

EMBAJADA DEL JAPON
EN CHILE

ARCHIVO

REPUBLICA DE CHILE	
PRESIDENCIA	
REGISTRO Y ARCHIVO	
NR.	93/17133
A:	24 AGO 93
P.A.A.	<input type="checkbox"/> R.C.A.
C.B.E.	<input checked="" type="checkbox"/> M.L.P.
M.T.O.	<input type="checkbox"/> EDEC
M.Z.C.	<input type="checkbox"/>

ULTIMAS NOTICIAS DEL JAPON

(Semana del 16 al 20 de agosto, 1993)

(VIP 93)

(DISTRIBUCION EXCLUSIVA)

GIRLS PLAY BASKETBALL,
BOYS SOCCER AT ELEMENTARY SCHOOL

Soccer is the most popular sport among boys and basketball among girls, according to a survey on the athletic activities of elementary school students recently carried out by the Ministry of Education. One elementary school out of two has athletics clubs, and half of the older students have joined school athletic clubs or other sports clubs in the area. It is clear that injuries often occur, however, and this has prompted the Education Ministry to check that students are receiving proper sports guidance. The poll was carried out between February and March, 1992, on 282 schools, 6 schools in each of Japan's 47 prefectures.

The survey revealed that 52 percent of all elementary schools had established some sort of athletics club, or 146 schools in 33 prefectures. The share of elementary school students joining these clubs was 12 percent of the total. In order of popularity, girls took part in basketball, field and track events, swimming, and volleyball, and boys participated in soccer, basketball, field and track events, and baseball.

On average the students participated in sports for 4.5 days each week, and 14 percent of schools held sports activities on Sundays as well. From Monday to Saturday approximately 70 percent of schools held from 1 to 2 hours of sports activities, but on Sundays and national holidays 16 percent of elementary schools held 4 or more hours of sports activities.

A poll of 26,500 students from the fourth to the sixth grades (aged from 9 to 12) enrolled in these schools showed that 55 percent were members of some sort of sports organization, such as a school athletics club or a sports club in the locality. Asked whether they enjoyed sports, 65 percent replied in the affirmative. At the same time 59 percent of the students reported having problems. The most common complaints selected, in order of frequency, were that there was little time to play, that they didn't seem to be improving at their sports, and that they had joint and muscle pains. The proportion of students who had had to rest for a week or more due to injury in practice sessions or matches was 17 percent.

Altogether 312 orthopedic surgeons situated close to the schools were asked about instances of sports-related injuries they had dealt with. The most common injury was the painful one of protruding cartilage of the kneecap (Osgood-Schlatter disease); 43 percent of doctors had dealt with these symptoms, often caused by jumping, running, or kicking over a period of time while the body is growing. After this, the most common were knee and ankle sprains, selected by 33 percent of doctors, hip joint pains, chosen by 26 percent, and hand and finger sprains and

fractures, also selected by 26 percent.

(The material herein is based on domestic Japanese news sources and is offered for reference purposes. It does not necessarily represent the policy or views of the Japanese Government or of the Ministry of Foreign Affairs).

MINISTRIES LOOK AT WAYS TO ALLEVIATE RUSH-HOUR HELL

Aiming to ease congestion on rush-hour commuter trains, the Ministries of Transport and Labor are exploring ways to induce passengers to commute at different times. The ministries plan to collaborate with industrial, labor, and other sectors to realize their aim.

In Japan's big city areas the crowded commute between residential suburbs and workplaces mostly located in city centers is a chronic fact of life. In Tokyo especially, where the process of economic growth since World War II has concentrated economic, political, and other functions in the capital city, a metropolis of exceptional size has been created, making commuting to work and school much more of a trial than in other areas.

According to the Transport Ministry, Railways companies in the Tokyo metropolitan area are busy building new lines, converting two-track lines to four-track lines, increasing the frequency of train services, coupling more carriages together per train, and boosting speed. Transport capacity today is around 50 percent higher than it was 10 years ago. During this time, however, the number of people using the transport systems has risen by some 40 percent and average rush-hour congestion has only managed to drop from 221 percent to 203 percent, to the point where passengers are pushed up against each other with considerable pressure.

