

# Welcome to Central Japan

Central Japan is located in the center of the Japanese Archipelago, composed of the five prefectures of Aichi, Gifu, Mie, Shizuoka and Nagano.

Among them, Aichi, Mie and Shizuoka face the Pacific Ocean, featuring the fertile Nobi Plain created by the three major rivers Kiso, Nagara and Ibi, rich fishing grounds such as the Ise and Suruga Bays and grand Mt. Fuji, as well as nice warm weather. Gifu and Nagano, on the other hand, are inland prefectures with many hot springs and ski areas located in superb nature close to the Japan Alps with 3,000-meter-high mountains. The natural environment in the five prefectures is diverse and beautiful.

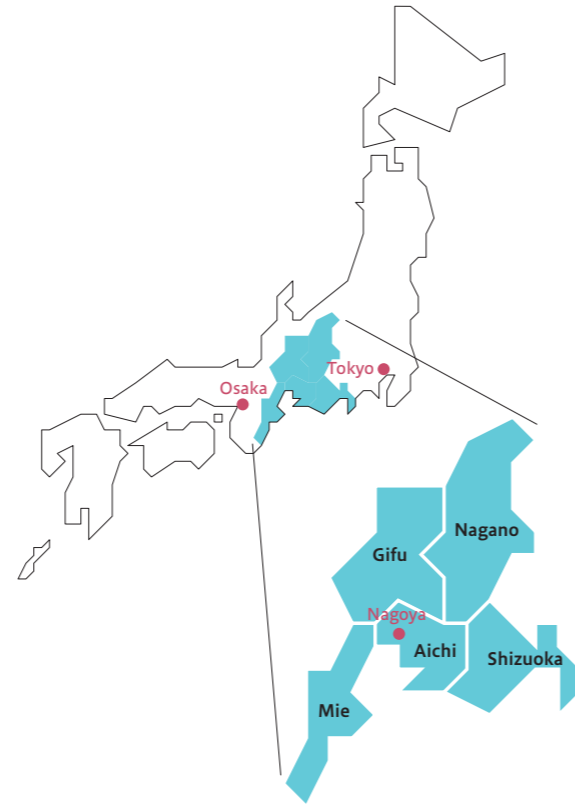
In such a blessed climate, since the beginning of recorded history, Central Japan has developed prosperous life, culture and history. It has also been a vital area for transportation that connects the eastern and western parts of Japan. Notably, the "three heroes" Oda Nobunaga, Toyotomi Hideyoshi and Tokugawa Ieyasu, who made great achievements during the Sengoku period (period of warring states) in the 16th century at the beginning of the modern era, along with other feudal warlords and daimyo, were based in Central Japan and promoted the development of local communities and industries to allow local people to have a prosperous life. This resulted in the growth of traditional indigenous industries such as pottery, textiles, cutlery, Japanese paper, lacquerware, woodworking and furniture production, as well as traditional performing arts, including Ukai (cormorant fishing), Bunraku (traditional puppet theater) and farmers kabuki, and local cultures including dashi (festival floats) and festivals, which have been handed down to the modern era.

Based on such traditions, a large number of companies located in Central Japan are successfully developing global business activities. This world-class industrial cluster that was established by them in the region accounts for approximately 15% of Japan's GDP. Good old Japan and high-tech Japan thus coexist in Central Japan.

## Principal city of Central Japan: Nagoya

With a population of 2.29 million, Nagoya is the fourth largest city in Japan behind Tokyo (23 Wards), Yokohama and Osaka.

The city is the economic, industrial and administrative core of Central Japan.



