〔Strengthening security and crisis management〕

○Hijack/terror measures

We are tackling security on a variety of fronts in the wake of Sept. 11, such as strengthening hijack and airline terror measures, tightening security for transportation organs and important facilities and preventing cyber terror.

○Dealing with suspicious ship and spy boat

At the Japan Coast Guard, following the suspicious boat incident in the sea Area off the Southwest Coast of Kyushu, investigations have continued into clarifying all aspects of the incident through evidence collected by retrieving the boat from the bottom of the sea. Further, the government has confirmed that this boat was a North Korean spy ship. As a result of this incident, we are strengthening the necessary devices and operational organization to deal with suspicious and spy craft, such as large high−speed Patrol Vessels.

120. (Salvaged spy ship)

○Pirate and Transnational organized crime measures

To counteract brutal, organized acts of piracy, we are strengthening our tie−ups and cooperation with other coast guard agencies and marine policy bureaus. Also, we are making aggressive efforts to prevent and uncover transnational organized crime using maritime routes for smuggling people and goods.

○Establishing policies for accidents and disasters

When a major disaster occurs, it is vital to retain and restore transportation functions immediately while endeavoring to contain the damage through quick and appropriate measures. In regard to accidents and disasters in the transportation field, such as ship. Airplane or railroad collisions or oil spills from tankers, particularly when the scale of the disaster is great, we set up a governmental emergency disaster headquarters within MLIT to effect immediate and appropriate disaster measures.

121. (Panamanian registry ship aground)

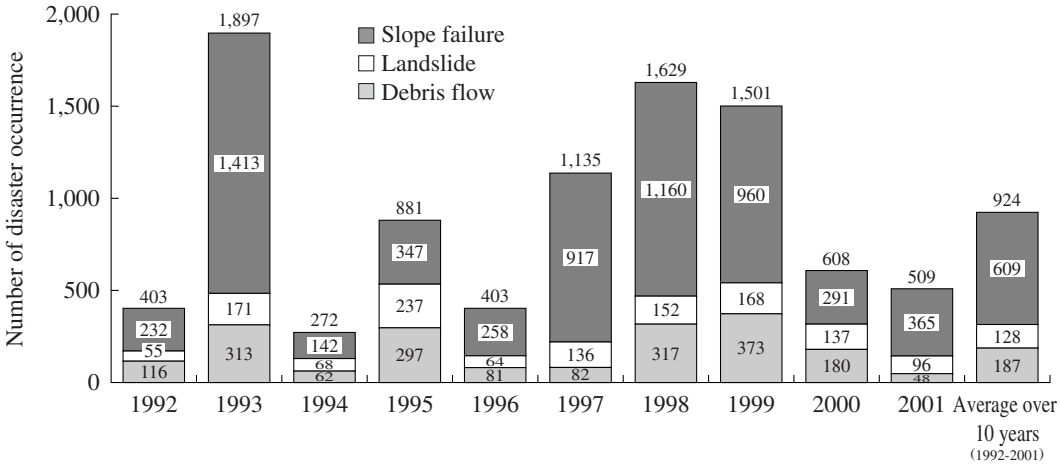
〔**Natural disaster policy**〕

○Making the land safe to withstand disasters

The most basic task is to protect the lives and property of the people from disaster, but Japan still lags behind the United States and Europe in flood control improvements. Therefore, we are aggressively pursuing integrated flood control and landslide measures, as well as earthquake resistant housing and construction, volcano damage, snow damage, high water/tsunami/erosion and road disaster prevention measures.

122. (Flood damage on Satetsu River (Iwate Pref.) from T0206 Chataan, July 2002)

123. (Recent occurrence of sediment-related disasters (1992–2001))

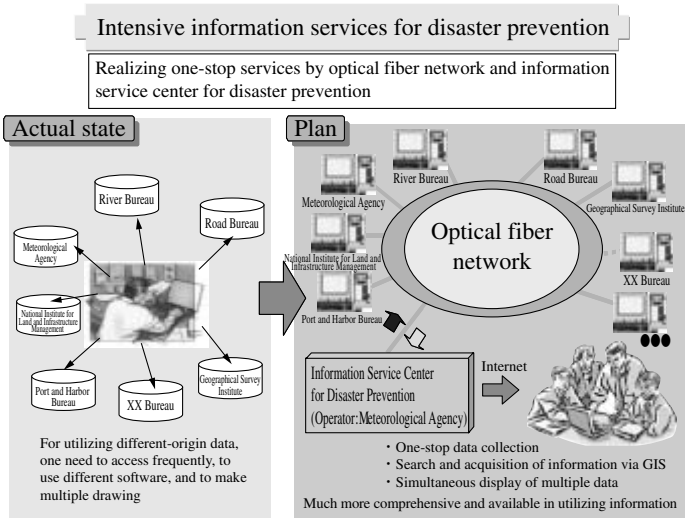


Source: MLIT

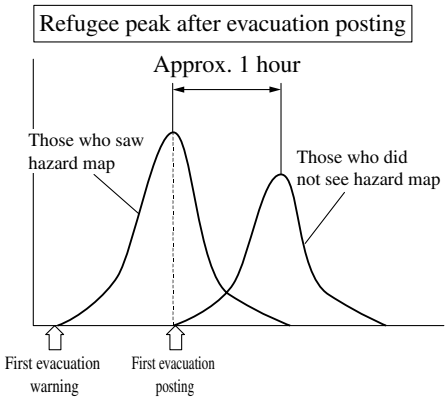
○Improving measures and systems for disaster prevention

In order to minimize losses of life and property in natural disaster, we are promoting " disaster prevention measures using information service " comprehensively. We also improving monitoring systems for earthquakes and volcanic activity, establishing risk management system in early stage of disaster occurrences, and improving administration of existing facilities through IT.

