

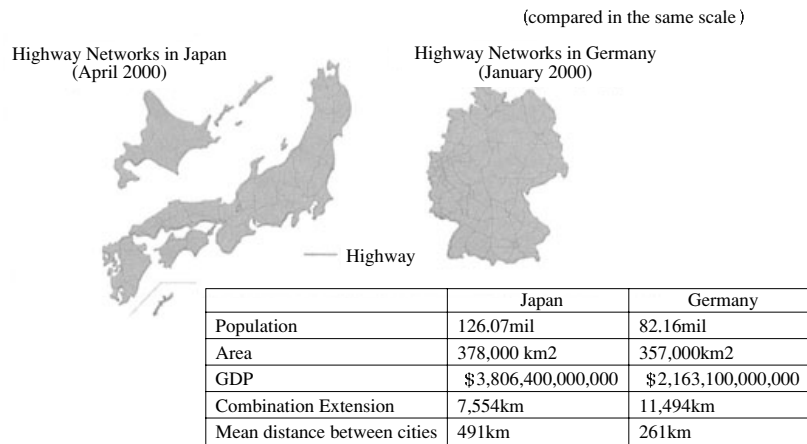
## Chapter 2. Construction of Extended, International Transportation Networks & Promotion of Exchanges in Tourism

### [Construction of extended transportation network]

#### ○ Trunk road network

Development of trunk roads has facilitated various activities and greatly contributed to the enrichment of lives of people. However, their improvement is still insufficient. For example, extension of expressways remains at two thirds of that in Germany. Therefore, expressways and regional expressways have been constructed to form a comprehensive transportation network. Also, In promoting reform in the public works area, further discussion and examination have been conducted regarding needs, effects, and methods used for steady road improvement in future.

#### 60. (Comparison of highways in Japan and Germany)



#### ○ Trunk railway network

Trunk railway network has almost been completed in form, but much improvement will be necessary in services, such as the running speed of cars and railway facilities. Partly because of its eco-friendly nature, the Seibi Shinkansen project is to be further expanded. Also introduction of seamless connection of Shinkansen to non-shinkansen lines is proceeding to create an extended Trunk railway network.

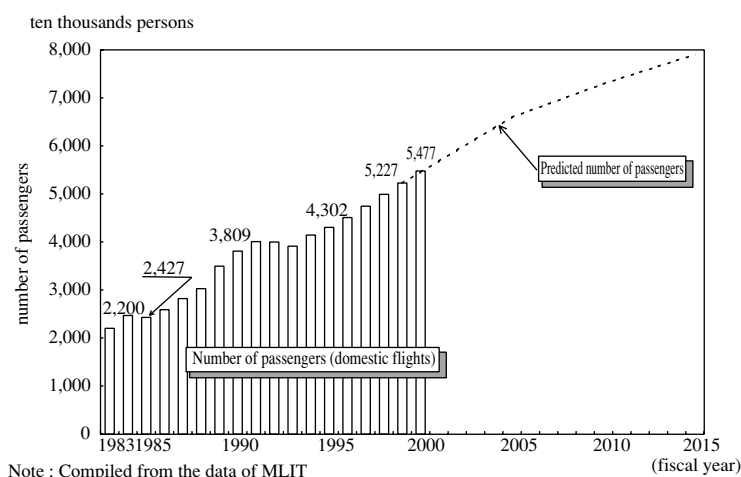
#### 61. Segments to be constructed & segments to which new standard is to be applied / Schematic Chart



## 62. Number of passengers in Haneda Airport (domestic flights)

### ○ Domestic aviation network

With the number of passengers to and from Haneda Airport increasing steadily, its capacity has become a serious problem. Thus, development of Haneda Airport and other major Airports in Japan has become a priority issue in order to create domestic aviation network.

