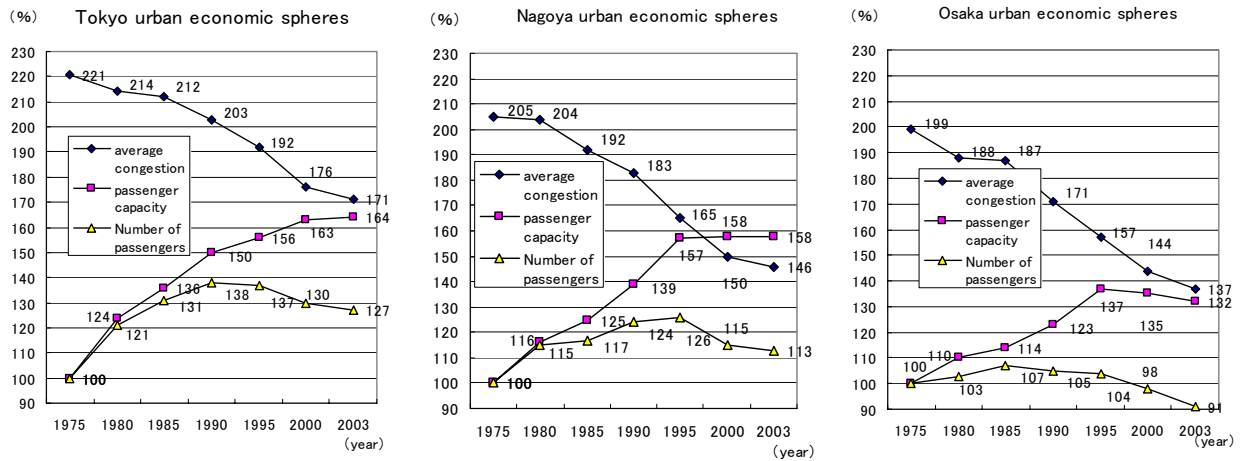
Average rate of congestion, transport capacity, passengers carried in the most congested sections of railways during commuting/school attendance time.

Rates of congestion on railways during rush hour exhibit a downward trend in keeping with recent advances in passenger capacity and lower number of passengers.

Number of passengers, passenger capacity, and average congestion level on railways during rush hour



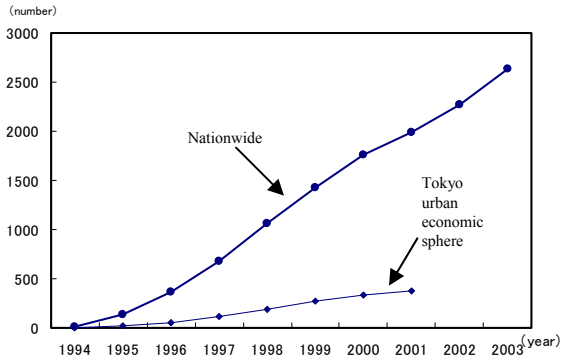
(Note)

1. Figures for passenger capacity and number of passengers are based on an index of 100 for the year 1975.
2. Average congestion level is calculated by dividing the number of passengers by the passenger capacity and multiplying by 100. It roughly corresponds to the following conditions:
100 percent: All passengers are able to sit, or hold on to a strap or column near doors.
150 percent: It is possible to hold open and read a newspaper easily.
180 percent: It is possible to read a newspaper if folded.
200 percent: Contact with adjacent passengers, but possible to read a magazine.
250 percent: Unable to maintain balance when train sways, or to move arms.
3. Areas covered by survey
Tokyo urban economic sphere (within a 50 km radius of Tokyo station): 31 districts
Nagoya urban economic sphere (within a 40 km radius of Nagoya station): 8 districts
Osaka urban economic sphere (within a 50 km radius of Osaka station): 20 districts

Number of certified buildings by "Law for Buildings Accessible to and Usable by the Elderly and Physically Disabled Persons" and number of railway stations with elevators and escalators.

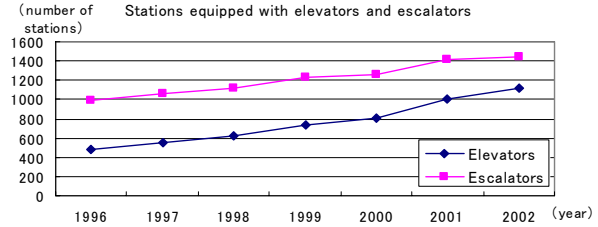
The number of buildings certified as complying with the requirements of the Accessible Building Law is increasing.
The number of public transport system stations equipped with elevators and escalators is increasing.

Buildings certified as complying with the requirements of the Accessible Building Law

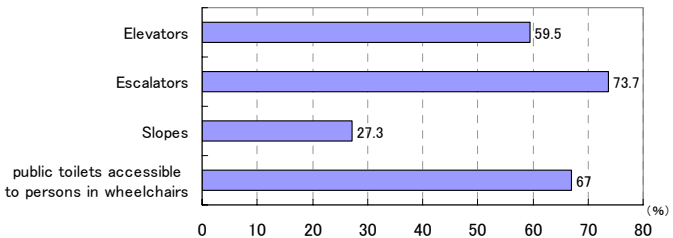


Note:
1. The Accessible Building Law (Law Promoting Architecture for Buildings Accessible and Usable by the Elderly and Physically Disabled): a law enacted in 1994 intended to promote the introduction of architectural design for public buildings that affords easy accessibility and use by the elderly and physically disabled. Commonly known as the "Heart Building Law," a name intended to convey the idea that buildings should be accessible to people of all shapes, sizes, and abilities.
2. The term Tokyo urban economic sphere refers to the area comprising the Tokyo Metropolis as well as Saitama, Chiba, Kanagawa, Ibaraki, Tochigi, Gunma, and Yamanashi Prefectures.

Stations equipped with elevators and escalators



Percentage of stations affording barrier-free access (as end of 2004)

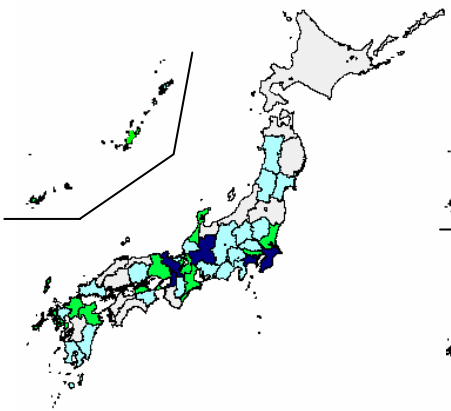


Note:
1. Describes conditions of facilities operated by Japan railways, major private railways, the Teito Rapid Transit Authority, and the municipal subway system.
2. Escalators and elevators: Refers to stations with an elevation differential of five meters or greater used by an average of 5000 persons or more per day.
3. Slopes and public toilets accessible to persons in wheelchairs: Refers to stations used by an average of 5000 persons or more per day.

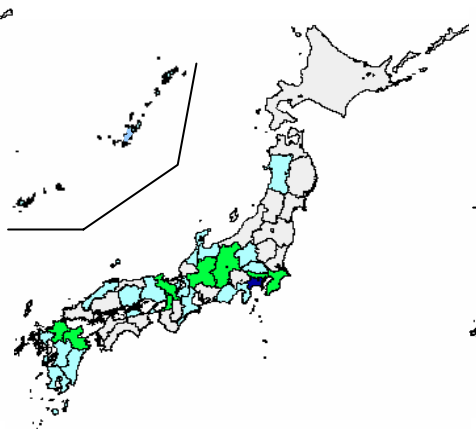
Situation of municipal bylaw for conserving and forming scenery.

