

# IHRA Forum 2022

## Beyond the Period of Turmoil –Towards a New Future with High-Speed Rail–

■ Venue: Nagoya (Main Site: Nagoya Marriott Associa Hotel) ■ October 26(Wed) ~ 29(Sat), 2022

■ Number of participants: 358 (77 from overseas and 281 from Japan) from a total of 13 countries

### Opening Remarks, Guest Speech and Closing Remarks



Opening Remarks by Masafumi Shukuri,  
Chairman of IHRA



Video Message from Fumio Kishida,  
Prime Minister of Japan



Guest Speech by Tetsuo Saito, Minister of Land,  
Infrastructure, Transport and Tourism, Japan  
(Message read by Satoru Mizushima,  
Vice-minister for Transport and Tourism)



Video Message from Rahm Emanuel,  
United States Ambassador to Japan



Closing Remarks by Larry Kelterborn,  
President of LDK Advisory Inc, Canada

### Opening Session

## The "Turning Point" –The Evolving New International Era and Mobility– 9:50AM-11:30AM



◆Panelist

### Lord Howell of Guildford

Former Transport and Energy Secretary, UK

The world now stands at a turning point in the midst of the end of the age of free money, threat to international rule of law, and COVID-19 pandemic. The spread of digital technology over the last 20 years and resulting emergence of populism has shifted power to people, making governance more complex and difficult than ever before. Britain currently faces a crisis in the areas of energy, finance and politics. There is a growing call to direct the nation's trade investments to Asia. The world's new order will be network-based. Rather than having one country at the center, future policies must involve multiple countries networking with one another to form a voluntary union. At the same time, in the age of the Internet, where anything can be weaponized including fake news, which cannot be controlled with ideology and force, fighting is taking place in new forms such as security battles.



◆Panelist

### Akitaka Saiki

Former Vice Minister for Foreign Affairs, Japan

Russian invasion of Ukraine is a clear example of a unilateral attempt to change international borders with the use of force. Ukraine and the rest of the international community must never condone their actions. Many countries think the collapse of the Soviet Union brought an end to the Cold War, heralding the post-Cold War era. However, we have yet to establish a new world order and continue to live in the unstable age of multipolarity. The presence of multiple authoritarian, dictatorial and totalitarian countries exist in the Asian and Eurasian continents is concerned. As a member of G7 and QUAD, Japan must work with its allies and fellow countries that share the same ideal in making all forms of diplomatic efforts toward establishing a new post-Cold-War world order that the entire international community strives to build. G20, QUAD and AUKUS must play their central roles in promoting collective leadership rather than domination by a single country, aiming to build an international order.



◆Panelist

### Deepa Gopalan Wadhwa

Former Indian Ambassador to Japan

There has been without doubt a sharp deterioration in the global economic and security landscape. Just as signs of recovery from the pandemic began to show, the Ukrainian Crisis broke out, affecting even distant India, impacting availability and prices of food, fuel and fertilizers, all of which are key to lives of people, and causing inflation, indebtedness and the threat of recession. Besides the Ukraine crisis there are lingering conflicts such as in the Middle East and growing conflagration points such as in the Taiwan Straits, East and South China Seas and on India's northern borders. Other leading global threats are climate change, terrorism and disruptions to critical supply chains. India representing one fifth of humanity and as the 5th largest economy has a role to play in finding solutions to global issues. India's focus is on its "Neighborhood First policy", as also its extended neighborhood much of which falls within the Indo-Pacific construct. And in this context is collaborating with like minded countries to establish a free, open, inclusive and balanced Indo-Pacific, using platforms such as the QUAD and IPEF. Prime Minister Modi has said unequivocally that this is not the era of war and democratic nations that have shared interests and values and believe in a rule based global order must work together to find solutions to the crises at hand.

