

## >> Privatization of Japan's Public Expressway Corporations

### Privatization Framework of the Four Public Expressway Corporations

#### Objectives

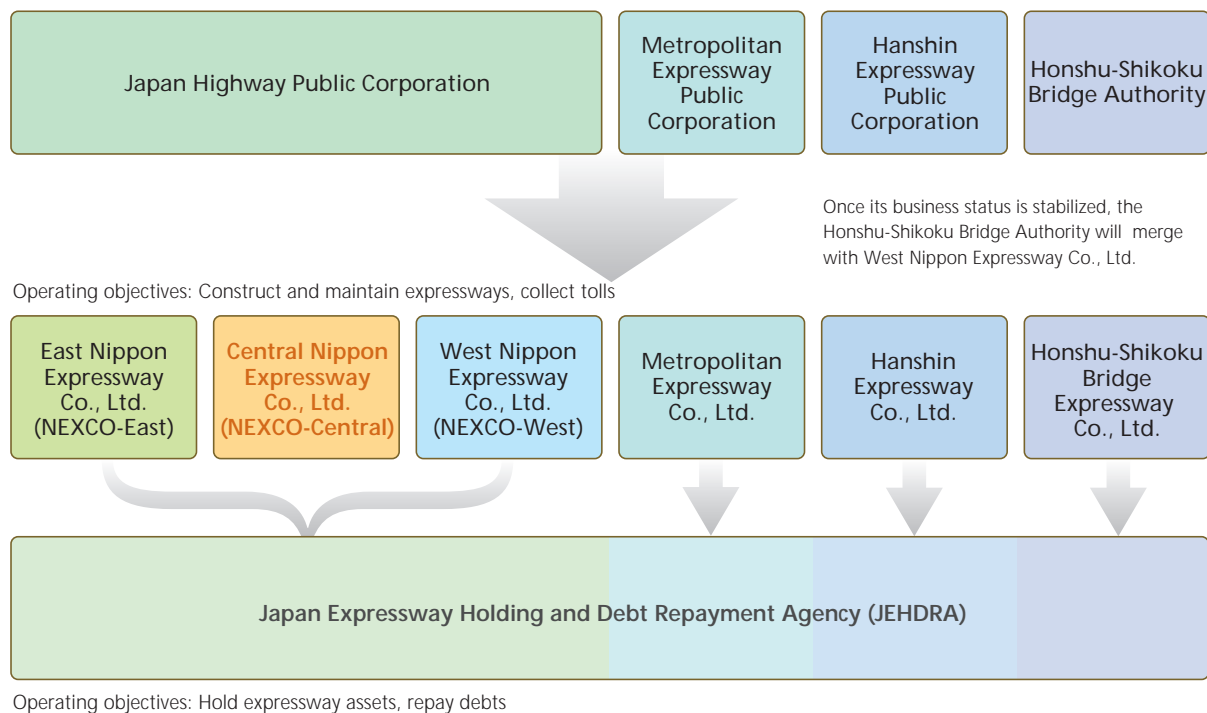
Based on the principle that tasks that can be performed by the private sector should be entrusted to it, Japan's public expressway corporations have been privatized to achieve the following objectives.

- Fully repay interest-bearing debts amounting to over ¥40 trillion within 45 years.
- Succeed in the early completion of construction on expressways and toll roads that the public truly requires, while minimizing the burden on the public and achieving private-sector autonomy for the new companies.
- Make the most of private-sector expertise by realizing diverse and flexible tolls and offering various services pertaining to the operation of rest areas and the utilization of expressway assets.