According to public opinion surveys, although 33 percent of the Japanese public feel that the Japanese landscape and cityscape can be considered attractive, a full 40 percent respond that they cannot be considered attractive. In spite of this, the percentage of municipalities that have implemented bylaws intended to preserve and improve the landscape are relatively few compared with those having bylaws related to the protection of residential and natural environments.

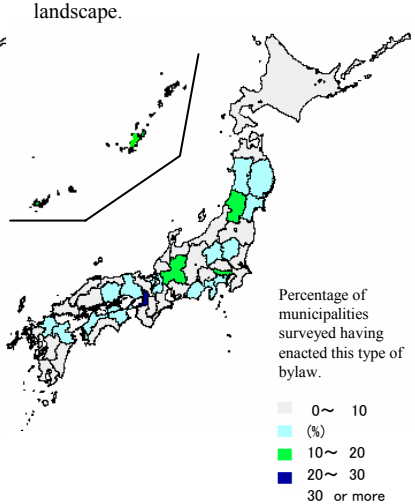
Percentage of municipalities having enacted bylaws intended for the protection of the residential environment.



Percentage of municipalities having enacted bylaws intended for the protection of the natural environment.



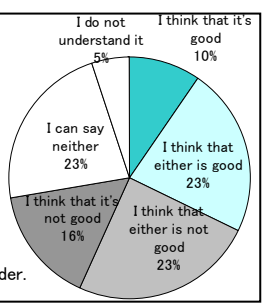
Percentage of municipalities having enacted bylaws intended for the preservation and improvement of the landscape.



Note:

1. This survey comprised a questionnaire distributed to 3240 municipalities, excluding government ordinance designated cities, regarding the status and content of bylaws. Responses were received from 1962 municipalities for a response rate of 60.6 percent.
2. Percentages shown are for independently enacted bylaws. An independently enacted bylaw is one that was passed under the power of local municipalities.

Public opinion survey regarding the Japanese landscape and cityscape in 2004

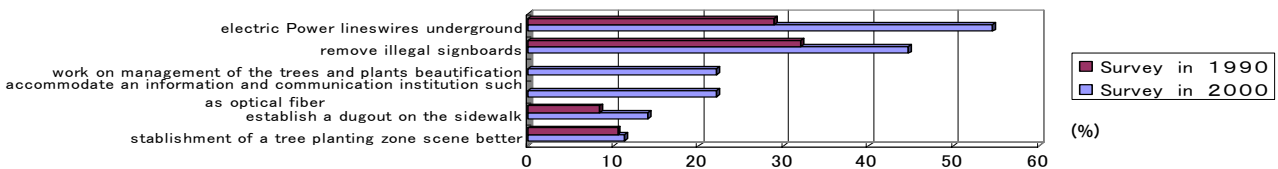


Note:
Asked of 2048 people aged 20 or older.

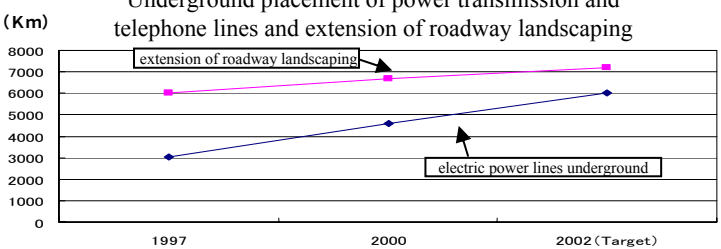
Rate of electric power lines underground and rate of greening roads.

According to public opinion surveys, many Japanese have come to recognize the importance of placing power transmission and telephone lines underground and removing illegal signboards in improving the quality of experience for persons using public roads. Although advances have been made in placing power transmission and telephone lines underground and in landscaping roadways, when compared with the capital cities of other countries, the percentage of roadways that are free of telephone and electrical poles in Japan's capital remain relatively low.

Public opinion survey regarding important factors in improving quality of experience of persons using public roads



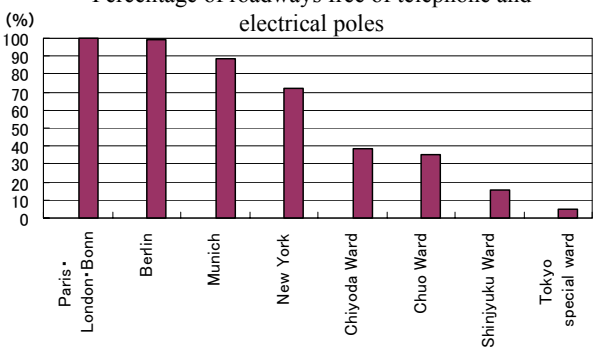
Underground placement of power transmission and telephone lines and extension of roadway landscaping



Note:

The term extension of roadway landscaping refers to extending national highways, fracture highways and other public roads of four lanes or more located in densely inhabited districts with landscaping (trees or shrubbery planted in islands and dividers).

Percentage of roadways free of telephone and electrical poles



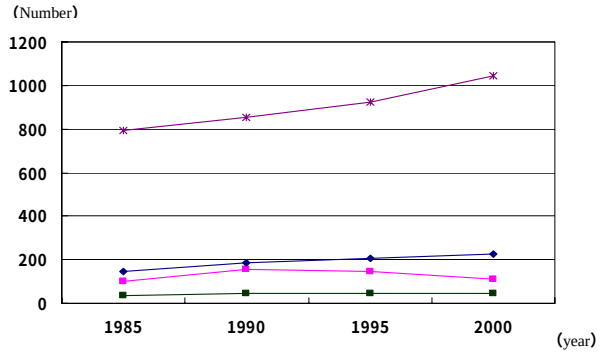
Note:

1. The responses "access to optical fiber telecommunications systems" and "landscaping of trees and shrubbery" were included in the 2000 survey but not in the 1990 survey.
2. The comparisons of roadways free of telephone and electrical poles were made with data about conditions in foreign countries taken from a 1977 survey prepared by the Federation of Electric Power Companies and with data about conditions in Japan taken from a 2003 survey prepared by the Ministry of Construction.

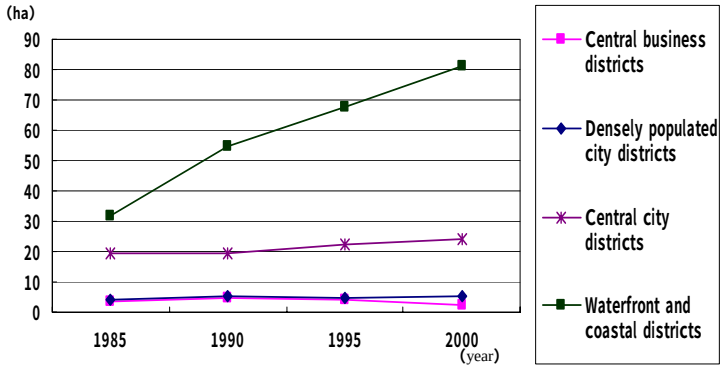
Status of insufficiently used and unused lands.

With the exception of land in central business districts, both the number of parcels and total area of unused and underutilized land is increasing or remaining steady. In terms of number of parcels, the greatest increases are in central city districts, and in terms of total area, the greatest increases are in waterfront and coastal areas. Parking lots are the most common form of underutilized parcels of land.

