

## High Speed Rail Seminar 2019 in New Delhi, India

Date and time: 18:30 – 20:10, Tuesday, February 19, 2019

Place: Regal Hall, The LaLit (a hotel in the central New Delhi)

Co-hosted by the International High-Speed Rail Association, Japanese Embassy in India, Japanese Ministry of Land, Infrastructure, Transport and Tourism, National High Speed Rail Corporation (India)

### Overview:

This year's High Speed Rail Seminar, the second one following last year's inaugural seminar, had a more practical theme in line with requests from India's National High Speed Rail Corporation. In view of cases in different countries, the seminar examined collaboration between urban development and railway development, as well as initiatives for increasing the overall wayside value. In addition, with regard to the promotion of a high-speed rail construction project, Japanese examples were shared about the acquisition of project sites and collaboration with local governments. Participants also heard explanation about the basic concept of Value Capture (a fundraising approach in which gains from developing an infrastructure such as railway are captured to help fund the project).

### Participants: 100 participants in total

- 31 from the National High Speed Rail Corporation (India)  
Including Managing Director Achal Khare, Director Rajendra Prasad (Project), Director A. K. Bijalwan (Finance)
- 12 from the Indian Ministry of Railways  
Including Railway Board Secretary S.K. Mishra and Executive Director Abhijit Narendra
- 2 from the Indian Ministry of External Affairs
- 2 from the Indian Ministry of Housing and Urban Affairs
- 44 from IHRA member companies  
Including JR East Senior Executive Officer Yoshihiro Kumamoto and Senior Executive Officer Michikazu Mukouyama, as well as

Japan International Consultants for Transportation's President Takashi Yamazaki and Kawasaki Heavy Industries' Associate Officer Koyo Kondo

- 9 from Japanese government organizations

Including Japanese Ambassador to India Kenji Hiramatsu as well as staff from Japanese Embassy in India, JICA India Office and JETRO New Delhi Office

#### Program:

See the attachment.

National High Speed Rail Corporation Managing Director Achal Khare, IHRA Chairman Masafumi Shukuri and Japanese Ambassador to India Kenji Hiramatsu gave opening speeches. This was followed by presentations by Nikken Sekkei Executive Officer Wataru Tanaka and Japan Railway Construction, Transport and Technology Agency Executive Director Akio Takase, before Harbinger Partners' Managing Director Joe Langley and Vice Chairman Torkel Patterson took the podium. The presentations were followed by a reception for networking among attendants.

#### Presentations:

- (1) Nikken Sekkei Executive Officer Wataru Tanaka

“The Future of City Development and HSR Construction”

- There are two types of business models for TOD, which are (A) wayside community development and (B) station area development mainly around terminal stations. Compared to other countries, Japan has fewer stakeholders in land ownership and development around railway stations. Tanaka explained that it made it relatively easy to draw up a realistic action plan and make decisions based on mutual benefits. (e.g. large-scale development at Futako Tamagawa)
- In the case of the Shin-Yokohama HSR station, Tanaka explained about its concourse floor that provides seamless connection between subways / conventional railways and high-speed rail services, and the structure of a pedestrian bridge that delivers station access from various facilities around the station.
- In the case of the Tokyo railway station, Tanaka explained how the building

site was concentrated and realigned to secure sufficient space for a public square outside and pedestrian passageways, and described a story about the transfer of floor area ratio.

- Using these examples, Tanaka explained how a development project around a railway station, undertaken under collaboration of multiple parties across the boundary of private and public sectors, could bring significant benefits to local residents.
- Tanaka then cited overseas TOD examples involving high-speed rail stations (Nangang Station in Taiwan and Guangzhou Station in China).
- Redevelopment of existing railway stations tend to involve numerous stakeholders with various development aims, who make their own decisions and promote such a project under varying schedules. Tanaka said that, in the future, such a project should be promoted under a master plan for “Station Integrated Urban Design,” and that TOD should be undertaken under single master plan that incorporates human-oriented station functions and incentives for individual stakeholders under the collaboration of the central / regional governments and private-sector businesses.

