

High Speed *Super Express* in Japan





June 9, 2010

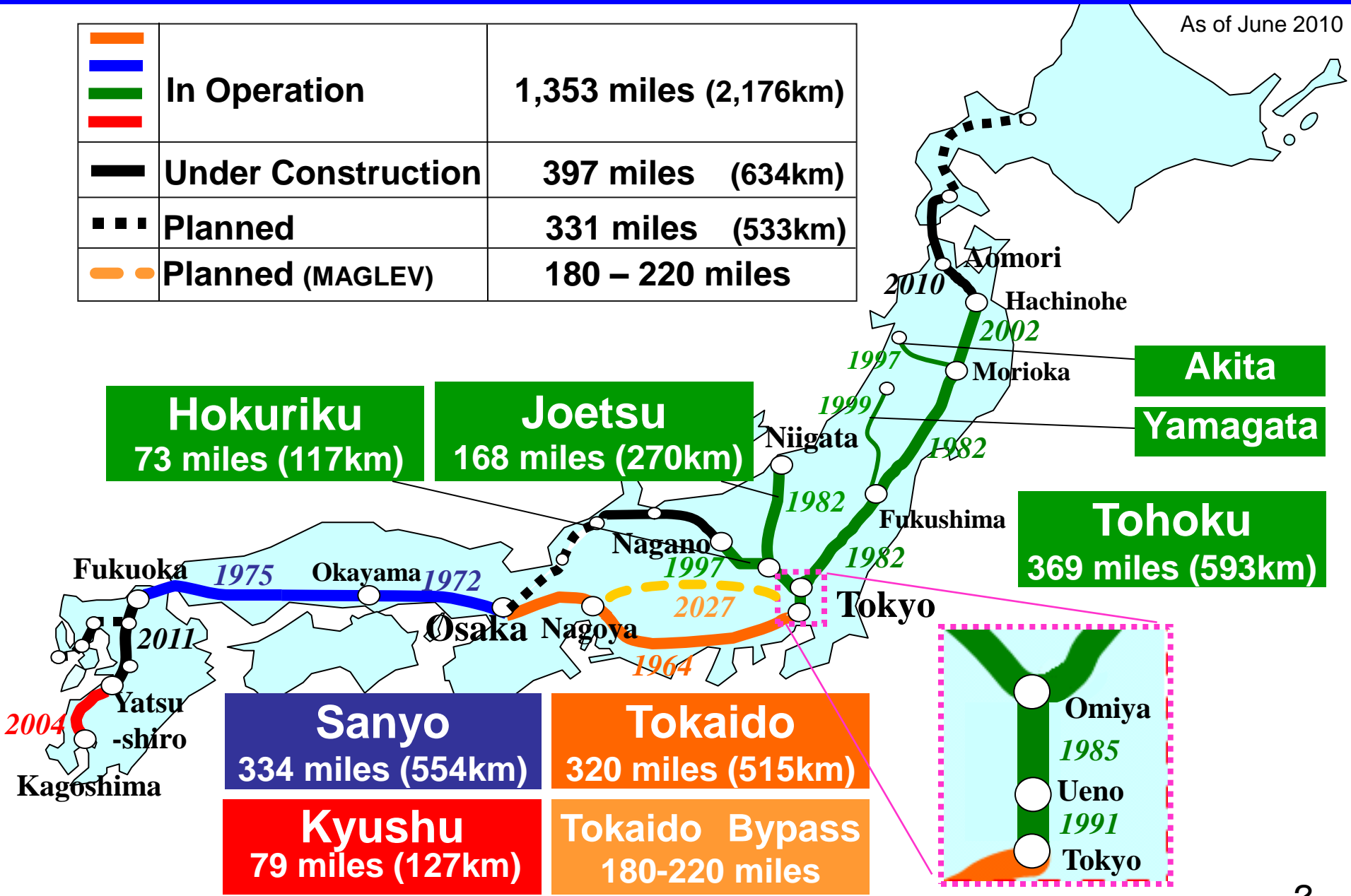
Tadashi KANEKO

Japan International Transport Institute (JITI)

Current Shinkansen Network

As of June 2010

	In Operation	1,353 miles (2,176km)
	Under Construction	397 miles (634km)
	Planned	331 miles (533km)
	Planned (MAGLEV)	180 – 220 miles