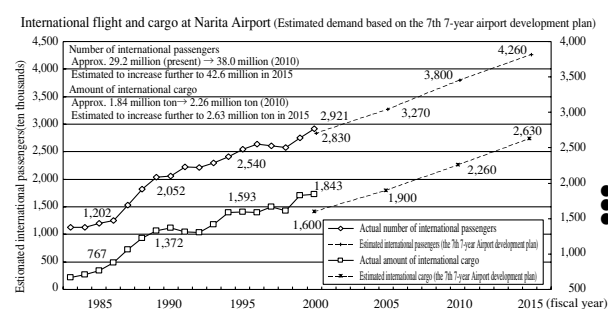


## [Construction of international transportation network]

### ○ International aviation network

Conditions of international airports in major cities in Japan have a lot to be improved. They have not met the demand for increasing flight numbers and the demand for new entries. At this rate Japan may lose the edge in international competition. To avoid this situation active efforts have been made in the following areas: (1) development of Narita Airport; (2) making slack-hours (early in the morning and late at night) available for international passenger charter flights at Haneda Airport, and (3) an upgrade of the function of international airports through the 2nd phase construction of the Kansai International Airport and the construction of the Central Japan (Chubu) International Airport and so on. Also active negotiations have been going on in the area of aviation agreement with other countries, for new conclusion and amendment.

## 63. International flight and cargo at Narita Airport (Estimated demand based on the 7th 7-year airport development plan)



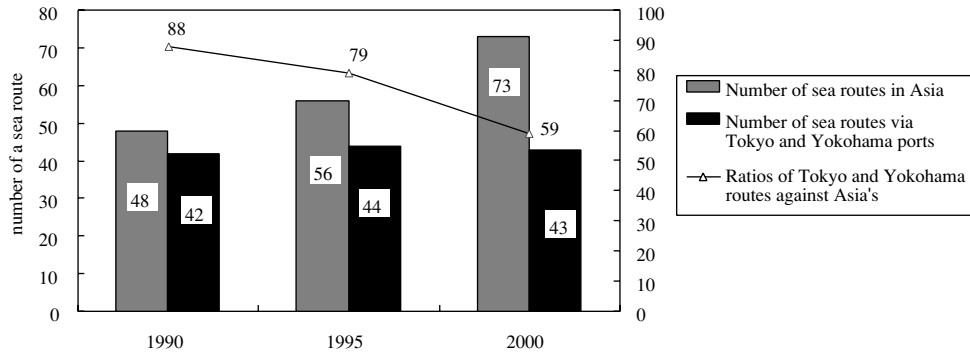
Estimated demand by various institutions					
Annual average increase %	the 7th 7-year Airport development plan (2000~2005)	the Transportation Reform Council (1993~2010)	IATA (2000~2004)	Boeing (2000~2019)	Airbus (2000~2019)
International passengers	3.2	3.2~4.0	4.1	5.7~6.7	5.1~6.5
International cargo	3.7	3.3~4.3	5.9	—	—

### ○ International sea-borne transportation

With division of labor expanding laterally, cargo distribution centers in Asia are dispersed wider than ever before, and the trading formula at major ports in Asia has shifted to transit trading. Port calls by American and European containers has decreased, because of Japan's delay in providing deeper and larger seabeds for enlarged containers and its slow response to such demands as regular use of ports, an upgrade of facilities for increased speed of ships and advanced information technologies. In cases where Asia-bound shipments are coming to be considered semi-domestic ones, Japan needs to provide for a more sophisticated port infrastructure that is capable of providing efficient international logistical services. Under these circumstances, Japan has been proceeding for an establishment of a marine highway network with software and hardware advances combined, in order to enable Japan to regain its competitive edge.

#### 64. Decreasing international competitiveness in the Tokyo area

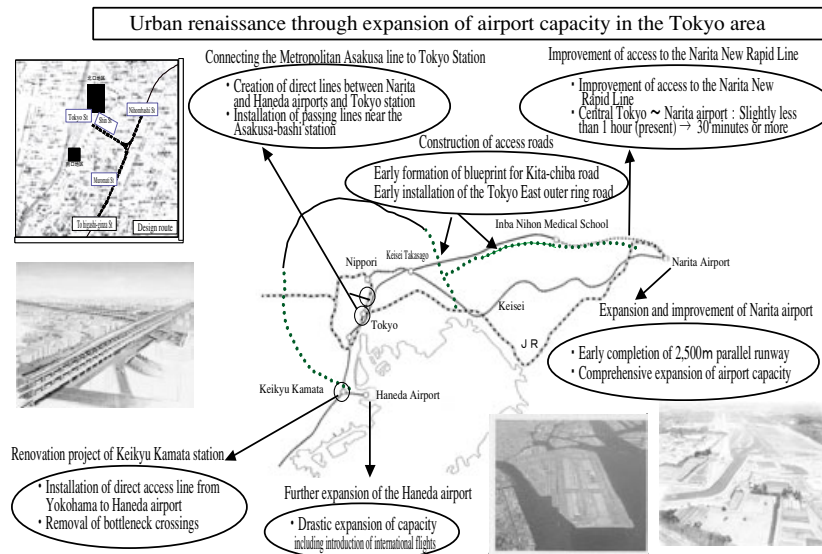
(Decreased calls at Tokyo & Yokohama ports by U.S. and European containers)



