

IHRA Forum 2018

Overcoming Challenges in a Complex World ~Past, Present and Future~

■ Venue : Fukuoka, Japan (Hilton Fukuoka Seahawk) ■ Date and Time : 10:00AM-5:40PM, November 8th (Thu), 2018

■ Number of participants : 331 from 16 countries

Opening Remarks, Guest Speech and Closing Remarks



Opening Remarks by Masafumi Shukuri,
Chairman of IHRA



Video Message from Shinzo Abe,
Prime Minister of Japan



Guest Speech by Keiichi Ishii, Minister of Land,
Infrastructure, Transport and Tourism, Japan
(Message read by Kozo Fujita, Vice-minister for
Transport and Tourism)



Closing Remarks by Syed Hamid Albar,
Former Minister of Foreign Affairs and Former Chairman,
Land Public Transport Commission, Malaysia

Opening Session “Indo Pacific Outlook” 10:15AM-11:45AM



◆Panelist

Richard L. Armitage

Founder and President, Armitage International, L.C., US

Since the start of the Trump administration, concerns have been raised that the US is leaning toward protectionism and that US leadership among the Indo-Pacific countries is eroding and its global military and economic role is declining. I believe this will gradually revert back to a state before the Trump administration given the results of the midterm elections. U.S-China relations will become ever more difficult and strained. However, to use the term “Cold War”, would not be appropriate as it insinuates the possibility of war. In fact, the bilateral relationship has a much more complex aspect in terms of security and economy. Either way, the US will continue to play an important role in maintaining the peace and stability of the Indo-Pacific region.



◆Panelist

Bilahari Kausikan

Chairman, Middle East Institute,
National University of Singapore, Singapore

ASEAN must prepare for the long-term escalation of the “strategic competition” between the US and China. ASEAN will not be able to mitigate the negative impact of the US-China struggle without each member country implementing radical changes in the education, legal, and taxation systems, and taking bolder steps to integrate the economics of Southeastern Asia. ASEAN must carry out its word and act boldly with a sense of urgency. As the U.S., which had led the world under a policy of openness and tolerance, turns closed and intolerant, there is a momentary lapse in leadership. China’s Belt and Road Initiative tries to establish the old Chinese model in the world but China cannot step into the US’s shoes in terms of leadership. We are faced with the question of how to go forward in a leaderless world.

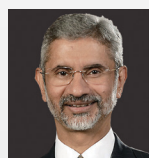


◆Panelist

Takashi Shiraishi

Professor Emeritus of International Relations,
National Graduate Institute for Policy Studies, Japan

Indo-Pacific region has changed dramatically in economic and military power in the last 20 years through the growth of China, India and ASEAN. US-China relationship has swiftly changed from engagement to competition, and Japan is no longer an economic power but a middle power like Germany, U.K, France, Australia, and the current-India. US-China trade war is more about technological preeminence which is the key both to the future of security and industry. In this climate, Japan must cooperate closely in economic and security dimensions, and build a cooperative relationship with not only the US but with Australia, India and ASEAN. The political stability of the Indo-Pacific region will be led by economic growth, and therefore important to keep an eye on the continued growth.



◆Panelist

Subrahmanyam Jaishankar

Group President, Global Corporate Affairs, Tata Sons Limited, India

India will continue to play a major part in the stability of the Indo-Pacific region. India maintains a high growth rate amidst these economically and politically volatile times, with politically-led societal reform also ongoing. India has a young aspirational demographic base with a drive to connect. The government, in response, is pursuing the high-speed rail project to achieve breakthroughs as part of their leapfrogging strategies. The urbanization of India is a manifestation of the history of Japan-India collaboration—following the introduction of the small car 40 years ago and the metro system 20 years ago, much is expected of the high-speed rail project based on Japan-India cooperation as a symbolic undertaking that will spin off into smart cities, urban development, connectivity and development of engineering capabilities.