In its efforts to ease the situation, the Government is focusing on boosting train companies' capacities. The aim is to improve congestion to 180 percent, to the extent that passengers touch but are just about able to read a newspaper, within about 10 years (this is one of the aims of the Government's five-year economic plan to promote a better quality of life). The measures taken up to now to increase transport capacity have been insufficient to catch up with the growing numbers of passengers, and so in parallel with these steps the Government is promoting the idea of commuting outside peak times.

Private survey organizations calculate that around 70 percent of companies begin the working day between 8:00 A.M. and 9:00 A.M., and congestion on trains arriving at stops in the city centers between these times is getting much worse. The situation could be eased substantially if passengers arriving between 8:00 A.M. and 9:00 A.M. were to travel either one hour earlier or later. It is thought that congestion on the Marunouchi line, for example, which runs between Shinjuku and Ikebukuro stations via the business districts in Tokyo's center, could be cut from the current 216 percent to 184 percent if 15 percent of passengers were to do this.

With such possibilities in mind the Transport and Labor Ministries are aiming to have one fifth of their employees commute during off-peak hours as a start to cutting congestion to 150 percent, at which point shoulders are just about touching and passengers can read a newspaper.

Specific steps being considered to popularize off-peak commuting include railway companies giving detailed information on congestion to companies and customers, and taking the initiative of getting companies to draw up off-peak commuting targets for their employess. Another idea is to issue discount rail passes to customers who travel at off-peak hours.

But the suggestions the two ministries are giving most thought to is the introduction and popularization of flextime. The system has recently gained more adherents among companies, but if it were to come into full-scale operation, congestion at peak times could be cut by at least 20 percent. The ministries believe that implementing a combination of such measures will bring about an end to "Rush-hour hell".

(The material herein is based on domestic Japanese news sources and is offered for reference purposes. It does not necessarily represent the policy or views of the Japanese Government or of the Ministry of Foreign Affairs.)

M I S I O N U N E S C O A I S L A D E P A S C U A

El día 11 de agosto arribó a Santiago una Misión enviada por UNESCO-París a la Isla de Pascua y que permanecerá en el país aproximadamente una semana.

El objetivo de la misión es hacer un estudio de la preservación y restauración del patrimonio arqueológico de la Isla de Pascua. La misión examinará y evaluará junto con altas autoridades chilenas en la materia, los posibles trabajos de preservación incluyendo el reciente proyecto sugerido por el Gobierno de Chile.

La misión la conforman las siguientes personas:

- | | |
|-----------------------|--|
| Sr. Hideo Nomoto | : Director Asistente de Cooperación Cultural de la Dirección General de Asuntos Culturales e Información del Ministerio de RR.EE. del Japón. |
| Sr. Kanekatsu Inokuma | Instituto Nacional del Patrimonio Cultural de Nara. |
| Sr. Yasushi Kikuchi | Profesor de la Universidad de Waseda. |
| Sr. Mounir Bouchenaki | Director del Patrimonio Cultural de UNESCO-París. |
| Sr. William Ayres | Universidad de Oregon. |

Apoyo Chileno al Ingreso Japonés Permanente en el

Consejo de Seguridad de ONU

Recientemente, la prensa japonesa ha informado que unos 50 países del mundo presentaron sus planteamientos de la reforma del Consejo de Seguridad de las Naciones Unidas.

Uno de los temas de la reforma es la incorporación del Japón como miembro permanente de dicho Consejo. Once países, entre ellos Chile que manifestó tal opinión en favor del Japón y de Alemania, con miras a fortalecer la paz y prosperidad universal respaldan plenamente y sin condiciones dicho ingreso.

El pueblo japonés está enterado de esta gestión chilena generosa de extender su apoyo al Japón y valora profundamente dicho soporte como un gesto más de buen amigo.

Palacio
PRESENTE



PRESIDENCIA DE LA REPUBLICA
24 AGO 1993
ARCHIVO PRESIDENCIAL

EMBAJADA DEL JAPON
CASILLA 124 CORREO 35
Santiago Chile



Señor
Carlos Bascuñán
Presidencia de la República
Palacio de La Moneda