Overview of the Public Transport System and Policy in Japan

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Summary

1. Overview of the Public Transport System
2. Overview of the Public Transport Policy
3. Today's Tasks of Public Transport
4. Today's Meaning of Public Transport
1. Overview of the Public Transport System
The public transport services in Japan are basically provided by private transport business entities as private businesses.

The National Government secures supply of safe and smooth transport services by conducting supervision to the transport business entities and, in addition, provides necessary supports for the transport business entities in accordance with the particular policy objectives.
### Numbers of Transport Business Entities in Japan

<table>
<thead>
<tr>
<th>Business</th>
<th>J R</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railroad Business</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Railroads</td>
<td>206</td>
<td></td>
</tr>
<tr>
<td>Passenger Bus Business</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regular Route</td>
<td>485</td>
<td></td>
</tr>
<tr>
<td>chartered</td>
<td>3,521</td>
<td></td>
</tr>
<tr>
<td>Domestic Passenger Shipping Business</td>
<td></td>
<td>951</td>
</tr>
<tr>
<td>Domestic Air Transport Business</td>
<td></td>
<td>77</td>
</tr>
</tbody>
</table>

(2004/10/1) J R Railroad Business
(2003/4/1) Private Railroads
(2003/4/1) Regular Route
(2003/4/1) chartered
(2003/4/1) Domestic Passenger Shipping Business
(2004/7/1) Domestic Air Transport Business
Change in Passenger Volume of each Transport mode in Japan

Private Railroads


J R


Buses


Taxis


(hundred million/year)
Rates of Passenger Transportation Undertaken in the Three Large City Areas

Tokyo Metropolitan Transport Area
(65.03 million people per day)

- Private Vehicles: 35%
- Buses: 7%
- Subways: 12%
- Taxis: 3%
- Other: 45%
- JR: 22%
- Private Railways: 21%
- Subways: 12%
- Buses: 7%
- Taxis: 3%
- Street Cars: 0%
- Other: 46%

Kyoto/Osaka/Kobe Transport Area
(28.16 million people per day)

- Private Vehicles: 81%
- Buses: 5%
- Subways: 11%
- Taxis: 3%
- Street Cars: 0%
- Other: 7%
- JR: 4%
- Private Railways: 8%
- Subways: 7%
- Buses: 5%
- Taxis: 2%

Chukyo Transport Area
(13.45 million people per day)

- Private Vehicles: 74%
- Buses: 8%
- Subways: 11%
- Taxis: 3%
- Street Cars: 0%
- Other: 19%
- JR: 13%
- Private Railways: 22%
- Subways: 11%
- Buses: 8%
- Taxis: 3%
- Other: 46%
Rates of Transportation Undertaken for Commuting in Various Cities in the World

Tokyo
- Railroads: 64%
- Buses: 12%
- Private Cars: 7%
- Motor Bikes: 2%
- Bicycles: 9%
- Walking: 5%
- Others: 1%

New York
- Railroads: 39%
- Buses: 13%
- Private Cars: 33%
- Motor Bikes: 11%
- Bicycles: 5%

Paris
- Railroads: 33%
- Buses: 7%
- Private Cars: 55%
- Motor Bikes: 3%
- Bicycles: 2%

Manila
- Railroads: 12%
- Buses: 28%
- Private Cars: 15%
- Motor Bikes: 10%
- Bicycles: 3%
- Walking: 2%
- Others: 30%

Brazilia
- Railroads: 53%
- Buses: 44%
- Private Cars: 10%
- Motor Bikes: 3%
- Bicycles: 9%
- Walking: 20%

Cairo
- Railroads: 4%
- Buses: 54%
- Private Cars: 10%
- Motor Bikes: 3%
- Bicycles: 9%
- Walking: 20%

(National Census, Reference by World Bank (1999))
As described above, the public transport system in Japan is remarkably characterized in that:

① It has developed utilizing the energy of the private sector, and

② It is proud of its high share in the passenger transportation.
2. Overview of the Public Transport Policy
(1) After the World War II:

- There was a clear objective of catching up European countries and the U.S.
- Expansion of the transportation capacity was the task with priority in the transport field.

The National Government facilitated stabilization of management by imposing restrictions on transport supply and demand for each business, and made efforts to secure the stable supply of the transport services.
(2) In 1990s:

- The social and economic states of Japan reached their maturity and deregulation was desired in many aspects of the social and economic systems.

- Diversification of needs for transport and shift of the needs to a higher level

  Change of the course of the conventional public transport policy was pushed.