Number of parcels of unused and underutilized land



Total area of unused and underutilized land



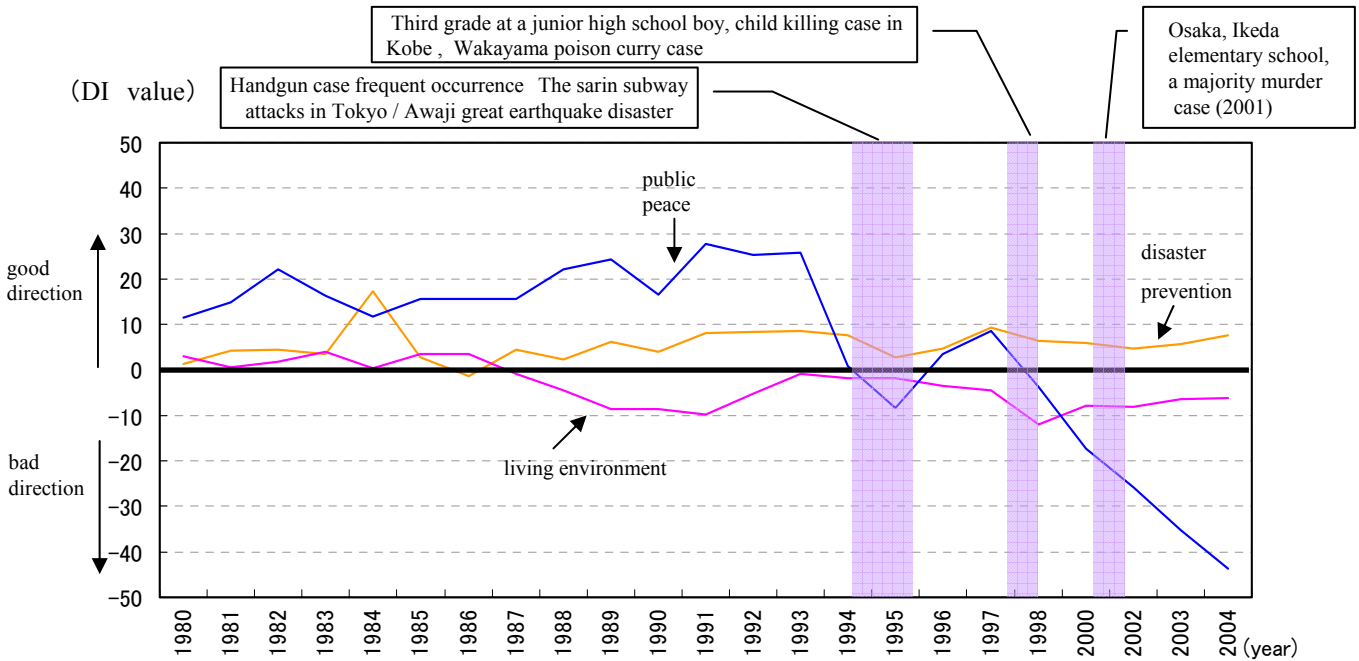
Current condition of unused and underutilized land in 2000 (%)

	business districts	populated city districts	Central city districts	and coastal districts
unused lands	37.6	29.0	9.0	33.3
Parking lots	60.6	71.0	91.0	33.3
Outdoor use ground	0.0	0.0	0.0	22.2
Low and unused grou	1.8	0.0	0.0	11.1

Note:
Surveyed areas
Central business districts: a total of 58 hectares in the Chuo, Bunkyo, and Minato wards of Tokyo
Densely populated city districts: a total of 64 hectares in Kiryu City, Gunma Prefecture as well as Sumida and Itabashi wards, Tokyo
Central city districts: a total of 167 hectares in Hitachi City, Ibaraki Prefecture; Honjo City, Saitama Prefecture; and Kisarazu City, Chiba Prefecture
Waterfront and coastal districts: a total of 618 hectares in Niigata City, Niigata Prefecture; Nagoya City, Aichi Prefecture; and Amazaki City, Hyogo Prefecture

Social consciousness in the fields of living environment, public peace, disaster prevention.

The number of people who feel that their living environment is changing for the worse is gradually increasing. The number of people who feel that law and order are deteriorating has continued to increase since 1997. Opinions regarding disaster prevention remain steady.



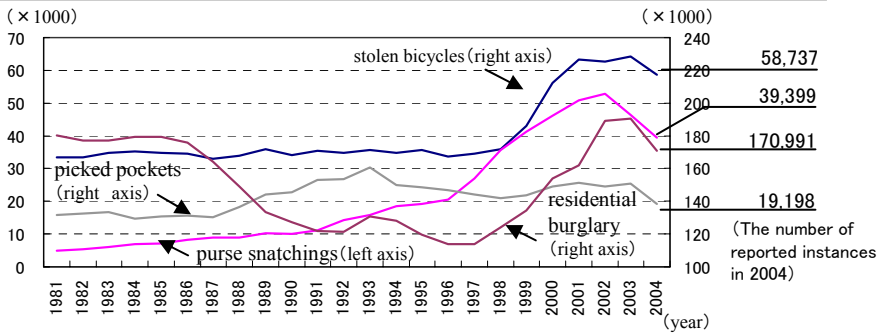
Note:

The DI value is calculated by subtracting the percentage of people who responded negatively from the percentage of people who responded positively.

Number of dipper, snatch and stealing bicycles.

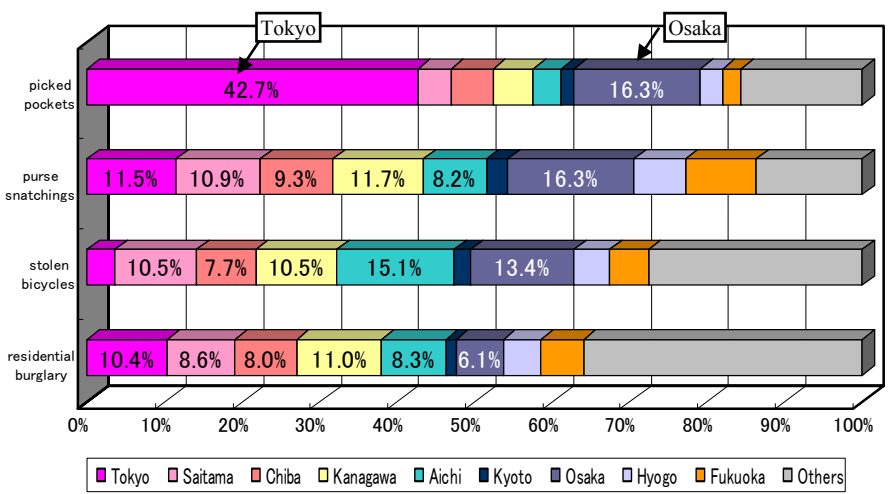
The number of reported instances of stolen cars has increased sharply in recent years. When viewed by prefecture, the preponderance of picked pockets in Tokyo and the overall high level of crime in Osaka are conspicuous.

