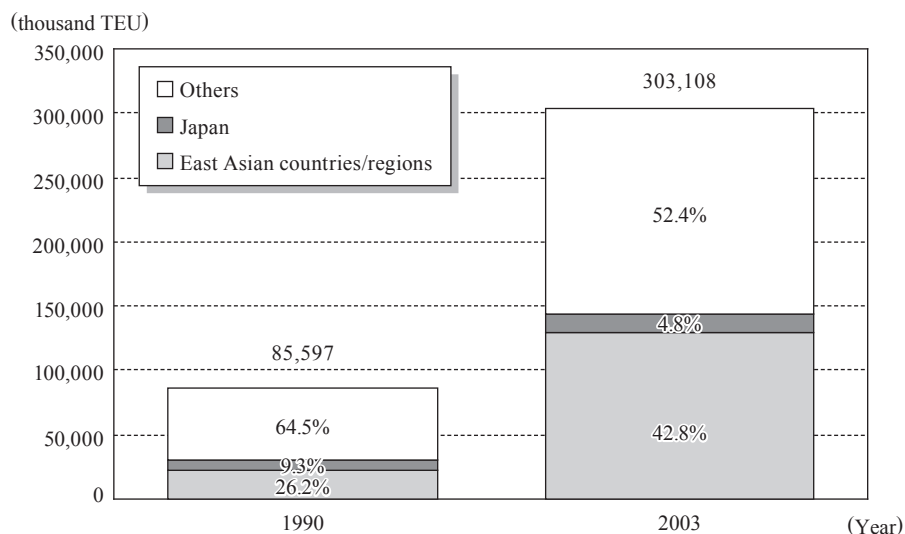


**<Trend in the amount of marine containers handled in the world>**



Notes: 1. The figure for East Asian countries/regions is the total of the volumes handled in East Asian countries/regions that ranked within the top 60 every year.

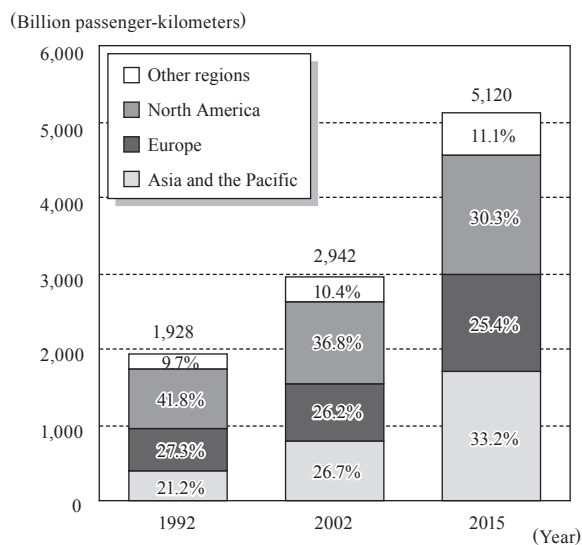
2. East Asian countries/regions refer to:

• Indonesia, Rep.Korea, Singapore, Thailand, Philippines, Malaysia, Taiwan, and Hong Kong for the 1990 figure)

• Indonesia, Rep.Korea, Singapore, Thailand, China, Philippines, Vietnam, Malaysia, and Taiwan for the 2003 figure)

Source: Compiled from Informa UK Ltd., *Containerisation International Yearbook*.

**<Trend in the volume of air passenger traffic in the world>**



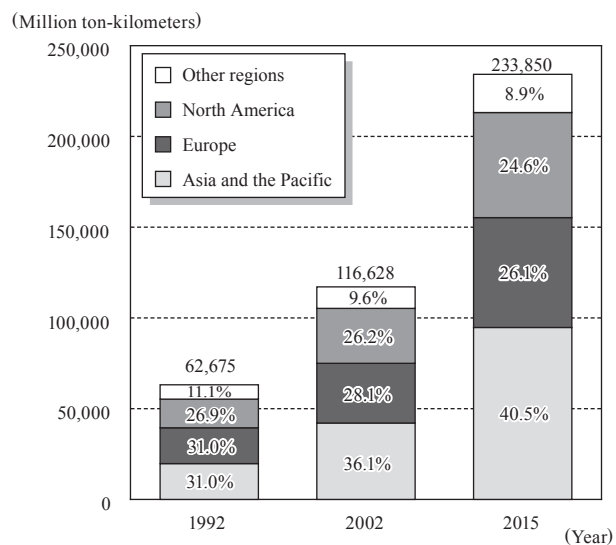
Notes: 1. The figure represents the total traffic volume for the air carriers registered in each region.

