

The Japanese National Railways Restructuring Law

[Law No. 87 of December 4, 1986]

Amendments: 1. Law No. 45 of 1991

2. Law No. 136 of 1998

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Chapter I General Provisions

(Purpose)

Article 1 This Law sets forth the basic items for fundamental restructuring of the management of the Japanese National Railways (hereinafter called “Japanese National Railways Restructuring”) for establishing an efficient management system in response to

the situation whereby it has become increasingly difficult for the Japanese National Railways to secure appropriate and sound management under the nationwide integrated management system in the form of a public corporation as is evidenced by the failure of its railway business and other business operations. It is deemed crucially important to create a new management structure that can cope appropriately with transport trends and deliver the functions expected of a key transport enterprise in Japan with greater efficiency, thereby helping to stabilize and improve people ' s lives and the national economy.

(Duties of the State, etc.)

Article 2

1. The State shall, pursuant to the policies determined by this Law, execute required measures in a comprehensive and systematic manner to ensure that the Japanese National Railways is restructured securely and smoothly.
2. The Japanese National Railways fully recognize that the restructuring of the Japanese National Railways is an urgent issue for people ' s lives and the national economy, and shall make utmost effort to take measures prepared based on the policies set forth by this Law securely and smoothly, mobilizing the full capacity the organization.

(Cooperation of local public entities, etc.)

Article 3 Regional public bodies and other parties involved shall, recognizing the urgency of restructuring the Japanese National Railways for stabilization and improvement of

people's lives and the national economy, cooperate to ensure secure and smooth implementation of the measures of the State based on the policies determined under the law.

(Securing convenience for users of services, etc.)

Article 4 In implementing the restructuring of the Japanese National Railways, the State shall give special consideration to securing convenience for users and maintenance of appropriate conditions of the businesses run by the Japanese National Railways.

(Time for implementation of restructuring)

Article 5 The restructuring of the Japanese National Railways shall start from April 1, 1987.

Chapter II Basic policies for restructuring the Japanese National Railways

(Divestiture and privatization of passenger railway companies)

Article 6

1. The State shall, in appreciation of the role to be performed by the passenger transport business under management by the Japanese National Railways in the fields of transport on medium-distance main lines connecting major cities, transport in large urban areas and major local cities and other local transport services, divest the management of the said business as an enterprise with an optimum management size appropriate for its anticipated

role of delivering transport efficiently according to trends in demand for passenger transport, and shall ensure that such enterprise is organized as a limited company with shares so that it may be managed autonomously with clearly defined management accountability.

2. The State shall establish a limited company with listed shares for each of the items below as a passenger railway company (meaning a limited company with shares engaged in the passenger railway business under the provision of the preceding paragraph) (hereinafter called “Passenger Company”), and have the Passenger Railway Companies take over the passenger railway business managed so far by the Japanese National Railways mainly in each of the regions indicated below.

- i) Hokkaido Passenger Railway Company; Hokkaido
- ii) East Japan Passenger Railway Company; Tohoku and Kanto regions
- iii) Tokai Passenger Railway Company ; Tokai region
- iv) West Japan ; Hokuriku, Kinki and Chugoku regions
- v) Shikoku Passenger Railway Company; Shikoku region
- vi) Kyushu Passenger Railway Company; Kyushu region

Article 7 Deleted (Law No. 45 of April 1991)

(Divestiture and privatization of the freight railway business)

Article 8

1. The State shall, with respect to the freight railway business managed by the Japanese National Railways, in appreciation of its role in long distance and mass transport, separate the management of this business from that of the passenger railway business as a business enterprise, in order to provide efficient transport corresponding appropriately to the trend of demand for cargo transportation under an integrated and optimum management structure, and shall ensure that such enterprise is organized as a limited company with shares so that it may be managed autonomously with clearly defined management accountability.

2. The State shall establish the Japan Freight Railway Company as a limited company with shares which shall engage in the freight railway business under the provisions of the preceding paragraph (hereinafter called the “Freight Company”), and shall transfer the freight transport business currently managed by the Japanese National Railways to the Freight Company.

(Takeover of the ferryboat business)

Article 9 The State shall have the ferryboat businesses managed by the Japanese National Railways taken over by the Passenger Company respectively designated by the Minister of Transport according to the location of the ferryboat business.

Delegation: “Designation” = To “designate the Passenger Railway Company which shall take over the ferryboat business managed by the Japanese National Railways under the

Japanese National Railways Restructuring Law”

(Takeover of the passenger car transportation business, etc.)

