

○Tourism in Japan in relation to East Asian countries/regions

Japan lags behind East Asian countries/regions in terms of the number of overseas visitors, although overseas visitors to Japan are on the rise. To attract more visitors from overseas, Japan needs to make its tourist attraction more attractive and effectively promote them abroad.

< Ranking of East Asian countries/regions in terms of overseas visitors >

	2002		1995	
	Rank	foreign passengers	Rank	foreign passengers
Hong Kong	1	16,566,382	1	10,199,994
China	2	13,439,497	6	5,886,716
Malaysia	3	13,292,010	3	7,468,749
Macao	4	11,530,841	2	7,752,495
Thailand	5	10,872,976	5	6,951,566
Singapore	6	7,567,039	4	7,136,538
Rep.Korea	7	5,347,469	8	3,753,197
Japan	8	5,238,963	9	3,345,274
Indonesia	9	5,033,400	7	4,324,229
Taiwan	10	2,977,692	10	2,331,934
Vietnam	11	2,627,988	12	1,351,296
Philippines	12	1,932,677	11	1,760,063
Laos	13	735,662	13	346,460
Cambodia	14	522,980	14	219,680
Myanmar	15	217,212	15	117,000

Notes: 1. This ranking is limited only to East Asian countries/regions.

2. "East Asian countries/regions" here include Macao.

Source: Compiled from WTO, *Yearbook of Tourism Statistics 2004* and *Tourism Market Trends 2003*.

[Japan and concerns affecting East Asian countries/regions]

Concerns accompanying economic growth in East Asian countries/regions may affect Japan, because these countries/regions may failed to fully function as a production base and market for Japan due to these concerns. In particular, environmental problems there may have a direct impact on Japan because of geographical proximity.

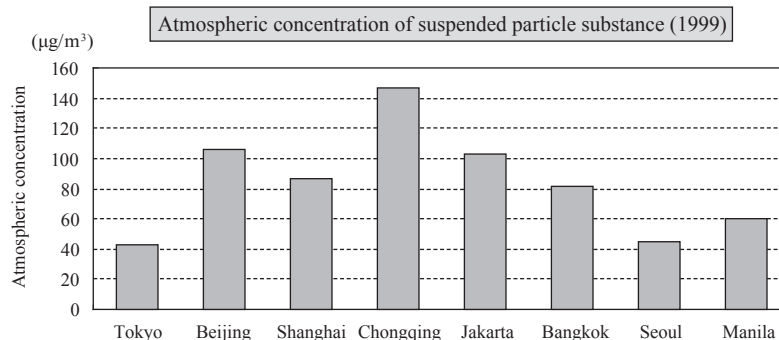
○Deteriorating environmental and energy problems

Emissions of carbon dioxide (CO₂)—a major factor for global warming—from East Asian countries/regions are increasing. Major cities in China and other East Asian countries/regions have a problem of air pollution.

As economic activity expand, energy consumption is also on the rise in East Asian countries/regions. The percentage of energy consumption in these countries/regions to the world total, which have continued to increase driving by economic growth of China and others, is expected to outnumber the percentage for EU or NAFTA.

Growing energy consumption has led to an increasing number of ships carrying natural resources. It is thus important to secure stable transport of natural resources by, for example, ensuring navigation safety through strategic straits.

< Air pollution in East Asian countries/regions >

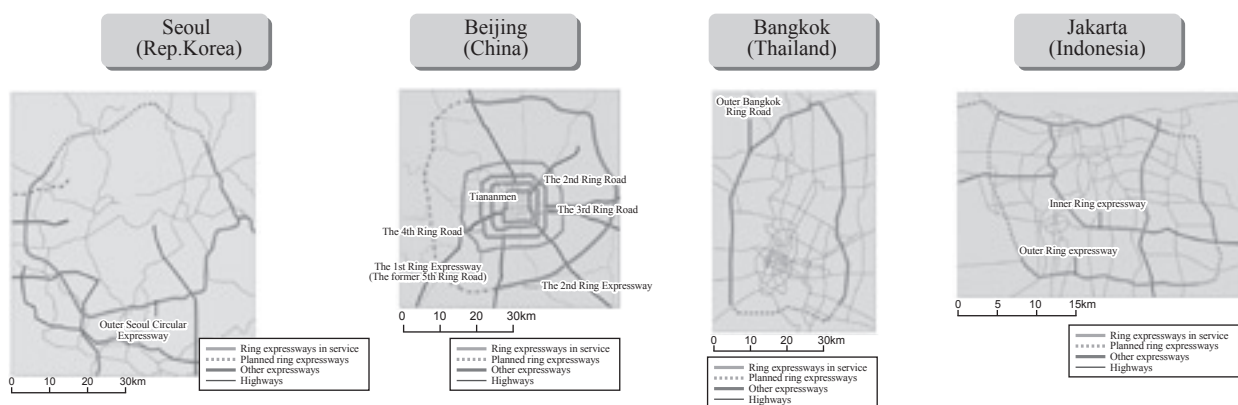


Source: Compiled from World Bank, *2004 World Development Indicator*.

○Problems associated with urbanization

In East Asian countries/regions, population concentration on urban areas has brought about traffic congestion, air pollution, lack of public spaces and other urban problems. Traffic congestion, in particular, a common problem for many major cities there. To lessen congestion, efforts are being made to develop ring road and urban railway networks in such cities.

< Growth of ring expressway networks in metropolitan areas of selected East Asian countries/regions >



Total planned length	approx. 130 km
Total length in service	89 km
Completion rate	70 %
Population: 9.9 million	
Population density: 16,341 persons per sq. km.	

