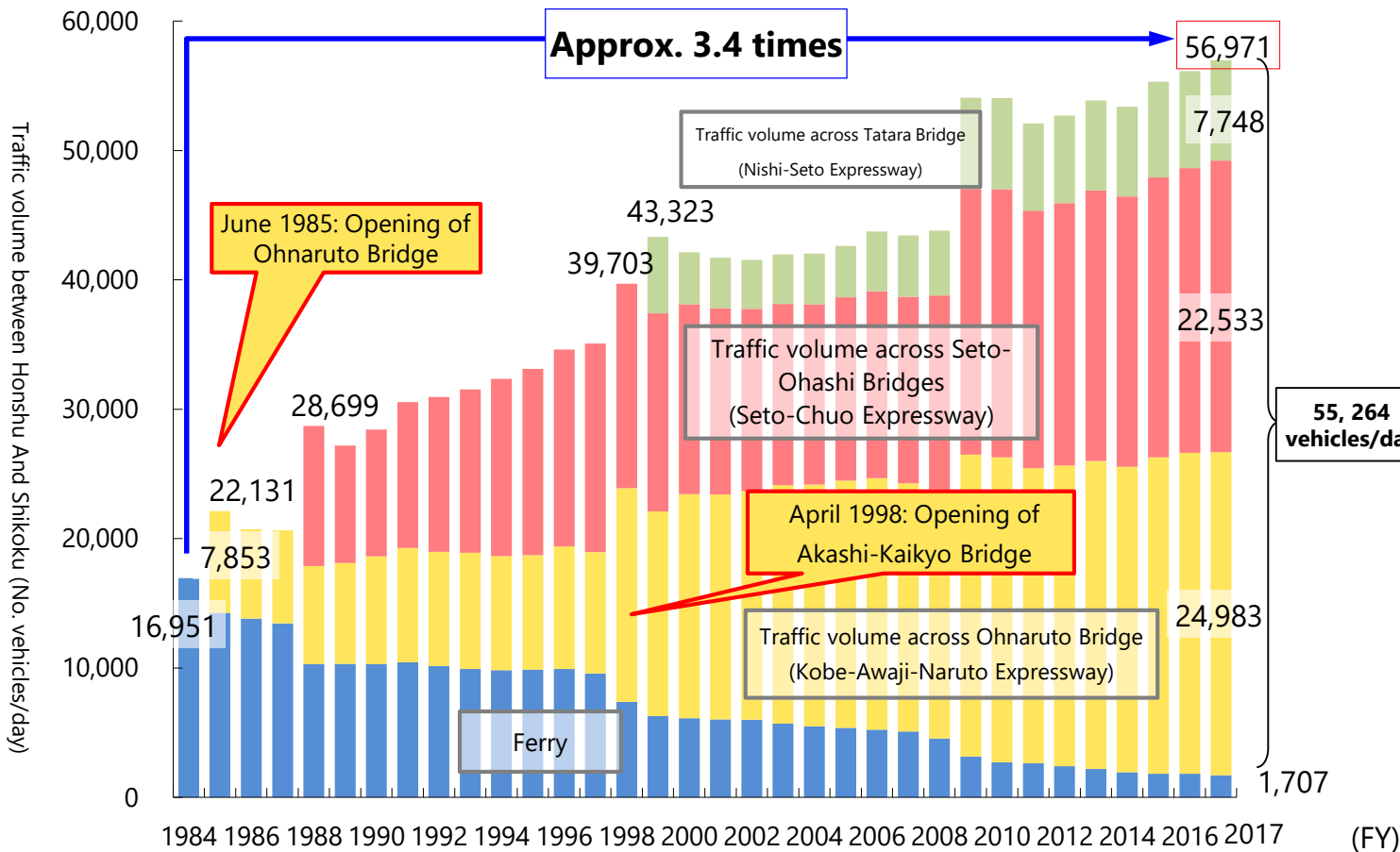


Note: 3-hour zone by car

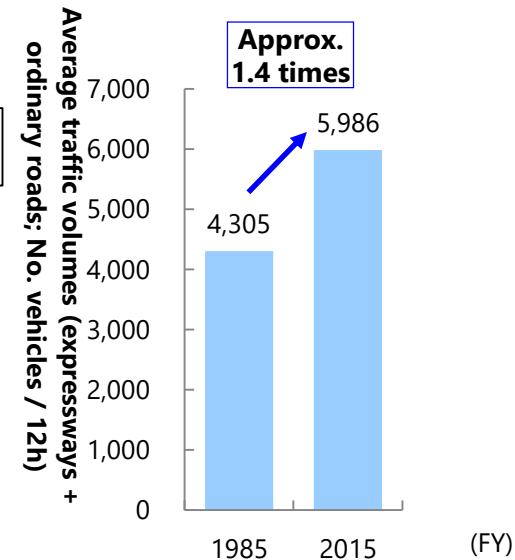
Source: Created based on the National Road Time Table (National Association for Promotion of Road Improvement) and the National Ferry/Passenger Vessel Guide (Daily Maritime Communication Company), among others.