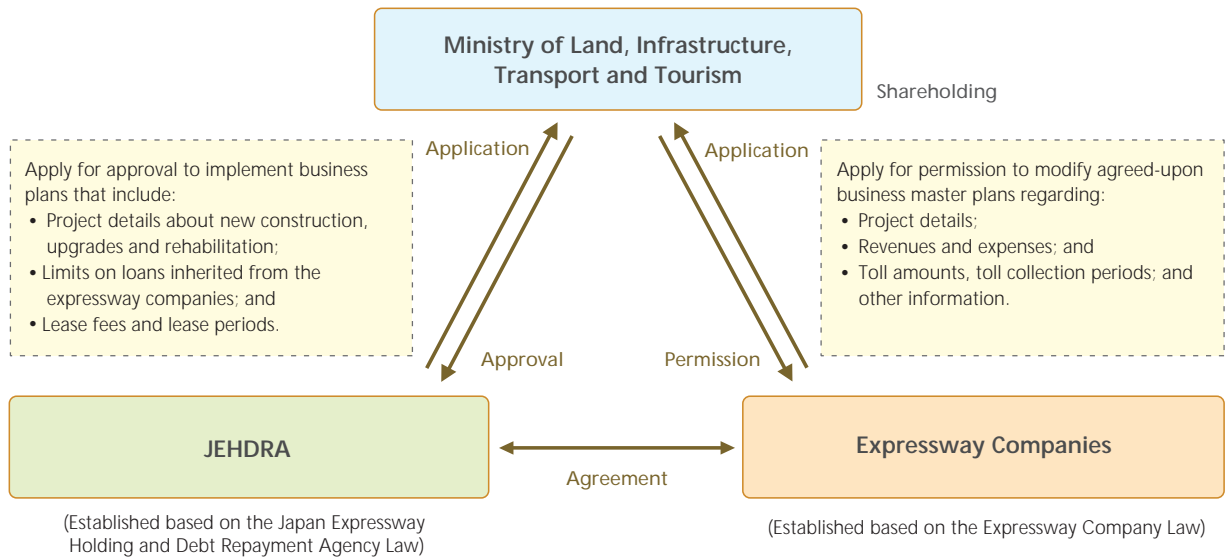
#### Principal Laws Concerning the Privatization of the Four Public Expressway Corporations

- Expressway Company Law
- Japan Expressway Holding and Debt Repayment Agency Law
- Others