Total planned length	436 km
Total length in service	356 km
Completion rate	82 %
Population: 14.56 million	
Population density: 867 persons per sq. km	

Total planned length	165 km
Total length in service	131 km
Completion rate	79 %
Population: 18 million	
Population density: 3,531 persons per sq. km.	

Total planned length	approx. 120 km
Total length in service	approx. 82 km
Completion rate	70 %
Population: 5 million	
Population density: 11, 745 persons per sq. km.	

Notes:
 Road length: 2003 data
 Population: 2001 data
 Source:
 Road length: Data from the Seoul Metropolitan Government
 Population: Government statistics

Notes:
 Road length: 2003 data
 Population: 2003 data
 Source:
 Road length: Data from Beijing City

Notes:
 Road length: 2002 data
 Population: 2000 data
 Source:
 Road length: Department of Highways, Ministry of Transport and Communications

Notes:
 Road length: 2003 data
 Population: 2000 data
 Source:
 Road length: Indonesia Highway Corporation

< Growth of urban railway networks in metropolitan areas of selected East Asian countries/regions >

	lengths in operation (km)	planned lengths (km)	Notes
Jakarta (See 1)	161	9.3	Urban transportation
	-	20.9	Subway
	-	27.0	Monorail
Seoul	423.5	567.4 (Target 2007)	
Singapore	127.9	43.6	
Bangkok	44	248 (See 2)	
Beijing	114	approx. 140(Until 2008)	
Shanghai	82	approx. 170(Until 2005)	Urban transportation
	30	-	Transrapid
Kuala Lumpur	153	-	Urban transportation
	56	-	LRT
	8.6	-	Monorail
Taipei	67.2	67.7	
Hong Kong	201.3	10.9 (Under construction, other 7 routes are being planned)	

Notes: 1. There are also plans to double-track Serpong Line (23.2 kilometers) and Tangerang Line (19.3 kilometers).

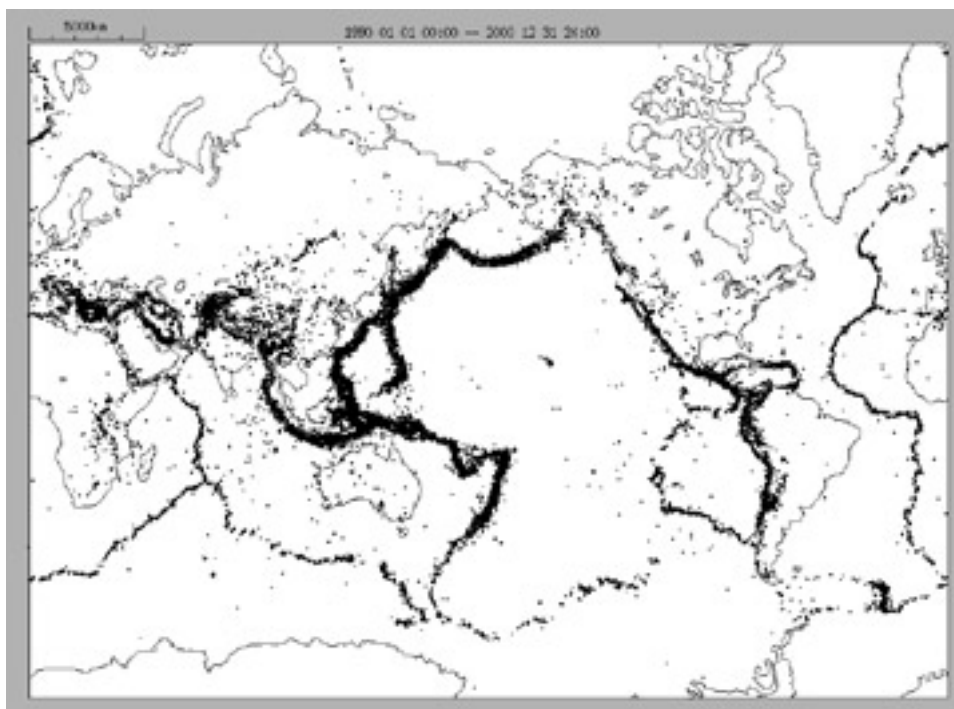
2. The figure is the length of the section whose construction has already been approved by the Cabinet. The construction of an additional section of 180 kilometers is expected to be approved.

Source: Compiled from MLIT surveys.

○Outbreaks of disasters, accidents, terrorism and so on

Some East Asian countries/regions are prone and vulnerable to natural disasters. Maritime accidents, oil spills, terrorism and piracy are not rare in East Asian countries/regions.

<Map of earthquakes (1990-2000)>



Note: The chart shows the distribution of the epicenters of earthquakes with a magnitude of 4.0 or more on the Richter scale and a focal depth of less than 50 kilometers.

Source: Japan Meteorological Agency

[Actions toward closer relationships between Japan and East Asian countries/regions]

Sustainable development of both Japan and East Asian countries/regions may not be possible without frameworks in which countries in the region promote exchange and partnerships. ASEAN and APEC are traditional examples of such frameworks.

On the multilateral front, it has recently been agreed to hold an East Asian Summit, and Japan presents some proposals such as Japan-ASEAN Comprehensive Economic Partnership (CEP). On the bilateral front, East Asia is quickly moving toward concluding Economic Partnership Agreements (EPAs) and Free Trade Agreements (FTAs). Japan is also actively working on such efforts; it has already concluded an EPA/FTA with Singapore and is in negotiation with other countries for such agreements, including Philippines and Rep. Korea.