124. Intensive information services for disaster prevention



125. Result of hazard map display



Katada Research Office, Dept. of Engineering, Gunma University
From " Survey Report concerning Actions by Citizens of Koriyama City in the Heavy Rainfall of Late August 1998 "

○Assuring disaster resistant transportation systems

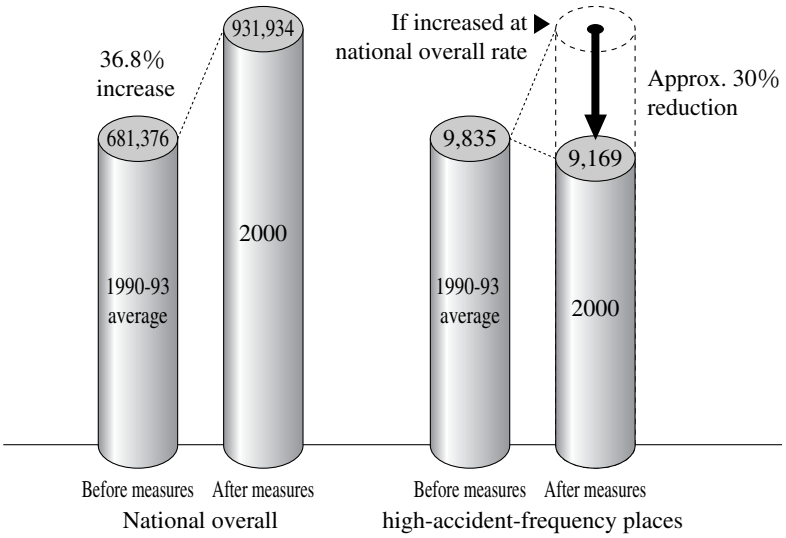
In addition to promoting the construction of disaster resistant facilities in key infrastructure such as ports and airports used by carriers, we are taking disaster prevention measures in various transportation organizations, as well as working to enrich the emergency transport network utilizing multiple transport modes in cooperation with transporters.

〔**Strengthening traffic safety measures**〕

○Road traffic

We are intensively carrying out measures to reduce accidents, such as improving intersections, building pedestrian paths, installing lighting, etc. at high−accident−frequency places. We are also undertaking stronger automobile safety measures through eliminating illegally modified cars and improving the recall system as well as improving the care of accident victims through reviewing the automobile reparations security system.

126. Accident reduction results of emergency work at high−accident−frequency places



Note: No. of incidents = no. of accidents
Subject: 1665 places finished by 1999
Source: MLIT

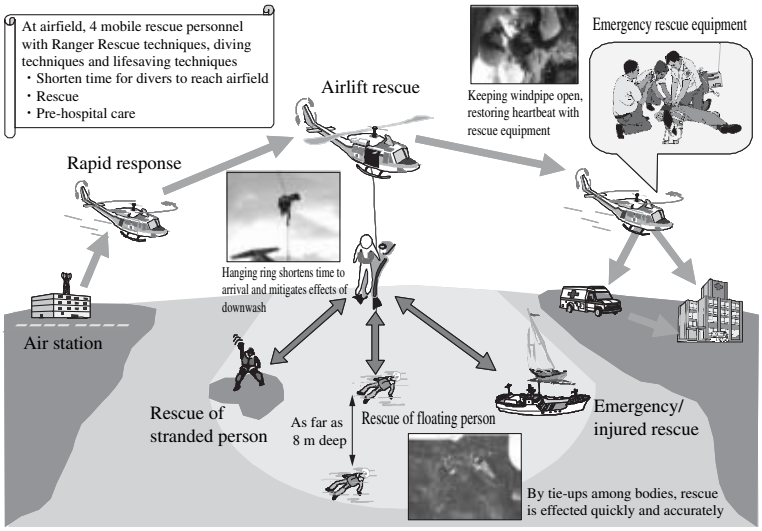
○Railroad traffic

In addition to safety inspections related to equipment, maintenance of rolling stock, and handling of operating conditions, we are providing assistance in running the engineer certification system and improving facilities, as well as striving to prevent crossing accidents and accident recurrence.

○Maritime traffic

Through the construction of next–generation operating assistance systems using AIS (Automatic Identification System), we are attempting to insure maritime safety to deal with changing marine traffic conditions, such as accelerating vessels, as well as endeavoring to strengthen rescue systems through dispatch of mechanized rescue workers and to prevent recurrences of piracy.

127. Activity flow for mobile rescue personnel



○Air traffic

Making use of new technology, such as satellites and datalink, we are proceeding with construction of an efficient next –generation air safety system adapted to the real conditions of Japan's air traffic. In addition, after the JAL Flight 907 accident in January of 2001, we are:

1. Strengthening control operations systems;
2. Building control assistance systems;
3. Fundamentally redrawing airspace and air lanes; and
4. Dealing with flight crews.

128. (Next–generation flight safety system)