### Privatization Scheme



## Relationship Among the Organizations

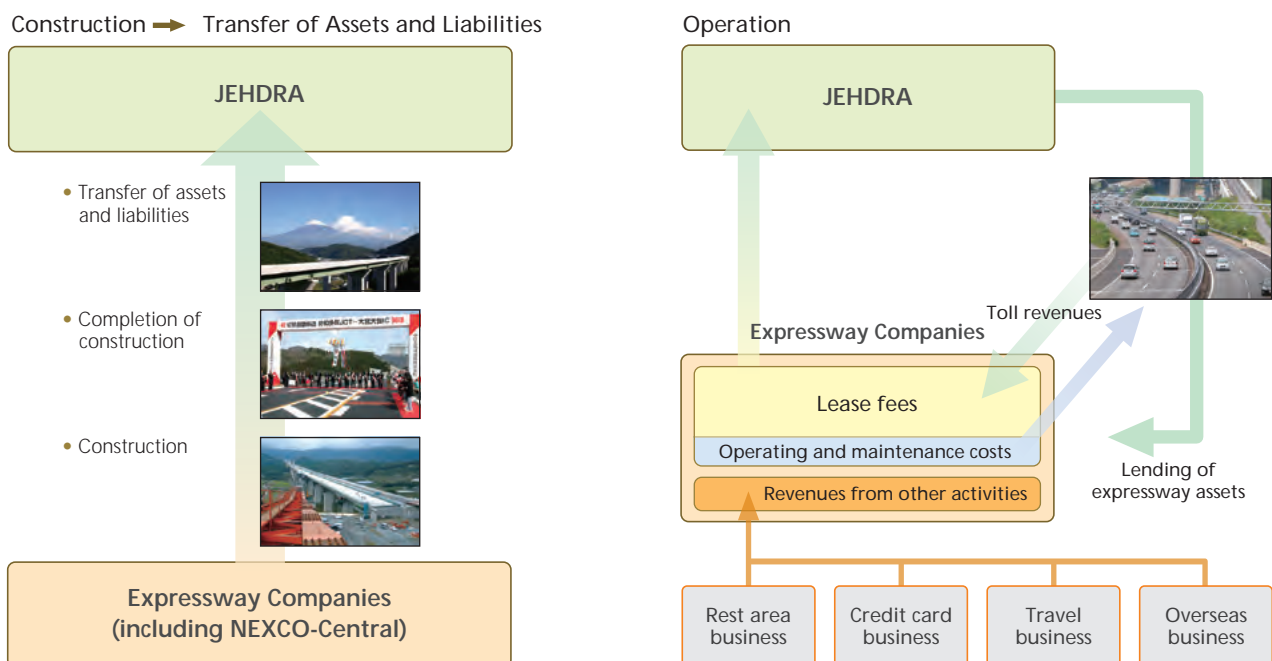


## Roles of JEHDRRA and the Expressway Companies

Expressway assets and liabilities resulting from construction are transferred from the expressway companies to JEHDRRA once construction is complete. The expressway companies lease back assets to earn toll revenue. Lease fees are calculated as follows.

Lease fees = estimated toll revenue – estimated operating and maintenance costs

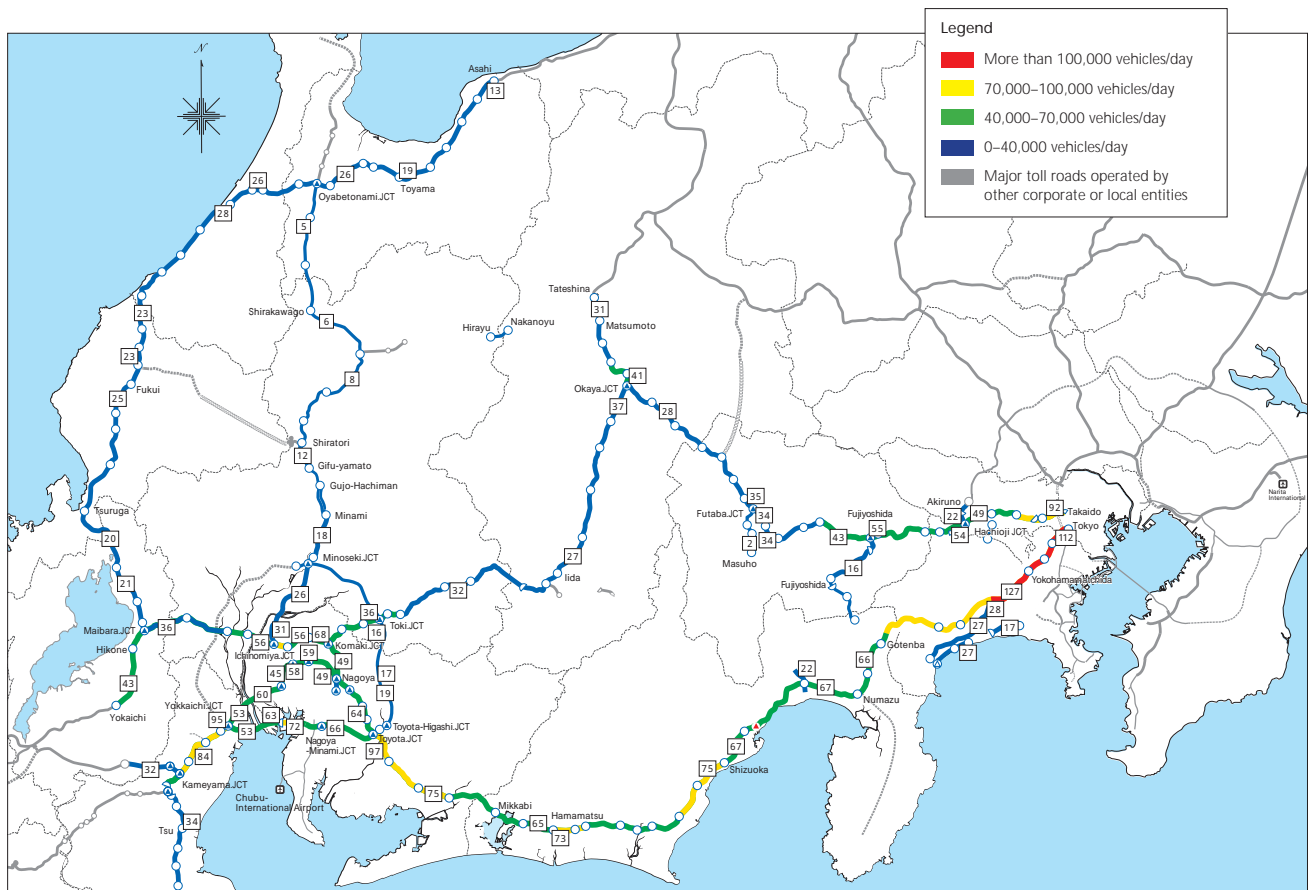
Note: Expressway companies may not earn profits or make losses through expressway construction and operation. However, expressway companies are eligible for certain incentive payments if construction is completed at a lower cost than originally estimated, as and when the Agency recognizes that such cost reductions are due to the companies' efforts. Also, the companies may earn profits through other activities, such as the operation of rest areas.