Reported instances of picked pockets, purse snatchings, stolen bicycles, and residential burglary nationwide



Reported instances of picked pockets, purse snatchings, stolen bicycles, and residential burglary categorized by prefecture for 2004

(Totaling 100 percent for all incidents nationwide)

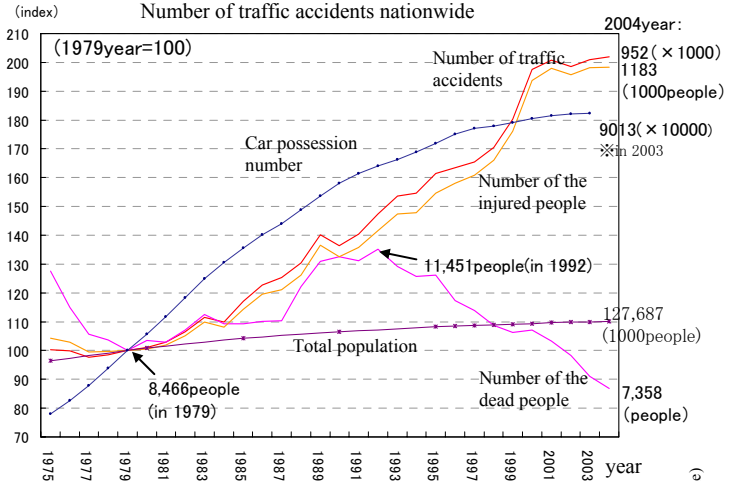


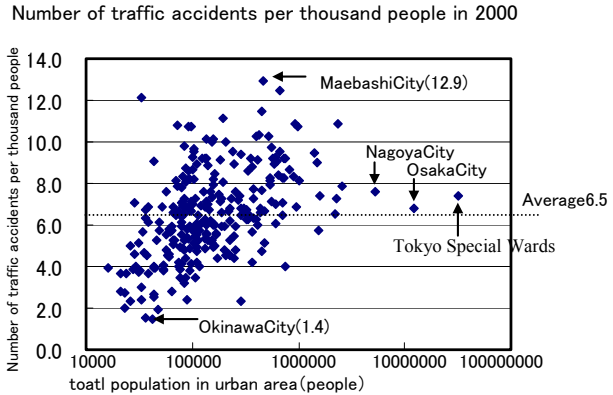
Note:

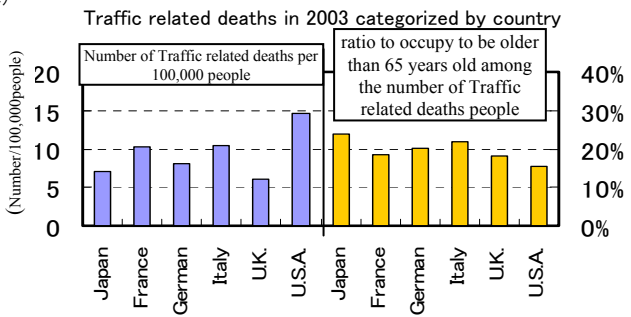
The term reported instances refers to cases investigated by the police.

Number of traffic accidents, injured people, and killed people.

In recent years, the number of traffic accidents and number of traffic accident casualties has increased in accordance with the increase in vehicles owned, but since the year 2000, these levels have remained steady. Moreover, in 2004, traffic fatalities reached their lowest level since 1975. A look at number of traffic accidents per thousand people in the urban economic spheres, however, shows considerable variation between the worst (12.9 in Maebashi City) and the best (1.4 in Okinawa City).







Note:

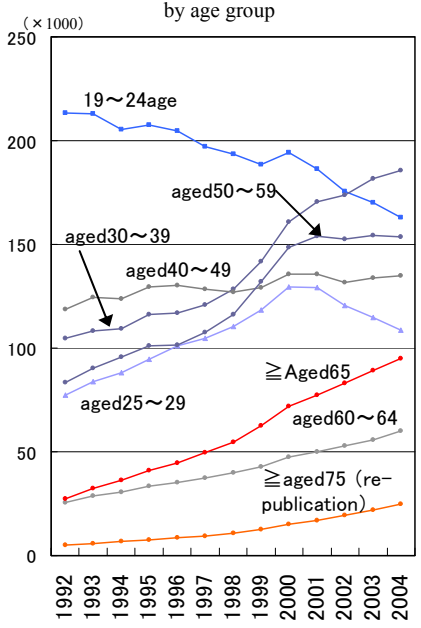
1. Figures for traffic fatalities shown in the graph entitled Number of traffic accidents nationwide are for deaths within 24 hours of time of accident.
Figures for traffic-related deaths shown in the graph entitled Traffic related deaths in 2000 categorized by country are for deaths within 30 days of time of accident. Figures for Japan are from 2002.

2. Figures shown in the graph entitled Number of traffic accidents per thousand people in 2000 were calculated for the urban economic spheres of each city indicated. The term urban economic sphere comes from Kanemoto and Tokuoka's Metropolitan Area Definitions in Japan.

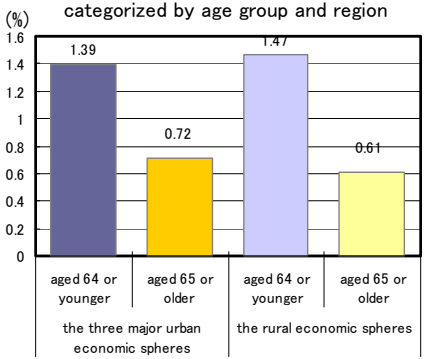
Number of traffic accidents by aged driver.

Traffic accidents caused by drivers aged 65 or older have increased as the total number of license holders has grown. Over the past 10 years, traffic accidents caused by drivers aged 65 older have increased by a factor of 3.0 and those caused by drivers aged 75 older have increased by a factor of 3.8. A look at these figures categorized by region shows that almost half of all traffic accidents caused by drivers aged 65 or older nationwide occur in the three metropolitan areas. A comparison of the types of accidents caused by drivers aged 65 or older with the accidents caused by drivers between the ages of 16 and 64 shows that older drivers tend to have accidents at intersections and while turning left or right.

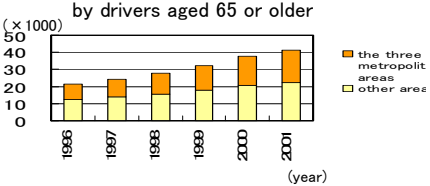
Number of traffic accidents categorized by age group



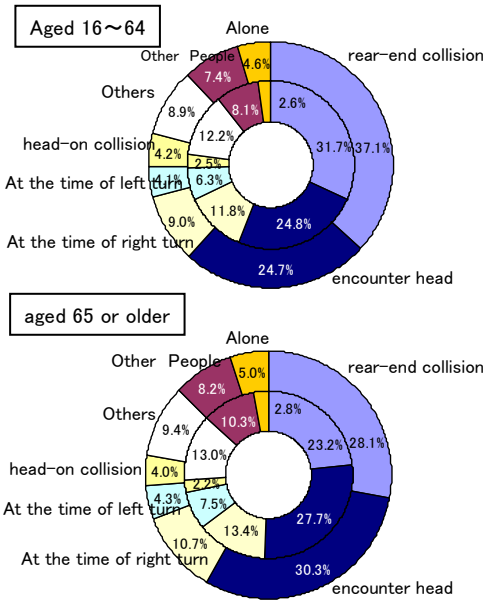
Number of traffic accidents categorized by age group and region



Number of traffic accidents caused by drivers aged 65 or older



Types of accidents caused by drivers of passenger vehicles for 2001 (inner segment showing accidents in the three metropolitan areas, outer segment showing those in the rural economic sphere)