Article 10 The State shall have the passenger car transport business managed by the Japanese National Railways taken over by each of the Passenger Companies according to the region where the said business is performed. In this case, recognizing the need for a management system for the passenger car transportation business to be able to provide transport services efficiently in their respective business territories corresponding to the trend of demand for transport services, procedures for separating the said business from the relevant Passenger Company or other measures shall be taken unless the Passenger Company which has taken over the said business concludes based on its review of the situation that the said business would better be managed together.

(Takeover of the operations of telecommunications business, etc.)

Article 11

1. The State shall have portions of the telecommunications business, information processing business and testing and research operations managed by the Japanese National Railways which are considered to be more appropriate if managed together with the business of all the Passenger Companies and Freight Companies because of their ties with the operation of those companies taken over by a corporate body other than the Passenger Company or the Japan Freight Company but designated as such by the Minister of

Transport in consideration of the nature of those businesses.

2. The State shall, other than those determined under Article 6, the preceding three Articles and the preceding Paragraph, have those businesses or operations managed by the Japanese National Railways (hereinafter called the “Business, etc.”) that are considered to be managed more appropriately together with the Business, etc. conducted by the Passenger Companies, Freight Company or the corporation designated by the Minister of Transport under the provisions of the said articles (hereinafter called the “Successor Corporation”) taken over by the Successor Corporation.

Paragraph 2: Partially amended [Law No. 45 of April 1991]

Delegation: “Designation” under Paragraph 1 = “To designate a corporation which shall take over the telecommunications business, information processing and test and research activities conducted by the Japanese National Railways under the Japanese National Railways Restructuring Law”

(Funds for stabilization of management)

Article 12

1. The State shall ensure that certain funds shall be put aside upon establishment of Hokkaido Passenger Railway Company Ltd., Shikoku Passenger Railway Company Ltd. and Kyushu Passenger Railway Company Ltd. (hereinafter called the “Hokkaido Passenger

Railway Company, etc.”) to enable them to maintain the stability of the Hokkaido Passenger Railway Company, etc. by allocating the return on investment of such fund to the cost of their business.

2. The Japanese National Railways shall assume liability for an amount corresponding to the contribution to the said fund specified in the preceding paragraph.

(Succession, etc. of the long-term debt, etc. of the Japanese National Railways)

Article 13

1. The State shall, on the occasion of the Successor Corporations taking over the Business, etc. from the Japanese National Railways, take measures such that the relevant Successor Corporations take over the liability, etc. for the long-term debt and the liability for the railway bonds (hereinafter called the “JNR Long-term Debt”) and other liabilities to the extent that the sound and smooth operation of the taken-over Business, etc. is not thereby jeopardized.

2. The State shall, irrespective of the provision under the preceding Paragraph, ensure that Hokkaido Passenger Railway Company, etc. and the corporate body which takes over the testing and research operations under the provisions of Article 11, Paragraph 1 need not take over the JNR Long-term Debt.

(Succession, etc. of assets and liabilities related to the railway facilities of the Japan Railway Construction Public Corporation)

Article 14

1. The State shall, with respect to the assets related to the railway facilities of the Japan Railway Construction Public Corporation, in the process of restructuring the Japanese National Railways, for the period ending on the day immediately prior to the date of enforcement of the Law Concerning Disposal of Liabilities, etc. of JNR Settlement Corporation (Law No. 136 of 1998; hereinafter called the “Liability Disposal Law”), other than in the case where the said facilities should continue to be owned by the Japan Railway Construction Public Corporation in light of the purpose of construction of the relevant railway facilities and in the case where it is considered appropriate that the Japan Railway Construction Public Corporation should continue to own the facilities by reason of control of the relevant railway facilities or of management of the related railway business, take measures such that the said assets are taken over by the Japanese National Railways or by the JNR Settlement Corporation to be specified in the next Article (called the “Japanese National Railways, etc.” in the next paragraph).

2. The State shall, in the process of restructuring the Japanese National Railways, with respect to the portion of the cost of construction of the railway facilities for the Japanese National Railways and Honshu-Shikoku Bridge Authority which is considered appropriate to be borne by the Japanese National Railways in the light of principles of sharing of

burden, arrange for the liabilities for the said cost to be taken over by the Japanese National Railways, etc. and take appropriate measures for allocation of other liabilities.

