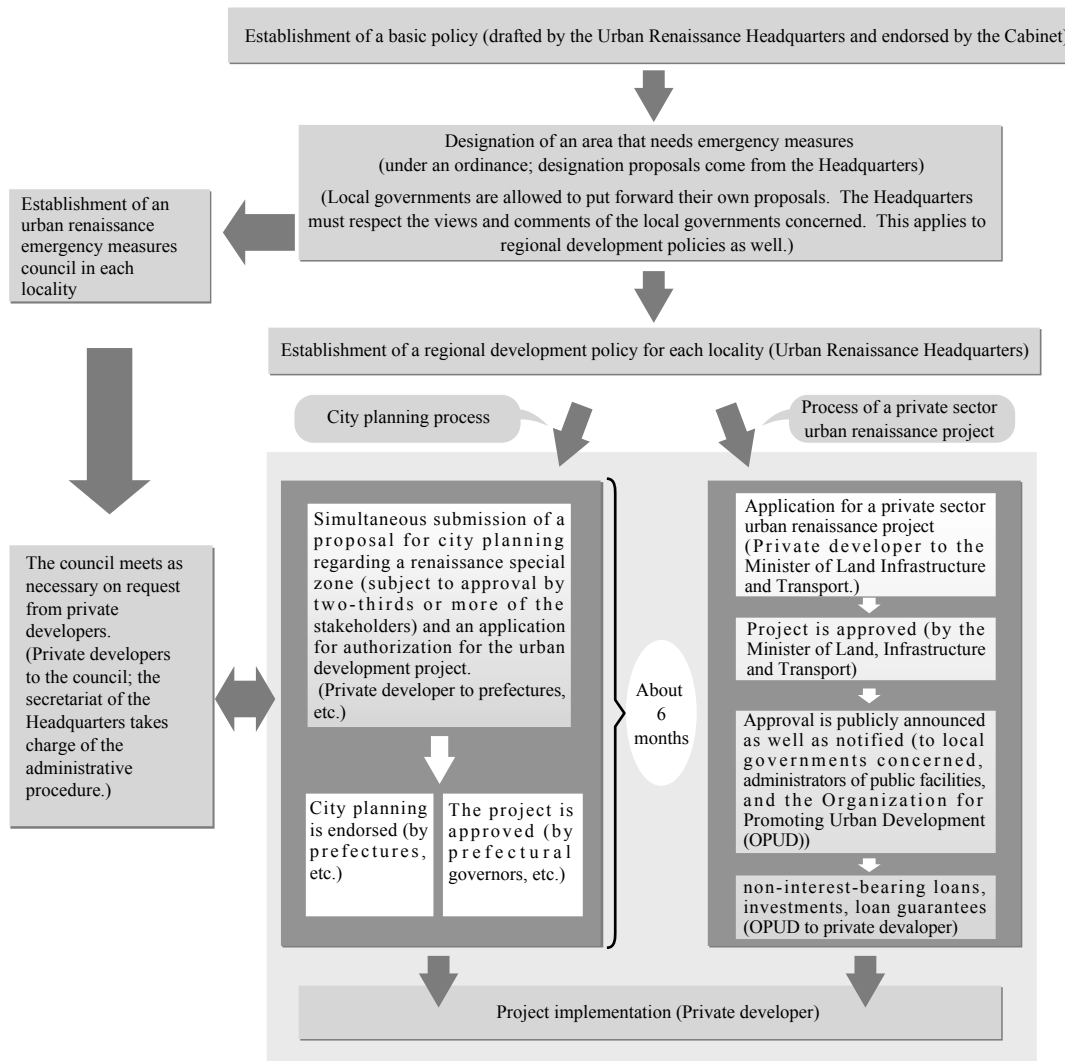


Chapter 3: Promoting Urban Renaissance

[City planning with better use of the private sector]

MLIT believes that it is important to create an environment where the private sector can exercise its creativity, ingenuity and expertise to the full and to encourage the investment of private funds in appropriate urban development projects. To that end, the ministry has taken a number of steps under the Urban Renaissance Special Measures Law and other laws. Such steps concern city planning financial support and taxes.