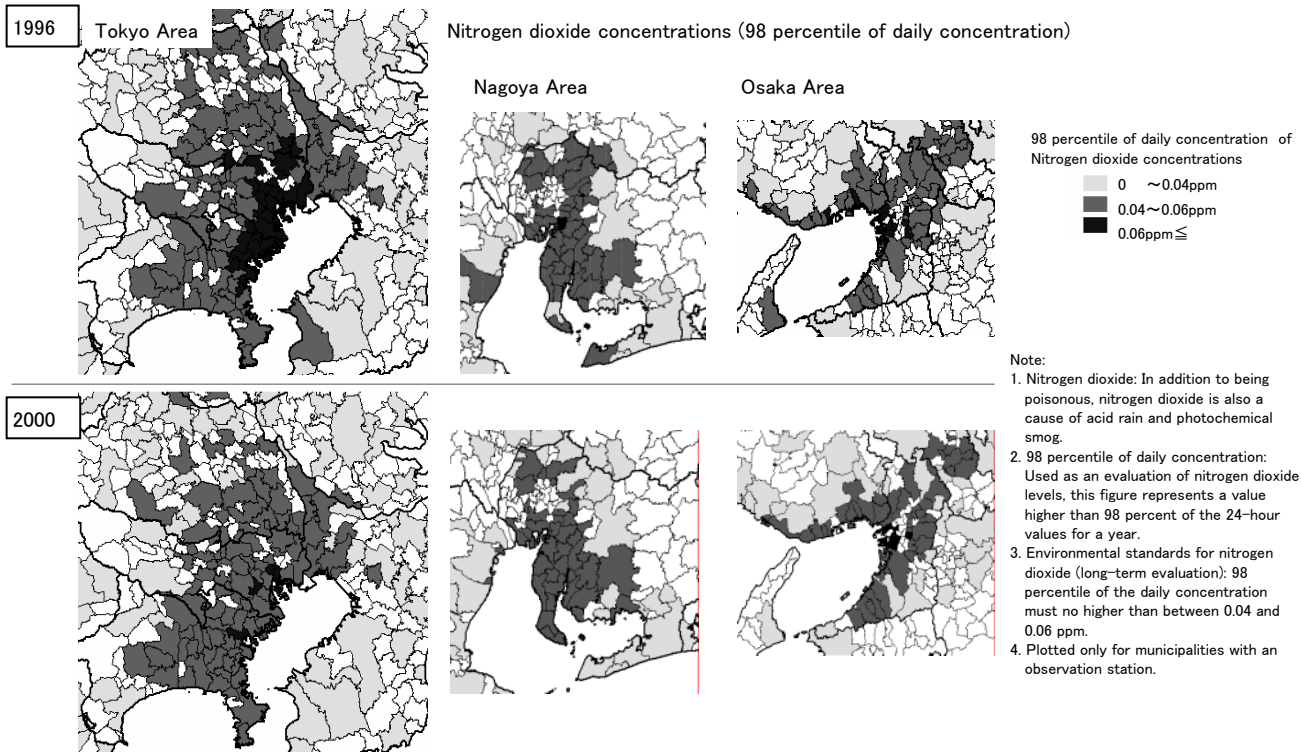
Note:

Figures shown in the graph entitled Number of traffic accidents categorized by age group represent the principal party of an accident involving a moped or larger vehicle. All other accidents involve passenger vehicles. The term three major urban economic spheres refers to the Tokyo Metropolis as well as Saitama, Chiba, Kanagawa, Gifu, Aichi, Mie, Kyoto, Osaka, Hyogo, and Nara Prefectures. The term rural economic sphere refers to all prefectures not included in the three urban economic spheres. The term license holders refers to the total of all holders of Type 1 licenses for oversized to small-sized vehicles.

Distribution of cities where rate of CO2 is high.

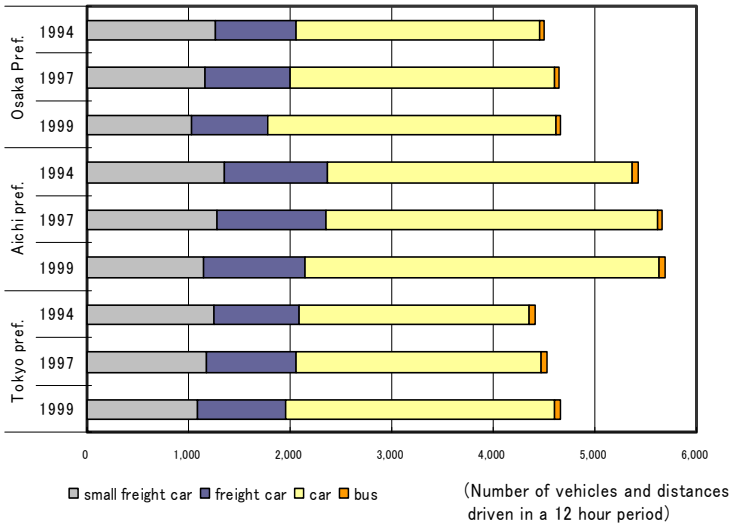
Areas subject to high concentrations of nitrogen dioxide in 2000 were smaller relative to similar areas in 1996. Although the number of vehicles and distances driven has increased in recent years, regulation of exhaust gas emissions and measures against air pollution have been effective.

Nitrogen dioxide concentrations (98 percentile of daily concentration)



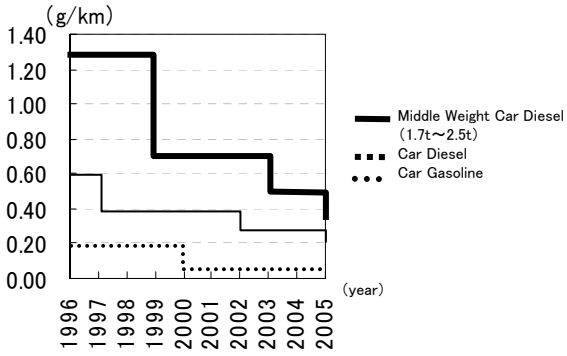
Note:
1. Nitrogen dioxide: In addition to being poisonous, nitrogen dioxide is also a cause of acid rain and photochemical smog.
2. 98 percentile of daily concentration: Used as an evaluation of nitrogen dioxide levels, this figure represents a value higher than 98 percent of the 24-hour values for a year.
3. Environmental standards for nitrogen dioxide (long-term evaluation): 98 percentile of the daily concentration must no higher than between 0.04 and 0.06 ppm.
4. Plotted only for municipalities with an observation station.

Number of vehicles and distances driven in a 12 hour period



(Number of vehicles and distances driven in a 12 hour period)

National regulatory values for automotive exhaust emissions (for nitrogen dioxide)



Note:
1. Number of vehicles and distances driven in a 12 hour period: the total distance traveled by cars passing through a specific district calculated by multiplying the number of vehicles observed passing through the district during a 12 hour period by the length of the district itself.
2. National regulatory values for automotive exhaust emissions must be met by any vehicle sold in Japan.

