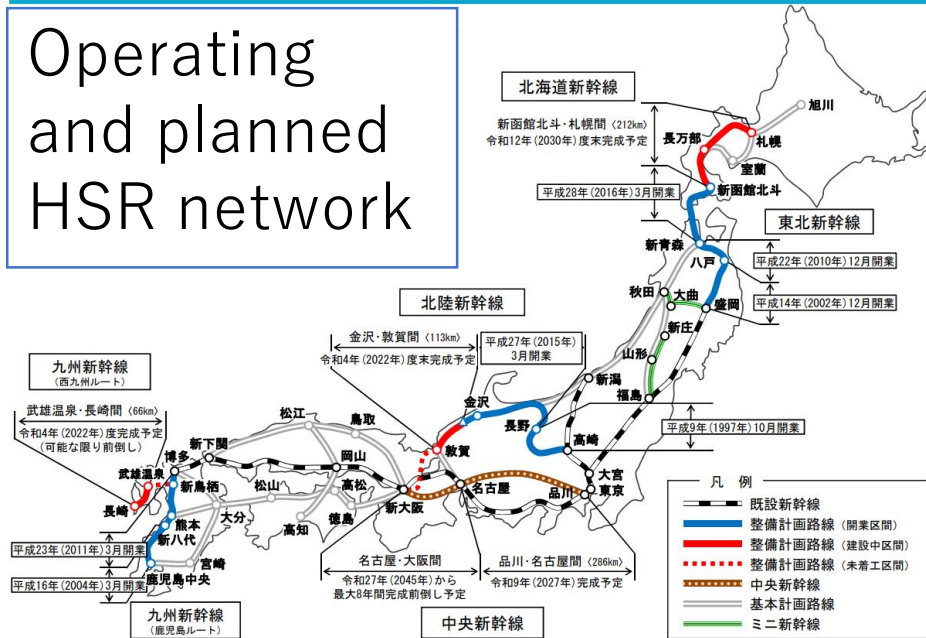


HSR network and population density (2010)

全国の新幹線鉄道網の現状

Operating and planned HSR network



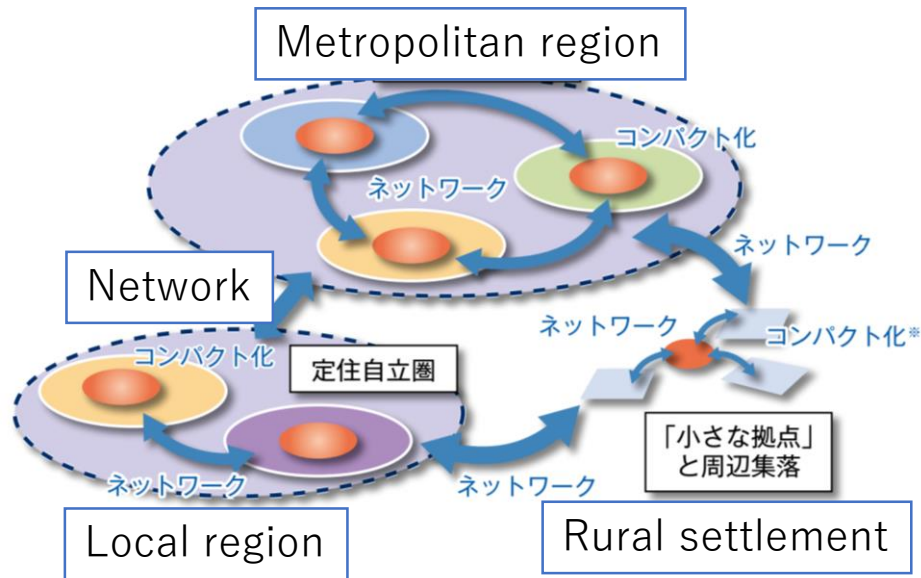
<https://www.mlit.go.jp/common/001292353.pdf>



