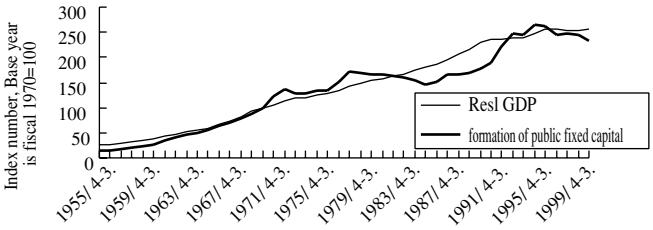
Section 1. Development of Japan's Postwar Economic Society and Contribution of Administration of Land, Infrastructure, and Transfport

[Construction of the national land infrastructure after the war and its result]

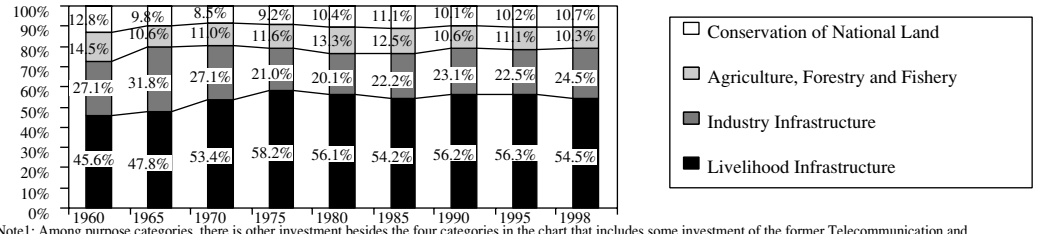
A survey of postwar trends in improving the national land infrastructure in Japan reveals that construction has steadily advanced along with economic growth, with concentration shifted from national land conservation infrastructure to industry, and to living infrastructure corresponding to policy targets of the time.

5. (Change in net GDP and public fixed capital formation (net value))



Note : Compiled from the Cabinet Office " National Accounts "

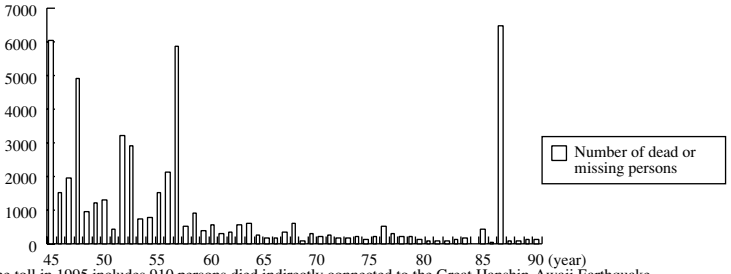
6. (Change in constituent ratio of administrative investment by purpose of work)



Note1: Among purpose categories, there is other investment besides the four categories in the chart that includes some investment of the former Telecommunication and Telephone Public Corporation and National Railways during a certain period. For simplification, " other investment " is not included in calculation here.
Note2: Compiled from The Ministry of Public Management, Home Affairs, Posts and Telecommunications, " Administrative Investment "

As a result, Japan's national land infrastructure has been clearly improved and achievements were made in various fields including safety, transport and living.

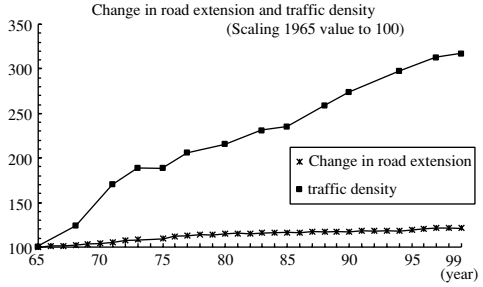
7. (Number of dead or missing persons in natural disasters)



Note1: The toll in 1995 includes 910 persons died indirectly connected to the Great Hanshin-Awaji Earthquake
Note2: 1945 Number for major disasters is from " Chronological Table of Science ", 1946~1952 are from " Japan Meteorological Disaster Annual Report ", 1953~1962 from the data of the National Police Agency, after 1963 from the data of the Fire and Disaster Management Agency.