Project implementation process under the Urban Renaissance Special Measures



MLIT is also committed to developing infrastructure that is crucial for urban development, including roads, sewerage, parks, and ports. Among specific examples are: urgent development of city planning roads and improvement of railroad crossings that are bottlenecks in local traffic flows, both of which are likely to induce private investment; cadastral development; deep underground utilization.

A conceptual image of continuous grade separation

JR Chuo Line continuous grade separation

○Project impact

Now : Many crossings along the JR Chuo Line cause traffic jams, traffic accidents, and community partitions directly or indirectly.

After : 18 crossings of which all but one is “bottleneck” crossings will disappear.

Benefits : In the case of the Koganei-kaido crossing

- The total time period during which the crossing bars are down at peak hours will be reduced from 55 minutes per hour to none.
- The maximum congestion length will be shorted from 300 meters to none.
- The community will be “united” through free traffic flows.

○Project profile

Section : Between Mitaka and Tachikawa on the JR Chuo Line

Section length : 13.1 kilometers

Total cost : about 179 billion yen

Completion by : FY2006 for the Mitaka-Kokubunji section
FY2008 for Kokubunji-Tachikawa section



[Promoting national urban renaissance, from Wakkanai to Ishigaki]

MLIT plays an active role in the debates at study councils, each of which addresses specific issues in response to proposals submitted by local governments and other entities, as part of the “emergency measures for national urban renaissance” endorsed by the Urban Renaissance Headquarters. The other common issues the ministry is addressing include heat-island effects, multiple use of public spaces and facilities, and development of traffic nodes. The ministry has recently participated in national surveys on urban renaissance models.

The Headquarters has lately decided to establish a basic framework for supporting national urban renaissance efforts. In response, MLIT has decided to create “town-making subsidies” and delegate authority to make city planning decisions to municipalities as new measures.

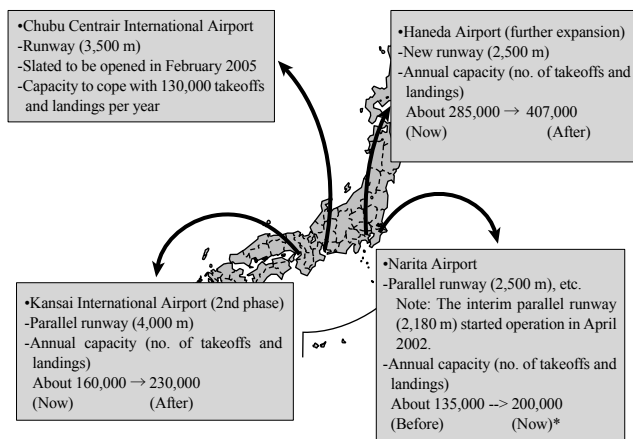
[Promoting urban renaissance projects]

○Achieving various forms of vigorous exchanges and economic activities

MLIT promotes the development of urban hubs through such means as reinforcing the capacity for international exchange and physical distribution, developing ring road networks, and strategic utilization of state-owned land.

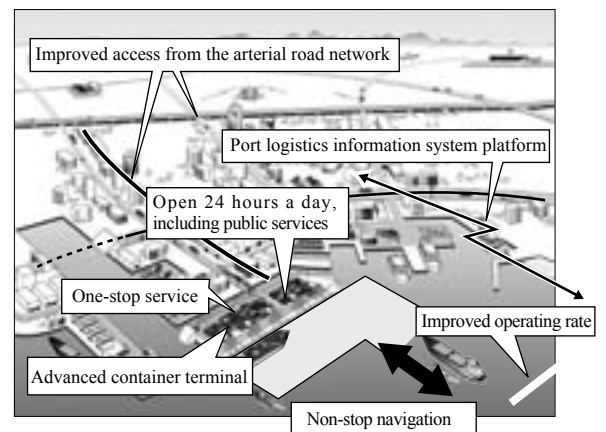
Development of hub airports in metropolitan areas

Promoting the development of metropolitan hub airports that serve as a foundation for international exchange and a node in the domestic airline network.