◆Panelist

Andrew Robb

Former Minister for Trade and Investment, Australia

Most of Australia’s trade used to be conducted between the EU and the US, but there has been a dynamic shift in circumstance in the last 30 years, with 80 percent of trade being conducted within the Indo-Pacific area and China emerging as Australia’s number one trade partner. There needs to be a sensible balance of power between the US and China, and I believe that Australia is not in a position to choose one or the other. Rather, Australia should develop friendly and sensible relationships with US and China as the “voice for both countries”. As China, and then India emerges from a US-dominated framework, the Indo-Pacific region must manage relationships learning from past mistakes that have led to confrontational relationship. It is important for middle power countries to play an active role in liberalizing the economy, mutually respecting each other and managing the relationship in a balanced manner.



◆Moderator

Aiko Doden

Special Affairs Commentator, NHK World, Japan

The “Indo-Pacific” region is the focus of a broad range of issues—Asia lies between the Indian and Pacific Oceans, and ASEAN sits right at the intersection of China’s Belt and Road Initiative and the Indo-Pacific. This area is often phrased in the context of free and open Indo-Pacific strategy, backed by the security and free trade framework of the US and the democratic countries of Asia. The region’s presence and significance in maintaining stability in the world is growing. Should the countries in this diverse area cooperate in security, trade, and economy in a loose grouping to further the flow of capital, people, and information, the Indo-Pacific region will certainly continue its inclusive development.



◆Speaker

Roderick Smith

Emeritus Professor, Imperial College London, UK

In the process of pursuing modernization following the Meiji restoration, much was done to learn and absorb various skills from the West. In particular, the “Choshu Five” who went to England in 1863 played a critical role in introducing railway technology into Japan and developing Japan’s railway system which would eventually lead to the high-speed railway. Soon after the opening of the railway lines based on British technology, Japan built a railway based on their own technology through painstaking training and education, which eventually led to realizing the world’s first high-speed railway followed by the development and construction of Superconducting Maglev. The success of Japan’s railway system can be condensed into the quiet yet strong dedication to developing technology and human performance backed by training and education.



◆Commentator

Yoshiyuki Kasai

Chairman Emeritus & Director, Central Japan Railway Company, Japan

Japan ended its national isolation at the end of the 19th century and was compelled to quickly build a nation state, shedding the feudal system in the Edo era. While modernizing industry, Japan needed to defend itself from the threat of foreign powers. The building of a railway served a critical role in integrating the nation and turning people divided by *hans* into citizens. The superior national governance system and highly literate population in the Edo era supported this rapid modernization. The unique Japanese concept of combining a dedicated high-speed rail line for passenger transport and ATC was developed through the policy of electrification of long-distance passenger railways after the Second World War, followed by the privatization and breakup of Japan National Railway into regional companies, leading the way to respective JR companies’ to improve their high-speed rail systems dramatically and leading the way to the development of Superconducting Maglev.



◆Panelist

Rajesh Agrawal

Member Rolling Stock & Ex.Officio Secretary to Government of India, India

The railway is India’s economic lifeline and the Mumbai-Ahmedabad high-speed rail project is one of the “India Transformation” plans in which more than one trillion dollars will be invested in the next five years. The Indian government is highly committed to this project. The introduction of the Shinkansen is expected to be a gamechanger and 5000km of Shinkansen is to be laid all across India. While this project currently faces many challenges, we can only go forward, and I am confident that Japan and India can cooperate at a high level to overcome these challenges. I hope that Japan and India can cooperate to realize Make in India, manufacture the most price competitive goods and discuss the potential for selling to third-party countries to build a win-win relationship.



◆Panelist

Kenji Hiramatsu

Ambassador Extraordinary and Plenipotentiary of Japan to India, Japan

Japan and India, as two of the oldest democracies in Asia, share values, as well as a vision, strategic goals, security, prosperity, and destiny in the Indo-Pacific region. The Japan-India relationship is crucial to an open and free Indo-Pacific region, beneficial for both countries, and a solid foundation in this increasingly uncertain world. Cooperation in the high-speed rail project holds great significance and hopefully is a precursor to tourism expansion, greater cooperation in economic fields including the metro and services, defense, as well as disaster risk management, and other areas. There are risks inherent in infrastructure projects, but with India’s strong desire to changing its own country with the cooperation of Japan, Japanese companies need to make quick decisions and take certain risks to capture the many opportunities in India.



