

IHRA Forum 2016

A New Society and the Future Created by High-Speed Rail —Challenge to truly leverage the transformational impacts of high-speed rail—

Venue: Kyoto City (Hotel Granvia Kyoto)

Schedule:	Nov. 16th, 2016	Nov. 17th, 2016	Nov. 18th, 2016
	19:00 - 20:30 Welcome Party	9:30 - 17:00 IHRA Forum 2016	All day Technical Visit
		18:00-19:30 Reception	
		20:30-22:00 Special Night Visit to the Temple (Taizoin, Kyoto)	

Turnout: 292 persons from 20 countries (Foreigner: 117 persons, Japanese: 175 persons)

Opening Remarks, Guest Speech

Nov. 17, 9:30-9:45



Opening Remarks by Msafumi Shukuri, Chairman of IHRA



Video Message by Shinzo Abe, Prime Minister of Japan



Guest Speech by Keiichi Ishii, Minister of Land, Infrastructure, Transport and Tourism, Japan

Opening Session

“Transportation and Economic Development of the Asia-Pacific” Nov. 17, 9:45 - 11:15



◆Moderator

Indrani Bagchi

Senior Editor, Times of India

The Suzuki car and the Delhi Metro has completely changed Indians' life and work. Now, we look at HSR as the next transformational moment for Indian development. The India Pacific region is growing at a different rate, at different speed, for different reasons. This is a continent that has more growing power and ability to shape the global future than anywhere in the world.

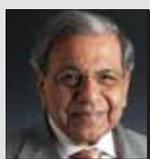


◆Panelist

Mike Mrdak

Secretary, Department of Infrastructure and Regional Development, Australia

The Asian Pacific region will be an engine room of global growth. Our ability to do that is heavily dependent on way in which we plan and invest in infrastructure. In Australia, to maintain the population growth and to overcome the economic cost of that growth, due to congestion, we are increasingly focusing on rail investment. It is important to connect metropolitan regional cities to the major economic focus around CBDs and employment centers, with HSR.



◆Panelist

NK Singh

Chairman, Fiscal Responsibility and Budget Management Review Committee, India

The Shinkansen between Mumbai and Ahmedabad is not just symbolic, but it has a powerful catalytic effect. Once this Shinkansen becomes operational, it will become an example for being replicated, upgrading Indian infrastructure in multiple ways. With the Shinkansen, we can bridge information asymmetry, market asymmetry, and opportunity asymmetry. To think what the Shinkansen can do to bridge these asymmetries is critical in sustaining our growth momentum.



◆Panelist

Syed Hamid Albar

Chairman, Land Public Transport Commission (SPAD), Malaysia

In ASEAN, we have lots of ethno-religious and multi-cultural problems. We must be able to manage our diversity and nationalism. I don't think it will be difficult for countries within ASEAN to look at the importance of infrastructure and interdependency, and to work together. Our endeavor to build HSR between KL and Singapore will be one of the game changers in terms of the development and growth of Malaysia.



◆Panelist

Surin Pitsuwan

Former Secretary General, ASEAN

Without transport and connectivity, ASEAN will not be a real community. Transport systems and connectivity have become new common goods for the region, which will require multilateral platforms in order to coordinate, synchronize, and ally our effort together. There is a need for a new mindset to come together, to think more regionally as ASEAN, to coordinate our actions. We need more multilateralism.



◆Panelist

Akihiko Tanaka

Professor, Institute for Advanced Studies on Asia, Tokyo Univ.
Former President, Japan International Cooperation Agency (JICA)

It may be better to say “Indo Pacific” rather than “Asia Pacific”, in an era when the Pacific Ocean and Indian Ocean are getting integrated. In international cooperation, it is most important for people in charge to think about the way which is most helpful to the country, with close discussion with people in the partner country, utilizing the self-effort of local people.



◆Moderator

Roderick Smith

Professor, Imperial College, UK

The challenges of HSR projects today are “Connectivity” between HSR and other transportation; “Integration” between HSR implementation and urban development, amongst central, state and regional government and project initiatives; and “Sustainability”.



◆Panelist

Azmi Abdul Aziz

CEO, Prasarana, Malaysia

The key elements of transit oriented development are the integration of various transportation modes and the concentric manner of growth in compact city centers to avoid sprawl. The KL – Singapore HSR project has to meet the needs of people, has to be sexy and effective.



◆Panelist

Nakorn ChantasornAdviser to President,
National Science and
Technology Development Agency,
Thailand

The Thai government spent a lot of money on construction of roads. Now you can see traffic jam everywhere in Thailand. It has caused some management people to start talking about railway development. Regarding HSR projects in Thailand, their feasible studies are completed and they are now under revision by investors and the Environmental Impact Assessment. A problem is that ridership is expected to be low.



