

Section 2. The Negative legacy of the 20th Century

As presented in the previous section, the postwar administration of MLIT achieved enormous results. There still, however, remain various issues to face at present.

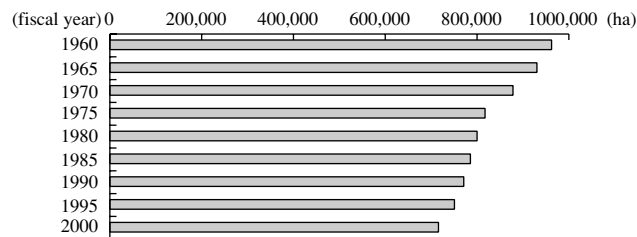
First, social problems, including urban problems, pollution/environment problems and new safety problems have occurred in conjunction with high economic growth. Although some of them were improved in the 20th century, many have been inherited by the 21st century and remain as administrative issues for MLIT to tackle.

Secondly, new issues besides these problems have emerged recently. The next section will deal with these new problems.

[Deterioration of living environment in cities and city traffic problems]

Rapidly concentrated population and industry in cities during the time of high economic growth resulted in a deterioration of living environment for urban residents and serious urban traffic problems, including traffic congestion. Some of them have already been improved, but not totally solved, and measures are being sought continuously.

22. (Change in greenery area in four areas: Tokyo and 3 surrounding prefectures)

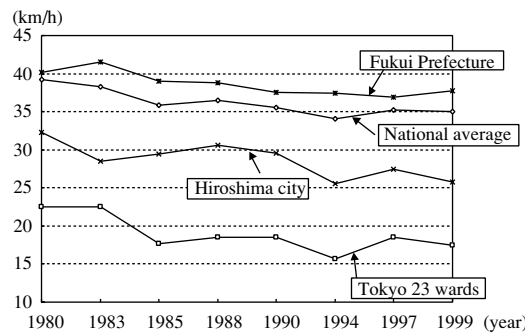


Note 1: "Materials concerning seven prefectures and cities greenery policy" for Special Greenery Policy Subcommittee of the Seven Prefectures and Cities Summit Environmental Issues Policy Committee(August 2001)

Note 2: Four areas: Tokyo Metropolis, Saitama Prefecture, Chiba Prefecture and Kanagawa Prefecture

greenery area : Total of farmland, forest field and city parks

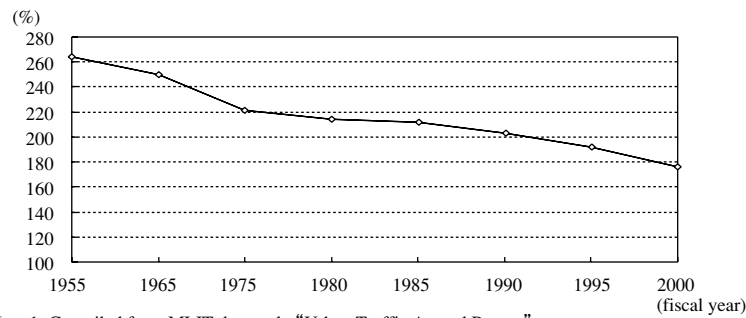
23. (Change in vehicle's average driving speed at peak hours of traffic in each city)



Note 1: Compiled from "Road Traffic Census" of MLIT

Note 2: Average vehicle speed at peak hours of traffic is the average speed of vehicles which run morning and evening rush hours after the year1994 and which run at peak hours before 1990 on public national and municipal roads.

24. (Congestion rate of railroads in Tokyo area at rush hours)