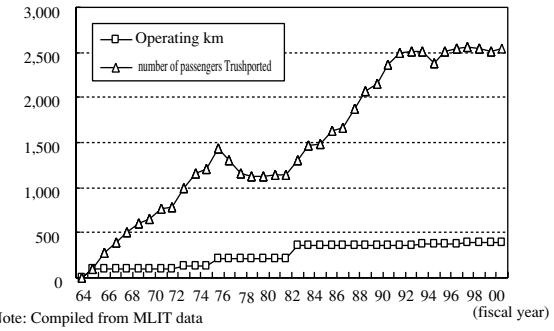
8. (Improvement in transport infrastructure and increase in transport volume)

Change in road extension and traffic density
(Scaling 1965 value to 100)



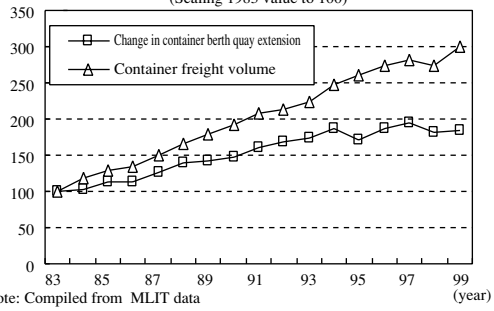
Note1:Road extension and traffic density are the total of national roads, major local roads and prefectural roads.
Note2: Compiled from " Road Statistics Annual Report ", " Road Traffic Census ", etc.

Change in Shinkansen operating km and number of passengers transported
(Scaling 1964 value to 100)



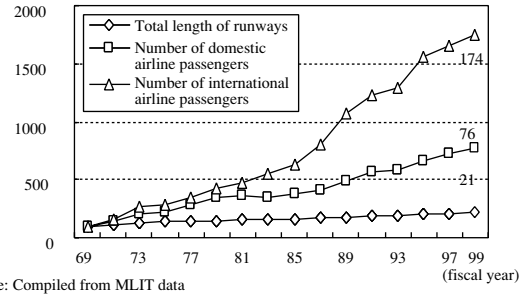
Note: Compiled from MLIT data

Change in container berth quay extension and freight volume
(Scaling 1983 value to 100)



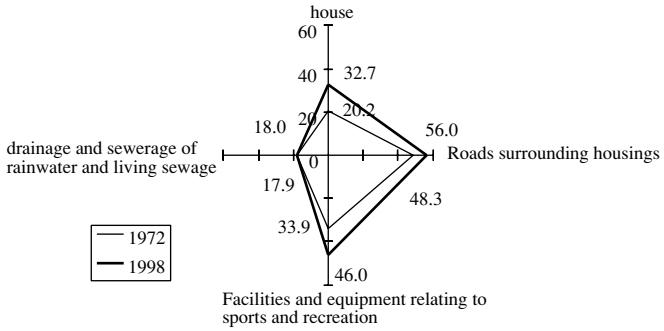
Note: Compiled from MLIT data

Change in Airport runway extension and number of passengers
(Scaling 1969 value to 100)



Note: Compiled from MLIT data

9. (Assessment of citizens concerning social capital improvement surrounding them (dissatisfaction rate))



Note: Compiled from The Cabinet Office "National Opinion Poll on social capital improvement"

The "productive effect of social capital", which means a great contribution of fulfillment of social capital stocks to the economic growth, has also functioned on the whole Japanese economy.

From a global standpoint, there still remain less improved fields of social capital in Japan. Although a comparison with foreign countries with different historical backgrounds and social economic situation, geographic and natural differences is not so simple, it is necessary to improve these relevant fields more still in future.

