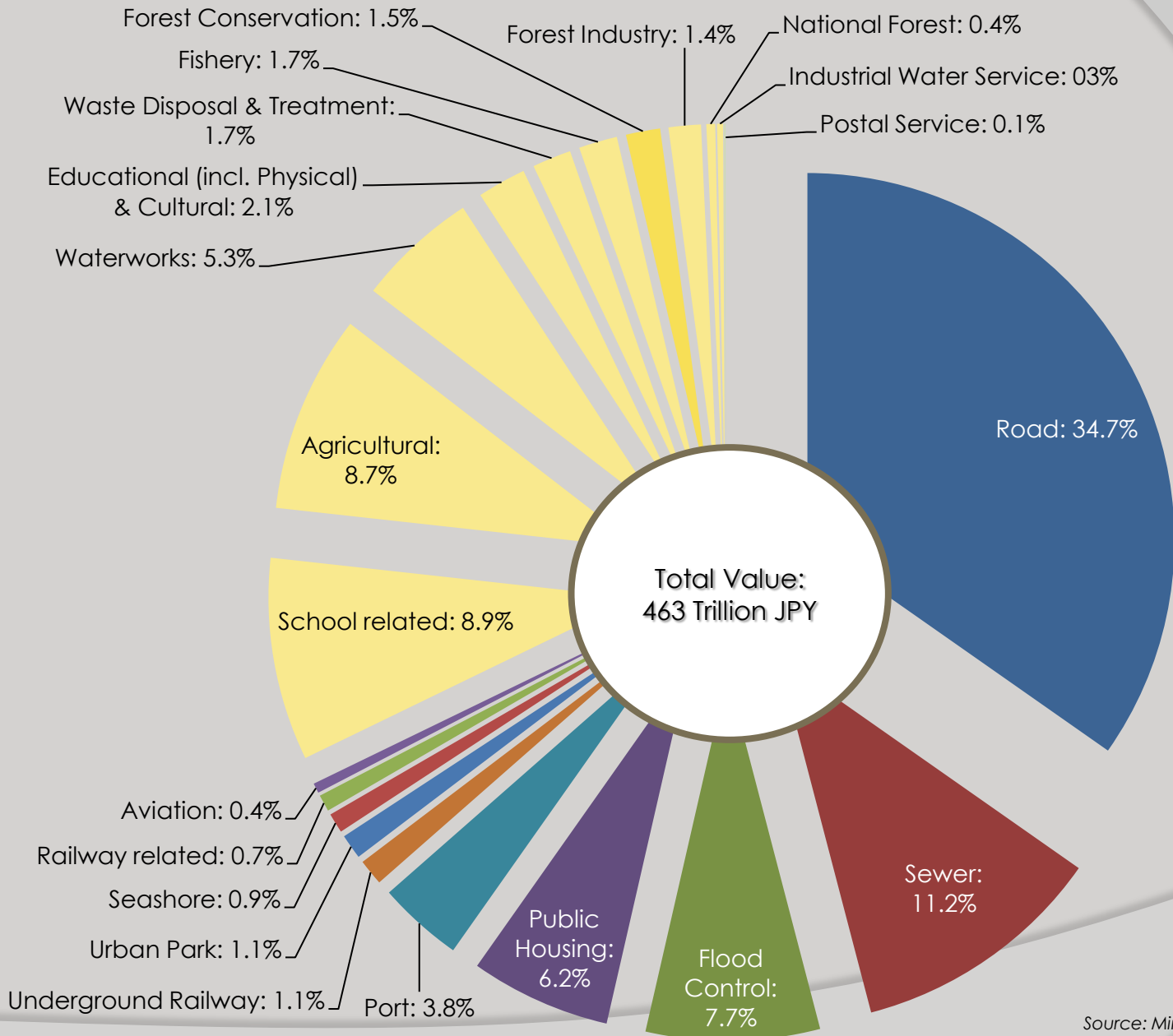


JAPAN'S PUBLIC FIXED CAPITAL STOCK 2009



Note 1: Estimated at FY2005 values

Note 2: Straight-line depreciation method with zero-salvage value

Note 3: Excluded at GDP statistics are medical/welfare facility, government office buildings, buildings at redevelopment, land reclamation, electrical works, gas facility, public cemeteries, recreational facility, Self-Defense Forces facility, correctional institution, satellites etc.