Changes of urban developments

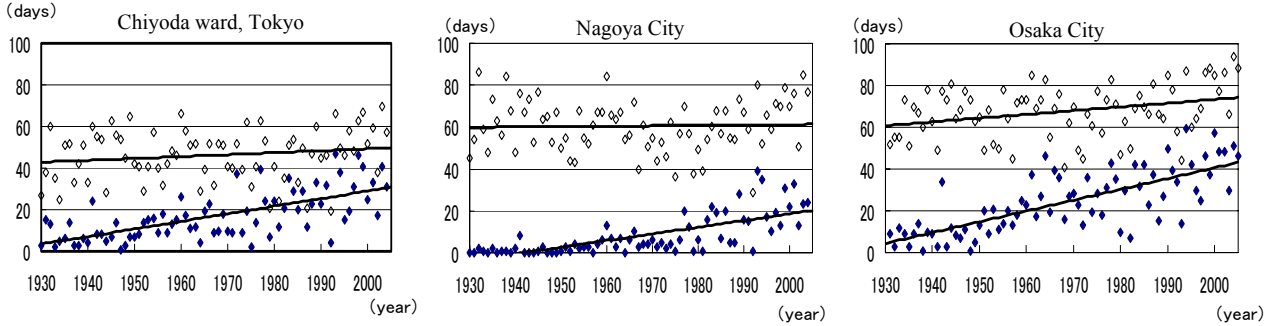
How has social system co-existing with environment developed ?

Number of day of real summer heat and sultry night, rate of green, volume of gas consumption, quantity of selling electricity and gasoline.

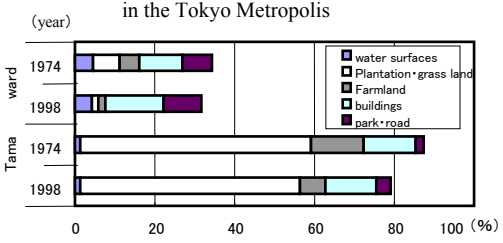
Although the number of summer days has risen only slightly or remained steady, the number of summer nights has increased conspicuously. This is especially true in the Osaka area. Among the causes given for the urban heat island phenomenon are man-made ground cover and increases in artificial exhaust heat.

Change of numbers of summer days and summer nights in urban areas（1931-2005）

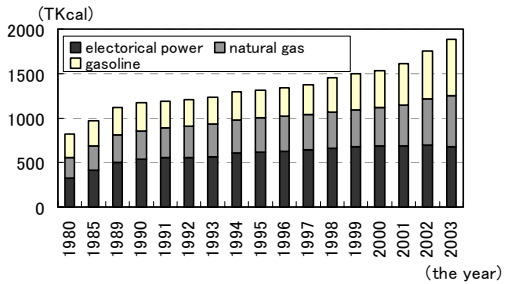
◇Summer days ◆Summer nights ※solid line is each tendency



Coverage of trees and shrubbery in the Tokyo Metropolis



Sales and consumption of gasoline, natural gas, and electrical power in the Tokyo Metropolis



Note:

1. Summer days: days for which the reported high temperature was 30 degrees Celsius or higher

Summer nights: nights for which the reported low temperature was 25 degrees Celsius or higher

2. A heating value of 8400 kcal/liter for gasoline was used for

calculations. (Per the Agency for Natural Resources and Energy's General

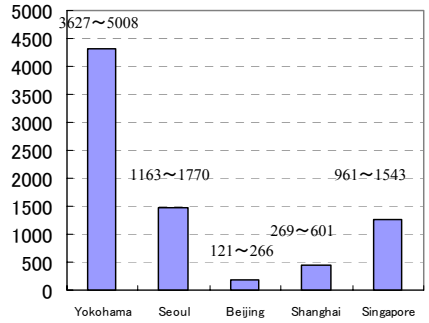
Energy Statistics for 2000)

3. Coverage of trees and shrubbery: An index promoted by the Tokyo Metropolis used to gauge the amount of urban area covered by trees and shrubbery. Calculated by dividing the sum of all land area covered by woodlands, grasslands, agricultural land, landscaped roofs, park areas, roadside trees and shrubs, and riverside areas by the total administrative area of the municipality.

Wage, rent cost for offices, cost for telecommunication, cost of public utilities and tax.

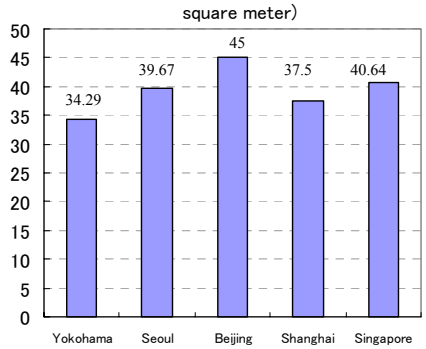
Investment costs for Japanese cities (Yokohama) are high when compared to major cities throughout East Asia. In particular, wages, rental fees, basic for monthly telephone service and commercial-use water and electric power fees.

(US$) Monthly salary for an engineer



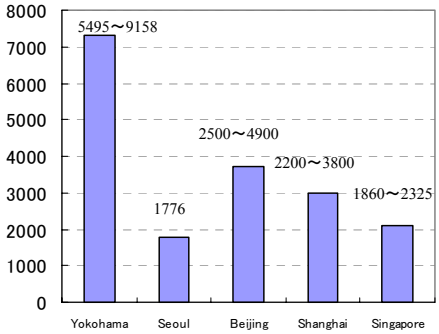
Note:
Seoul: average salary based on 5 Japanese manufacturing companies, including allowances.
Beijing: average salary based on responses from 20 manufacturing industrial companies to a survey prepared by the Japanese Chamber of Commerce in China in 2003.
Shanghai: average salary based on 7 Japanese companies.
Singapore: average for electronics and electric appliance makers.
Yokohama: figures for engineer taken from Report and Recommendations on Salaries Based on Size of Enterprise, Professional Duties, and Education published by the Yokohama Personnel Committee.

(US$) Monthly rental fees for office space (per square meter)



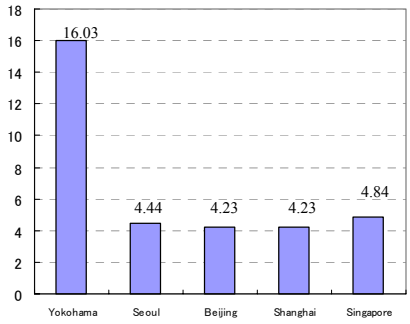
Note:
Seoul: Yonpun Bldg, Jongno, Seoul
Beijing: includes management fees
Shanghai: Shanghai Hongqiao Economic and Technological Development District.
Singapore: Republic Plaza
Yokohama: average rental fee in the Yokohama business areas.

(US$) Monthly rental fees for living space



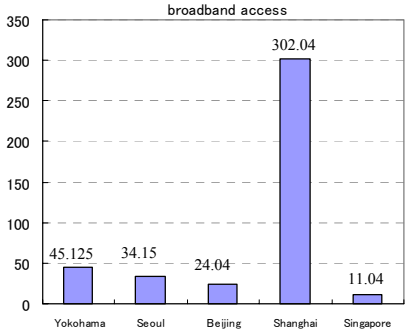
Note:
Seoul: Hangaram AP rentals (106m square)
Beijing: 70-130m square apartment
Shanghai: Shanghai Hongqiao Economic and Technological Development District.2LDK,135-169m square.
Singapore: Valley Park, three-bedrooms.