10. (International comparison of level of housing and social capital improvement & goal)

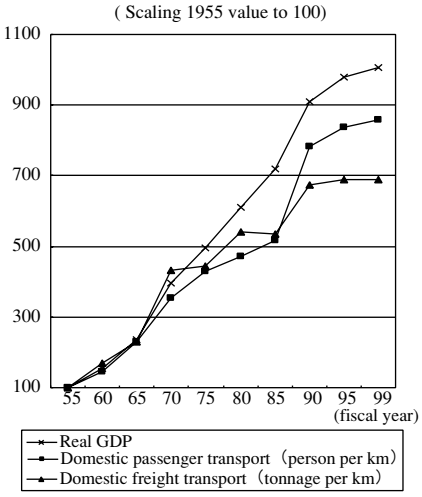
Field	Japan		Current state in foreign countries			
	Index	Present level	Britain	Germany	France	U.S.A.
Sewer	Treated population coverage	62% (Fiscal 2000 end)	96% (1996)	92% (1995)	79% (1995)	71% (1992)
City park	Park area per capita in planned distict	Nation 8.1m² Tokyo 23 wards 3.0m² (Fiscal 2000 end)	26.9m² London (1997)	27.4m² Berlin (1995)	11.8m² Paris (1994)	29.3m² New York (1997)
Housing	Floor space per person	33m² (Fiscal 1998)	43m² (1996)	42m² (1998)	39m² (1996)	58m² (1999)
Road	Expressway's extension	7843km (Fiscal 2001)	3358km (1999)	11515km (1999)	11000km (1999)	88727km (1997)
River improvement	Flood prevention rate	52% (Fiscal 1996 end)	Once/1000yrs scale flood damage prevention Completed at the Thames (1983)	Once/500yrs scale flood damage prevention Completed at the lower Rhein (1993)	Once/100yrs scale flood damage prevention Completed at the Seine (1988)	Once/500yrs scale flood damage prevention Completed at the Mississippi 79% (1993)
Railway	Congestion rate	176% Tokyo (Fiscal 2000)	149% London (1991)		152% Paris (1991)	71% New York (1991)
Airlines	Airport improvement in major cities in the world (Number of runways)	Tokyo Narita 1 Haneda 3 Total 4	London Heathrow 3 Gatwick 2 Stansted 1 Luton 1 City 1 Total 8	Berlin Tegel 2 Tempelhof 2 Shonefeld 2 Total 6	Paris Chales de Gaulle 3 Orly 3 Total 6	New York J.F. Kennedy 4 Newark 3 La Guardia 2 Total 9
Port	Tie-up equipment extension vs. foreign ship calls	63 (1999)	92 (1999)	154 (1999)	104 (1999)	90 (1999)

There is also the need to take measures to deal with environmental change, such as severe financial restrictions, decreases in investing capability and increases in maintenance/renewal costs of existing stocks.

〔Construction of transport systems and its result〕

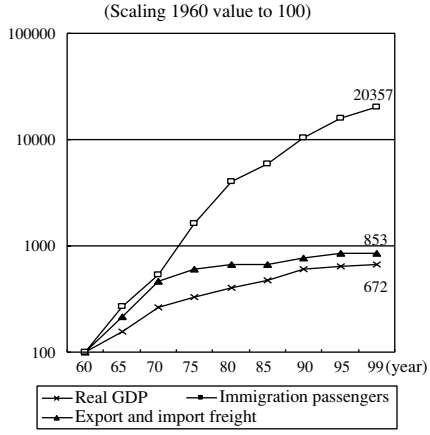
The expansion of transport capacity to prevent bottlenecks of economic/social development was the first priority in the postwar administration of MLIT, and various measures were taken to construct transport systems and strengthen transport capacity.

11. (Change in domestic transport scale and economic growth)



Note 1: Compiled from MLIT date and the Cabinet Office "National Economic Calculation Annual Report"
Note 2: Real GDP for Fiscal 1990 is set as a standard

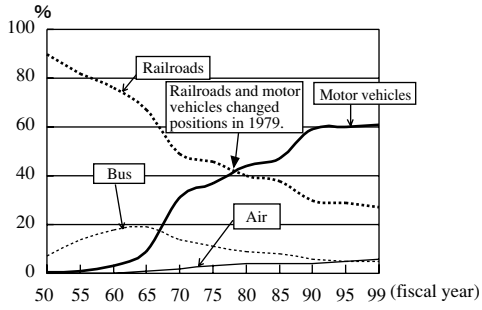
12. (Change in international transport scale and economic growth(logarithmic graph)