Trends in automobile traffic volume between Honshu and Shikoku

- The traffic volume between Honshu and Shikoku has dramatically increased due to the opening of the Honshu-Shikoku expressway routes.
- Comparing FY 2017 with FY 1984, before the opening of the Ohnaruto Bridge, the volume of vehicular traffic between Honshu and Shikoku has increased about 3.4 times.
- Nationwide, the volume of vehicular traffic increased about 1.4 times when comparing FY 1985 and FY 2015.



<References>
Nationwide volume of vehicular traffic

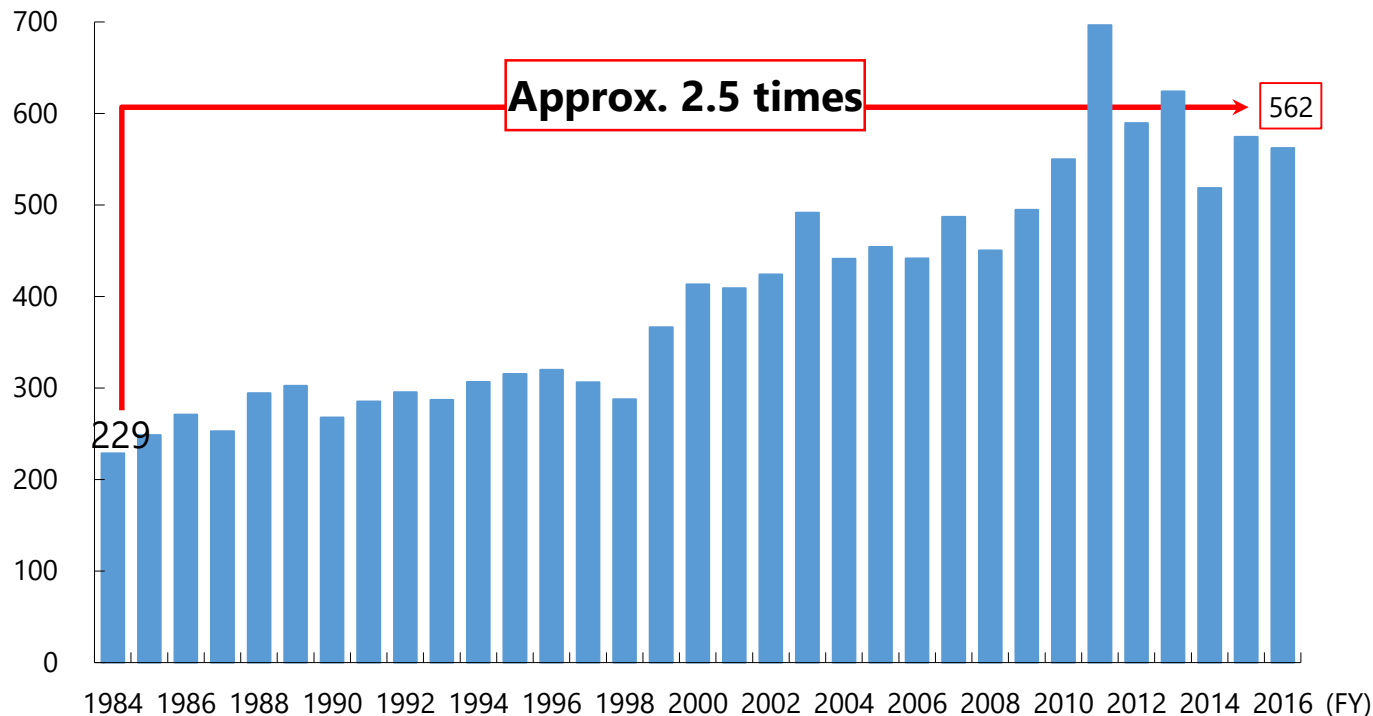


Changes in volume of freight flow between Shikoku and the rest of Japan

- Comparing FY 2016 with FY 1984, the volume of vehicular freight between Shikoku and the rest of Japan increased about 2.5 times.
- The volume of vehicular freight among blocs across Japan during the same period increased about 1.2 times.