Main Features of the Shinkansen

Safety No

Reliability

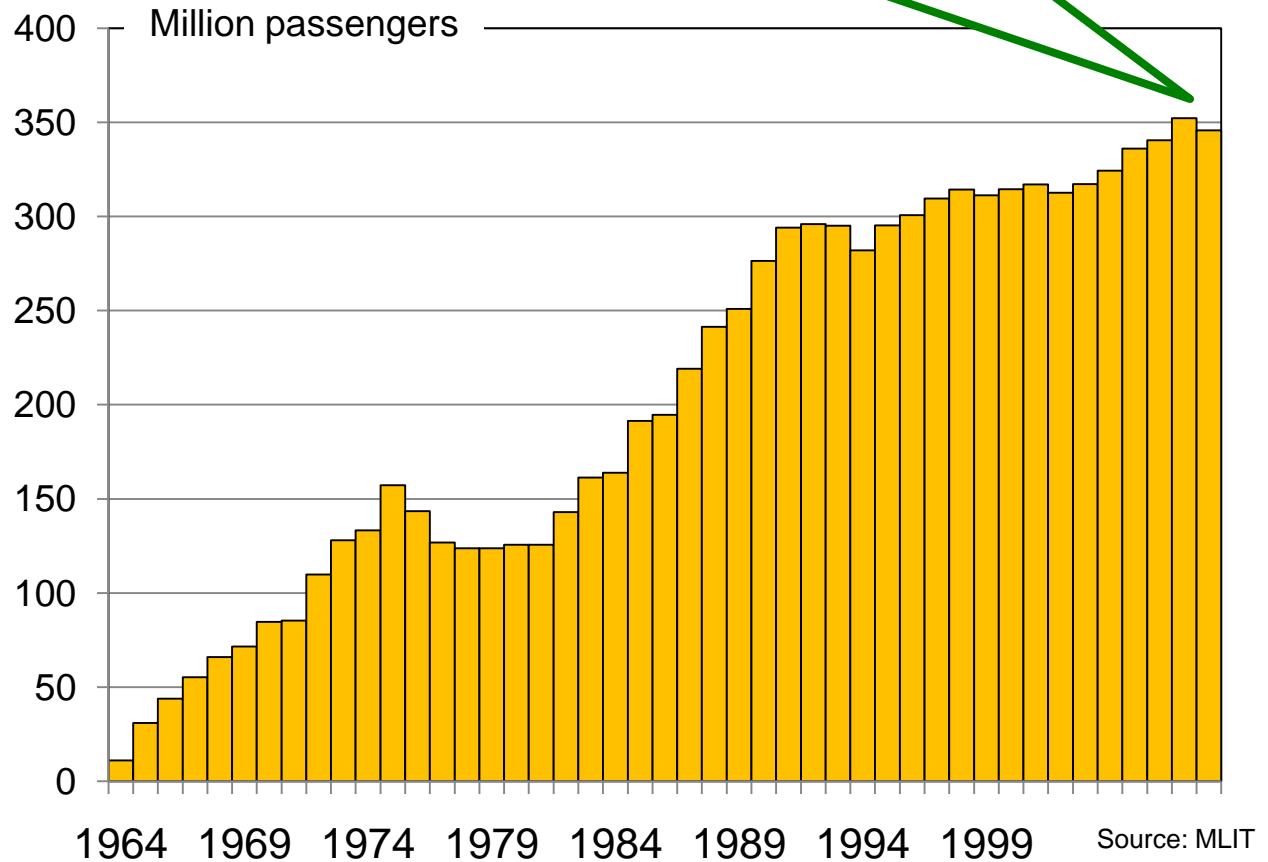
Frequency

High Capacity

Environmentally

Light Weight

346 mil. passengers (FY2008)



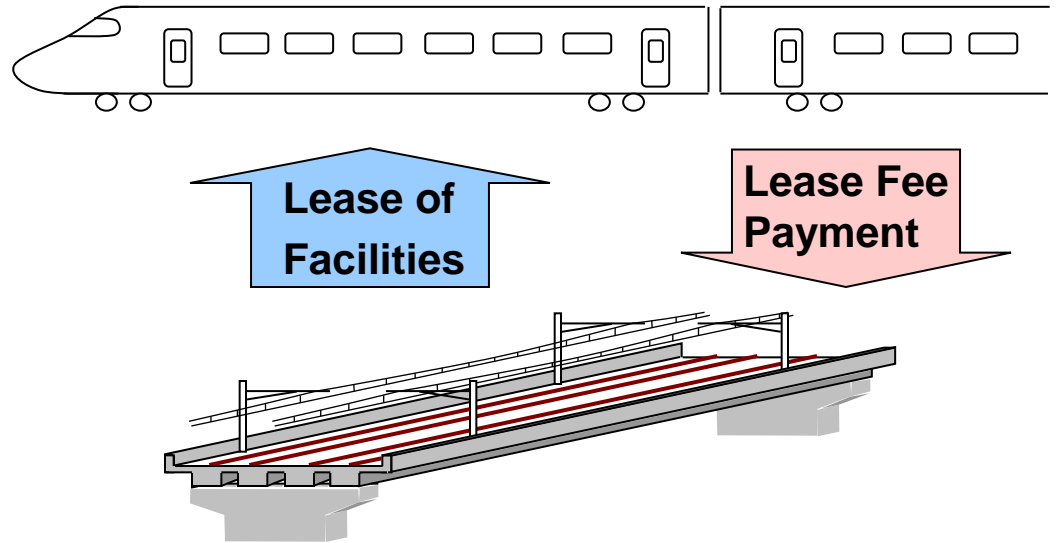
Framework for Implementation of Shinkansen Projects