#### [Mixed-mode transportation]

Japan has been promoting a multi-modal transportation system, where combined modes of transportation, land, sea and air, can provide efficient and comfortable transport conditions to satisfy the needs of customers. Along with efforts to increase airport capacity to such extent as to meet increasing international demand, accessibility to the airport needs to be addressed by installation of streamlined roads and railways, such as the New Narita Rapid Line.

#### 65. (Urban renaissance through expansion of airport capacity in the Tokyo area)



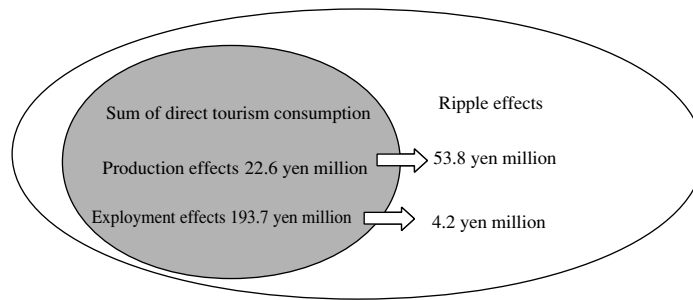
**[Promotion of tourism-based exchanges]**

Tourism has played an important role in promoting active exchanges of people and revitalization of regions. Travel, transportation, and hotel industries, among others, have helped create new industries and jobs on the national and regional level. Tourism produced 22.6 trillion yen in direct consumption, which came to 53.8 trillion yen when ripple effects are included. Also, tourism-related jobs are estimated to have produced a 4.222 million workforce (in 2000). Its contribution to the GDP and hiring effects is no less valuable than those of other trunk industries.

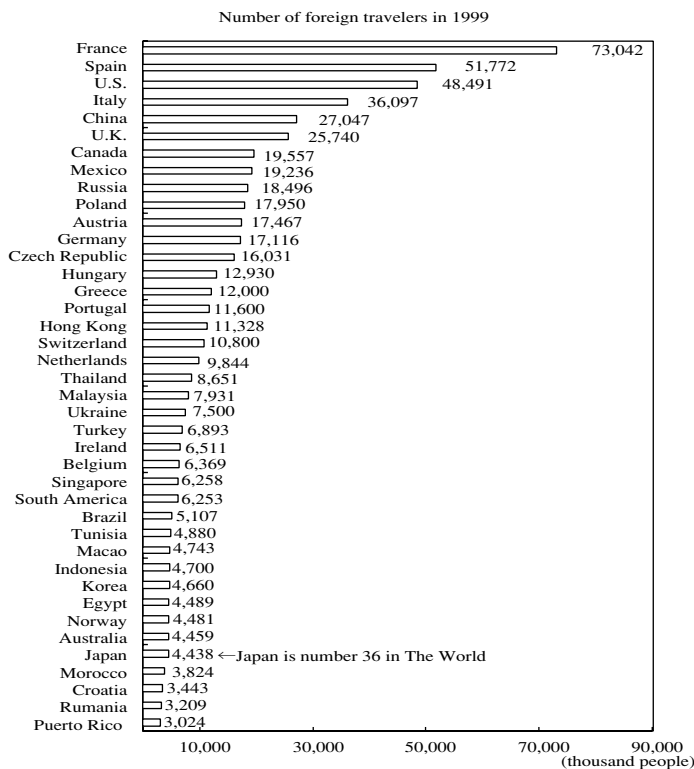
Thus, as an essential area of the economy, tourism will be a leading industry in the 21st century. It is expected to be a driving force to aid recovery of the sluggish economy and bleak job situation in Japan. Promotion of tourism is also important, in that an increase in the invisible trade balance leads to improvement of the balance of payments.