◆Panelist

Chua Chong-Kheng

Deputy Chief Executive, Land Transport Authority, Singapore

In order to be able to continue economic growth in a small island city state which is quite dense, transportation is the key infrastructure. The Singapore government plans to build the Jurong Lake District, and it will be the second CBD in Singapore. The terminal station of HSR will be located right center of this city. We will integrate the existent public transport network (metros and bus), and will have a pedestrian network, so that we make it a car lite city.



◆Panelist

Mohamed Nur Kamal

CEO, MyHSR Corp., Malaysia

We need to contribute towards the economic development of not only KL, but also of the areas around the intermediate stops along the corridor, through KL – Singapore HSR project. An appropriate policy intervention is required to encourage growth of these cities.



◆Panelist

Arunendra Kumar

Former Chairman, Railway Board, India

Between Mumbai and Ahmedabad takes 7 to 8 hours now, but it will come down to about 2 hours by HSR. By how we do this project, we'll decide how we shall do the other projects. It will have a great impact on where to live and the people's thought of movement. We must have the right people, institute, training programs, and have technology...everything... in India, so that India can learn.



◆Panelist

Takao Nishiyama

Executive Director, East Japan Railway Company

HSR stations, especially terminals, should be integrated with a transport hub to connect with other transportation modes for the passengers' convenience. The most important thing to make sustainable HSR, is the minimization of long-term cost, the “Life Cycle Cost”, which is the total sum of Capital Cost and Operation Cost.

Special Session

“Future of India with HSR” Nov. 17, 13:40-14:10



◆Moderator

Shishir Gupta

Executive Director, Hindustan Times, India

In the past, if you look at the milestones of transportation in India, you will see that in 1980's, you had the Maruti-Suzuki cars. In 2000, you had the Delhi Metro, and now you have the High Speed Rail. In all three projects, it was basically Japan which tied up with India to bring a revolution to the transportation sector. India has tied up with Japan on the Mumbai – Ahmedabad corridor. India is thinking of other corridors to link up other economic hubs.



◆Panelist

Shaurya Doval

Director, India Foundation

We have to think about multimode transport like HSR in the long run and address these problems of urbanization, better regional development, energy conservation, economic growth, productivity. Obviously Japanese financing in the Mumbai-Ahmadabad has made it exceedingly viable. HSR experience worldwide demonstrates that the investment is actually justified in the medium term.



◆Panelist

Jyotiraditya Scindia

Member of Parliament (Lok Sabha), Chief Whip-Congress Party, India

HSR is not a new concept in India. It was first thought of even prior to 2007. The reason why HSR is looked at now, is the fact it is energy efficient. The beauty of India from an economic model is that we have multiple cities with up to 6 to 8 million in terms of population. India has tremendous and analogous opportunity. We should not restrict ourselves only to HSR opportunities, but also semi-HSR opportunities.

Session 2

“International Affairs, Strategy and HSR” Nov. 17, 14:10-15:30



◆Moderator

Aiko Doden

Senior Commentator / Senior Producer, NHK, Japan

HSR is not just an infrastructure, it also reflects the future vision of the people, in both developed and developing countries. On this uncertain world, we have to proceed with a blank map without any sign spots. We need to continue keeping close watch on international affairs.



◆Panelist

David Howell

Former UK Transport Secretary

HSR requires political stability, continuity, and continued governments' strategic support. In both sides of the Atlantic, this certainty was removed. I believe this is a much longer, unstoppable trend, but it can be understood, made sense of, and once we make sense of it, the possibility for management and moderation can begin to happen. We are building HSR as well in UK, the HS2, and we should draw from lessons and wisdom of Shinkansen.



◆Panelist

Andrew Robb

Former Minister for Trade and Investment, Australia

It is quite ironic that major parts of developed world are heading back to protectionism. I'm not sure this movement will get stronger toward protectionism, but it is critical whether people in power recognize the cause of this problem. In Australia, a very fast train would open up regional areas, but it is very hard to justify the cost of it. We have to look at financial models such as value capture, instead of relying on taxes.



◆Panelist

Tom Daschle

Former Senator and Senate Majority Leader, USA

There was a political Tsunami in the United States. The world has been divided between regions of order and regions of disorder. Important countries such as the US and Japan should build bonds, and discuss how it will be possible regionally and globally. The northeast corridor is demographically very similar to the corridor between Tokyo and Osaka, with many of the same challenges. We have made real progress in last couple of years in the US with regard to the Maglev.