■ Separation of construction/ownership and operation

JR (Private Companies)
(Operation)

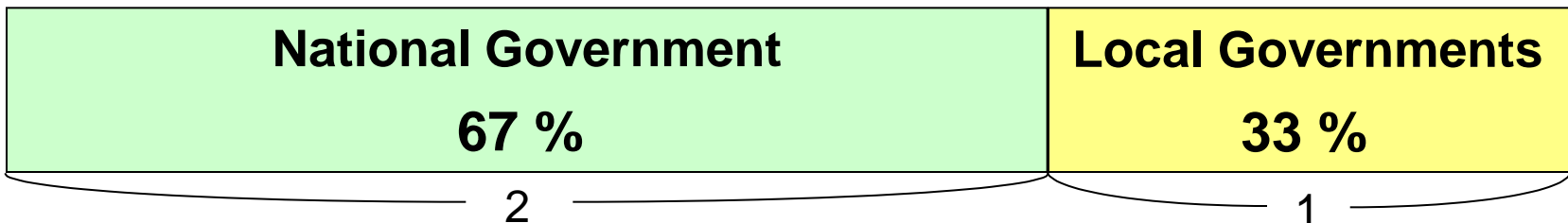
JRTT* (Governmental Agency)
(Construction and ownership)

* The Japan Railway Construction, Transport and Technology Agency

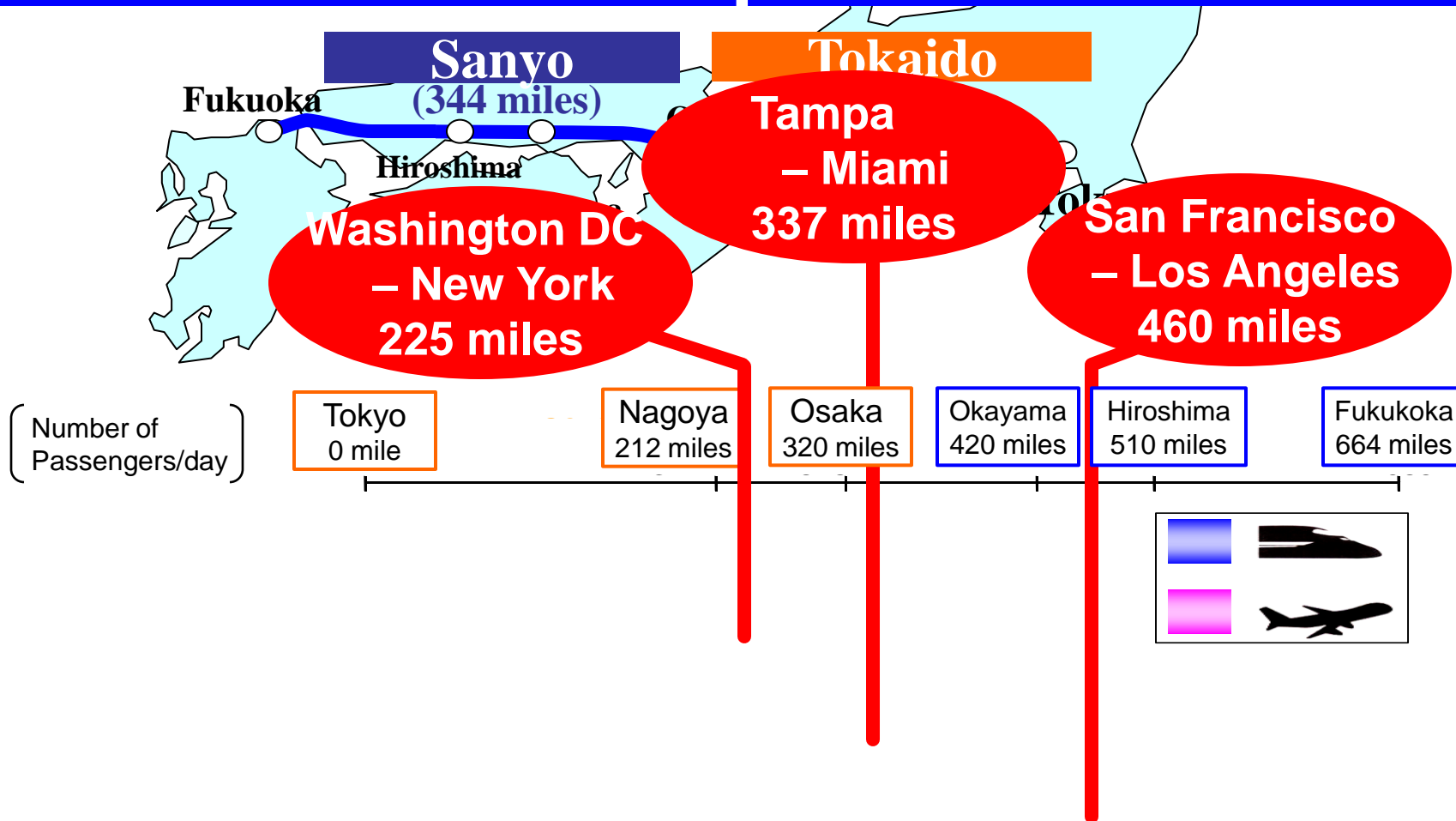


■ Financing

- National (2/3) and local (1/3) governments bear financing burden for the Shinkansen infrastructure. **(Public works)**