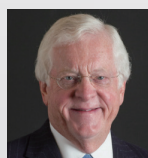


◆Panelist

### Syed Hamid Albar

Former Foreign Minister, Malaysia

International environment has changed and the pandemic casted a shadow over the globe. It is difficult to see the overall picture of the future or long-term impacts on our lives. As for the Indo-Pacific grouping, ASEAN has responded to it by the AOIP in 2019. ASEAN is recognized as a central role player in this regional architecture and hoped to balance between US and China for Global peace and Security. Both the Chinese Belt and Road Initiative and the US-led Indo-Pacific Strategy are important for ASEAN. ASEAN has good relations with various other regions to contribute to world peace and security. It is in ASEAN's interests to maintain a practical thinking and approach in the current global environment. It is not ASEAN's intention to lean towards the US alone, but we should see and support an equilibrium in the new global order based on possessing sense of value, humanity and justice for a better and balanced world. ASEAN in seeking a human-centric development and the wellbeing of its peoples, chooses to live in a world without conflict or war. The future world order is uncertain and extremely complex. It can be multipolar or even sub-polaristic with the birth of emerging powers in different parts of the world. It is advantages for more countries to collaborate and cooperate with connectivity at the regional and international levels for peace and security.



◆Panelist

### Thomas Schieffer

Former United States Ambassador to Japan

Every day we seem to be at a turning point of one kind or another. We are emerging from the worst pandemic in more than 100 years. Ukraine reminds us that wars of aggression are still possible in the 21st century just as in the 20th. Climate change manifests itself almost daily as every typhoon, hurricane, tornado, wildfire, drought or flood seems worse than the last. As we meet today, it could be credibly argued that we are closer to a nuclear exchange between two powers than at any time since the Cuban Missile Crisis. These are serious times that demand serious discussions. But we should also remind ourselves that they are better times than our forebears endured. This is 2022 not 1945. How do we solve our present-day challenges? The same way our predecessors did. By bringing good people together in a spirit of cooperation and tolerance. When we listen and learn from one another we come up with solutions for one another. That must still be our first priority, if we are to build a better world.



◆Moderator

### Aiko Doden

Newscaster, NHK World, Japan

"Turning point" refers to a point at which the direction changes. We are all aware that we need to align ourselves to a new reality. Yet, it remains unclear which direction we should be facing. The world is full of issues including climate change, Ukrainian Crisis, supply chain issues and threat to economic systems. There is an option of addressing these issues within a multilateral framework. However, increasing global complexity makes it difficult for countries to unite. Different countries have different association with Russia, China or the US. In order to unite the world to take on a mountain of tasks at hand, it is important to build connectivity and mobility infrastructures to bring people together.



◆Panelist

**Danny Broad**

Chairman of both the Australasian Railway Association and the TrackSAFE Foundation, Australia

Australia still does not have a high-speed rail network and is now at the early stage of drawing up a federal strategy for HSR. The election of a new Federal Government in May this year that supports an active interest in railways is building up a momentum to usher in a period of strong growth in the rail industry. Australian railway networks are vast and complex, with each state determining its own track gauge, facilities, regulations and operation procedures. The railway industry makes significant contributions to the economy and creates jobs but faces skills and resources shortages. Population increase is intensifying traffic congestion in urban areas, encouraging people to move to regional areas. It is crucial to strengthen connection with regional communities and develop industries there. The importance and merits of railway networks is attracting attention on the state and federal levels. There is no time to waste in promoting HSR and determining its corridors.



◆Panelist

**Pichet Kunadhamraks**

Director General of the Department of Rail Transport, Thailand

The public transport of the future is identified as the Railway. It is an environmentally friendly means of transport which is sustainable and affordable and hence Thailand has put rail development as the priority in National strategy. As Thailand is located at the heart of the ASEAN region, we have planned to develop HSR to connect the entire country. The first section of HSR connecting Bangkok and Nakhon Ratchasima is already under construction by the Government. We will explore the technologies to acquire the knowledge on construction, administration and maintenance approaches as we believe that the HSR will significantly improve the movement of people and goods, boosting integration and economic growth. We are confident that the HSR will revolutionize the transportation industry and be a massive benefit, to both domestic and international tourists and these projects would be our turning point for a better future.