3. The measures specified in the preceding two paragraphs shall, if the said railway facilities are completed during the period from April 1, 1987 to the day immediately prior to the date of enforcement of the Liability Disposal Law, etc., be implemented at the time of such completion.

Paragraphs 1 - 3 partially amended [Law No. 136 of October 1998]

(Transition to the JNR Settlement Corporation)

Article 15 The State shall, when the Business, etc. of the Japanese National Railways has been taken over by the Successor Corporations, transform the Japanese National Railways into the Japan National Railways Settlement Corporation (hereinafter called the “JNR Settlement Corporation”) to engage in disposal of the assets, liabilities, etc. not taken over by the Successor Corporations, and shall also promote reemployment of its staff as a temporary assignment.

(Unfailing and smooth redemption, etc. of the liabilities of the JNR Settlement Corporation)

Article 16 The State shall, during the period through the day immediately prior to the date

of enforcement of the Liability Disposal Law, etc. ensure that payment of the principal and interest of the liabilities of the JNR Settlement Corporation is made, and for this purpose, shall establish basic policies and take other necessary measures including provision of subsidies, advances or arrangement of funds.

This article: Partially amended [Law No. 136 of October 1998]

(Special measures for promotion of reemployment of staff)

Article 17 The State shall, in consideration of the fact that many staff of the Japanese National Railways will be forced to seek reemployment at the same time, take special measures for securing chances for reemployment for those job seekers and shall provide assistance, etc. for reemployment.

(Other matters related to restructuring of the Japanese National Railways)

Article 18 Other than those determined by this Law and the orders issued under this Law, matters for establishment and management of Passenger Companies and Freight Companies, transition to and management of the JNR Settlement Corporation, the special measures to be taken under the preceding article, and other matters necessary for execution of restructuring of the Japanese National Railways shall be determined by a separate law.

This article: Partially amended [Law No. 45 of April 1991]

Delegation: “By a separate law” = The Law Concerning the Passenger Railway Companies and the Japan Freight Railway Company; The JNR Settlement Corporation Law; The Law Concerning the Promotion of Reemployment of JNR Personnel Wishing to Leave and Surplus Personnel Belonging to the JNR Settlement Corporation; The Law for Enforcement of the Japanese National Railways Restructuring Law, etc.

Chapter III Takeover of Business of the Japanese National Railways

(Planning of takeover of the Business, etc. and succession, etc. of the rights and liabilities, etc.)

Article 19

1. The Minister of Transport shall, in order to secure appropriate and smooth takeover of the Business, etc. of the Japanese National Railways by the Successor Corporations, determine the basic plan for takeover of the Business, etc. and succession of related rights and duties (hereinafter called the “Basic Plan”) following a resolution at a Cabinet Meeting.

2. The Basic Plan shall set forth details on the following items:
 - 1) Basic matters related to the kind and scope of Business, etc. to be taken over by the Successor Corporations

 - 2) Basic matters related to the assets, liabilities and other rights and duties to be taken over by the Successor Corporations

- 3) Of the total number of staff of the Japanese National Railways, the number of those who will become the staff of the Successor Corporations in total and by each Successor Corporation
- 4) Basic matters concerning appropriate and smooth succession of the Business, etc. by the Successor Corporations

3. The Minister of Transport shall, upon determining the Basic Plan, instruct the Japanese National Railways to develop an execution plan for takeover of the Businesses, etc. and succession of the rights and duties (hereinafter called the “Execution Plan”) for each Successor Corporation.

4. The Execution Plan shall, in accordance with the provisions of a relevant Cabinet Order, provide descriptions on the following items (including the matters concerning the assets and liabilities and other rights and duties to be taken over by the Japanese National Railways from the Japan Railway Construction Public Corporation under the provisions of Article 24, Paragraphs 1 through 3):

- 1) The kinds and scope of Business, etc. to be taken over by the relevant Successor Corporations
- 2) The assets to be taken over by the relevant Successor Corporations
- 3) The JNR long-term debts and other liabilities to be taken over by the relevant Successor Corporations

4) Other rights and duties to be taken over by the relevant Successor Corporations other than those listed in the preceding two items

5) Other than those listed in each of the preceding items, the matters necessary for takeover of the Business, etc. by the relevant Successor Corporations

5. The Japanese National Railways shall, upon receipt of instructions under the provision of Paragraph 3 above, produce the Execution Plan in accordance with the Basic Plan and obtain approval therefor from the Minister of Transport.