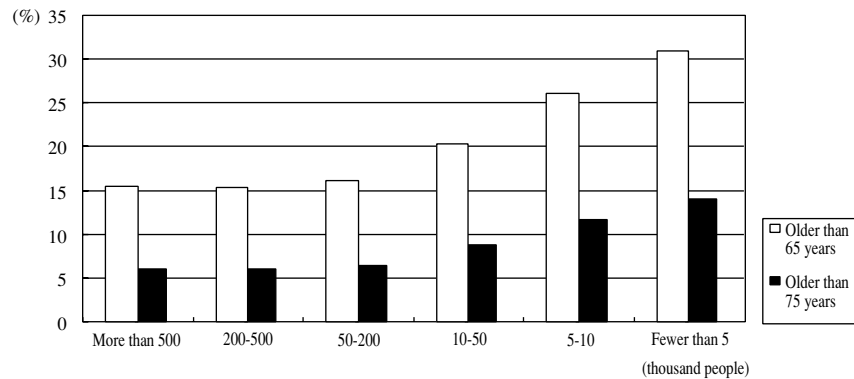
Note 1: Compiled from MLIT data and "Urban Traffic Annual Report"
 Note 2: Congestion rate of most congested sections of major railroads in Tokyo area per hour at peak (Transport passenger ÷ Transport capacity × 100) is averaged

Standards for Passenger Load Conditions				
100%	150%	180%	200%	250%
Number of passengers equals 100% of rated capacity (Passengers can ride in comfort, either sitting, standing and grasping a strap, or holding on to the pillar adjacent to the door.)	Shoulders touch, but a newspaper may be read comfortably.	Bodies touch, but a newspaper can be read.	Bodies touch and there is a strong sense of being crowded, but a magazine can be read with some difficulty.	Bodies lean with the rocking of the train, and it is impossible to move even arms, much less one's body.

[Decline in local vitality]

In local areas, outflow of the labor force population into cities caused decreases in productivity, a growing elderly population and decay of central urban areas induced a problem of decline in local vitality. While the income differential is decreasing, vitalization of local areas with unique community building is still an important task to be dealt with.

25. Population composition ratio by municipal scales and age groups

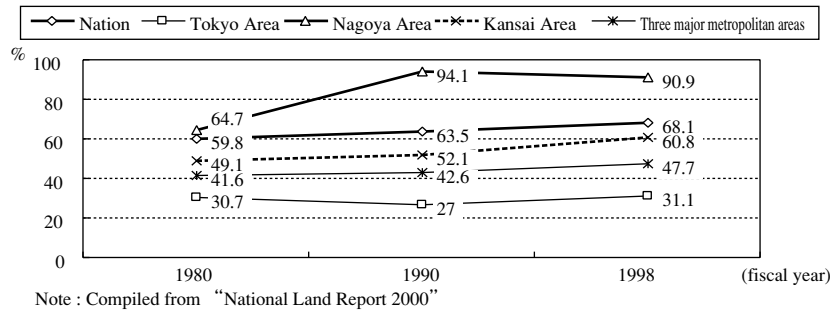


Source) Compiled from "Population Census 2000" by the Ministry of Public Management, Home Affairs, Posts and Telecommunications

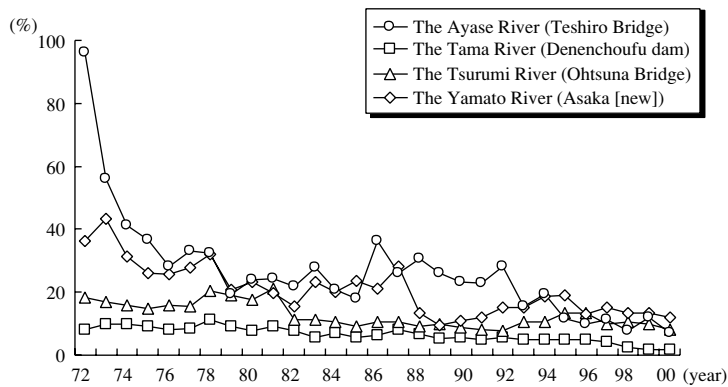
[Revealing of pollution/environmental problems]

Environmental problems have appeared during the time of high economic growth, when public nuisance occurred, including air pollution caused by automobiles, noise pollution by airplanes and Shinkansen trains and water pollution in public water bodies and when marine pollution became worse through oil tanker accidents and illegal dumping of wastes. While efforts were actively made to improve conditions with some degree of effect, there still remain various problems such as air pollution by motor vehicles in metropolitan areas and water pollution in closed water bodies.