Source: Ministry of Land, Infrastructure, Transport and Tourism with Original "Japan's Social Capital" at Cabinet Office

PRESENT AGING STATE OF SOCIAL CAPITAL

The ratio of facility served 50 years or longer will rise acceleratively in next 20 years for bridges, tunnels, rivers, sewers, ports built during or after rapid economic growth period.

Ratio of Social Capital under 50-year Service or Longer

	FY2012	FY2022	FY2032
Road Bridge - for existing 400,000 bridges approx. [Note 1]	16%	40%	65%
Tunnel - for existing 10,000 tunnels approx. [Note 2]	18%	31%	47%
River Control Facility (Sluice Gates etc.) - for existing 10,000 facilities approx. [Note 3]	24%	40%	62%
Sewer Conduit - for existing 440,000 km approx. in length [Note 4]	2%	7%	23%
Wharves - for existing approx. 5,000 ports of 4.5 meters or deeper	7%	29%	56%

Note 1: Approx. 300,000 bridges with unidentified years built are excluded at estimating the ratios .

Note 2: Approx. 250 tunnels with unidentified years built are excluded at estimating the ratios.

Note 3: Central Government administrative only. Approx. 1,000 facilities with unidentified years built inclusive (Data including the year built exists for most of those which are built in 50 years. Ones with unidentified years built are counted as 50 years or older, accordingly).

Note 4: Approx. 15,000 km in length with unidentified years built inclusive (Data including the year built exists for most of those which are installed in 30 years. Ones with unidentified years built are counted as 30 years or older, accordingly, and years in service distribution for the identified is applied for the unidentified).

Note 5: Approx. 100 wharves with unidentified years built are excluded at estimating the ratios .

Panel on Infrastructure Development and Council of Transport Policy

Outline of Interim Report on the Future State of Maintenance and Renewal of Social Infrastructure

Aims

The report presents the findings of the Social Infrastructure Maintenance Strategy Subcommittee (established July 2012) of the Technical Subgroup concerning appropriate basic approaches to strategic maintenance and renewal of social infrastructure and measures that should be taken by MLIT and other agencies given the current state of maintenance and renewal and related issues.

I. Current state of maintenance/renewal and related issues

- Socioeconomic situation and action to date
- Current state of MLIT-controlled facilities and issues
- Technological progress to date and challenges
- Current state of maintenance and renewal by local public bodies and related issues
- Issues concerning future cost projections for maintenance and renewal
- Current state of systems and structures, and related issues



II. Basic approaches to maintenance and renewal in the future

9 basic approaches identified to ensure human benefits of social infrastructure are properly preserved for future generations

- Institute standards, organize pace-setting initiatives involving central government-administered facilities, and support local public bodies, etc.
- Activate provision of information to promote public understanding and cooperation
- Improve quality by taking advantage of renewal opportunities, etc. to enhance lifestyles and environment and build dynamic society and economy
- Implement targeted maintenance and renewal (including consideration of possibilities for consolidation and withdrawal) to reflect changes in social structure
- Implement maintenance and renewal to achieve good balance of costs and functions (e.g. preventive maintenance)
- Collaborate among government agencies, different fields, central/local governments, and public/private sectors etc.

Panel on Infrastructure Development and Council of Transport Policy

Outline of Interim Report on the Future State of Maintenance and Renewal of Social Infrastructure

III. Priority measures for strategic maintenance and renewal

Proposed specific priority measures for MLIT and other agencies to implement to surmount challenges presently faced

2. Measures to ensure systematic maintenance and renewal

- Adopt maintenance and renewal approaches that emphasize preventive maintenance, improvement of performance and functions, consolidation and efficiency improvements, etc.
- Perform sequentially related processes (inspection/diagnosis – assessment – planning/design – repair, etc.) following PDCA cycle
- Plan from long-term perspective
- Secure funding for maintenance and renewal
- Enhance organizations/institutions and develop human resources

1. Measures to reliably and accurately monitor soundness of facilities, etc.

- Establish mechanisms to reliably and accurately monitor soundness of facilities, etc.
- Compile information and development of facility "health records"
- Disclosure information on soundness of facilities, etc. and response guidelines

3. Measures to raise maintenance and renewal levels

- Develop technologies to ensure efficient and effective maintenance and renewal, standardization of results, etc.
- Enhance inter-field/organization collaboration and coordination with diverse players
- Support local public bodies, etc. financially and technologically