2. "Asia and the Pacific" include East Asian countries/regions, South Asia (India and eastward), Oceania and the Pacific countries.

3. Figures for 1992 and 2002 are final. Those for 2015 are forecast.

Source: Compiled from ICAO, *Outlook for Air Transport to the Year 2015*.

**<Trend in the volume of air freight traffic in the world>**



Notes: 1. The figure represents the total traffic volume for the air carriers registered in each region.

2. "Asia and the Pacific" include East Asian countries/regions, South Asia (India and eastward), Oceania and the Pacific countries.

3. Figures for 1992 and 2002 are final. Those for 2015 are forecast.

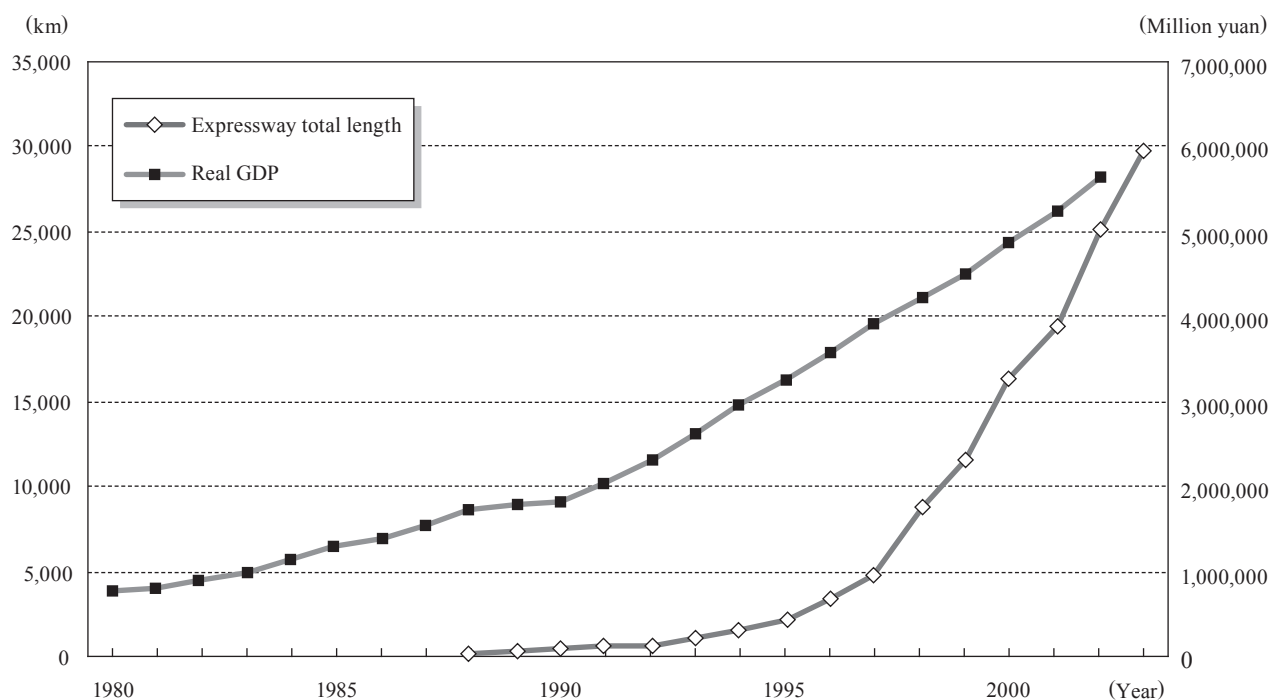
Source: Compiled from ICAO, *Outlook for Air Transport to the Year 2015*.

**[Growth of East Asian countries/regions and infrastructure development]**

○Infrastructure development in East Asian countries/regions

In East Asian countries/regions, economic growth has been accompanied by the development of infrastructure, including roads, railways, ports and airports. Japan's Official Development Assistance (ODA) has been playing an important role in such infrastructure development. More infrastructure development plans are in the works to both meet growing demand associated with economic growth and sustain such growth.