6. The Japanese National Railways must receive the approval of the Minister of Transport for any change to the Execution Plan, provided that minor changes specified by a Ministry of Transport Ordinance shall not require approval.

7. The Japanese National Railways shall, in making a minor change specified by a Ministry of Transport Ordinance as referred to in the proviso of the preceding paragraph, submit a report of that effect to the Minister of Transport.

Delegation: “Cabinet Order” of Paragraph 4 = Article 1 of the Cabinet Order for Enforcement of this Law

(Price of the property to be taken over)

Article 20

1. The price of the property to be taken over by the Successor Corporations from the Japanese National Railways (including those to be taken over by the Japanese National Railways from the Japan Railway Construction Public Corporation under the provisions of Article 24, Paragraphs 1 and 2) shall be determined by the Evaluation Council organized temporarily in the Ministry of Transport.

2. The Evaluation Council shall, in making a decision under the provision of the preceding paragraph, use the book value of the relevant property in the accounting books of the Japanese National Railways or the Japan Railway Construction Public Corporation as the standard, provided, however, the price may not reflect the book value if it has been determined inappropriate to base the price on the book value in consideration of the kind, use and other features.

3. In addition to the matters specified in accordance with the preceding two paragraphs, those matters concerning the organization and operation of the Evaluation Council and matters necessary for determination of the price of property shall be determined by a Ministry of Transport Ordinance.

Delegation: Ministry of Transport Ordinance of Paragraph 3 = Articles 1 through 8 of the Enforcement Regulations of this Law

(Succession of the Business, etc.)

Article 21 The Business, etc. of the Japanese National Railways determined in the Execution Plan approved in accordance with the provision of Article 19, Paragraph 5 (if approval has been obtained under Paragraph 6 or a notification has been filed under the provision of Paragraph 7 of the said article, the Execution Plan after the change; hereinafter called the “Succession Plan”) shall be taken over as of the time of incorporation of the Successor Corporations (or in case the Relevant Corporation is a corporation designated by the Minister of Transport under the provision of Article 11, Paragraph 1, the time when the provision of Paragraph 2 of the Supplementary Provisions comes into force; the same hereinafter).

(Succession of rights and duties)

Article 22 Each of the Successor Corporations shall, as of the time of its incorporation, take over those rights and duties of the Japanese National Railways (including those of the Japan Railway Construction Public Corporation to be taken over by the Japanese National Railways under the provisions of Article 24, Paragraphs 1 through 3) that have been designated in the Succession Plan in the manner specified in the Succession Plan.

(Staff of the Successor Corporations)

Article 23

1. The organizing members of the Successor Corporations (when a relevant Successor Corporation is a company designated by the Minister of Transport under the provision of Article 11, Paragraph 1, such Successor Corporation; hereinafter called the “Organizing Members, etc.”) shall exhibit, via the Japanese National Railways, the working conditions and employment standards for employment of the staff of respective Successor Corporations to the staff of the Japanese National Railways and shall accept applications for employment.

2. The Japanese National Railways shall, when the working conditions and the standard for employment have been exhibited to its staff under the provision of the preceding paragraph, confirm the intention of its staff to be employed as staff of the Successor Corporations, select those who should become the staff of the respective Successor Corporations from among those who have expressed the intention to become the staff of respective Successor Corporations in accordance with the employment standard of the relevant Successor Corporations, and submit a list of such persons to the Organizing Members, etc.

3. Of the staff of the Japanese National Railways who have been included in the list referred to in the preceding paragraph, those who have been served with a notice of employment by the Organizing Members, etc. and who are actually the staff of the Japanese National Railways at the time of enforcement of the provision of Supplementary

Provisions, Paragraph 2 will be employed as the staff of each relevant Successor Corporation upon its incorporation.

4. The items which constitute the working conditions to be exhibited under the provision of Paragraph 1 together with the method of exhibition under the provision of the same paragraph, the method of confirming the intention of the staff under the provision of Paragraph 2 and other matters necessary for implementation of the provisions of the preceding three paragraphs shall be determined by a Ministry of Transport Ordinance.

5. Any act performed by or against the Organizing Members, etc. for the relevant Successor Corporation in connection with employment of staff for the Successor Corporation (excluding the company designated by the Minister of Transport under the provision of Article 11, Paragraph 1) shall be deemed as an act performed by or against the relevant Successor Corporation.

6. Those staff of the Japanese National Railways who become the staff of the Successor Corporations under the provisions of Paragraph 3 shall not receive the retirement allowance under the Law Concerning Retirement Allowance for National Public Servants, etc. (Law No. 182 of 1953).