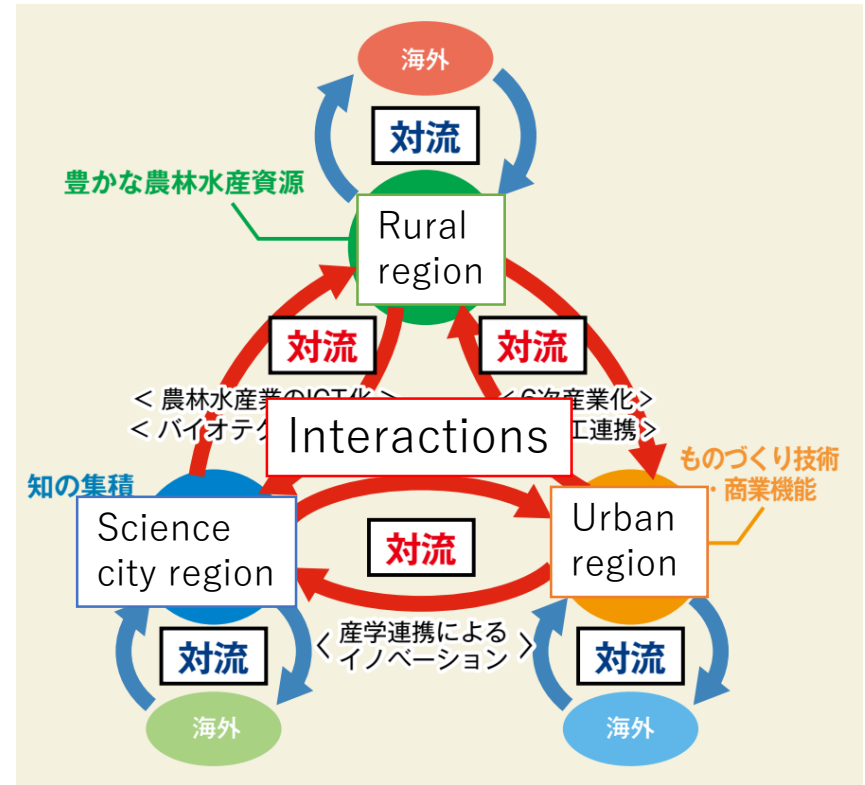
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National spatial strategy

