

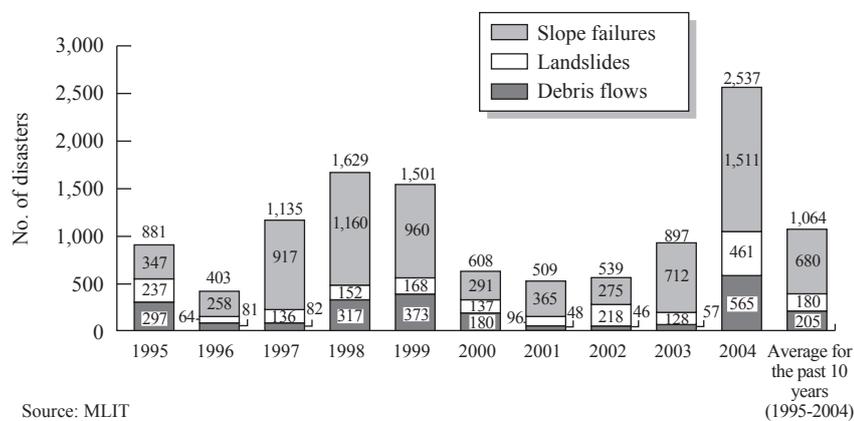
## Chapter 6: Public Safety Management

### [Disaster prevention]

#### ○Building a more disaster resistant nation

Protecting the lives and property of the people from natural disaster is of utmost importance. On the other hand, the concentration of the population and assets on the cities may increase the potential risk of disaster. With this in mind, MLIT is committed to disaster prevention in all of its forms. Among the ministry's efforts in this regard are: the widening of river channels; development of levees and floodways; comprehensive flood control measures for urban floods; measures against urban overflow by developing sewerage; measures against sediment-related disasters; measures against earthquakes by such means as improving the earthquake-resistance and overall safety of homes and buildings and securing open spaces in urban areas; volcanic sabo works; snow damage control; measures against high tides, tsunami and coastal erosion; and road disaster prevention.

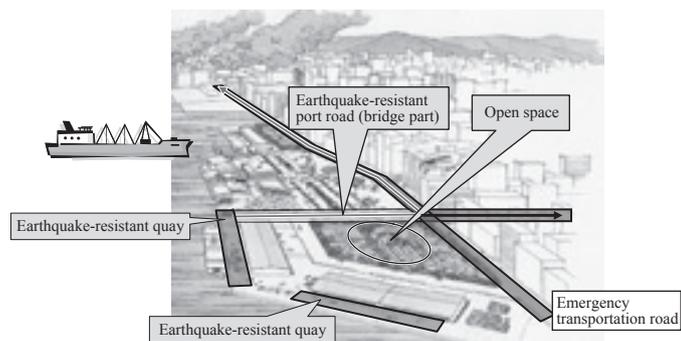
#### <Number of sediment disasters for the past ten years (1995-2004)>



#### <The overflow of the Maruyama River due to Typhoon No. 23 of 2004, Hyogo>



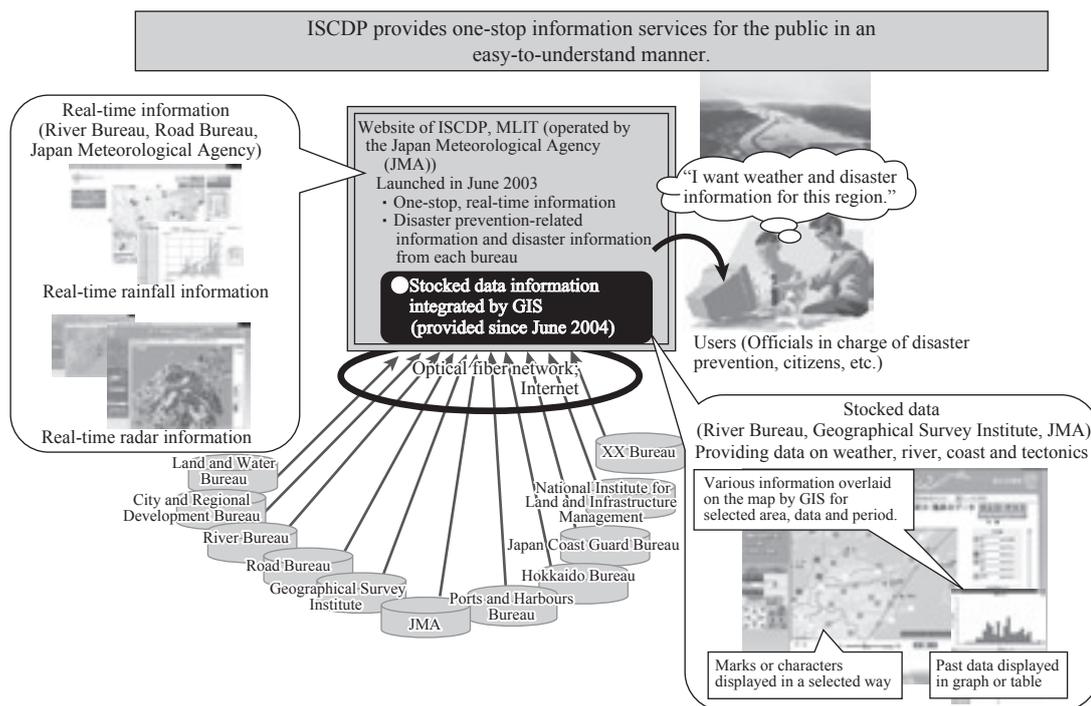
#### <Earthquake-resistant design of port projects>