**<Trend in China's expressway total length and real GDP>**



Note: Real GDP is at 1990 prices.

Sources: Compiled from Data from China's Ministry of Communications and China Statistical Yearbook for the total expressway length.

Compiled from U.N., *National Accounts Main Aggregates Database* for real GDP.

**<Expressway construction plans of Rep.Korea and China>**

|           | Planned length (target year) | Network to be formed  | Current length |
|-----------|------------------------------|---|----------------|
| Rep.Korea | 6,160km(2020)                | Network involving 7 north-south roads and 9 east-west roads   | 2,778km(2003)  |
| China     | approx. 85,000km(2030)       | Network involving 7 radial roads from Beijing as well as 9 north-south roads and 18 east-west roads | 34,200km(2004) |

Source: Compiled from data from the national governments.

**<Trend in the total lengths of expressways in East Asian countries/regions>**

(Unit: kilometers)

|      | Japan | Indonesia | Rep.Korea | Singapore | Thailand | China  | Philippines | Malaysia | Taiwan |
|------|-------|-----------|-----------|-----------|----------|--------|-------------|----------|--------|
| 1980 | 2,860 | 47        | 1,225     | -         | -        | -      | 127         | -        | 373    |
| 1990 | 5,074 | 287       | 1,551     | 104       | 27       | 522    | 127         | 942      | 382    |
| 2000 | 7,843 | 530       | 2,131     | 150       | 331      | 16,285 | 151         | 1,195    | 608    |
| 2003 | 8,540 | *         | 2,778     | 150       | 331      | 29,745 | 173         | 1,228    | 872    |

Notes:1. Japan: Arterial high-standard highways (total length at the end of each fiscal year), except for the figure for 1980, which represents the total length of national expressways, as the arterial high-standard highway network plan was formulated in 1987.

2. Indonesia: Toll Road.

3. Rep.Korea: National Expressway.

4. Singapore: Expressway. First put into operation in 1981 (54 kilometers).

5. Thailand: Intercity Motorways, Expressway, Concession Highways. First put into operation in 1981 (9 kilometers)

6. China: Expressway. First put into operation in 1988 (174 kilometers).

7. Philippines: North Luzon Expressway, South Luzon Expressway, R-1 Expressway, Metro Manila Skyway, Southern Tagalog Arterial Road, Subic-Tipo Expressway.

8. Malaysia: Toll Road. First put into operation in 1982.

9. Taiwan: National Highway.

Sources: Compiled from statistics and national governments of the countries, IRF, *World Road Statistics*, and others.

<The current state of roads, railways, ports and airports in East Asian countries/regions>