# >> NEXCO-Central Statistics for Fiscal 2010

## Traffic Volume

Expressway	Section	Length (km)	Lanes	Average Daily Traffic Volume	Cumulative Daily Traffic Volume
Chuo Expressway	Takaido-Hachioji	25.8	4	80,991	116,736
	Hachioji-Lake Kawaguchi	68.1	4-7	45,555	65,818
	Otsuki Junction-Komaki Junction	272.9	4-6	37,245	97,678
Meishin Expressway	Komaki-Youkaichi	87.5	4	54,235	75,737
Nagano Expressway	Okaya Junction-Toyoshina	33.1	4	41,227	37,357
Tomei Expressway	Tokyo-Komaki	346.7	4-7	80,543	428,434
Tokai-Hokuriku Expressway	Ichinomiya Junction-Oyabe-Tonami Junction	184.8	2-4	14,412	53,893
Chubu Odan Expressway	Masuhō-Futaba Junction	16.0	2	5,550	6,642
Hokuriku Expressway	Asahi-Maibara	282.1	4	26,638	103,974
Nagoya Ring Road No. 2	Nagoya Junction-Nagoya Nishi	43.6	4	49,957	125,599
Higashi-Meihan Expressway	Nagoya Nishi-Kameyama Minami Junction	55.1	4	71,138	96,095
Ise Expressway	Seki Junction-Ise	68.8	4	33,704	57,086
Ise-Wangan Expressway	Toyota Higashi Junction-Tokai	30.6	6	65,074	102,206
	Tobishima-Yokkaichi Junction	19.6	6	59,825	57,053
New Meishin Expressway	Kameyama Junction-Kokatsuchiyama	18.8	4-6	38,581	—
Kisei Expressway	Seiwataki Junction-Kisei-Ouchiyama	23.8	2	10,485	6,485
New Shonan Bypass	Fujisawa-Chigasaki-Kaigan	8.7	4	32,084	48,243
Seisho Bypass	Seisho-Ninomiya-Hakoneguchi	14.5	4	39,684	61,125
Higashi Fuji-Goko Road	Fujiyoshida-Subashiri	18.0	2	15,778	31,337
Odawara-Atsugi Road	Odawara-Nishi-Atsugi	31.7	4	29,670	66,579
Ise-Wangan Road	Tokai-Tobishima	6.1	6	81,085	90,201
Ken-O Expressway	Hachioji Junction-Akiruno	9.2	4	24,717	11,556
	Ebina Junction-Ebina	1.9	4	11,542	6,064
Tokai Ring Road	Toyota Higashi Junction-Seki-Hiromi	75.9	4	16,420	48,474
Hachioji Bypass	Aihara-Uchikoshi	4.5	4	43,957	43,957
Nishi Fuji Road	Fuji-Fujinomiya	6.8	4	34,332	34,332
Chubu Jukan Expressway	Kamitakara-Azumi	5.6	2	2,894	2,894
	Total	approx. 1,760			1,891,045