**Area: approx. 42,908km<sup>2</sup>**  
(as of October 2014)

**Population: approx. 17 million people**  
(as of October 2014)

**Located in an area extending from 136 to 139 degrees of east longitude and from 34 to 37 degrees of north latitude**

## Economic Power of Central Japan

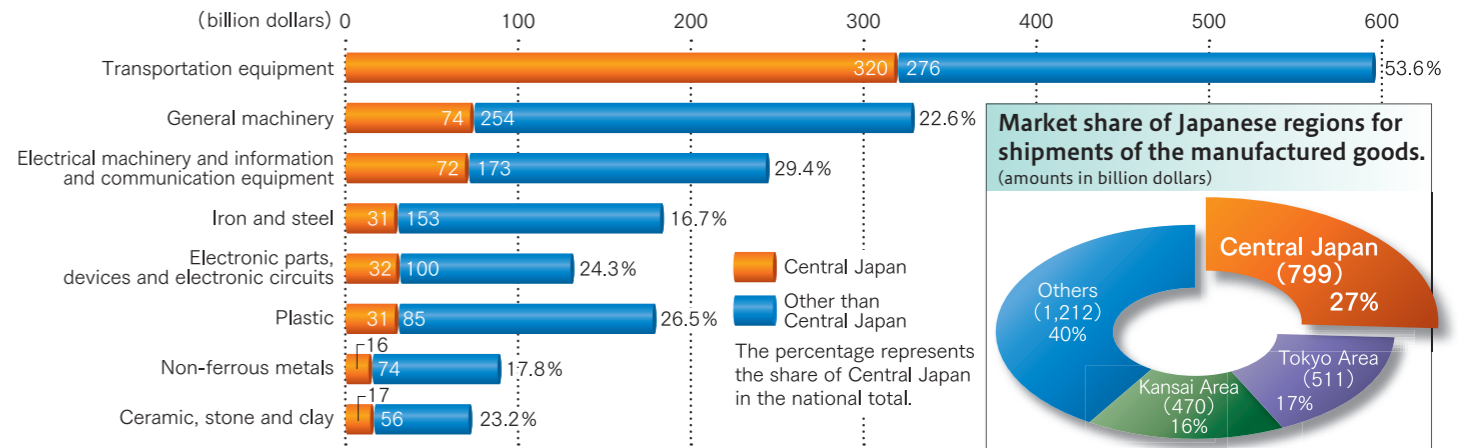
The manufacturing industry is a prominent feature of Central Japan, composed of diverse sectors such as automobiles, electronic devices, machine tools, precision machinery and fine ceramics. The products are also internationally competitive, and the value of manufacturing products shipped from the region is approximately 78 trillion yen, which accounts for 25% of the total value in Japan.

Central Japan also has Japan's largest concentrations of companies in the automobile and aircraft industries. The region produces approximately 45% of the automobiles produced in Japan. The aerospace industry in the region produces about 50% of the aerospace-related parts and, in particular, 70% of the aircraft body-related parts produced in the country.

Central Japan is the top region in Japan in terms of the value of shipments of the manufactured goods.

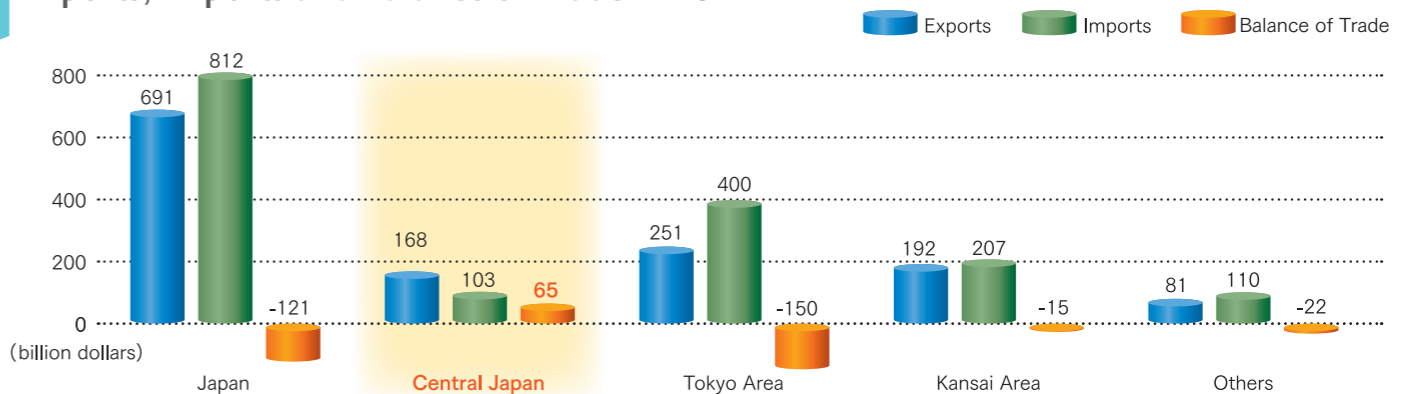
### The region holds a large share in the national production of transportation equipment and various other products

Central Japan's share of the market for shipments of the manufactured goods, breakdown in sectors.