(2) Japan Railway Construction, Transport and Technology Agency  
Executive Director Akio Takase

“Practice of High-Speed Rail Construction in Japan-Land Acquisition and Joint Works with Local Government”

- Takase described Japan’s scheme for building high-speed railways, highlighting the separation of a construction entity and an operation / administration entity, and the fact that local governments shoulder one-third of the total cost of construction less lease revenues.
- Takase provided detailed description of the process of land acquisition, undertaken by the Japan Railway Construction, Transport and Technology Agency. He highlighted the example that some of land acquisition tasks were outsourced to local governments to ensure close collaboration with them in the process.
- In Japan, sectional superficies are set up for viaducts and tunnels with an appropriate monetary compensation payable according to the level of land-use restrictions. Takase explained that, within the scope of such

superficies, the Japan Railway Construction, Transport and Technology Agency could restrict land use, construction and other activities to prevent any interference with Shinkansen structures, and reserve the right to access such areas for the purpose of maintenance and management.

- Takase also highlighted the importance of close collaboration with local governments in proceeding with Shinkansen construction, citing the examples of local governments' involvement in re-routing existing roads and elevating the tracks of existing conventional railway lines.

(3) Harbinger Partners' Managing Director Joe Langley

“Value Capture”

- Langley explained the concept of “Value Capture,” a fundraising approach in which gains from developing an infrastructure are captured to help fund the project. This approach invites private-sector investments while effectively reducing the public sector's initial fiscal strains to achieve infrastructure development under the collaboration of the two sectors.
- Langley said that the development of transport infrastructures could be accompanied with the zoning of surrounding lands to achieve land development that enhances user functions, so as to promote population concentration, increase of land value and future rise in tax revenues. He stressed the importance of Value Creation to facilitate Value Capture.
- For Value Creation, Langley highlighted the need for securing lands as the original capital (Corridor Preservation) and introducing an effective taxation system.



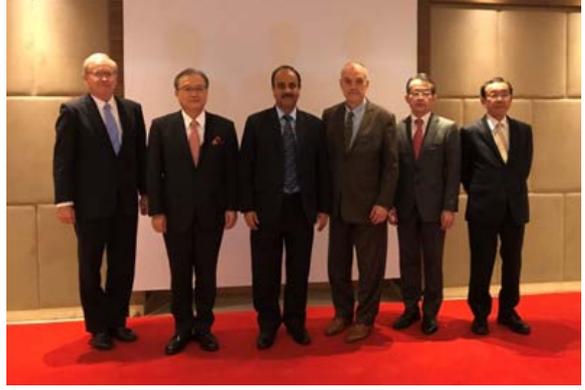
NHSRC Managing Director Khare



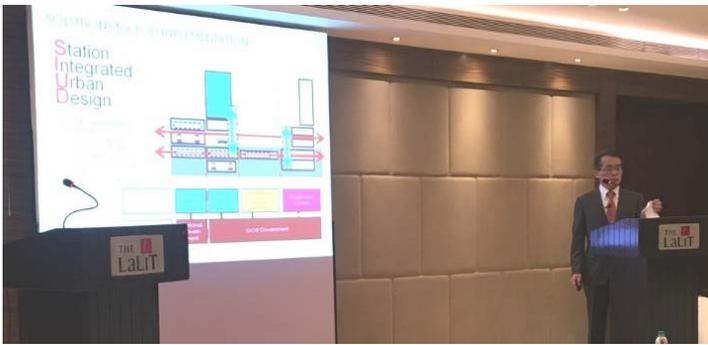
IHRA Chairman Shukuri



Ambassador Hiramatsu



Pictured from left, Vice Chairman Patterson, Chairman Shukuri, Managing Director Khare, Managing Director Langley, Executive Officer Tanaka and Executive Director Takase