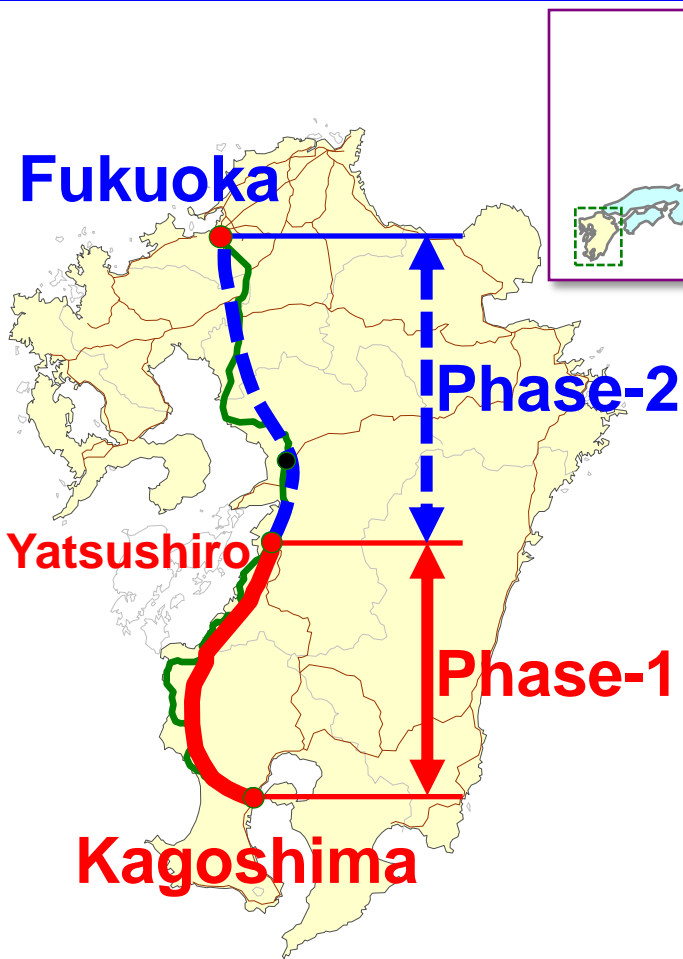


Share of the Shinkansen and Air Transportation

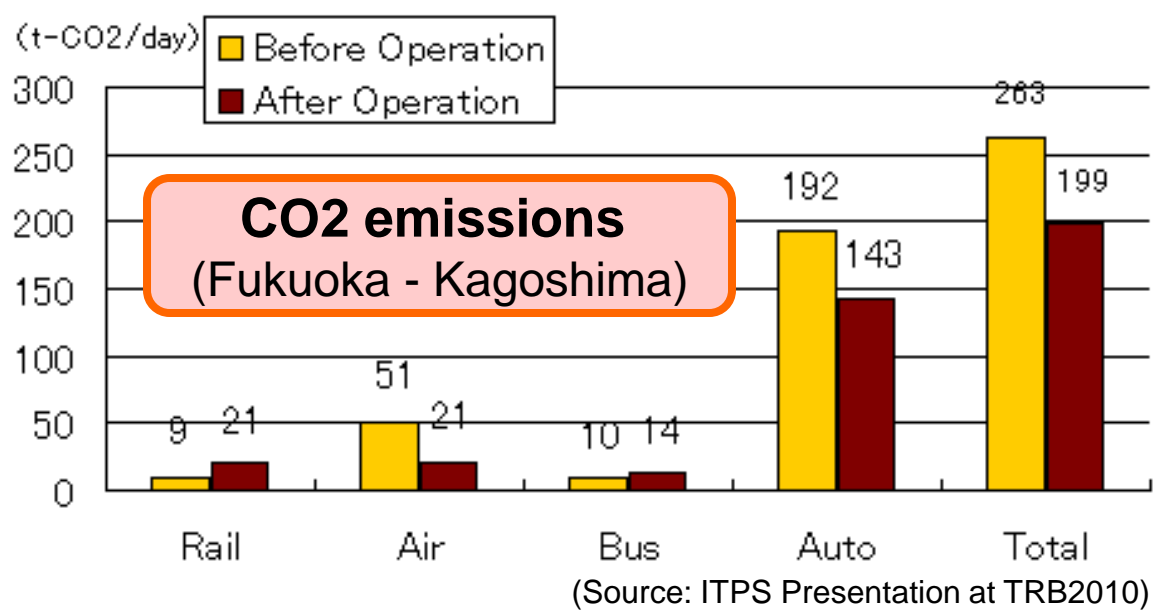


Source: Market share is the percentage of all railway and airline services based on the inter-prefectural data of the Inter-Regional Passenger Mobility Survey (FY 2005), published by the MLIT.