A record number of foreign travelers visited Japan in 2000. However, it is still low on the international level, and further promotion of tourism is one of the areas that need to be addressed.

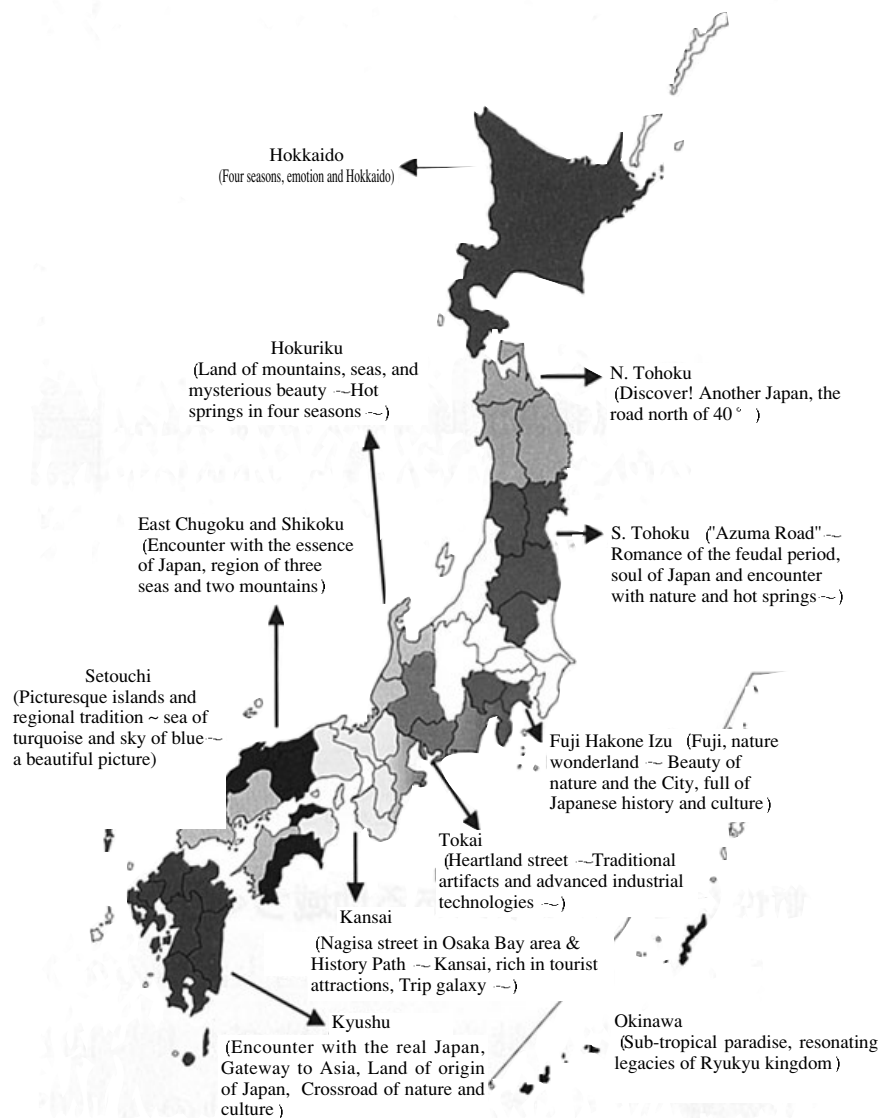
**66. Contribution of tourism consumption to the Japanese economy**



**67. Number of foreign travelers 1999**



## 68. List of international tourism theme districts



The “New Welcome Plan 21” was introduced and the “international tourism theme districts” were mapped out, which were basically designed for trips of three to five days. To facilitate the program, such measures as introduction of the welcome card and lowering of fares have proceeded. At the 14th General Assembly by World Tourism Organization (WTO), co-hosted by Japan and Korea in Osaka and Seoul in September 2001, Japan took advantage of being a host country to create publicity for the country.

The 2002 FIFA World Cup, which starts in May 2002 and is co-hosted by Japan and Korea, will support Japan's tourism appeal to the world. Provision of smooth transportation and swift and accurate information with advanced IT will form an important aspect for the success of the games.