[Source] Value of manufactured goods shipments: data from "Census of Manufactures (Revised Report) 2013" by Ministry of Economy, Trade and Industry of Japan, converted into dollars at the average exchange rate during 2013 (97.6 yen/USD)  
Tokyo Area: Saitama, Chiba, Tokyo and Kanagawa    Kansai Area: Shiga, Kyoto, Osaka, Hyogo, Nara and Wakayama

## Exports, Imports and Balance of Trade in 2014



[Source] Export and import values: data from "Trade Statistics" by Ministry of Finance Japan and Nagoya Customs, converted into dollars at the average exchange rate during 2014 (105.83 yen/USD)

# Traffic Network in Central Japan

Central Japan has airports and seaports connected to the world, as well as railway and expressway networks stretching all over Japan. With such a well-developed infrastructure, the region plays a major role in the extensive exchange of people and goods as a hub of land, marine and air traffic. This is demonstrated by the fact that logistics centers of many companies are located in the region, which serves as a core of the logistics network in Japan and also an ideal relay base for the transportation of goods from overseas. In addition, many people from other parts of Japan and other countries visit Central Japan for business, sightseeing and various other purposes.

## Sea and Airport Connection to the World

The largest airport in Central Japan is Chubu Centrair International Airport, Nagoya. It takes about 30 minutes from the airport to Nagoya, the major city in Central Japan, by railway, or 40 minutes by car via an expressway. From Nagoya, people can conveniently travel to other places of Central Japan as well as Japan through a well-developed traffic network including the Tokaido Shinkansen (bullet train) and Tomei, Meishin and Chuo Expressways.

The Port of Nagoya is one of the five largest ports in Japan and the top in Japan in terms of both the total trade value and the total cargo handling volume, having trade relationships with about 150 countries and regions across the world. Handling various types of cargo including automobiles, aerospace-related products and steel, the port has been Japan's largest cargo handler for 13 consecutive years and leads the Japanese economy. In addition, Central Japan has the Port of Mikawa in Aichi, a port for the automobile industry in which TOYOTA MOTOR CORPORATION, SUZUKI MOTOR CORPORATION and MITSUBISHI MOTORS CORPORATION have their bases, the Port of Yokkaichi in Mie, which serves as an energy supply base for Yokkaichi petrochemical complex and the Port of Shimizu in Shizuoka, which complements marine transportation between Tokyo, Nagoya and Osaka with its 24-hour operation. These facilities support the manufacturing industry in Central Japan.