(US$) Basic monthly fee for telephone service



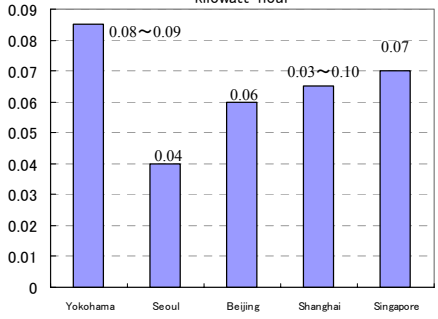
Note:
Seoul: Kokamon Telephone
Beijing: Beijing City Telephone
Shanghai: China Telephone
Singapore: Singtel
Yokohama: NTT East

(US$) Monthly fees for Internet service provider with broadband access



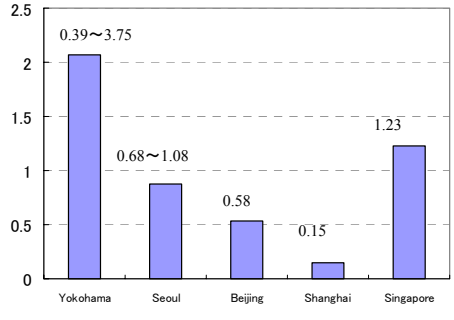
Note:
Seoul: Korea Telecommunications, MEGAPASS (ADSL 650 kbps,8Mbps)
Beijing: Beijing City Telephone (ADSL 512 kbps)
Shanghai: Shanghai Global Networks (ADSL 1Mbps)
Singapore: Singnet (monthly fee for up to 200 MB)
Yokohama: average fee of ADSL standard course(12M).

(US$) Cost of electrical power for commercial use per kilowatt-hour



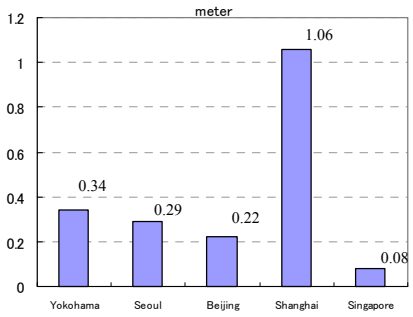
Note:
Seoul: Korea Electric
Beijing: Beijing City Electric
Shanghai: Shoko Industrial District
Singapore: cost during peak hours
Yokohama: Tokyo Electric Power Company

(US$) Cost of water for commercial use per cubic meter



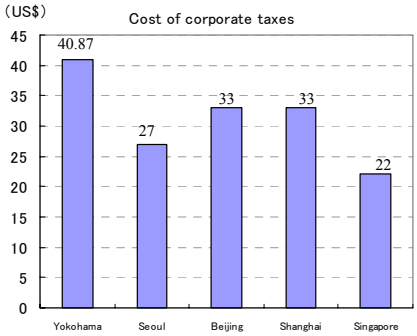
Note:
Seoul: Korea Water
Beijing: Beijing City Water
Shanghai: Shoko Industrial District
Singapore: The water saving tax and the drainage facilities commission are contained.
Yokohama: basic fee over 16 cubic meters.

(US$) Cost of natural gas for commercial use per cubic meter



Note:
Seoul: Seoul City Gas
Beijing: Beijing City Natural Gas
Shanghai: Shoko Industrial District
Singapore: for more than 1000 cubic meters of use a month
Yokohama: annual contract for 4.00 million cubic meters

(US$) Cost of corporate taxes

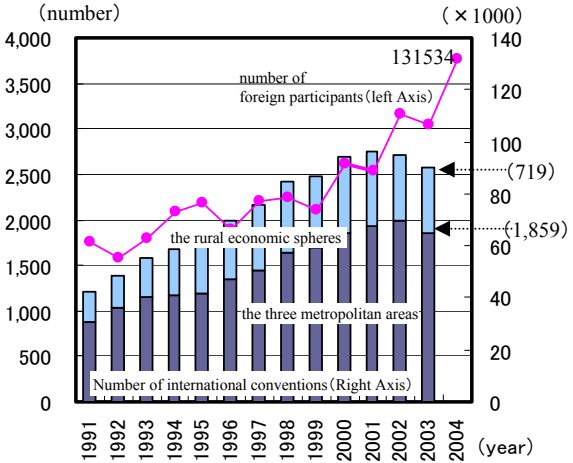


Note:
Seoul: 100 million won or more, excluding residential taxes
Singapore: per tax rates for 2003
Beijing・Shanghai: National tax 30% and local taxes 3%

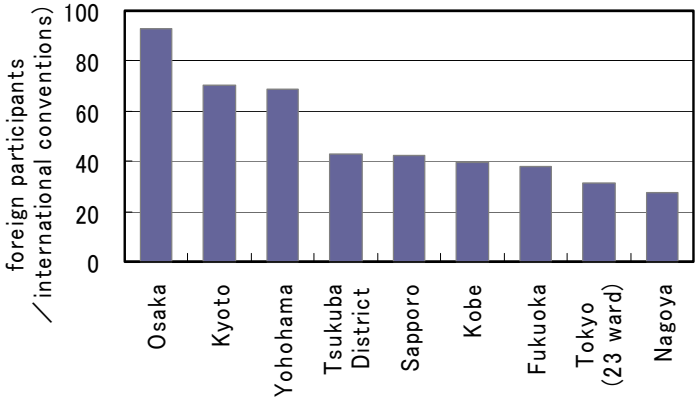
Number of international conventions, number of foreign participants.

The number of international conferences held both in the rural and in the three metropolitan areas is increasing. In 2003 and 2004, Osaka , Kyoto and Yokohama City had the highest rates of attendance by foreign participants for cities serving international conferences frequently.

Number of international conferences held per year and the number of participants from foreign countries



Average number of foreign participants per international conference for 2003 and 2004



Note:

1. The term international conference as used here refers to international conferences attended by 300 people or more, 50 or more of whom were non-Japanese.
2. The term Okinawa district as used here refers to the cities of Naha, Urasoe, Ginowan, and Okinawa. The term Tsukuba district refers to the cities of Tsukuba, Tsuchiura, and Kukizaki.
3. Figures for the number of persons attending the Kyushu-Okinawa Summit in 2000 have been left out of this study due to difficulties in estimating. For a similar reason, figures for the Third World Uchinanchu Festival, held in Nago City of the Okinawa district in 2001 and attended by 4045 non-Japanese, have also been left out.

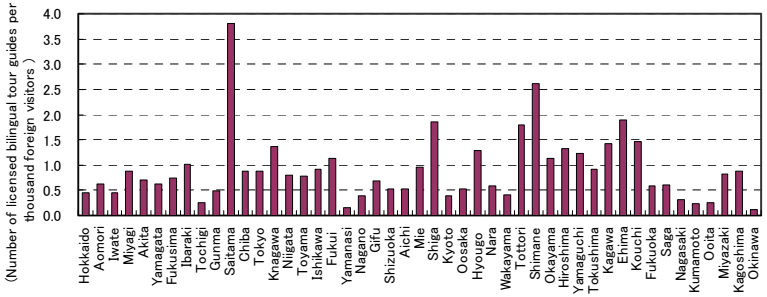
Rate of foreign visitor arrivals.

A look at the rate of visits to prefectures by foreign travelers indicates that there have been no changes in the top seven destinations, which are near the major urban economic spheres, since 1993. A look at the difference between the number of Japanese visiting abroad and the number of foreign visitors to Japan shows an excess of foreign visitors to Japan in prefectures such as Kyoto, Yamanashi, and Okinawa, while prefectures such as those in the three metropolitan areas, Hokkaido, and Fukuoka have a large excess of Japanese visiting abroad.