⇒ The restrictions on transport supply and demand was to be abolished.
(3) Abolishment of the Restrictions on Transport Supply and Demand

In order to facilitate the free competition by the transport business entities as well as in order to promote improvement and diversification of the transport services and lowering and diversification of fares and fees, through the shift to more efficient and more revitalized business activities:

from 2000 to 2002, the restrictions on supply and demand in each mode, that had been the basic approach, were abolished and deregulation was implemented.
Overview of the System Revision; the Abolishment of the Restrictions on Transport Supply and Demand

<table>
<thead>
<tr>
<th>Regulation on Participation</th>
<th>Domestic Air Transport Business</th>
<th>Passenger Railroad Business</th>
<th>Domestic Passenger Shipping Business</th>
<th>Passenger Bus Business</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensing system for each line</td>
<td>Permission system for each business</td>
<td>Permission system for each line</td>
<td>Permission system for each line</td>
<td>Permission system for each business</td>
</tr>
<tr>
<td>Permission system for each business</td>
<td>Advance reporting system</td>
<td>Advance reporting system</td>
<td>Advance reporting system</td>
<td>Advance reporting system</td>
</tr>
<tr>
<td>Regulation on Withdrawal</td>
<td>Permission system</td>
<td>Advance reporting system</td>
<td>Advance reporting system</td>
<td>Advance reporting system</td>
</tr>
<tr>
<td>Regulation on Fares and Fees</td>
<td>Approval system</td>
<td>Advance reporting system</td>
<td>Advance reporting system</td>
<td>Advance reporting system</td>
</tr>
<tr>
<td>Timing of Implementation</td>
<td>2000.2.1</td>
<td>2000.3.1</td>
<td>2000.10.1</td>
<td>2002.2.1</td>
</tr>
</tbody>
</table>

Regulation on Participation:
- Licensing system for each line
- Permission system for each business
- Advance reporting system

Regulation on Withdrawal:
- Permission system

Regulation on Fares and Fees:
- Approval system

Timing of Implementation:
- 2000.2.1
- 2000.3.1
- 2000.10.1
- 2002.2.1
3. Today's Tasks of Public Transport
For the public transport policy:

the National Government considered that it is the basis that maintenance of the transport services and improvement of the convenience for users would be facilitated by the economic activities of the private business entities based on the market principles; and

the National Government has provided various supports as measures to complement the basis.
However, in recent years:

① Many cases where obvious improvement can not be facilitated by relying only on the market principles have been seen in the sections connecting business entities and connecting modes;
While some transport business entities have fallen into difficulty in management due to decrease of the number of users caused by the development of motorization and the progress of the trend towards fewer children and an aging society, etc., the cases have been seen where local residents independently took measures for facilitating the maintenance and improvement of the public transport services.

Therefore, the National Government needs to respond in some form to the above points.
Today's Tasks of Public Transport

① To take measures from an inter-modal viewpoint through railroads, buses, etc. corresponding to the objectives of the policy, and realization of seamless public transport as a precondition for the measures.

② Diversification of participants including the local residents for the local public transport that has difficulty in maintenance and improvement only by the transport business entities and the administration.
Task 1

Realization of Seamless Public Transport
Problems that Tend to Occur at the Connecting Points

⇒ Changing to a different transportation mode is inconvenient and hard to understand.
⇒ A new fare has to be paid for each changing.
⇒ Buses and taxies overflowing from the stands and stops result in traffic congestion.
Coordination of Connecting Timing

Rules for Entering into Transport Connecting Points

Door-to-Door-Type Connection of Buses
Task 2

Promotion of Diverse Participation of Local Residents, etc
A resident group independently formulated a revival plan of Man-yo Line, a streetcar line that was facing a crisis of abolishment.

The group conducted a fund raising activity aiming at 100 million yen for the foundation of a third sector that would be responsible for continuation of the line, and also carried out planning of events for promoting use of Man-yo Line.

The number of passengers of Man-yo Line after this tended to increase.
The NPO formulated the operation plans of the community bus system in areas from which the existing regular-route bus system (Mie Traffic Co., Ltd.) had withdrawn.

After constructing a cooperation structure of the local residents and the local enterprises by also making requests for support to the local enterprises, the NPO newly contracted with Mie Traffic Co., Ltd. and started the operation of the bus system.

This has become a leading example of bus operation by an NPO as well as it contributed to revitalization of the business of Mie Traffic Co., Ltd.
In order to appropriately cope with such new tasks as:

① realization of seamless public transport; and

② facilitation of diverse participation of the local residents, etc.

as described before, discussions are being carried out in the National Government currently including experts (to be concluded in June in this year)
4. Today's Meaning of Public Transport
(1) The Basic Approaches for the Public Transport

The public transport shall be developed basically utilizing the energy of the private sector continuously also from now on.

Based on this, introduction of a new policy that takes into account the following meanings is demanded.
(2) Today's Meaning of Public Transport

① Solution for the Environmental Problems

The amount of CO₂ discharge from private cars in the last decade: +40%

To facilitate the shift of the users of private cars to the public transport means is one solution for the environmental problems.
An Effective Measure for the Society of Fewer Children and Aging

Arrival of the society with decreasing population starting from 2007 due to the development of the trend of fewer children and aging.

The public transport means that can cope with various local demands and that any one can use free from anxiety.
Activation of the measures such as revitalization of the local community, promotion of tourism, vitalization of the central urban area, by expanding the exchanges between the inside and outside of the area.

Activation of the public transport, integrated with the building of the city by the local community.
Based on the above meanings, Japan has so far implemented:

● Improvement of the environment that facilitates reaching agreement among those who are concerned; and

● “Transportation Demand Management”,

and has obtained results at a satisfactory level.
From now on, it is necessary to push:

◎ To promote improvement of environment that facilitates reaching agreement among those who are concerned, from a seamless and inter-modal viewpoint; and

◎ "Mobility management" of the local residents and providing incentives to the local residents in order to enhance their awareness for themselves to support the maintenance and improvement of the public transport.