◆ Changes in volume of vehicular freight flowing to and from Shikoku

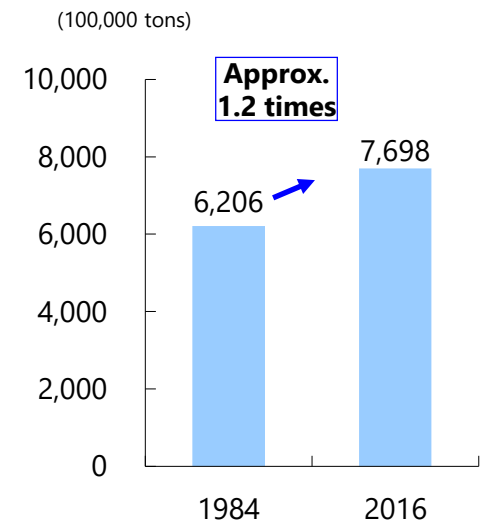
(100,000 tons)



Note: Does not include intraregional flows

Source: Created from Freight & Passenger Regional Flow Survey (Ministry of Land, Infrastructure, Transport and Tourism)

<References>
Volume of vehicular freight flow among blocs nationwide



Note: Does not include intraregional flows

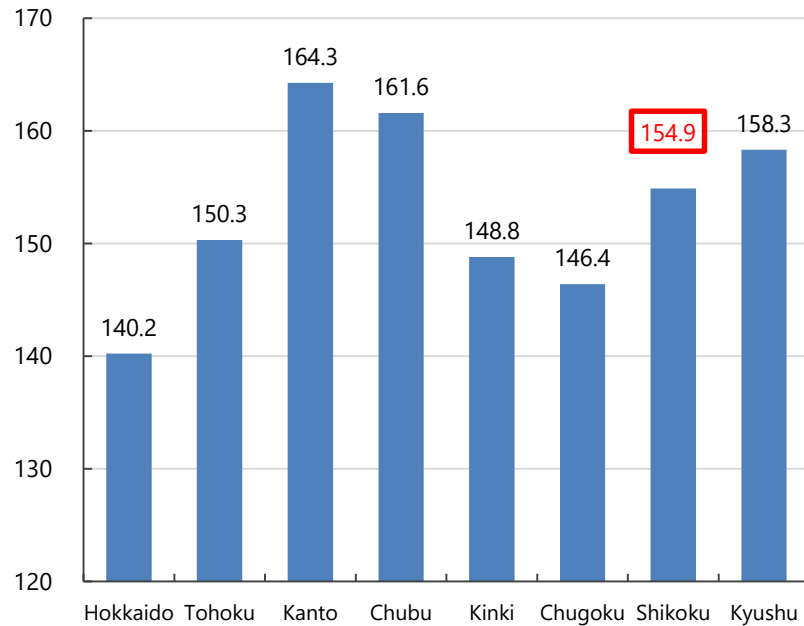
Source: Created from Freight & Passenger Regional Flow Survey (Ministry of Land, Infrastructure, Transport and Tourism)

Productivity improvement in the Shikoku area

- Its growth in total production places Shikoku in a nationwide upper-ranked grouping that also includes the Kanto, Chubu, and Kyushu regions.
- In terms of per capita income growth, the Shikoku region is the highest.

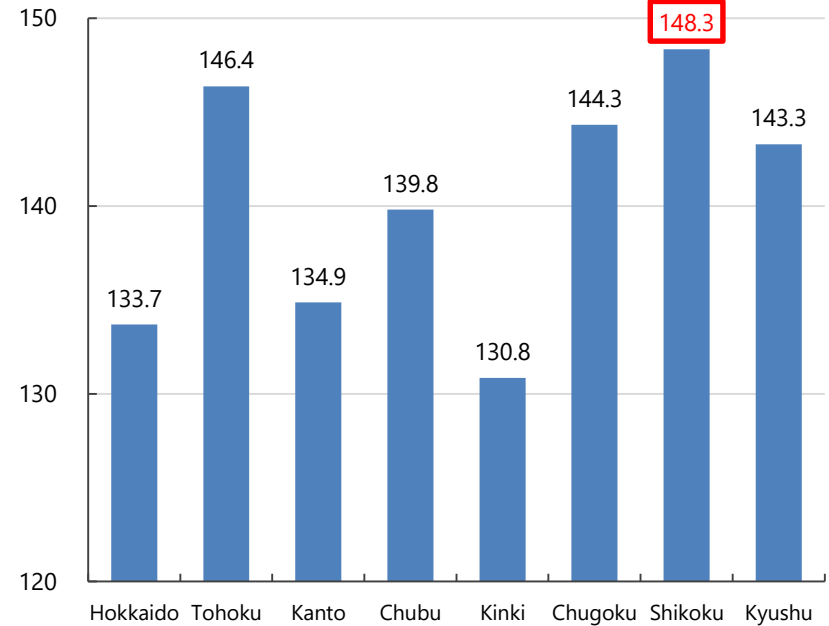
Growth in total production by region (2014/1985)

