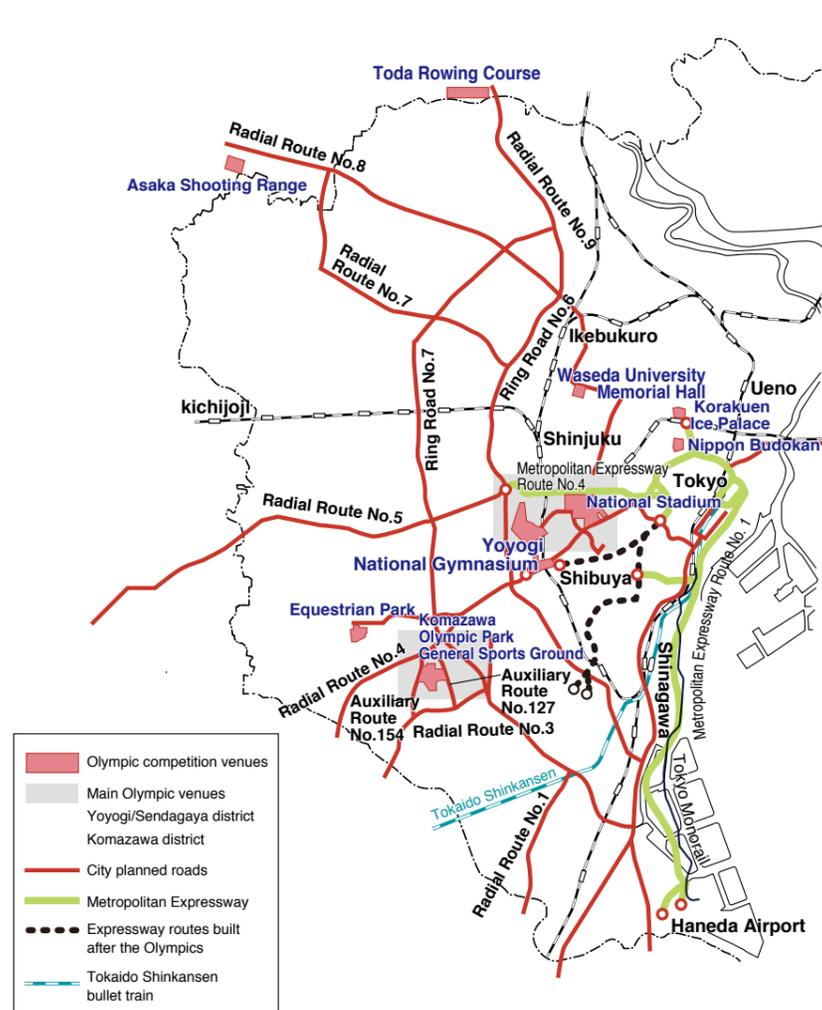


03 Tokyo Olympics and new urban infrastructure

At the International Olympic Committee Session in Munich in 1959, Tokyo was selected as the host city for the Games of the XVIII Olympiad. In preparation for the Games to be held in October 1964, in the some five years from the decision, large-scale development of urban infrastructure, especially in Tokyo,

was implemented, transforming the city. In order to receive athletes, officials, and spectators from within and outside Japan, infrastructure was built, including development of roads and other transportation networks, construction of competition venues, and development of the port and harbor.



The Olympic venues and development of urban infrastructure

In preparation for the Olympics, Tokyo began construction with priority placed on roads related to the Games. As streets related to the Games, 22 routes with a total length of 54.6 kilometers were constructed. For the Metropolitan Expressway, four lines totaling 31.8 kilometers, centering on Metropolitan Expressway Route 1, which linked Haneda, central Tokyo, and Yoyogi (Olympic Village), were built. At Haneda Airport, developments included expansion of the passenger terminal, construction of runways, and the building of a hotel on the airport grounds. Prepared from *Miru, yomu, aruku Tokyo no rekishi 3* (See, read, walk through Tokyo's history, Vol. 3) by Susumu Ike, et al., Yoshikawa Kobunkan.



National Stadium (1964)
The National Stadium was built to accommodate what could be called the prelude to the Olympics, the Third Asian Games in 1958. Following this, it underwent expansion work to serve as the main venue for the Tokyo Olympics.
Sources: Japan Sport Council, Taisei Corporation.