|             | Population<br>(thousand persons)     | Land area<br>(km <sup>2</sup> )        | Total lengths of<br>expressways<br>(km) | Total lengths<br>of railroads<br>(km) | Port          |                     | Airport                |                       |
|-------------|--------------------------------------|--|---|---------------------------------------|---------------|---------------------|------------------------|-----------------------|
|             |                                      |  |   |                                       |               | Number<br>of Berths |                        | Number of<br>run ways |
| Japan       | 127,654                              | 377,873                                | 8,540<br>(FY2003)                       | 27,517<br>(2002)                      | Tokyo         | 12<br>(2004)        | Narita                 | 2<br>(2005)           |
|             |                                      |  |   |                                       | Yokohama      | 16<br>(2004)        | Kansai                 | 1<br>(2005)           |
|             |                                      |  |   |                                       | Nagoya        | 8<br>(2004)         | Chubu                  | 1<br>(2005)           |
|             |                                      |  |   |                                       | Kobe          | 12<br>(2004)        |                        |                       |
|             |                                      |  |   |                                       | Osaka         | 8<br>(2004)         |                        |                       |
| Indonesia   | 219,884<br>(including East<br>Timor) | 1,904,569<br>(including<br>East Timor) | 530<br>(2000)                           | 4,564<br>(2004)                       | Tanjung Priok | 13<br>(2004)        | Jakarta                | 2<br>(2004)           |
| Rep. Korea  | 47,700                               | 99,268                                 | 2,778<br>(2003)                         | 3,380<br>(2004)                       | Pusan         | 21<br>(2004)        | Seoul                  | 2<br>(2004)           |
| Cambodia    | 14,143                               | 181,035                                | *                                       | 601<br>(2004)                         | Sihanoukville | 1<br>(2004)         | Phnom Penh             | 1<br>(2004)           |
| Singapore   | 4,252                                | 683                                    | 150<br>(2003)                           | 0<br>(2004)                           | Singapore     | 37<br>(2004)        | Singapore              | 2<br>(2004)           |
| Thailand    | 62,833                               | 513,115                                | 331<br>(2003)                           | 4,044<br>(2004)                       | Laem Chabang  | 10<br>(2004)        | Bangkok                | 2<br>(2004)           |
| China       | 1,304,196<br>(including Taiwan)      | 9,596,961<br>(including<br>Taiwan)     | 34,200<br>(2004)                        | 73,002<br>(2003)                      | Shanghai      | 19<br>(2004)        | Beijing                | 2<br>(2004)           |
|             |                                      |  |   |                                       | Shenzhen      | 14<br>(2004)        | Shanghai<br>(Pudong)   | 1<br>(2004)           |
|             |                                      |  |   |                                       | Qingdao       | 10<br>(2003)        | Guangzhou              | 2<br>(2004)           |
| Philippines | 79,999                               | 300,000                                | 173<br>(2003)                           | *                                     | Manila        | 12                  | Manila                 | 1<br>(2004)           |
| Brunei      | 358                                  | 5,765                                  | *                                       | *                                     | Muara         | 2                   | Bandar Seri<br>Begawan | 1<br>(2004)           |
| Vietnam     | 81,377                               | 331,689                                | *                                       | 2,545<br>(2004)                       | Ho Chi Minh   | 22                  | Ho Chi Minh            | 2<br>(2004)           |
| Malaysia    | 24,425                               | 329,758                                | 1,228<br>(2003)                         | 1,636<br>(2002)                       | Port Kelang   | 20                  | Kuala Lumpur           | 2<br>(2004)           |
| Myanmar     | 49,485                               | 676,578                                | *                                       | *                                     | Tiara         | 5                   | Yangon                 | 1<br>(2004)           |
| Laos        | 5,657                                | 236,800                                | *                                       | 0<br>(2004)                           |               |                     | Vientiane              | 1<br>(2004)           |
| Taiwan      | 22,453<br>(end of 2002)              | 36,006                                 | 872<br>(2003)                           | 1,097<br>(2004)                       | Gaoxiong      | 26<br>(2004)        | Taipei                 | 2<br>(2004)           |
| Hong Kong   | 7,050                                | 1,075                                  | *                                       | *                                     | Hong Kong     | 22                  | Hong Kong              | 2<br>(2004)           |

Notes: 1. "Population" is a mid-year estimate. "Land area" is 2000 data.

2. For the definition of an expressway, see Notes in <Trend in the total lengths of expressways in East Asian countries/regions>.

3. "Port" represent those that are among the top 20 in the world ranking and/or the country's No. 1 port in terms of the annual amount of containers handled, except for Japanese ports, which represent the country's top 5 ports. Some of Japanese ports are not among the world top 20 ports.

4. The standards for berth depend on the country/region, precluding direct comparisons. The number of berths at a Japanese port is the number of berths for exclusive use for containers with a water depth of 12 meters or more. The details of the berths in other East Asian countries/regions, including their water depths, are not available. The figures with no survey year specified are based on Informa UK Ltd., *Containerisation International Yearbook 2005*.

5. "Airports" represent those that are among the top 80 in the world ranking and/or the country's No. 1 airport in terms of the annual volume of passenger traffic, except for Japanese airports which represent the country's major international airports.

6. Runways with a length of 2,000 meters or more are represented.

Source: Compiled from Statistics Bureau, Ministry of Internal Affairs and Communications, *Sekai no Tokei 2004* [World Statistics 2004], statistics from the countries in question, MLIT surveys and other data.

○Construction investment in East Asian countries/regions and Japanese construction companies

East Asian countries/regions have sometimes seen a higher growth in gross fixed capital formation than GDP, suggesting that economic growth led to an increase in construction investment. Meanwhile, East Asian countries/regions represent significant portions in overseas orders for Japanese construction companies, and these companies play a role in the development of infrastructure and the construction industry in the region.