◆Panelist

Subrahmanyam Jaishankar

Group President, Global Corporate Affairs, Tata Sons Limited, India

India chose Japan as its partner in the introduction of the high-speed railway, a gamechanger that will revolutionize society. This is a natural choice, not only based on the technology and competencies of Japan but on the high level of trust born of the political and economic bilateral relationship thus far. India will become the fourth largest economy with the world’s largest population in five years, and the third largest economy by 2030. A growth rate of 8-10% is expected for the next 10 to 20 years and India will become a leading power that provides a sense of stability and comfort to the world as a democracy that focuses on the market economy. I hope that Japan will take all of this into account, be a little more flexible, a little more risk-taking not only in high-speed rail but in all business held in India to further strengthen the Japan-India relationship.



◆Panelist

Tetsuro Tomita

Vice Chair/Chair, Committee on South Asia, Keidanren
Chairman & Director, East Japan Railway Company, Japan

The JR East will do our best for the success of the Mumbai-Ahmedabad high-speed rail project on a foundation of cooperation between the Japanese and Indian governments. Training and education is vital in operating, maintaining and managing the Shinkansen safely and reliably, and we will use our experience to support this. High-speed rail is not only significant in its speed, but in its ability to bring about advances in railway technology which can spur technological innovation across India and promote innovation through Make in India. The railway can also promote active exchanges of people and creation of business opportunities that come with it. The challenges that need to be addressed are developing a shared commitment in both countries’ engineers in working together, systematically developing human resources and correctly understanding the significance of high-speed rail.



◆Moderator

Indrani Bagchi

Senior Diplomatic Editor, Times of India, India

India’s first high-speed railway, the Mumbai-Ahmedabad project is not simply a project where bullet trains are run on one set of tracks. It is drawing attention as an important project that will transform India’s business, society, and technology in a so-called “Leap Frog”, much like how the smartphone completely bypassed two generations of telecommunications technology, causing a momentous change that few imagined. If India could increase its “predictability” and if Japan could increase its “unpredictability” or its response capacity based on an understanding towards India’s situation, I think it will be fruitful for both parties.



Session 1



◆Panelist

Toshihiko Aoyagi

President, Representative Director & Executive Officer, Kyushu Railway Company, Japan

Faced with a small ridership, JR Kyushu has designed the Kyushu Shinkansen facilities to be compact in size. We have strengthened initiatives to bring in non-business passengers, including commuters and inbound tourists, operating stylishly designed D&S (Design & Story) trains that incorporate a narrative for the tourist destination. This initiative ties up with the Shinkansen to capture more tourists. Meanwhile, we have also diversified our business by operating terminal station commercial facilities and developing other real estate. The railway and the non-rail businesses have grown synergistically based on a stable revenue from the railway service, and the company was listed in 2016. As a company that provides vitality to the Kyushu region, we will continue our contribution to the community. JR Kyushu can share the hard-won experience of building a Shinkansen from scratch with other countries.



◆Panelist

Brijesh Dixit

General Manager (Depot & Machines), National High Speed Rail Corporation, India

The Mumbai- Ahmedabad high-speed rail project aims to finish all bidding by 2019 and start operation in 2022. One of the challenges facing is construction in areas crowded with existing stations and tracks. We will aim to build a convenient system and seek multimodal integration which is critical for seamless connections from the high-speed rail to the metro. To adapt to the harsh Indian climate, rolling stock will need to be customized and the necessary electricity supply verified. Securing the necessary human resources and implementing the education and training necessary to pursue these tasks is critical. We think that Japan and India need to work together on important challenges such as O&M structure and the number of required personnel. Choosing the Japanese Shinkansen method was the right choice and we should learn about teamwork and professionalism from the Japanese. We have a bright future ahead of us.