(1985 = 100)



Increase in per capita income (2014/1985)

(1985 = 100)



Note 1: Kyushu includes Okinawa

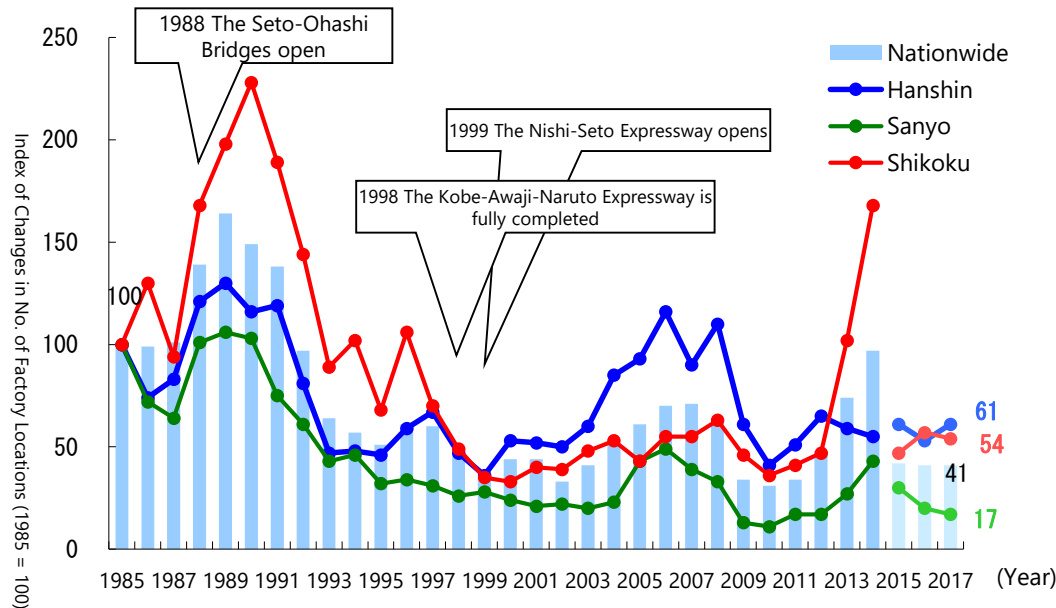
Note 2: Compared by nominal value

Source: Created from Annual Report on Prefectural Accounts (Cabinet Office)

Impact on regional industry

- The number of new factory locations in the Shikoku area grew significantly before and after the opening of the Seto-Ohashi Bridges in 1988.
- In recent years, the area has remained at a higher level than elsewhere in the nation.

■ Trends in the number of new factory locations



Source: Created from Survey of Factory Location Trends (Ministry of Economy, Trade and Industry)

Note 1: Hanshin: Osaka & Hyogo Sanyo: Okayama & Hiroshima

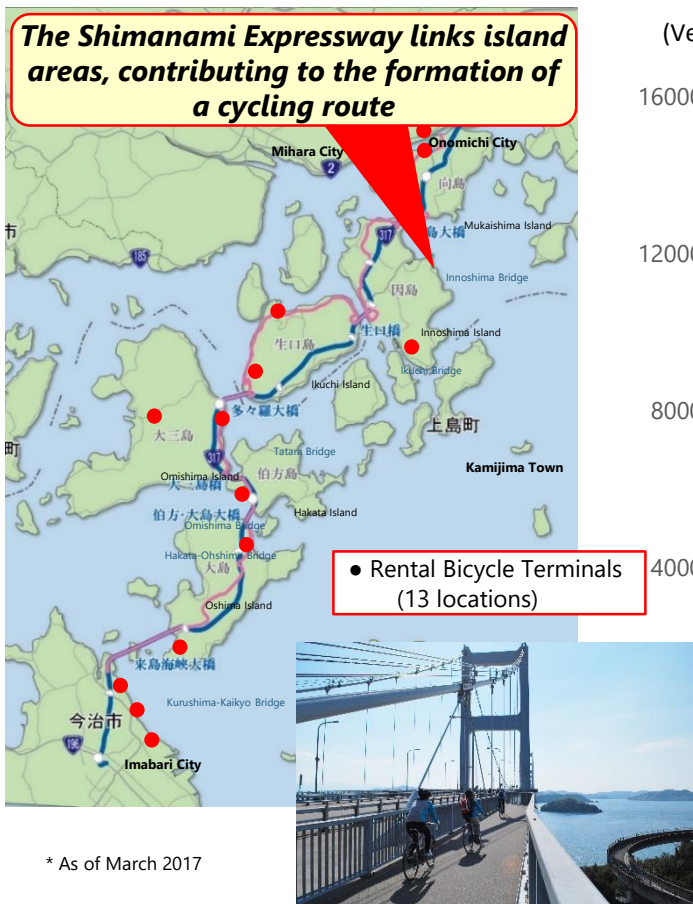
Note 2: Starting from fiscal year 2015, solar power generation facilities within the electrical power industry were excluded from this survey.

