

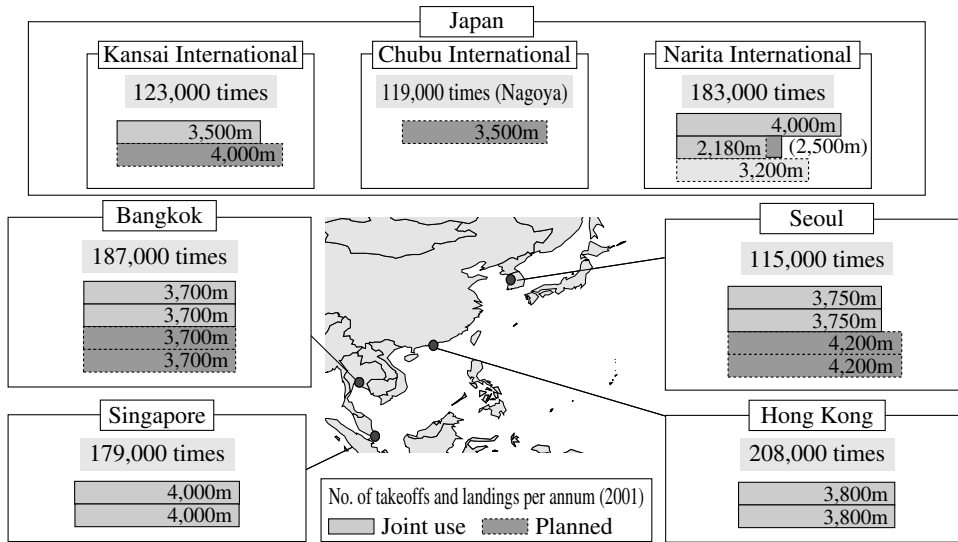
Section 1. Developing Focused and Efficient social Infrastructure and Transportation Administration to Deal with Changes

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]

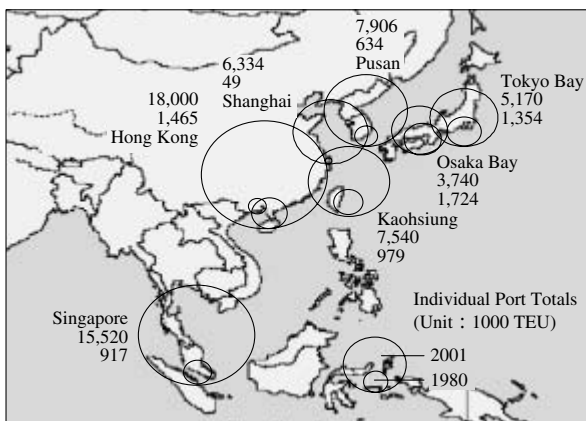
By establishing high speed traffic system and increasing economic productivity such as revitalizing urban areas into attractive areas, we need to make a priority investment on such fields as those to heighten international competitiveness. Also the number of senior citizens, vulnerable in times of disasters, is outhrise. 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



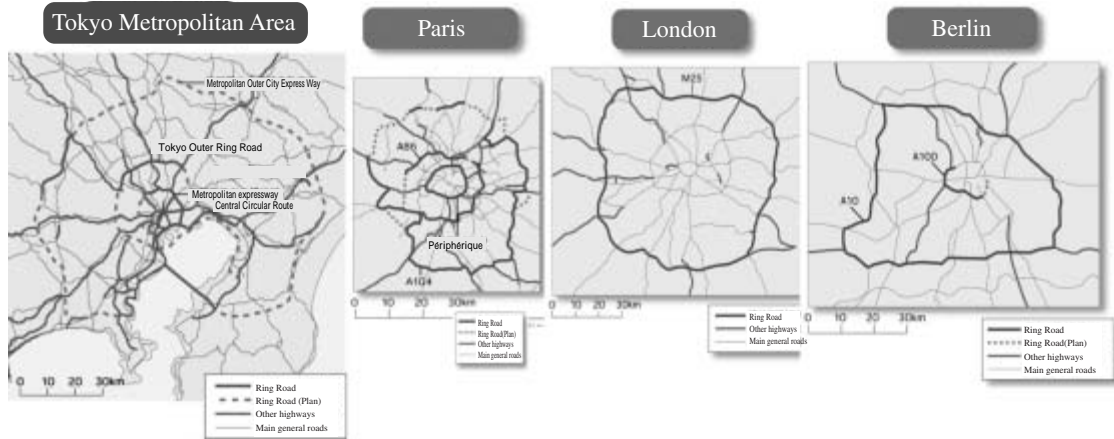
Source: Containerization International Yearbook March 2002 Containerization International, other

Decline in Position of Major Japanese Ports

1980			2001		
Rank	Port Name	Qty.	Rank	Port Name	Qty.
1	New York/New Jersey	1,947	1	Hong Kong	18,000
2	Rotterdam	1,901	2	Singapore	15,520
3	Hong Kong	1,465	3	Pusan	7,906
4	Kobe	1,456	4	Kaohsiung	7,540
5	Kaohsiung (Gaoxiung)	979	5	Shanghai	6,334
6	Singapore	917	6	Rotterdam	5,944
7	San Juan	852	7	Los Angeles	5,183
8	Long Beach	825	8	Shenzhen (?)	5,076
9	Hamburg	783	9	Hamburg	4,689
10	Oakland	782	10	Long Beach	4,462
12	Yokohama	722	18 (14)	Tokyo	2,770
16	Pusan	634	21 (20)	Yokohama	2,400
18	Tokyo	632	25 (19)	Kobe	2,100

() is 1999 Rank. 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 ²	

Source: MLIT

Population/population density: inside ring road

Planned extention	320km
Opened extention	236km
Improvement ratio	74%
Population: 8.52million people	
Population density:4,442/km ²	

Source: Transports construction part of metropolitan in Paris

Planned extention	187km
Opened extention	187km
Improvement ratio	100%
Population: 8.74million people	
Population density: 2,137/km ²	

Source: Transport Research Laboratory

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

Source: Transports Ministry of Germany

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 necessary so that social infrastructure reeded by people may be improved at suitable time.

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