7. The Successor Corporations shall, with respect to their staff to whom the provision of

the preceding paragraph applies, treat the time of continuous service of such staff with the Japanese National Railways as the time of service with the relevant Successor Corporations when the relevant Successor Corporations decide to pay a retirement allowance to such staff as they retire.

Delegation: “Ministry of Transport Ordinance” of Paragraph 4 = Articles 9 through 12 of the Enforcement Regulations of this Law

(Succession, etc. of assets and liabilities related to railway facilities performed by the Japan Railway Construction Public Corporation)

Article 24

1. The Japanese National Railways shall, at the time of enforcement of the provision of Supplementary Provisions, Paragraph 2, take over the assets comprising the following railway facilities owned by the Japan Railway Construction Public Corporation:

- 1) The railway facilities for Shinkansen Railway leased to the Japanese National Railways
- 2) Of the railway facilities for Shinkansen Railway pending completion, those determined by the Minister of Transport as those of the railway business not to be carried out by Passenger Companies
- 3) Of the railway facilities leased to the Japanese National Railways for fees (excluding those listed in Items 1 and 5), those determined by the Minister of Transport as related

to the railway business and that should be taken over by Hokkaido Passenger Railway Company, etc. from the Japanese National Railways

- 4) The railway facilities leased to the Japanese National Railways free of charge (excluding those listed in the next item)
 - 5) The railway facilities for the railway business lines determined by the Minister of Transport as being more appropriately managed if shifted to the passenger car transportation operation in lieu of railway transportation by the Japanese National Railways (including those facilities previously used for lines that have been discontinued)
 - 6) Of the railway facilities whose construction has not yet been completed (excluding those listed in Item 2), those determined by the Minister of Transport as the railway business not to be managed by the Passenger Company or the Freight Company
 - 7) Of the railway facilities constructed by the Japan Railway Construction Public Corporation under instructions for their construction by the Minister of Transport as specifically necessary for providing regional transportation means, those leased free to the railway business enterprises other than the Japanese National Railways
2. The Japanese National Railways shall, at the time of enforcement of the provision of Paragraph 2 of the Supplementary Provisions, take over the following portions of the liabilities for the long-term debts and railway construction bonds of the Japan Railway Construction Public Corporation determined by the Minister of Transport as related to the

railway facilities owned by the Japan Railway Construction Public Corporation:

- 1) The railway facilities listed in the preceding Items 1 through 3 of the preceding paragraph
- 2) The railway facilities listed in Items 5 and 6 and determined by the Minister of Transport
3. The Japanese National Railways shall, as of the time of succession of assets under the provision of Paragraph 1, assume other rights and duties of the Japan Railway Construction Public Corporation related to the said assets.
- 4) The details of the assets, liabilities and other rights and duties of the Japan Railway Construction Public Corporation taken over by the Japanese National Railways shall be determined by consultation between the Japan Railway Construction Public Corporation and the Japanese National Railways.

Delegation: “Determined by the Minister of Transport” of Items 2, 3, 5 and 6 of Paragraph 1 = The railway facilities and liabilities of the Japan Railway Construction Public Corporation to be taken over by the Japanese National Railways; Those “determined by the Minister of Transport” of the portions other than those listed in Paragraph 1 and each item of Paragraph 2 = Paragraphs 3 and 4; Those “determined by the Minister of Transport” of Paragraph 2, Item 2 = Paragraph 2 of the same

(Sharing of the liabilities of the Honshu-Shikoku Bridge Construction Corporation for

construction of railway facilities)

Article 25

1. The Japanese National Railways shall, at the time of enforcement of the provision of Paragraph 2 of the Supplementary Provisions, assume the liabilities of the Honshu-Shikoku Bridge Construction Corporation up to the amount determined by the Minister of Transport as equal to the portion of liability for the money borrowed out of the cost determined by the Minister of Transport as a portion used for operations related to the construction of railway facilities executed by the Japan Railway Construction Public Corporation but is not meant to be used for operations to be continued beyond enforcement of the provisions of the said paragraph.

2. The JNR Settlement Corporation shall, during the period through the day immediately prior to the date of enforcement of the Liability Disposal Law, pay an amount equal to the cost for servicing the redemption, etc. of the liabilities of the Honshu-Shikoku Bridge Construction Corporation specified by the preceding paragraph to the Honshu-Shikoku Bridge Construction Corporation.