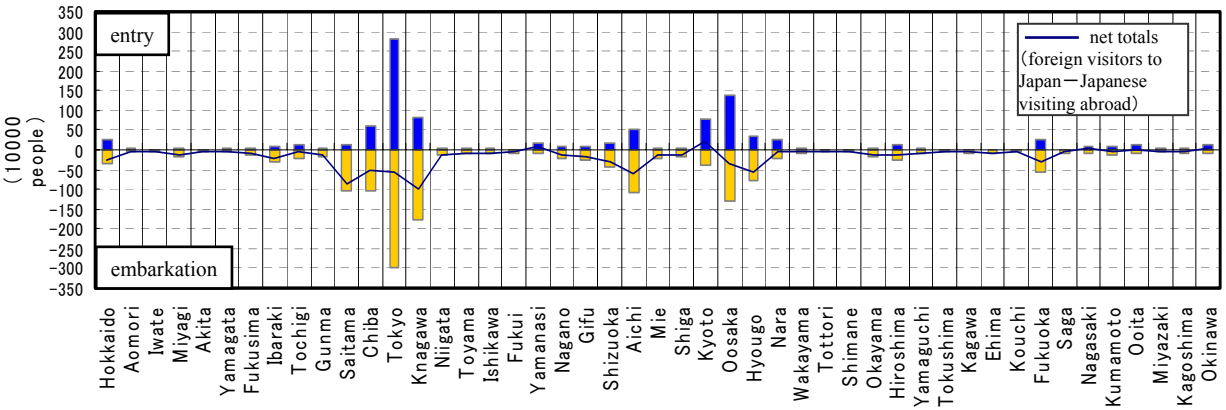
Destinations of foreign travelers visiting Japan categorized by prefecture

Order	1993	(H5)	1998	(H10)	2001	(H13)
	prefectures	Rate of foreign visitor arrivals(%)	prefectures	Rate of foreign visitor arrivals(%)	prefectures	Rate of foreign visitor arrivals(%)
1	Tokyo	68.4	Tokyo	60.9	Tokyo	56.5
2	Osaka	29.8	Osaka	22.6	Osaka	25.2
3	Kyoto	25.7	Kyoto	15.7	Kyoto	15.8
4	Kanagawa	15.7	Kanagawa	15.4	Kanagawa	15.6
5	Chiba	15.3	Chiba	14.8	Chiba	11.2
6	Fukuoka	9.5	Fukuoka	10.3	Aichi	10.0
7	Aichi	8.5	Aichi	9.3	Fukuoka	7.3
8	Nara	6.9	Yamanashi	5.8	Hyogo	5.5
9	Hyogo	6.8	Hyogo	5.6	Nara	4.9
10	Hiroshima	6.7	Nagasaki	5.6	Yamanashi	4.2

Number of licensed bilingual tour guides per thousand foreign visitors (cumulative through 2004)



Number of Japanese visiting abroad, foreign visitors to Japan, and net totals for 2004



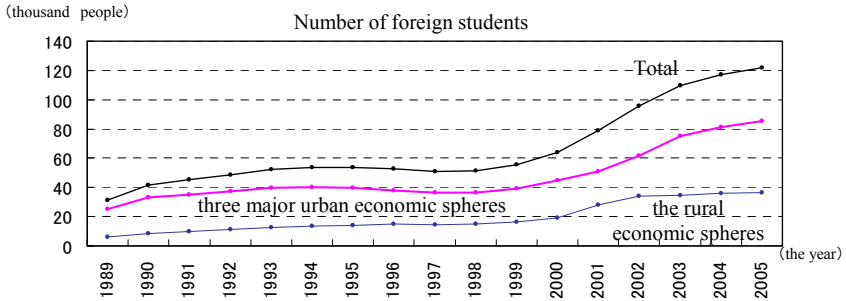
Note:

1. Breakdown for foreign visitors to Japan by prefecture was calculated by multiplying the number of foreign visitors to Japan admitted for short-term stays as shown in Immigration Bureau Statistics by the rates given in statistics for destinations of foreign travelers visiting Japan as published by the International Tourist Association's Survey of Foreign Visitors to Japan. Figures for Japanese visiting abroad were calculated by subtracting the number of people giving assignment to foreign office, permanent residency, or live with family as their reason for leaving the country from the grand total as shown in Immigration Bureau Statistics.
2. Rates given in statistics for destinations of foreign travelers visiting Japan are based on surveys of visitors. Because the survey admitted multiple answers, the total number of foreigners visiting all prefectures will exceed the number of foreigners admitted to the country as shown in Immigration Bureau Statistics.

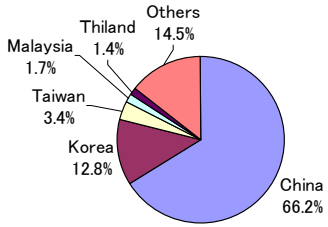
Number of foreign students.

In recent years, there have been conspicuous increases in the number of foreign students even outside the three metropolitan areas. More than 60 percent of all foreign students in Japan are from China. In spite of the fact that the overall number of students in Aomori, Gifu, Kagawa, and Yamaguchi prefectures are decreasing, the rate of increase for foreign students in these areas is large. A look at the figures for foreign university students as a percentage of the total university student population shows that 17 percent of students in Oita Prefecture are foreign students, which is the highest percentage of any prefecture.

Number of foreign students

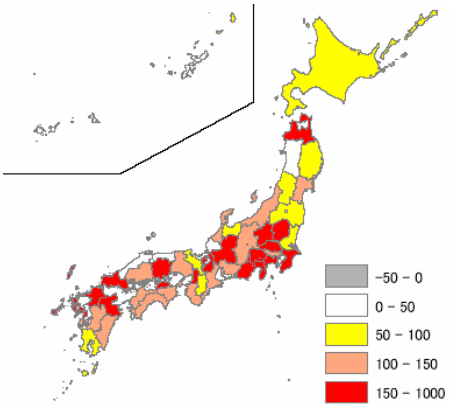


Home countries of foreign students for 2003



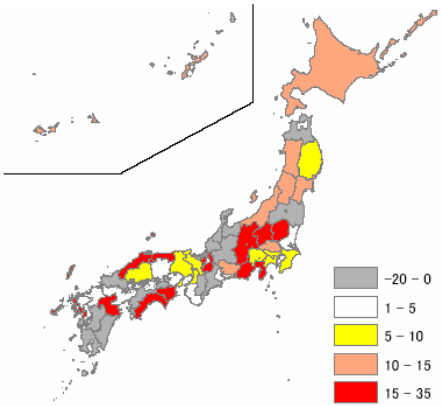
Rate of increase in number of foreign students from 1998 to 2004

Rate of increase in number of foreign students (%)



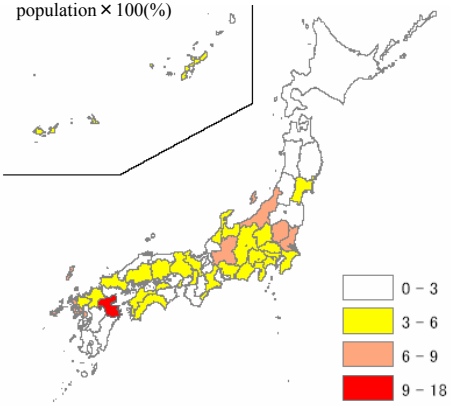
Rate of increase in university students from 1998 to 2004

Rate of increase in university students (%)



Percentage of university students from foreign countries for 2004

foreign university students／total university student population × 100(%)



Note:

The term three major urban economic spheres refers to the Tokyo Metropolis as well as Saitama, Chiba, Kanagawa, Gifu, Aichi, Mie, Kyoto, Osaka, Hyogo, and Nara prefectures.