Example of - Opening of

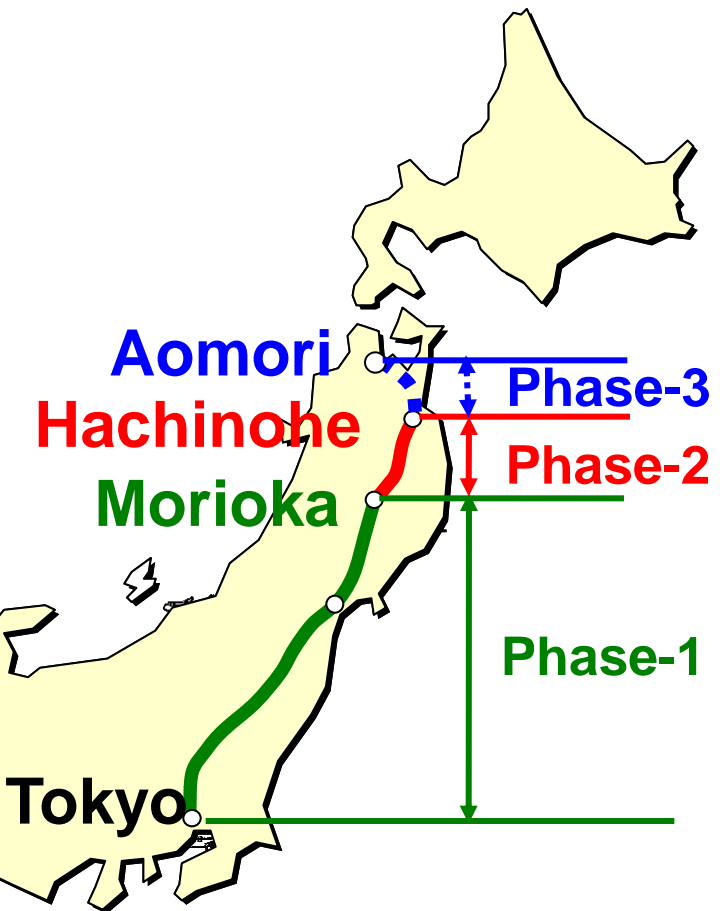


Phase-1 (2004) : 79 miles
Phase-2 (2011) : 81 miles



Example of Modal Shift in Japan

- Extension of Tohoku Shinkansen -