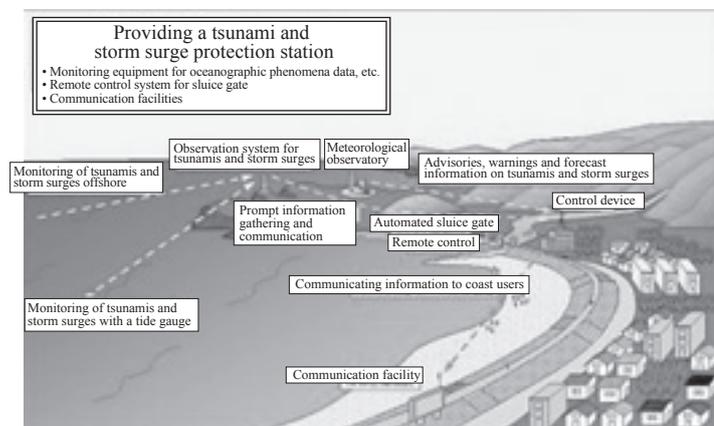
#### ○Disaster prevention arrangements

MLIT is taking a number of steps to minimize the loss of lives and other kinds of damage associated with natural disasters. Among them are: integrated information service; measures to care for the elderly and others with special needs during emergencies; and arrangements to boost emergency responsiveness through consolidated management of disaster information. In addition, the ministry is working to improve the framework of monitoring earthquakes and volcanic activities and upgrade the management of the existing disaster prevention resources and other infrastructure using IT.

< Information Service Center for Disaster Prevention (ISCDP) >



< Image of a tsunami and storm surge protection station >



○ Ensuring that the transport systems are resistant to disasters

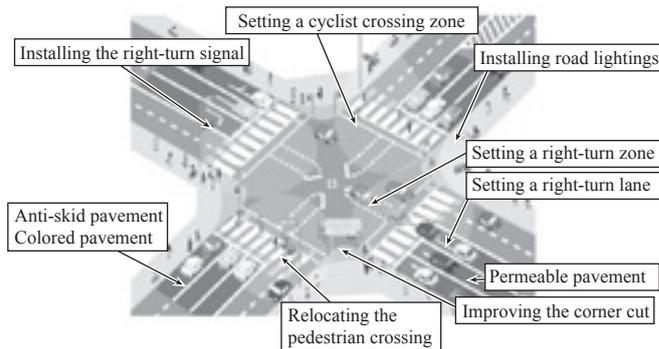
MLIT is committed to ensuring that ports and airports are constructed in such a way to boost their resistance to disasters. The ministry is also trying to secure multiple transport systems and routes by land, by sea and by air, so that alternative systems or routes can be used in the case of disaster. In addition, MLIT encourages public transport operators to boost their disaster preparedness.

**[Strengthening traffic safety measures]**

○ Road traffic

MLIT is taking measures to reduce traffic accidents at black spots, including improving intersections, intensively developing sidewalks, with special emphasis on highways and residential areas. The ministry’s comprehensive automobile safety initiative involves: counter measures to prevent the recurrence of dishonest behavior for automobile recall system such as enhancement and strengthening of audit; safety measures for commercial vehicles; vehicle safety measures; and Japanese New Car Assessment Program (JNCAP).

**< Typical measures against black spots >**



○Railway/tracks traffic

MLIT conducts safety audit for railway/tracks operators in relation to the maintenance of facilities and rolling stock, as well as driving and other operations. The ministry also provides support in improving facilities and takes steps to improve facilities against fires in subways and prevent accidents at grade crossings.

○Maritime transport

During 2004, MLIT supported the government in revising domestic laws associated with the revision of the International Convention on Load Lines. MLIT is committed to improving the safety of vessels themselves and navigation safety. To this end, the ministry taking a number of steps, including: strict implementation of Port State Control (PSC); development of the next-generation navigation support system that take advantage of the Automatic Identification System (AIS); and installing and improving Aids to Navigation. In addition, MLIT strives to improve rescue preparedness with the deployment of mobile rescue technicians. Furthermore, the ministry is committed to studying the causes of maritime distress cases that have occurred to prevent recurrence.

○Air traffic

MLIT has been working on the development of an efficient next-generation aviation system that accommodates the practices of Japan's air traffic. This system takes advantage of satellites and new technologies such as data link to increase the capacity of airspaces and airways. The ministry is also committed to introducing and utilizing new navigation technologies.