Nikken Sekkei Executive Officer Tanaka



JRTT Executive Director Takase



Vice Chairman Patterson and Managing Director Langley



Seminar in progress



**IHRA**  
INTERNATIONAL  
HIGH-SPEED RAIL ASSOCIATION



Embassy of Japan

**MLIT**



## *High-speed Rail Seminar 2019*

**Tuesday, February 19<sup>th</sup>, 2019**

Venue: The Lalit New Delhi “Regal Hall”

Barakhamba Avenue, Connaught Place, New Delhi

18:30- Opening remarks

Achal Khare, Managing Director, NHSRCL

Masafumi Shukuri, Chairman, IHRA

Kenji Hiramatsu, Ambassador Extraordinary and Plenipotentiary

18:40- Speaker 1

Wataru Tanaka, Executive Officer, Principal Planner, Nikken Sekkei Ltd.

“The Future of City Development and HSR Construction”

-Overviewing recent cases of Transit Oriented Development in Japan and Asia, to examine the impact of Station-City Integration, and the value created along the railway route

19:10- Speaker 2

Akio Takase, Executive Director,

Japan Railway Construction, Transport and Technology Agency

“Practice of High-speed Rail Construction in Japan”

-Land acquisition and joint works with local governments

19:40- Discussion

Joe Langley, Managing Director, Harbinger Partners, Sydney, Australia

Torkel Patterson, Vice Chairman, IHRA

“How does HSR Create Value?”

-Create Value or Value Escape

-What are the best strategies and methods for capturing value?

-Examples of the best value capture and sharing models

20:20- Reception

## Wataru TANAKA

*Executive Officer, Principal, Urban and Landscape Design  
Principal, Global Business, NIKKEN SEKKEI LTD*

Mr. Wataru Tanaka joined NIKKEN SEKKEI in 1988 and has been playing significant roles in large-scale urban developments in Japan, including Tokyo Midtown, Tokyo Inner Harbour District and Nagoya Station District. Since 2008, his work has mainly focused on international urban and landscape design projects covering China, East Asia, Southeast Asia, South Asia, and Middle East regions, where he has been applying his vast experience to a variety of master planning and design projects. Since 2013, he has been giving lectures related to TOD / Smart City / Public Space Design at various international workshops hosted by the World Bank, OECD, UITP, and by other overseas governments and academic institutions



## Akio TAKASE

*Executive Director, Japan Railway Construction, Transport and Technology Agency*

Mr. Akio Takase joined Japan Railway Construction Public Corporation (JRCC) in 1980 as a specialist in tunnel engineering. He has gained extensive knowledge and accumulated wide experiences in Shinkansen construction over 40 years. In 2003, he joined Japan Railway Construction, Transport and Technology Agency (JRRT) which took over JRCC's operation and now undertakes integrated railway construction ranging from environmental impact evaluations, designs, land acquisitions, and to construction supervisions. Currently, he serves as Executive Director in charge of JRRT's entire business plans and international operations.



## Joe Langley

*Managing Director, Harbinger Partners Pty Ltd, Sydney, Australia*

Mr. Joe Langley is a leading authority on value capture funding for major public transport projects. He has over 35 years of experience in infrastructure funding, urban development and transport planning. In Australia, he has advised Commonwealth, state and local government agencies and private sector clients on funding strategies for urban growth centres, urban regeneration and transport infrastructure. He is currently serving as a specialist advisor to the New South Wales Government in Australia on value capture and other innovative funding strategies for Sydney Metro. Sydney Metro is a new, three stage, 100 km addition to Sydney's passenger rail network and Australia's largest infrastructure project.



## Torkel Patterson

*Vice Chairman, International High-Speed Rail Association*

Mr. Torkel Patterson is a member of the board of Central Japan Railway Company. He served in a variety of posts in the U.S. government in three administrations, including Special Assistant to the President for Asia, Deputy Assistant Secretary of State for South Asia, and Senior Country Director for Japan in the Office of the Secretary of Defense. He is a member of the board of The Northeast Maglev, Pacific Forum CSIS and the Olmsted Foundation.