Compact and network structure



Interaction led regional revitalization concept



http://www.mlit.go.jp/kokudoseisaku/koku_dokeikaku_fr3_000003.html

Indication from new economic geography model

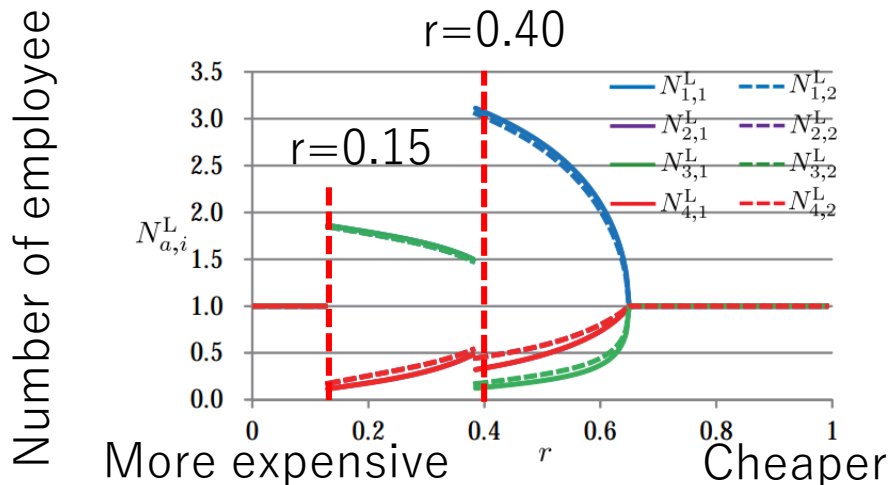


図-7 各地域・産業への労働供給量 $N_{a,i}^L$: $\lambda = 1.0$

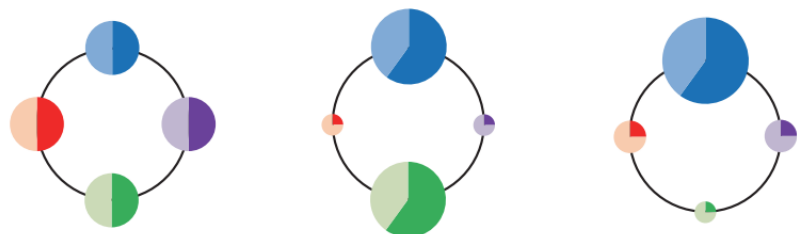
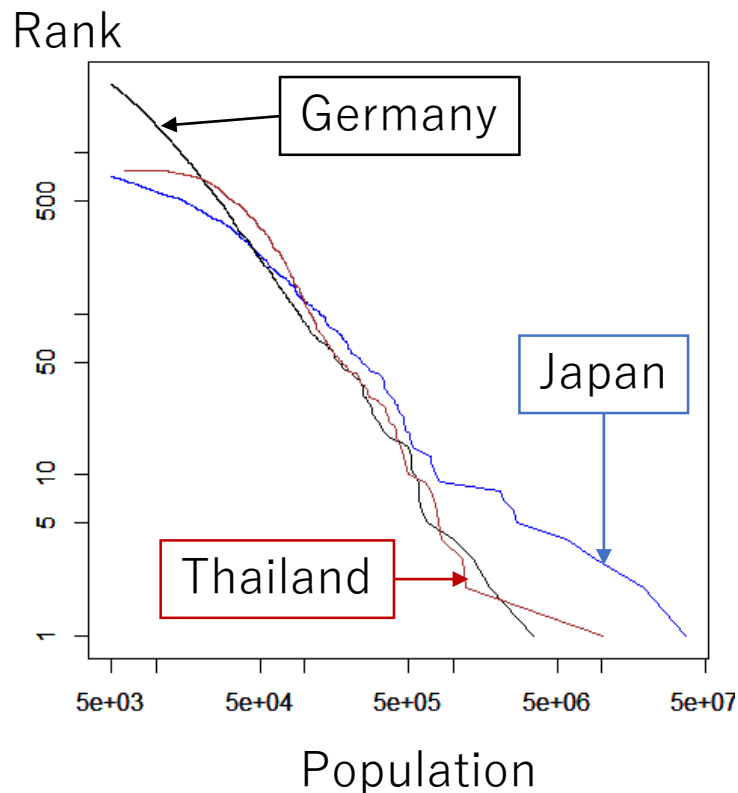


図-8-a $r = 0.0$ 図-8-b $r = 0.15$ 図-8-c $r = 0.40$

図-8 地域・産業への労働供給パターン: $\lambda = 1.0$

Source) Yuki TAKAYAMA, Takashi AKAMATSU, Tomoki ISHIKURA, DEVELOPMENT OF A SPATIAL COMPUTABLE GENERAL EQUILIBRIUM MODEL WITH FACTOR MOBILITY AND AGGLOMERATION ECONOMIES, Journal of Japan Society of Civil Engineers, Ser. D3 (Infrastructure Planning and Management), 2016, Volume 72, Issue 2, Pages 211-230, Released June 20, 2016, Online ISSN 2185-6540, <https://doi.org/10.2208/jscejpm.72.211>, https://www.jstage.jst.go.jp/article/jscejpm/72/2/72_211/_article/-char/en,

Zipf's plot



(Million people)

Rank	1	2	3
Japan	Tokyo	Osaka	Nagoya
	36.86	19.31	9.10
Germany	Berlin	Hamburg	Munich
	3.39	1.74	1.25
Thailand	Bangkok	Chiang Mai	Chon Buri
	8.77	0.78	0.81