Note 1: Compiled from the Cabinet Office " National Economic Calculation Annual Report " and the Japan Tariff Association " Foreign Trade Outlines ", the Ministry of Justice " Immigration Control Statistics Annual Report "
Note 2: Real GDP for Fiscal 1990 is set as a standard

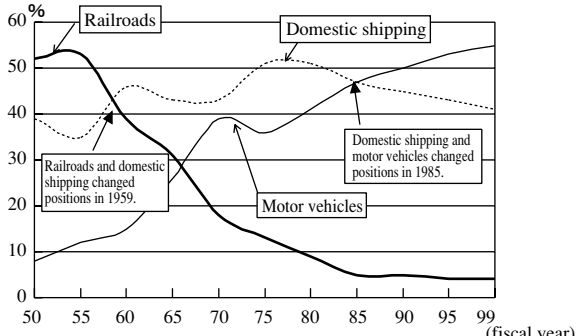
As a result, transport capacity of railroad and shipping expanded first, and then motor vehicle transport and airline transport rapidly increased, competing with conventional transport systems.

13. (Change in domestic passenger transport systems sharing ratio(person-kilometer))



Note: Compiled from MLIT data

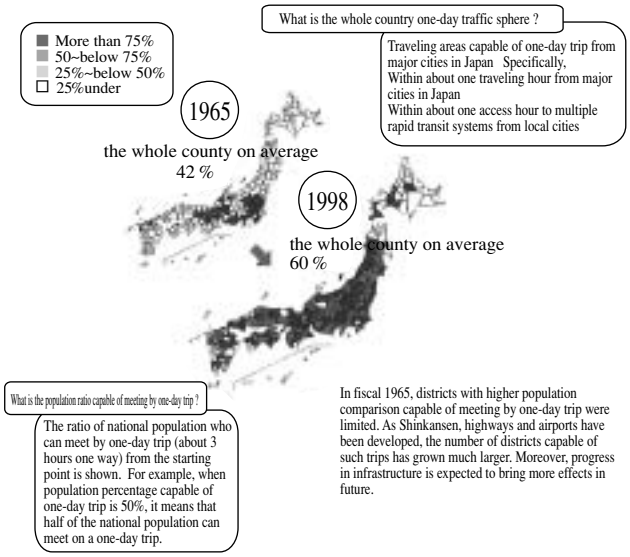
14. (Change in domestic freight transport systems sharing ratio(ton-kilometer))



Note: Compiled from MLIT data

Thus the domestic transport network has improved, and opportunities for domestic travel increased as the practical distance of a day trip was extended. However, there still remain several transport bottlenecks, mainly in large cities, to be opened in future. Moreover, although domestic tourism has developed, it has slackened recently, and it has become necessary to promote sightseeing campaigns of local towns and to encourage tourism.

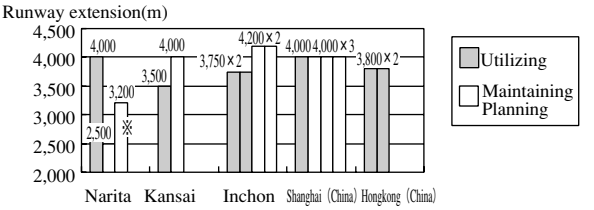
15. (Change in population comparison capable of meeting by one-day trip by districts)



In fiscal 1965, districts with higher population comparison capable of meeting by one-day trip were limited. As Shinkansen, highways and airports have been developed, the number of districts capable of such trips has grown much larger. Moreover, progress in infrastructure is expected to bring more effects in future.

In the area of international transport, networks have been developing with airlines mainly for passenger transport and shipping for freight transport. Still, as the international transport infrastructure lags far behind other countries both in hardware and software, solutions to this problem are important in order to secure the functions of international transport. Foreign passengers from abroad visiting Japan are far fewer than passengers departing from Japan, and measures to implement the expansion of international exchange are particularly necessary to increase the number of passengers from foreign countries.