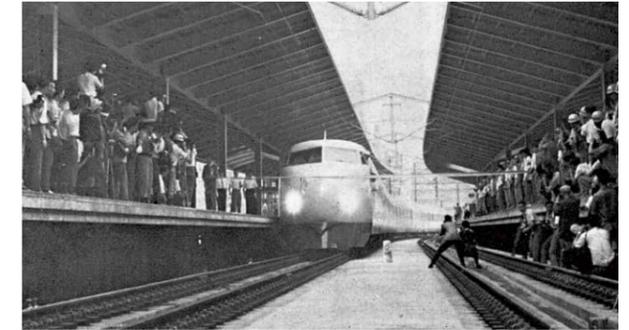
Yoyogi National Gymnasium upon completion (1964)
The district of Yoyogi Park was Washington Heights, where the family quarters of the US forces after the war was located. After Tokyo won the bid for the Olympics, the US forces derequisitioned this land and it was used as a venue in the city center.
Sources: Japan Sport Council, Obayashi Corporation.



Komazawa Olympic Park (1964)
Because Komazawa Olympic Park would be used as the venue for six sports and gather about 40,000 spectators, a bus center was established in the park to transport the spectators.
Source: Tokyo Metropolitan Park Association.



Construction of grade separated roads (the latter half of the 1960s)
Construction of the Metropolitan Expressway through grade separation was widely advanced in locations through the city in order to put an end to the severe congestion on Tokyo's roads and make traffic smoother.
Source: Kajima Corporation.



Launching ceremony of the Hikari No. 1 Shinkansen bullet train at Tokyo Station (1964)
The super-express Tokaido Shinkansen bullet train, which covered the 515 kilometers between Tokyo Station and Shin-Osaka Station in about 4 hours began operations in time for the 1964 Summer Olympic and Paralympic Games. It was able to transport passengers safely and quickly.
Source: Kajima Corporation.



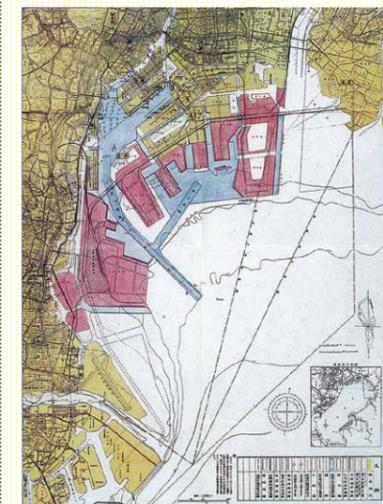
Subway Hibiya Line starts operations
The Hibiya line, which was partially operating from 1961, fully opened for service between Naka-meguro and Kita-senju (20.3 km) in time for the 1964 Games.
Source: Tokyo Metro Museum.



Tokyo Monorail
The Tokyo Monorail linking Hamamatsucho and Haneda Airport (13.1km) was opened for service. Along with providing access to the airport, today it also contributes to development of the area along the line.
Source: Tokyo Monorail Co., Ltd.

Opening of the Port of Tokyo

- The Great Kanto Earthquake of 1923 served as the opportunity to earnestly begin construction of piers in the Port of Tokyo, such as Hinode, Shibaura, and Takeshiba, but the port was not opened for a long time because foreign trade was still restricted.
- Following this, with increasing military demand, trade with the Chinese continent flourished, and voices calling for the opening of the Port of Tokyo as an international trade port gradually grew louder. The port was finally opened on May 21, 1941.
- Following the end of WWII, cargo volume at the Port of Tokyo increased yearly, but it was somewhat behind in its facilities. To address that situation, the conventional port plan was radically changed, and the Tokyo Port and Harbor Plan was newly formulated under the Port and Harbor Act. In 1961, based on the increase in cargo volume, the Revised Tokyo Port and Harbor Plan was formulated. This plan formed the foundation for the features of the Port of Tokyo which will develop as an urban and commercial port.
- When the global revolution of container transport created waves in the late 60s to early 70s, the Port of Tokyo took the lead in addressing this style. The first full container ship in Japan arrived in Shinagawa Container Terminal, with the port making great advancements as a port of international trade.



Drawing of the revised Tokyo Port and Harbor Plan (1961)
Source: *Tokyo wan shi Dai 1 kan tsushi kakuron* (History of the Port of Tokyo, Vol. 1, Overview of history). Bureau of Port and Harbor, Tokyo Metropolitan Government.