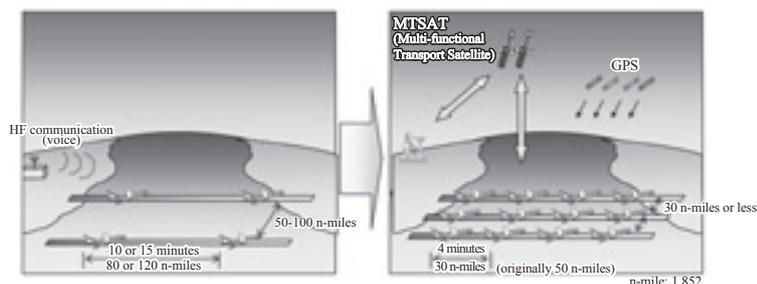
**< Next-generation aeronautical safety system >**

MTSAT (Multi-functional Transport Satellite)\*



- (Functions)
- Control communication and the locating of aircraft from the ground with the help of satellittes
  - Reinforcement of GPS
- (Benefits)
- Significantly reduces separation in oceanic airspaces
  - Allows for flexible flight routes
  - Improves aeronautical safety services at low altitudes and in mountainous areas

\* MTSAT: a single satellite that has both the functions of the traditional meteorological satellite "Himawari" and aeronautical safety functions.



**[Crisis management and security]**

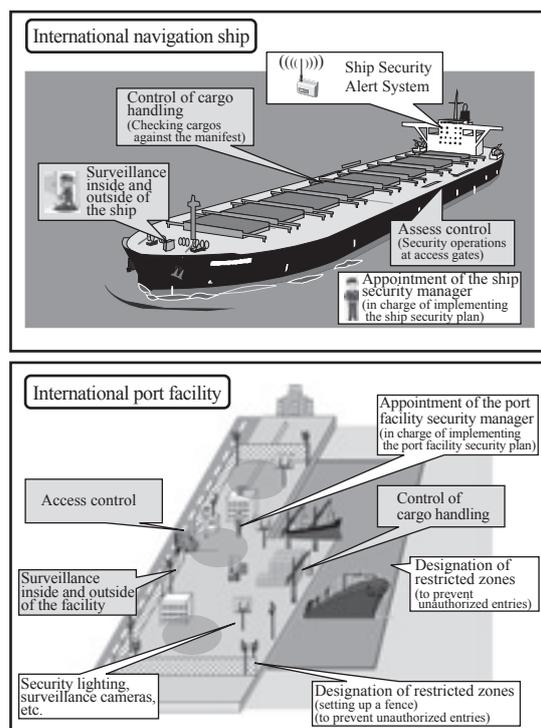
○Promoting measures against crime and terrorism

MLIT is working with its counterparts in other countries in the field of crisis management and security, as highlighted by its commitment to the Secure and Facilitated International Travel Initiative (SAFTI), anti-piracy efforts in sea areas in and around Southeast Asia, and the Proliferation Security Initiative (PSI). The ministry is also strengthening measures to avoid entry into Japan of terrorists and beefed up risk management arrangements at international airports and ports.

Japan Coast Guard (JCG) has taken a number of steps in this field, including: strengthening patrolling arrangements with patrol vessels and aircraft to deter terrorism at sea; making them bullet-proof to better cope with suspicious ships and spy ships; introducing high-speed large patrol vessels; tightening surveillance arrangements to cope with international organized crimes, as well as crimes at sea, including malicious poaching and environmental crimes with potential hazards to the sea.

Other activities MLIT is implementing include: ensuring maritime security with the enforcement of the Law for the Security of Ships and of Port Facilities; promoting aviation security measures with tighter restrictions on the baggage to be carried on board and the use of marshals (police officers on board); and anti-terrorism measures for means of land and maritime transportation and key installations; studying measures to achieve safe and efficient international physical distribution.

**<Security measures on international navigation ships and at international port facilities>**



○Creating an social environment where crimes are discouraged

MLIT is promoting the development and management of roads, parks, parking lots, etc. that are designed to deter crimes. The ministry is also promoting security homes by, for example, publishing a list of building components that proved effective in preventing crime. MLIT is also taking steps to prevent car-related crimes such as the theft and unlawful use of number plates.

○Establishing responsiveness to incidents

MLIT is committed to ensuring that prompt and appropriate action will be taken in response to traffic incidents, so as to minimize damage, stabilize the situation, and recover the traffic service as soon as possible. MLIT's efforts to better cope with the problem of derelict stranded foreign vessels have resulted in the revision of the Oil Pollution Compensation Law. Under the revised law, vessels must be insured.

○Protecting Japan's interests in the ocean

Maintaining the order in the ocean is vital for the protection of Japan's interests in the ocean. With this in mind, Japan is strengthening the patrol technique and information gathering system around the Senkaku Islands (Japanese waters). The country is also working to deploy new aircraft to cope with foreign ocean research vessels that are doing research in its exclusive economic zone without consent from Japan, a condition provided for in the United Nations Convention on the Law of the Sea.

MLIT is working with government ministries concerned to conduct Continental Shelf Survey that is necessary to establish the outer limit of the continental shelf. With regard to the Okinotorishima Island, the central government, as the coast authority, implements appropriate maintenance operations entirely at national expense.

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<Sea areas that may be covered by Japan's continental shelf (dark gray part)>

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