Sacred ground for cyclists: Shimanami Expressway

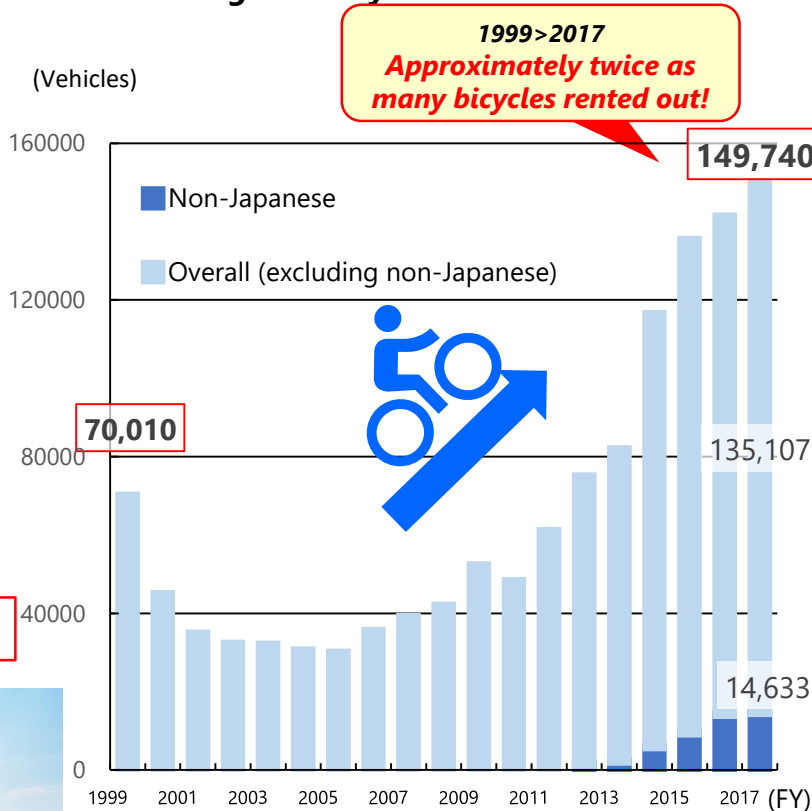
- Shimanami Expressway is equipped with a bicycle and pedestrian track, and as a scenic cycling course offering spectacular views of the countless islands of the Setouchi area, it attracts cyclists not only from across Japan but also worldwide.
- The number of bicycle rentals has roughly doubled since the year that the Shimanami Expressway opened to traffic, with increasing use by non-Japanese cyclists.

Shimanami Expressway Cycling Routes (Bicycle terminal location map)

The Shimanami Expressway links island areas, contributing to the formation of a cycling route

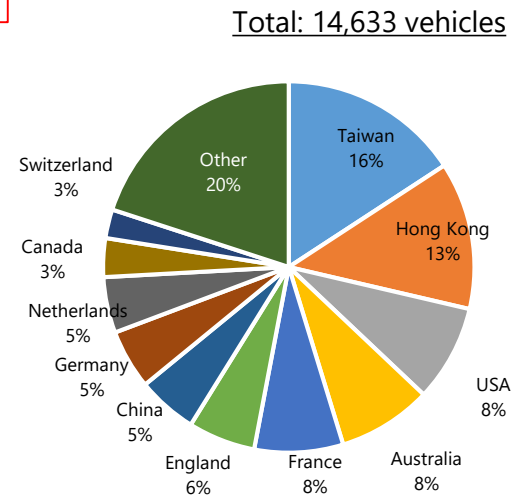


Changes in bicycle rental numbers



Note: Total No. of non-Japanese cyclists since FY 2012
 Source: Created from data provided by the cities of Imabari in Ehime Prefecture and Onomichi in Hiroshima Prefecture

Bicycle rental usage by non-Japanese cyclists (FY 2017)



Cycling on the Shimanami Expressway is also popular with non-Japanese cyclists!