

## Section 2. Conversion to 21st Century-Style Transportation Policy

### [Basic concepts of transportation policy]

In recent years, in the transportation sector, private activities have been left, to the greatest extent possible, to market principles. The policy principle is to minimize the participation of administrators. Regulations that regulate supply and demand of roughly all business sectors of movement of people and cargo have been abolished. However, the market cannot always solve all problems.

In order to pursue the promotion of application of market principles and the solutions to various problems, it is necessary that the government conduct an active role as expected in the spheres below:

#### ○ Developing a supportive environment for application of market principles

In order to develop a market environment that enables active business competition, the administration needs to address: (1) the promotion of fair competition, (2) support for creation of new services, and (3) improvement of infrastructures for transportation projects.

#### ○ Responding to problems that cannot be sufficiently addressed by market principles only

For areas that cannot be addressed by the application of market principles only, it is necessary that the government carry out a specific role.

To be specific, it is necessary that the government take responsibility for the following problems: (1) ensuring safety, (2) realization of environment-friendly transportation, (3) improvement of transportation in urban areas, and ensuring smooth transportation in depopulated areas, (4) Responding to declining birth rate/aging society such as barrier elimination, etc., (5) enhancement of coordination/regulation of different transportation systems and promotion of tourism, and (6) protection of consumer benefits, etc.

### [Conversion trend]

- (1) Comprehensive development of 21st century-style transportation policy: development by total focus on the respective transportation by land/sea/air in conjunction with tourism administration.
- (2) Development of public transportation policies incorporation with regional entities: development of transportation policies in closer contact with regional activities such as urban development activities, etc.
- (3) Comprehensive countermeasures for issues of the 21st century: Concerning issues of the 21st century such as environmental problems, etc., these are to be comprehensively addressed in conjunction with other administrative sectors as entire transportation policies transcending the differences in transportation systems.
- (4) Establishment of a “post facto checking-style” administration: Change from “pre checking-style” administration to “post checking-style” administration to secure consumer benefit and public safety based on deregulation trends.
- (5) Actualization of suitable District Transport Bureau for 21st century-style transportation policies: In order to implement precisely in the regions the changes in policies ① through ④ above, the duties and structure of the District Transport Bureau are undergoing revision.

47. (Role of the administration on 21st century-style transportation policy)