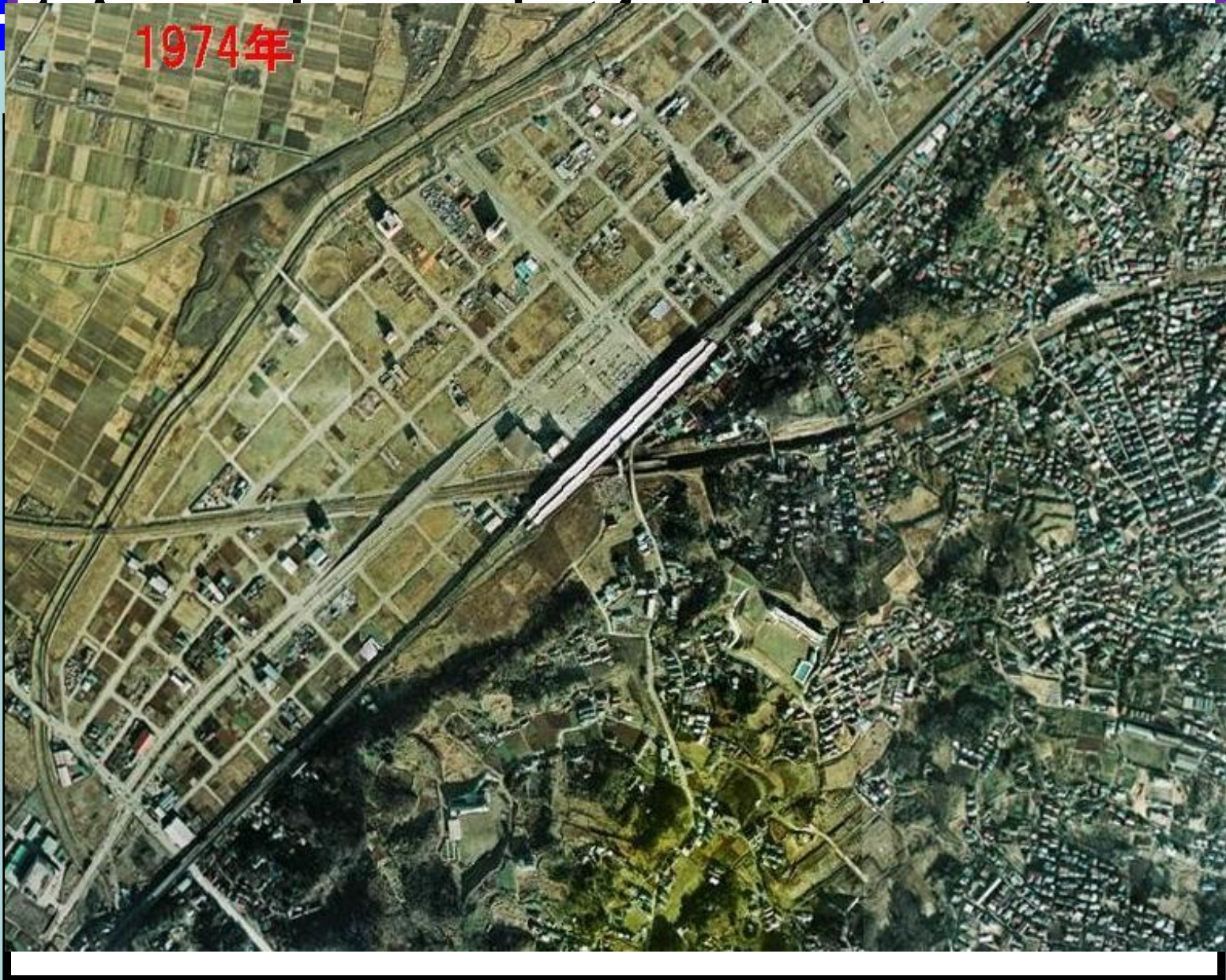


Phase-1 (1982) : 309 miles

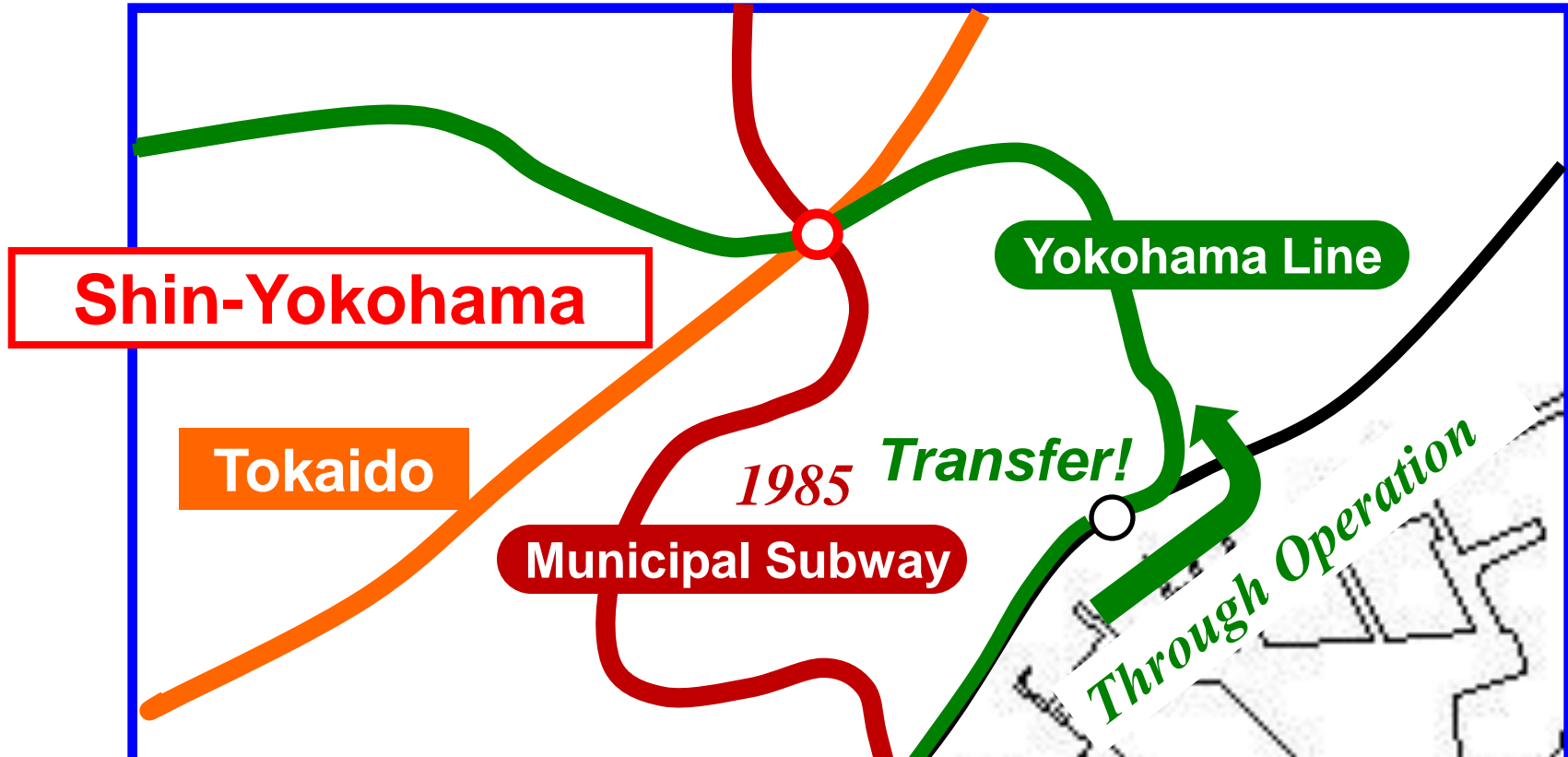
Phase-2 (2002) : 60 miles

Phase-3 (2010) : 60 miles