◆Panelist

**Mark Thurston**

Chief Executive Officer, High Speed Two (HS2) Ltd., UK

HS2 is Europe's largest infrastructure project, connecting four of the UK's five largest economic areas. Better transport links will boost economic growth and spread opportunity throughout the country. By moving long-distance trains onto a new railway, capacity will be freed up on the existing rail network, for more local, regional and freight trains. Transport is the UK's largest emitter of carbon and freeing up more rail capacity as well as offering a new, zero carbon way to travel between cities will help tackle climate change. How HS2 is built is as important as what is built. The project is using cutting edge technology to maximise efficiency, reduce carbon and minimise disruption to communities along the route. The size and scale of the HS2 project means it can drive change through the supply chain, changing the industry for the better and leaving a legacy for future mega-projects to follow.



◆Panelist

**Achal Khare**

Former Managing Director, National High Speed Rail Corporation Ltd., (NHSRCL), India

India has railway networks extending approx. 100,000km in total, used by some 8.1 billion passengers each year. The Ministry of Railways drew up a national railway plan for HSR, listing 13 candidate corridors. Eight of them underwent screening. The NHSRCL has prepared a detailed report about this project, and the government will decide which corridors to be built following assessment of their effectiveness and finances. The toughest challenge is to secure and acquire lands. We will produce and supply hardware so that people can experience it and come to gain greater understanding. It goes without saying that a HSR project would require funding. Our priority is to establish the Mumbai - Ahmedabad corridor successfully as the first case in terms of both cost and duration. The future of HSR in India rests on its success.



◆Panelist

**Arkhom Termittayapaisith**

Minister of Finance, Thailand

Thailand began updating its 100-year-old railway systems for the first time 8 years ago. We explore solutions on how to raise fund required for building HSR and develop infrastructures with advanced environmental performance. Due to local issues such as logistics cost and traffic congestion, it is important to provide shorter travel time, affordable fares and safe environment. The rate of railway use is low in farming communities at present, which highlights the need to improve connectivity between HSR and conventional local services. Establishing cooperation not only within the Ministry of Transport but also with provincial governors will bring growth to communities along HSR lines, which will, in turn, boost demand for HSR services. The HSR system holds the key to bringing economic growth. It is important to provide connectivity and continuity between ASEAN countries. Reducing logistics costs could promote trade with countries within and outside ASEAN. Our vision is to use HSR to connect the entire ASEAN region.



◆Moderator

**Roderick A Smith**

Emeritus Professor, Imperial College London, UK

This year marks the 150th anniversary of the opening of railway services in Japan. Japan imported its first steam engine from Britain, but now exports the latest rolling stock to the UK, so reversing its role with time. People play a crucial role in making sure that railways function as a system. Operators, designers, budget-allocating politicians and passengers. The connection of all these different people perfects a railway system. The same applies even to advanced HSR. National strategy behind each country's HSR plan, method for estimating the number of people switching from other means of transport to HSR, and efforts required to gain public understanding toward the high cost of building HSR ... all these factors are interconnected in the establishment of a HSR system. People are at the center of these projects. Our plans for a system are meaningless without all the people involved, including designers and passengers.



Opening Session



Session 1



Session 2

## &lt;Related events&gt;

**October 26th (Wed)**

- 9:15AM-5:00PM Foreign media lecture and tour
- 3:30PM-4:30PM Japanese media lecture
- 7:00PM-9:30PM Welcome Reception

**October 27th (Thu)**

- 10:30AM-3:00PM Spouse Program -Arimatsu/Narumi and experiencing traditional tie-dyeing-
- 7:00PM-9:00PM Grand Reception