◆Moderator

Roderick Smith

Emeritus Professor, Imperial College London, UK

Among the various ongoing high-speed rail projects around the world, there are two in the US. Hyperloop is a long way away from reality and is a distraction for the high-speed rail. There are leaps taken in China, and developments in Singapore and Malaysia, Australia, Indonesia, and Thailand that we need to keep an eye on. The European network is expanding farther but most of the system uses conventional lines and accidents have occurred when switching lines. Systems differ from country to country and high-speed trains are rarely operated across borders. Competition with the LCCs which use existing airports has also become fierce. The common challenge for countries aiming to introduce high-speed rail is to try to increase ridership while educating and training personnel and to understand and pursue the mission of the high-speed rail. At the end of the day, people are the most important asset.



◆Panelist

Yao-Chung Chiang

Chairman, Taiwan High Speed Rail Corporation, Taiwan

The Taiwan High-Speed Rail project is the world's largest BOT project that has started commercial operation in 2007. The construction period was extended from 35 years to 70 years in 2015. The Taiwan High-Speed Rail Corporation, under effective management, successfully launched its IPO in 2016 as a state-owned privately-operated company with the government as the largest shareholder. Every day more than 170 thousand passengers use the high-speed rail with a punctuality rate of over 99.6% and the average delay per train at only 6 seconds. To overcome future challenges, the Corporation has developed a 5-year strategy which we call the 4T strategy (Transportation, Technology, Taiwan, Touch) to provide safe and reliable transportation services, enhance transportation capacity, improve services using IT and communications technology, expand employee capabilities and skills and also strengthen CSR.



◆Panelist

Shin Kaneko

President & Representative Director, Central Japan Railway Company, Japan

The Tokaido Shinkansen represents unparalleled heights in safety, reliability, comfort, convenience, connects the three major cities of Japan as the high-speed passenger transport option of choice and serves as the main artery of the Japanese economy. Average daily ridership exceeds 460 thousand people. Meanwhile, we have also started the construction of the Chuo Shinkansen or the Superconducting Maglev as a bypass for the main artery to prepare for aging degradation of the Tokaido Shinkansen, disruptions caused by large-scale disasters, and higher demand for high-speed transportation. The Tokyo-Nagoya portion is slated to be completed in 2027. By connecting the three major metropolises in an hour, a “Super Mega Region” with a population of 70 million and 60% of Japan's GDP is created. Human interactions will radically increase in density and frequency, spurring knowledge creation and innovation to revitalize the economy. JR Central as the operator of these two Shinkansens will continue to fulfill its mission as the main artery supporting the Japanese economy.



Opening Session



Opening Session



Session 2

<Related events>

November 7th (Wed)

10:00AM-6:00PM Foreign media lecture and tour

3:30PM-4:30PM Japanese media lecture

7:00PM-8:30PM Welcome Party

November 8th (Thu)

5:40PM-7:30PM Reception

8:00PM-9:00PM Special Night Event
(Kushida Shrine)

November 9th (Fri)

9:30AM-9:30PM Technical Visit

Technical Visits

Course 1: Ongoing development of the new Shinkansen line -View construction works of the Kyushu Shinkansen West Line and the related large scale development around Nagasaki Station-

Course 2: The successful “Kyushu Shinkansen Kagoshima Route” and the recovery, revival from the Kumamoto Earthquake -The recovery documentary of Kyushu Shinkansen Kagoshima Route and the challenge of Kumamoto for revival-

Course 3: Regional vitalization and improvement of “connectivity” using railways -1 day trip to Northern Kyushu-

<Foreign Media Lecture and Tour> (November 7th)



Media Lecture



Tour to Shinkansen Control Room



Tour to Kumamoto Rolling Stock Depot

<Welcome Party> (November 7th)



Greeting guests



Introduction of Panelists



Traditional Mochi Performance

<Reception> (November 8th)



Opening Remarks by Masafumi Shukuri,
Chairman of IHRA



Guest speech by Soichiro Takashima,
Mayor of Fukuoka City



Toast by Richard L.Armitage,
Founder and President, Armitage International



Closing Remarks by David Howell,
Former UK Transport Secretary

<Special Night Event at Kushida Shrine> (November 8th)



<Technical visit> (November 9th)



Course 1



Course 2



Course 3