◆Panelist

Yoshiyuki Kasai

Chairman Emeritus & Representative Director, Central Japan Railway Company

Globalization is correctly a long-term trend, but there are different opinions in terms of the process and speed with which to proceed. Tokyo and Osaka has become an area where we can travel to in just one day by the Tokaido Shinkansen, which started operation in 1964. It has been integrated into one belt region, or one megalopolis. Now, it is to be “one city” with SCMaglev. To share this technology with the US for the North East Corridor between Washington DC and New York, will strengthen the basis of the Japan-US alliance.

Session 3

“HSR and Regional Development”

—Examples of Implementation in Japan, Taiwan, South Korea, and Europe— Nov. 17, 15:40-17:00



◆Moderator

Shigeru Morichi

Director, Policy Research Center, National Graduate Institute for Policy Studies, Japan

Urban development requires analysis of the competitiveness of the area, the consensus of stakeholders, and very strong leadership for the project. To maximize the impact of HSR, especially for urban development and renewal, we have to change existing rules or institutions, and set up target zones for development carefully.



◆Panelist

Jaehak Oh

Vice President, Korea Transport Institute, South Korea

In Korea, HSR has the largest modal share of intercity transport, and because of HSR, there are some very positive regional economic activities. To promote urban development, you need a balance between investment in the HSR link and local access transport, the investment environment for private investors, and institutional cooperation and coordination by the central government.



◆Panelist

Yasunori Yamazaki

Director-General, Management and Administration Department, Toyama Pref., Japan

Toward the opening of the Hokuriku Shinkansen, we organized a conference of people in the prefecture to discuss the strategy of transportation, tourism, industry and so on. We also improved the area around stations, parks and transportation networks including trams and developed tourism. The spillover effects of the opening of it, including the increased profit of companies, are expected to be 42.1 billion yen. I hope that the Hokuriku Shinkansen will be extended to Kyoto or Osaka as soon as possible.



◆Panelist

Toshihiko Aoyagi

President & Representative Director, Kyushu Railway Company

Because of the opening of the Kyushu Shinkansen, we have attracted not only business persons, but also a lot of tourists through tourism development and station building development. The Shinkansen hasn't stolen market share from airlines or buses but has increased the whole ridership, including other transportation considerably. It also created a strong connection between the Kyushu area and the Kansai area. The integrated management of Shinkansen and station buildings made business of the JR Kyushu group stable.



◆Panelist

Werner Rothengatter

Professor, Karlsruhe Institute of Technology, Germany

In Europe, every country has its own railway technology. Particularly, the railway control technology is totally different between countries. Therefore the issue of railway policy is one of interoperability of the railway system. It is the key for the success of HSR, to analyze the cause of each successful case, and failure case, of city planning and development, and to foster agglomeration of industry and population.



◆Panelist

Yao-Chung Chiang

Chairman Taiwan High-Speed Rail Corporation

The ridership of Taiwan High-Speed Rail today is about 153,000, and the ridership rate is about 62 or 63%, the train accident rate is 0% and the punctuality within 5 minutes is 99.57%. HSR has created one day activity boundary and a new life style throughout Taiwan. We can do what we could only imagine before we had HSR. We hadn't had any HSR in Taiwan before 2007. The training of staff and the establishment of all the new regulations, system procedures and establishing service quality, were the major difficulties.

<IHRA Fourm 2016> Nov. 17, 9:30-17:00



Panel Discussion



Press Conference after the Forum

<Special Night Visit to the Temple (Taizoin, Kyoto)>

Nov. 16, 20:30-22:00



Lecture on Zen by Mr. Matsuyama, Deputy Head Priest

<Welcome Party> Nov. 16, 19:00-20:30



Introduction of Panelists



Maiko Performance



Closing Remarks by Mr. NK Singh



Japanese-style Garden

<Reception> Nov. 17, 18:00-19:30



Toast by Mr. Surin Pitsuwan



Speech by Mr. Daisaku Kadokawa, Mayor of Kyoto



Closing Remarks by Mr. Tom Daschle



Members Exchanging Views

<Technical Visit> Nov. 18



Course 1

Production and Maintenance of Bogie Related Parts (key parts of HSR)

1. Osaka Bogie Inspection Rolling Stock Depot, Central Japan Railway Company
2. Osaka Steel Works, Nippon Steel & Sumitomo Metal Corporation
3. Itami Works, Mitsubishi Electric Corporation



Course 2

Creating Safety Culture and Human Development

1. Staff Training Center, West Japan Railway Company
2. Shinkansen Second General Control Center
3. Osaka Train Crew Depot, Central Japan Railway Company



Course 3

World Heritage Tour by Shinkansen

1. Himeji Castle (Taking the Shinkansen from Kyoto to Himeji.)
2. Itsukushima Shrine (Taking the Shinkansen from Himeji to Hiroshima.)
3. Genbaku Dome (Taking the Shinkansen from Hiroshima to Kyoto.)