3. The matters concerning the redemption of the liabilities to be borne under the provision of Paragraph 1, servicing the interest accrued on the relevant liabilities and other necessary matters for sharing of liabilities under the provision of the said paragraph as well as the scope of cost specified in the preceding paragraph and the matters necessary for

payment under the provision of the said paragraph shall be determined by a Cabinet Order.

Paragraph 2 - Partially amended [Law No. 136 of October 1998]

Delegation: “Matters determined by the Minister of Transport” of Paragraph 1 = The operations and liabilities of the Honshu-Shikoku Bridge Construction Corporation; The “Cabinet Order” of Paragraph 3 = Article 2 of the Cabinet Order for Enforcement of this Law

(Joint liabilities concerning the railway bonds and railway construction bonds)

Article 26

1. When the Successor Corporations have taken over the whole or part of the liabilities for the railway bonds of the Japanese National Railways, the Successor Corporations and JNR Settlement Corporation which are taking over the liabilities for the railway bonds shall be jointly responsible for the liabilities for the entire railway bonds for the period ending on the day immediately prior to the date of enforcement of the Liability Disposal Law.
2. In a case falling under the preceding paragraph, creditors of the railway bonds shall be entitled to preferential compensation over the other creditors out of the property of the Successor Corporations which take over the liabilities for the railway bonds and of the JNR Settlement Corporation.

3. When the Japanese National Railways have taken over the whole or part of the liabilities for the railway construction bonds of the Japan Railway Construction Public Corporation, JNR Settlement Corporation (when the Successor Corporations have taken over the whole or part of the liabilities for the railway construction bonds under the provisions of Article 22, the Successor Corporations and JNR Settlement Corporation; the same in the immediately following paragraph) and the Japan Railway Construction Public Corporation shall be jointly responsible for repayment of the liabilities for the entire railway construction bonds issued and outstanding at the time of the relevant succession date .

4. In the case of the preceding paragraph, the creditors of the railway construction bonds issued and outstanding at the time of the succession, shall be entitled to preferential compensation over the other creditors out of the property of the JNR Settlement Corporation which takes over the liabilities for the railway bonds and of the Japan Railway Construction Public Corporation.

5. The order of the lien under Paragraph 2 and the preceding paragraph shall be immediately following the general lien under the provisions of the Civil Code (Law No. 89 of 1896).

Paragraph 1: Partially amended [Law No. 136 of October 1998]

(Consultation with the Minister of Finance)

Article 27 The Minister of Transport shall consult with the Minister of Finance in case of any of the following items:

- 1) When giving approval under the provision of Article 19, Paragraph 5 or 6
- 2) When determining a Ministry of Transport Ordinance for determining the price for property under the provision of Article 20, Paragraph 3
- 3) When determining the liability under the provision of Article 24, Paragraph 2 or Article 25, Paragraph 1

Supplementary Provisions

(Date of enforcement)

1. This law shall come into force as from the date of promulgation, provided that the provision of the following paragraph shall come into force as from April 1, 1987.

(Abolition of the Japanese National Railways Law, etc.)

2. The laws listed below shall be abolished:

- 1) Japan National Railways Law (Law No. 256 of 1948)
- 2) Enforcement Law for the Japanese National Railways Law (Law No. 105 of 1949)

3. The transitional measures required for enforcement of the provisions of the preceding paragraph shall be determined by a separate law.

(Reporting to the Diet)

4. The Government shall report the status of execution of measures for restructuring of the Japanese National Railways to the Diet for each fiscal year of the five-year period from 1987.

Delegation: “Separate law” of Paragraph 3 = The Enforcement Law for the Japanese National Railways Restructuring Law, etc.

Supplementary Provisions [Law No. 45 of April 26, 1991; Extract]

(Date of enforcement)

Article 1 This Law shall come into force as from the date of promulgation, provided that the provisions of the next article, Articles 4, 5 and 7 through 24 of the Supplementary Provisions shall come into force as from the date to be determined by a cabinet order and falling not later than the date six months from the date of promulgation.

[Came into force as from October 1, 1991 determined by Cabinet Order No. 303 of September 1991.]

Supplementary Provisions [Law No. 136 of October 19, 1998; Extract]

(Date of enforcement)

Article 1 This Law shall come into force as from the date to be determined by a Cabinet Order within the period not exceeding 1 month from the date of its promulgation. [The rest omitted.]

[Came into force as from October 22, 1998 determined by Cabinet Order No. 334 of October 10, 1998.]