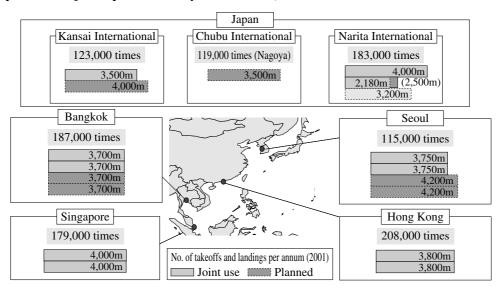
# Section 1. Developing Focused and Efficient social Infrastructure and Transportation Administration to Deal with Changes

As aging with fewer children and depopulation progress, we are anxious that our country's vitality will decline and national budget for social infrastructure will reduce. We promote infrastructure provision effectively with "selection and concentration".

#### [ Prioritizing policy for meaningful work to improve Japan's national vitality and competitiveness ]

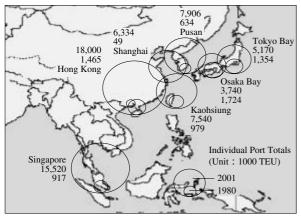
By establishing high speed traffic system and increasing economic productivity such as revitalizing urban areas into attractive areas, we need to make a priority investment on such fields as those to heighten international competitiveness. Also the number of senior citizens, vulnerable in times of disasters, is outherise. In order to ensure safety and peace of mind, improving infrastructare for the people is important.

# 50. (Development of Major Airports in Nearby Asian Nations)



# 51. (Container Use in Major Asian Ports)

Japan s Port Positions Declining Compared to other Asian Ports



Source: Containerization International Yearbook March 2002 Containerization International, other

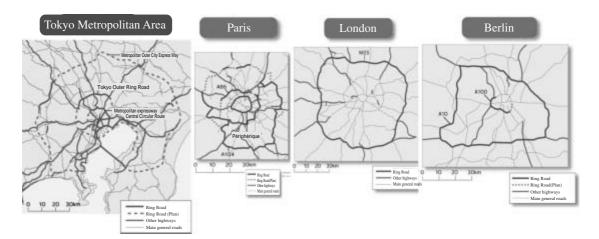
### Decline in Position of Major Japanese Ports

(Unit 1,000 TEU) 1980 2001 Port Name Port Name Qty. Qty. 1 New York/New Jersey Hong Kong 1,947 18,000 2 Rotterdam 1,901 Singapore 15,520 3 Hong Kong 1,465 3 Pusan 7,906 1,456 4 Kaohsiung 7,540 4 Kobe 5 Kaohsiung (Gaoxiong) 979 5 Shanghai 6,334 6 Singapore 917 6 Rotterdam 5,944 5,183 7 San Juan 7 Los Angeles 852 8 Shenzhen (?) 8 Long Beach 825 5,076 9 Hamburg 783 9 Hamburg 4,689 10 Long Beach 10 Oakland 782 4,462 Yokohama 722 16 Pusan 634 Yokohama

Source: Containerization International Yearbook (1980 data; 1999 data[ est. ])

March 2002 Containerization International (2001 data) [ early report values ])

# 52. (Comparison Construction of Ring Roads in Major Cities in the World)



Planned extention	518km	
Opened extention	120km	
Improvement ratio	23%	
Population: 29.42million people		

Population density: 3,690/km<sup>2</sup>

Source: MLIT

Planned extention	320km
Opened extention	236km
Improvement ratio	74%

Population: 8.52million people Population density:4,442/km<sup>2</sup> Planned extention 187km Opened extention 187km 100% Improvement ratio

Population: 8.74million people Population density: 2,137/km<sup>2</sup>

Source: Transport Research Laboratory

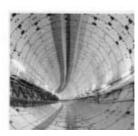
Planned extention 222km Opened extention 213km Improvement ratio 96% Population: 4.05million people Population density: 1,425/km<sup>2</sup>

Source:Transports Ministry of Germany

Source: Transports construction part of metropolitan in Paris Population/population density: inside ring road

# 53. (Construction of The Tokyo Metropolitan Region Outer Flood-Way)

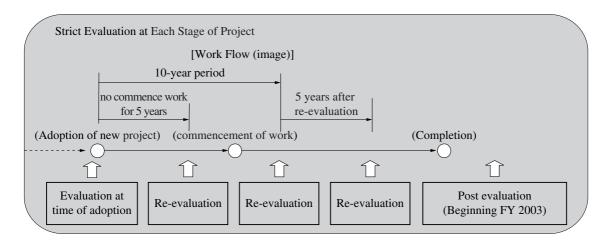




# (Strict evaluation and Schedule Management for Public Works)

Based on future changes of society and economy, we conduct strict and minute evaluation. The sheme called Shedule Management for Public Works 'should be recessary so that social infrastructure reeded by people may be improved at suitable time.

#### 54. (How to evaluate work)



#### 55. (Past results of Re-evaluation)

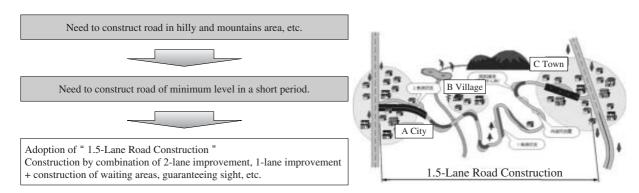
	The number of the subject	Continued	Canceled	Suspended
FY 1998	5,816	5,748	12	56
FY 1999	837	820	4	13
FY 2000	1,070	878	192	
FY 2001	789	767	22	
Total	8,512	8,213	230	69

FY 2000 figures include work subject to "Wider Reconsideration of Public Works"

# (Supplying efficient social infrastructure and making effective use of existing stock adapted to regional conditions)

By setting flexible standard corresponding to the local characteristic, we reduce costs and develop social infrastructure efficiently. We promote to improve social infrastructure efficiently from a view point of a wide area and tie-up between government and private sectors. We utilize the existing social infrastructure stock and reduce maintenance cost by the advancement of maintenance management.

# 56. (1.5-Lane Road Construction)



# [ Developing a transportation policy that emphasizes competition and cooperation ]

As changes in demographics demand further changes from quantity to quality, we are attempting to realize more

pleasant and easier to use transport services, including the development of services for a graying society, through broad cooperation and active competition among operators. At the same time, we are trying to insure public transportation services adapted to changes in the operating environment.

# 57. Toward Seamless Public Transportation