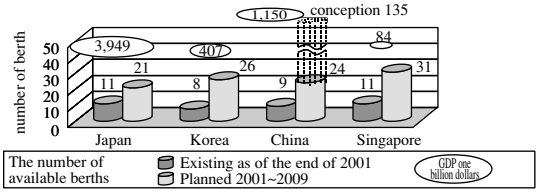
16. (Large scale airport constraction in East Asia)



Note1: Compiled from MLIT data
Note2: A crosswind runway will be proposed again to the local citizens after the completion of parallel runways after examining the influence on the environment according to the decision of the round table conference.
It will be maintained as a ground passage for the time being.

17. (Deep-water container terminals (15m achss) of progress infrastructure)

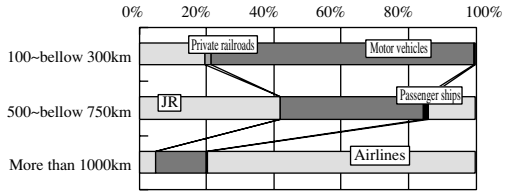
Deep-water container terminals in Japan are insufficient considering the national power of Japan (GDP).



Note1 : Berth: a specific place where ships anchor for loading in a port
Deep-water container terminals usually have a berth of 15 m in depth and 350m in width
Note2 : Source: Compiled by MLIT from "International Transport Handbook" and websites of various countries

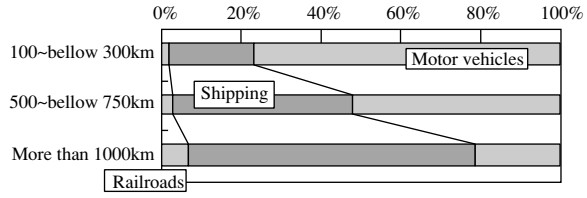
Concerning relationships among transport systems, each transport system exhibits its own transport characteristics, competes with the others, complements the others and is playing a part in the network.

18. (Passenger transport system sharing ratio by distance band, Fiscal 1999)



Note: Compiled from MLIT "Passenger Area Mobility Research"

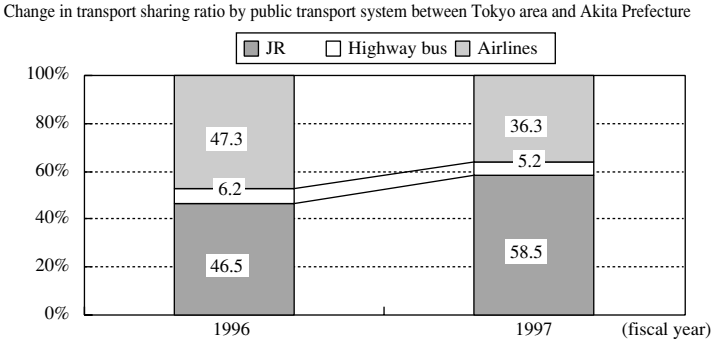
19. (Freight transport system sharing ratio by distance band, Fiscal 1999)



Note: Compiled from MLIT "Freight Area Mobility Research"

This sharing relation changes drastically with participation of new transport service.

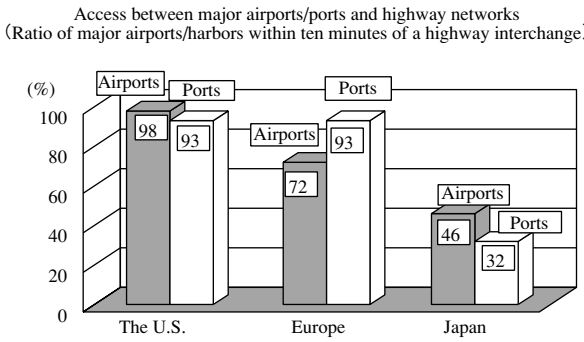
20. (Change in sharing ratio when Akita Shinkansen "Komachi" started operation)



Note 1: Compiled from MLIT data
Note 2: Akita Shinkansen "Komachi" started operation on March 22, 1997.

21. (Access between major airports/ports and highway networks)

Quantitative expansion of each transport system has been emphasized to date, and integration of different transport systems has not yet been promoted. It will be necessary to promote the integration of different transport systems and to construct a comprehensive transport system that combines domestic and foreign networks smoothly, in order to secure international competitiveness.



Note : Compiled from MLIT data