## Length of Expressways in Operation

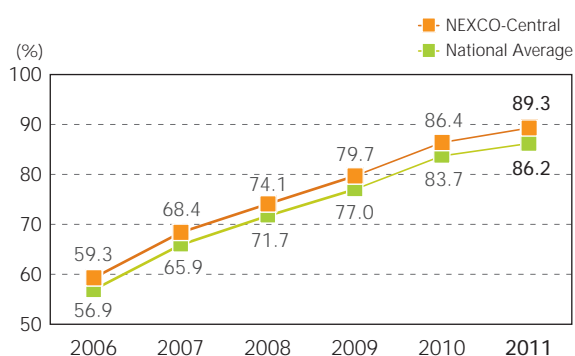
Fiscal Year	Expressways Operated by NEXCO-Central (km)	Remarks
1989	1,315	
1990	1,350	
1991	1,361	
1992	1,382	
1993	1,410	
1994	1,410	
1995	1,411	
1996	1,426	
1997	1,464	
1998	1,468	
1999	1,495	
2000	1,530	
2001	1,545	
2002	1,576	
2003	1,587	
2004	1,673	
2005	1,687	Kisei Expressway (13.4km) opened March 11, 2006.
2006	1,693	Chubu Odan Expressway (6.2km) opened December 16, 2006.
2007	1,721	Ken-O Expressway (9.2km) opened June 23, 2007. New Meishin Expressway (18.8km) opened February 23, 2008.
2008	1,757	Tokai-Hokuriku Expressway (24.9km) opened July 5, 2008. Kisei Expressway (10.4km) opened February 7, 2009.
2009	1,761	Tokai Ring Road (2.9km) opened April 18, 2009. Ken-O Expressway (1.9km) opened February 27, 2010.
2010	1,774	Nagoya Ring Road No. 2 (12.7km) opened March 20, 2011.

## Traffic Congestion: Intensity and Causes

Traffic congestion intensity = length (km) x duration (hour)

Expressway	Fiscal 2009					Fiscal 2010				
	Traffic concentration	Roadwork	Accident	Other factor	Total	Traffic concentration	Roadwork	Accident	Other factor	Total
Tomei Expressway	36,503	11,689	15,755	2,706	66,653	43,784	16,489	20,482	2,710	83,465
Meishin Expressway	5,189	1,333	1,695	114	8,331	6,221	1,561	3,113	370	11,265
Chuo Expressway	23,179	903	6,783	391	31,256	27,049	3,029	6,611	572	31,256
Chubu Odan Expressway	0	0	0	0	0	0	0	0	0	0
Nagano Expressway	447	121	195	45	808	555	28	122	113	818
Hokuriku Expressway	1,551	23	308	60	1,942	636	23	313	84	1,061
Tokai-Hokuriku Expressway	5,357	25	352	52	5,786	3,274	20	538	93	3,925
Ise Wangan Expressway	495	255	611	12	1,373	790	169	922	71	1,952
Higashi Meihan Expressway	10,772	2,360	2,762	118	16,012	12,184	5,131	4,099	344	21,758
Ise Expressway	173	48	89	13	323	890	155	120	22	1,187
Kisei Expressway	0	0	2	0	2	7	0	2	0	9
New Meishin Expressway	42	0	17	0	59	368	231	281	0	880
New Shonan Bypass	0	0	0	0	0	35	0	0	0	35
Seisho Bypass	311	0	12	3	326	727	0	6	11	744
Higashi Fuji-Goko Road	215	0	0	0	215	384	33	10	7	434
Odawara-Atsugi Road	456	15	39	2	512	725	36	107	12	880
Ise Wangan Road (Tokai - Tobishima)	0	0	17	0	17	0	6	36	0	42
Ken-O Expressway	36	0	0	0	36	111	0	98	10	219
Tokai Ring Road	273	0	94	0	367	422	0	53	2	477
Hachioji Bypass	0	0	0	0	0	0	0	0	0	0
Nishi Fuji Road	10	1	0	0	11	103	0	0	0	103
Abo Toge Road	0	0	0	0	0	0	0	0	0	0

## ETC Usage Rate in the NEXCO-Central Area and in Japan





This report uses FSC-certified paper that contains wood from well-managed forests.  
The report was printed in Japan using soy ink, using a waterless printing process to prevent the emission of hazardous liquids.

---

**Central Nippon Expressway Company Limited**

Mitsui-Sumitomo Bank Nagoya Building,  
2-18-19, Nishiki, Naka-ku, Nagoya,  
Aichi Prefecture 460-0003, Japan  
Telephone: +81-(0)52-222-3679  
<http://www.c-nexco.co.jp> (Japanese)  
<http://global.c-nexco.co.jp> (English)