The Port of Yokkaichi



The Port of Nagoya



Chubu Centrair International Airport



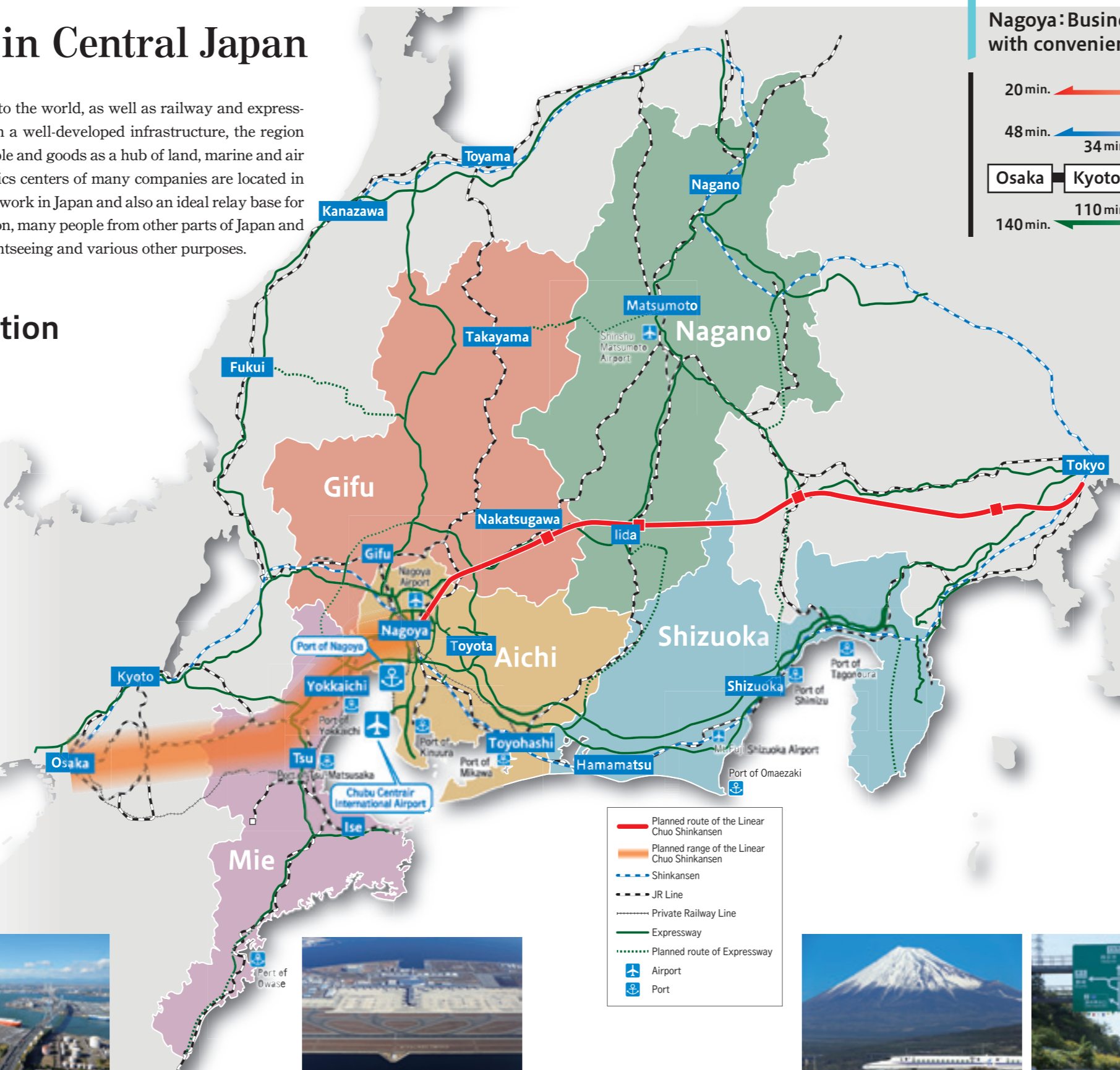
The Tokaido Shinkansen



Toyotahigashi Junction

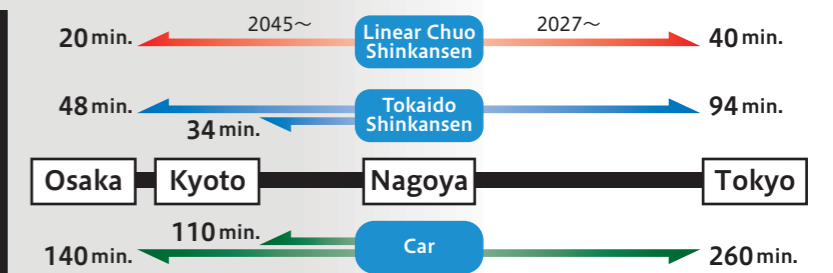


The Shin-Tomei Expressway



- Planned route of the Linear Chuo Shinkansen
- Planned range of the Linear Chuo Shinkansen
- - - Shinkansen
- - - JR Line
- - - Private Railway Line
- Expressway
- - - Planned route of Expressway
- Airport
- Port

### Nagoya: Business and tourism hub with convenient access to major cities



## Road and railway networks linked to various parts of Japan

Nagoya station is a major station of the Tokaido Shinkansen, which is the main artery between the eastern and western parts of Japan, and travelers from Nagoya can reach Tokyo and Osaka in about 100 minutes and 50 minutes, respectively. Central Japan is covered by the lines of Central Japan Railway Company (JR Tokai), Nagoya Railroad Co., Ltd. (MEITETSU), Kintetsu Corporation and other railroad companies. The operation of Linear Chuo Shinkansen (Superconducting Maglev), which is scheduled to start in 2027, will reduce the travel time between Nagoya and Tokyo to about 40 minutes.

The expressway network in Central Japan is also extensive, including the Tomei Expressway (to Tokyo), Meishin Expressway (to Osaka, Kyoto and Kobe) and Chuo Expressway (to Tokyo), which run in the east-west direction, as well as the Tokai-Hokuriku Expressway (to the Hokuriku Region), which runs in the north-south direction. In addition, the Shin Tomei Expressway (to Tokyo) and Shin Meishin Expressway (to Osaka, Kyoto and Kobe) have been developed between Nagoya and other places in Central Japan as the hub in recent years. The new expressways also serve as an alternative traffic network to improve preparedness for emergency situations that can be caused by natural disasters, etc.