**October 28th (Fri)**

- 11:00AM-8:00PM Technical Visit

**October 29th (Sat)**

- SCMAGLEV VIP Tour at Yamanashi
- SCMAGLEV Center, JR Central



## Session 2

# The Future and Opportunities Created by HSR

- Japanese Chuo Shinkansen and

US North East Corridor SCMaglev Project -

2:50PM - 3:50PM



◆Panelist

**Wayne Rogers**

Chairman/CEO, The Northeast Maglev, US

The Northeast Corridor of the USF is plagued with traffic congestion both on roads and in air. Its current railway infrastructures have been in use for 200 years and do not support HSR. They require bold transformation. The Northeast Corridor Maglev project is not just a railway development project. It is a project that brings latest technology to the US. It is aimed at delivering economic benefits, making positive contributions to climate change and bringing diversity, fairness and inclusiveness to society. Maglev can change the way people behave in terms of transportation and movement. For the last 200 years, the US did not undertake any new railway projects. This may cause new challenges, but we will overcome them one by one through handling environmental assessment, opinion surveys, permits and licenses. The Maglev project, to be handled under Japan-US partnership, will be a symbol of alliance between the two countries.



◆Panelist

**Koei Tsuge**

Chairman & Representative Director, Central Japan Railway Company, Japan

The Chuo Shinkansen, based on Superconducting Maglev technology, will operate at the speed of 500km per hour to connect Tokyo and Osaka in just one hour and seven minutes. The launch of it will connect some 66 million residents of the Tokyo, Chukyo and Kinki regions, accounting for over half of Japan's total population, within reach of one another within one hour, thus creating the world's largest Mega Region. This will activate human movements in and outside the massive economic zone to generate a massive economic impact. The project may potentially trigger industrial realignment and resolve extreme centralization in Tokyo, bringing innovative benefits and growth potential to Japanese society. JR Central, which manages two HSR services, namely Tokaido Shinkansen and Chuo Shinkansen, will continue to fulfill its mission of contributing to the development of Japan's economic artery.



◆Moderator

**Shigeru Morichi**

Professor Emeritus, National Graduate Institute for Policy Studies (GRIPS), Japan

Superconducting Maglev is a completed technology with all technical issues resolved. Shinkansen has transformed Japanese society. HSR improves inter-city mobility and transforms human behaviors. Its massive impact on local communities' cause changes in terms of economy, industries, tourism and urban development. These changes increase local investment and human traffic, thus broadening markets and increasing asset values. This, in turn, brings further impact on people's lifestyles and raises the communities' potential, thereby increasing the number of people using HSR and initiating a positive cycle. Maglev introduction boosts convenience in inter-city movements and alters urban and national land structures. Embracing such positive impact with local communities is hoped to deliver further revitalization of our nation and bring it out of economic recession that has lasted for 30 years.



Session 3

## Session 3

# The Role and Potential of HSR in the Sustainable New Era

3:50PM - 5:00PM



◆Panelist

**John Chen**

Senior Advisor, Former Executive Vice President of Taiwan High Speed Rail Corporation, Taiwan

Taiwan High Speed Rail is working on formulating response to natural disasters, achieving ESG, reducing energy use and improving service quality. Earthquakes and floods are taken into account in designing structures, but engineers must update their approach in view of the impact of climate change. We have made efforts to go paperless and reduce the use of energy and water to promote our environmental strategy. Other initiatives include protecting endangered species and altering train routes to respect the religious beliefs of local residents. We will continue to stay conscious of ESG, increase service quality and improve train operation and management as our contribution to society.

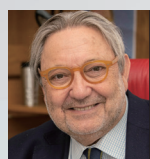


◆Panelist

**Yuji Fukasawa**

President and CEO, East Japan Railway Company, Japan

JR East is implementing two initiatives, namely "Zero Carbon Challenge 2050" to achieve net zero carbon emission by FY2050 and "Energy Vision 2027-Connect-" to build a sustainable society and contribute to local society. We are the only railway company in Japan that uses hydro energy, wind power and solar energy to generate electricity as well as thermal power generation. Some 60% of electricity used is generated in-house. Verification testing on hydrogen hybrid train HYBARI and self-driving trial operation have also begun in our MaaS initiatives. New technologies such as AI and Big Data are actively introduced to build a comprehensive system capable of train operations with greater efficiency and flexibility. In a variety of fields, we plan to combine virtual and real worlds and embrace new technologies to give further contributions to society.