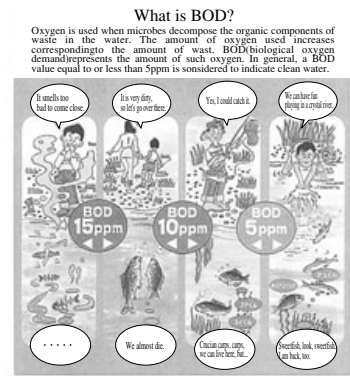
26. (Achieved state of NO2 environmental standard)



27. (Change in BOD 75% index at representative points in major city rivers by years)



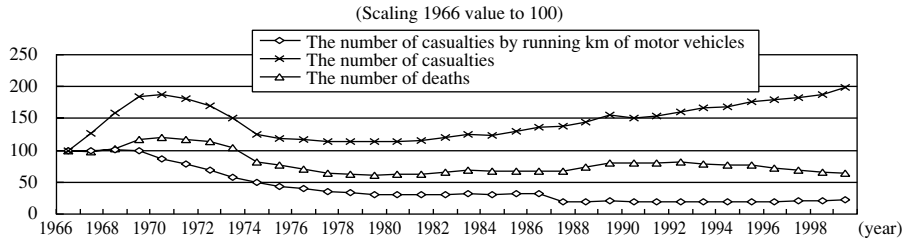
Note 1: Compiled from MLIT data
 Note 2: BOD 75% index : BOD is considered to conform to environmental standards when the 75 % index is under the standard. 75% index is for instance, the 75th number among 100 data arranged in order from small value. What is BOD?
 Oxygen is used when microbes decompose the organic components of waste in the water. The amount of oxygen used increases corresponding to the amount of waste. BOD (biological oxygen demand) represents the amount of such oxygen. In general, a BOD value equal to or less than 5ppm is considered to indicate clean water.



[Safety issue]

While various measures have been taken with considerable effects in the field of road transport, the absolute number of casualties in traffic accidents continues to increase even recently. Achievements have also been seen in railroad, shipping and airline transport. All possible measures, however, should be taken consistently to prevent accidents, because, if it were to occur, a mass transport system accident would cause enormous casualties.

28. (Change in casualties in traffic accidents by running km of motor vehicles)

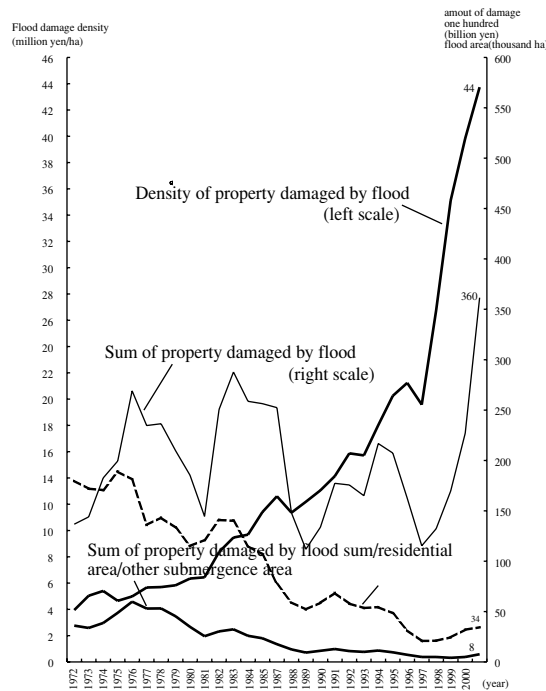


Note 1: Compiled from MLIT data and "Traffic Statistics" by the National Police Agency
 Note 2: Running km of motor vehicles includes those of light vehicles from 1987

Moreover, vulnerable cities have been formed in regard to city disaster prevention, as crowded wooden housing areas were formed and population and property were concentrated in lowland areas in the vicinity of rivers, mainly in new urban districts built during the time of high economic growth.

These safety problems remain yet to be dealt with seriously.

29. (Change in density of property damaged by flood : average in past 5 years)



Flood damage density : amount of damage in private property per ha of flooded area

Note 1 : Compiled from MLIT "Flood Damage Statistics"
 Note 2 : Private property damage and flood damage density include losses caused by suspension of business.
 Prices are those of fiscal 1995
 Note 3 : Total number for each year is the average of past five years including the year concerned