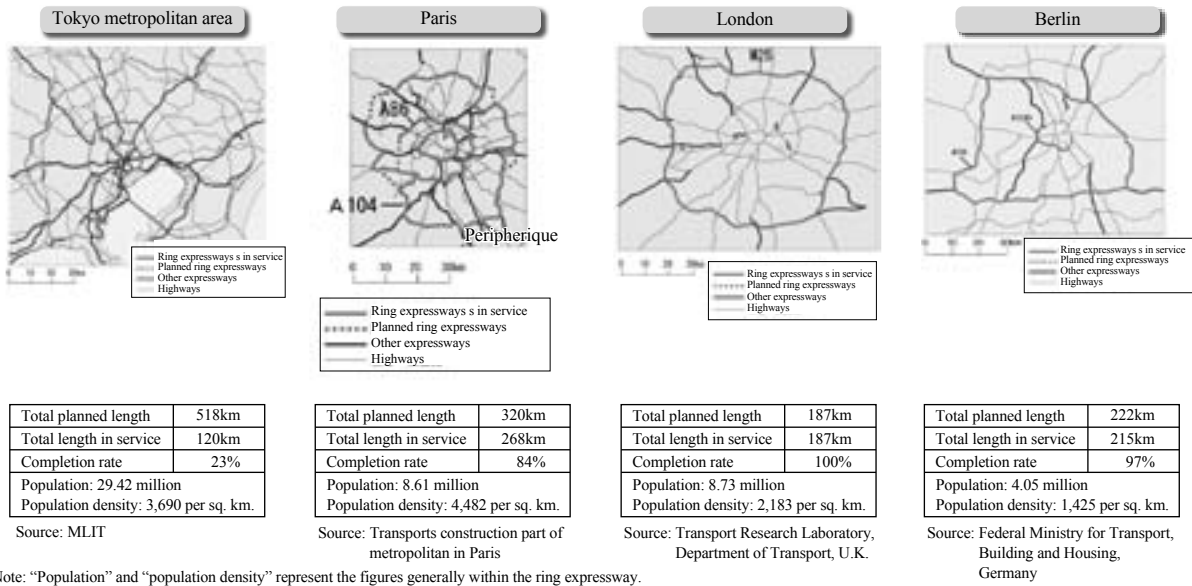


*In accordance with the recommendation of the Roundtable Conference, the airport is limited to 200,000 flights per year after the completion of the parallel runway. Further capacity expansion will require consultation with the local communities.

Enhanced capacity of an international port



International comparison of the growth of ring expressway network in metropolitan areas



○ Making cities more resistant to disasters for safer life

MLIT aims to further develop key broad-based disaster prevention bases that serve as the center for disaster prevention activities by two or more local governments. The ministry also focuses on densely-inhabited areas to improve the disaster-preparedness and the living environment there.

Distribution of densely populated urban areas that need corrective measure because great fires may occur there in the wake of an earthquake (in Tokyo and Osaka prefectures)

Tokyo: 2,339 hectares in total



Osaka: 2,295 hectares in total



○ Building a favorable urban environment

MLIT pursues zero emissions of waste in metropolitan areas. To this end, the ministry strives to reduce, reuse and recycle waste to "close the loop" of resource circulation.

To revitalize urban environment infrastructure, MLIT implements a number of measures including: (i) conserving, regenerating or creating precious natural environments in metropolitan areas, (ii) creating green spaces in waterfront areas and expanding green spaces in urban areas, (iii) reviving rivers and seas.

Moreover, the ministry supports regional center cities in their efforts to build innovative cities with their own characters.