◆Panelist

**Manel Villalante**

General Director of Development and Strategy, Renfe, Spain

HSR must compete with airplanes, cars and busses. In contributing to SDGs, Renfe uses renewable energy for 100% of electricity required for train operations, reduced our carbon footprint by 88% from the level in 1990, the baseline year for the Kyoto Protocol, and signed the UIC Railway Climate Responsibility Pledge in 2019. We are also working toward our punctuality goal. Skyrocketing fuel prices are countered with the increased use of alternative energies and renewable energies. Renfe also engages in cross-border activities. We are not just an ordinary railway operator. Instead, we strive to be an integrated mobility operator that is aligned with new social paradigm. In partnership with various entities, Renfe is building the Deco system as a platform for various mobility systems.



◆Moderator

**Anson Jack**

Emeritus Professor of the University of Birmingham, UK

HSR has the acknowledged edge in transport with respect to carbon efficiency. But sustainability issues include not only those on the environment but also those concerning investment planning, fair supplier transactions and customer satisfactions, covering the other two pillars of sustainability. There are tough challenges such as how to socially integrate as many people as possible in providing new mobility and to avoid social exclusion. In the new age when sustainability means much more than zero carbon, we must think about roles HSR can play and fulfill. We have found that all companies are very advanced at initiatives and reporting on reducing carbon, but less advanced in progressing the other areas. In this session we heard from industry leaders about some of their exciting initiatives beyond the zero carbon challenge.

## Technical Visits

Course 1: R&D and the engineering spirit that lies beneath innovation of the Japanese HSR technology

- JR Central Komaki Research Center, Toyota Commemorative Museum of Industry and Technology -

Course 2: Manufacturing expertise of HSR vehicles - Nippon Sharyo Toyokawa Plant -

Course 3: Travelling Japan's old highway "Nakasendo" - Nakatsugawa, Magome, Ena, Hiroshige Museum of Art -



## <Foreign Media Briefing and Tour> (October 26th)



Media Briefing



Tour of the Conductor Training Room



Hamamatsu Workshop, JR Central

## <Welcome Reception> (October 26th)



Toast by Andrew Robb, Former Minister for Trade and Investment, Australia



Introduction of Panelists



"Wagashi" Making Performance

## <Grand Reception> (October 27th)



Opening Remarks by Masafumi Shukuri, Chairman of IHRA



Toast by Koei Tsuge, Chairman, JR Central



Guest Speech by Hideaki Ohmura, Governor of Aichi Prefecture



Closing Remarks by Arkhom Termpittayapaisith, Minister of Finance, Thailand

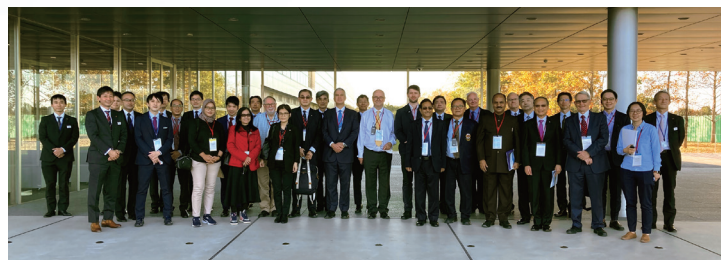
## <Spouse Program (Experiencing Traditional Tie-dyeing in Arimatsu/Narumi)> (October 27th)



## <Technical Visit> (October 28th)



Course 1-2



Course 1



Course 2



Course 3

## <SCMAGLEV Ride Tour> (October 29th)



In Yamanashi

