Chapter 2. Issues for Administration of MLIT

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

[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))

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

8. (Improvement in transport infrastructure and increase in transport volume)
9. (Assessment of citizens concerning social capital improvement surrounding them (dissatisfaction rate))

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)

<table>
<thead>
<tr>
<th>Field</th>
<th>Japan</th>
<th>Current state in foreign countries</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>index</td>
<td>Present level</td>
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<tr>
<td>Sewer</td>
<td>Treated population coverage</td>
<td>62% (Fiscal 2000 end)</td>
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<tr>
<td></td>
<td>City park</td>
<td>Park area per capita in planned district</td>
</tr>
<tr>
<td></td>
<td>Housing</td>
<td>Floor space per person</td>
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<td></td>
<td>Airlines</td>
<td>Airport improvement in major cities in the world (Number of runways)</td>
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</tbody>
</table>

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)

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 construction in East Asia)

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

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

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

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 1: Compiled from MLIT “Passenger Area Mobility Research”
Note 2: Compiled from MLIT “Freight Area Mobility Research”

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