High Speed Rail and City Development



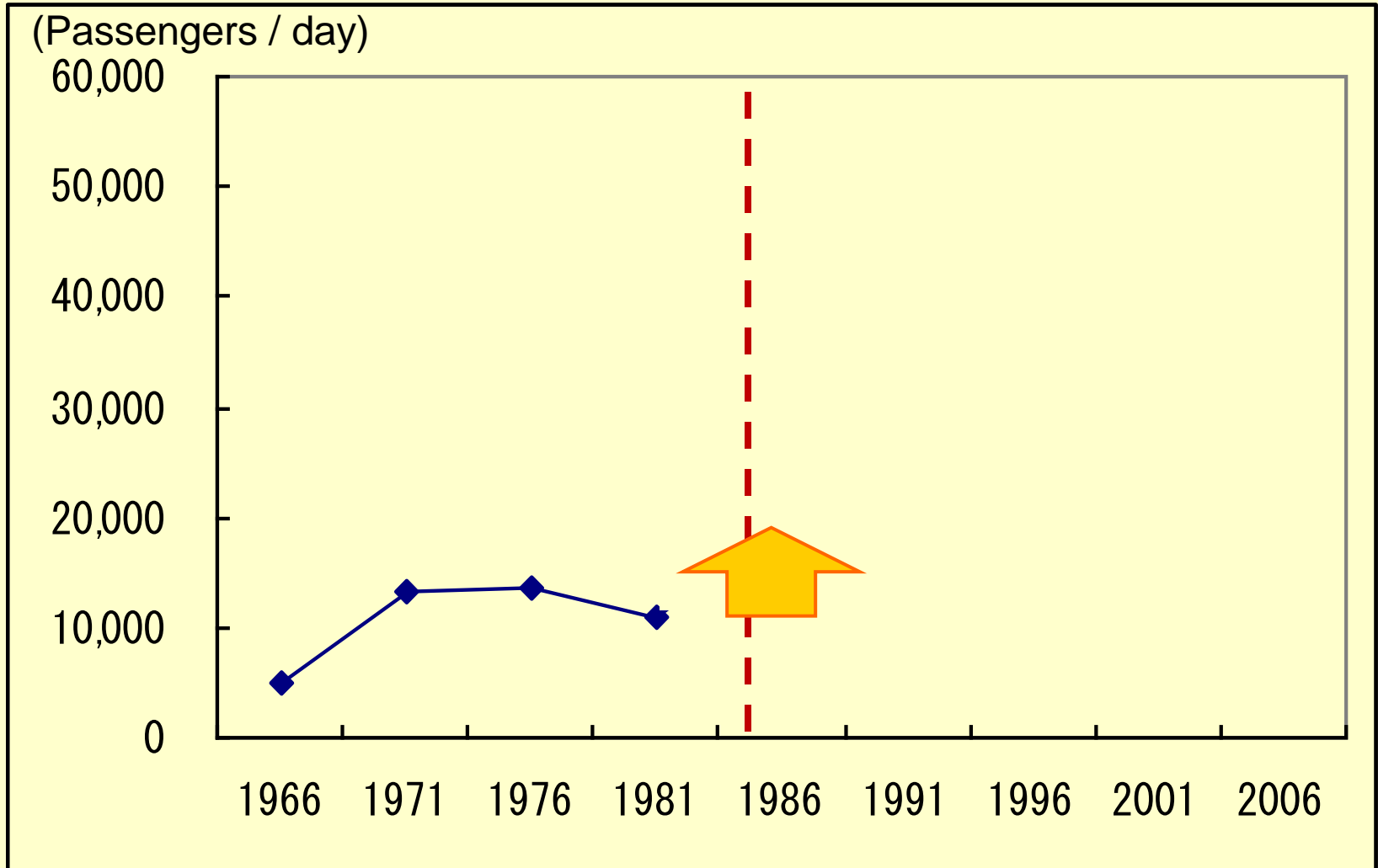
(1) Improvement of Access



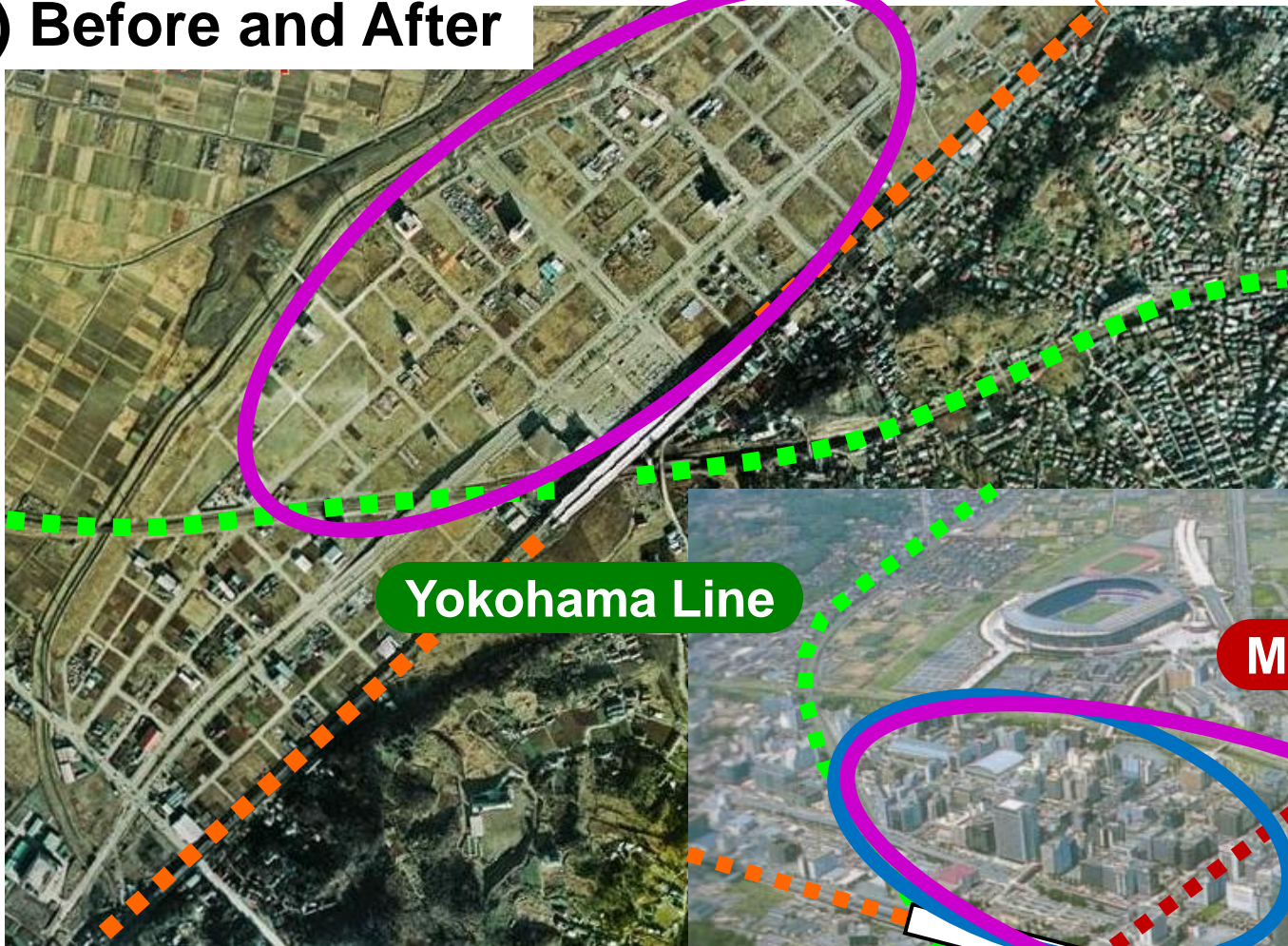
(2) Improvement of Service

- 1964 No Super-express train
- 1985 **2 Super-express trains every hour**
- 2003 **75%** of Super-express trains
- 2008 **All Super-express trains stop at Shin-Yokohama**

(3) Shinkansen Passengers at Shin-Yokohama

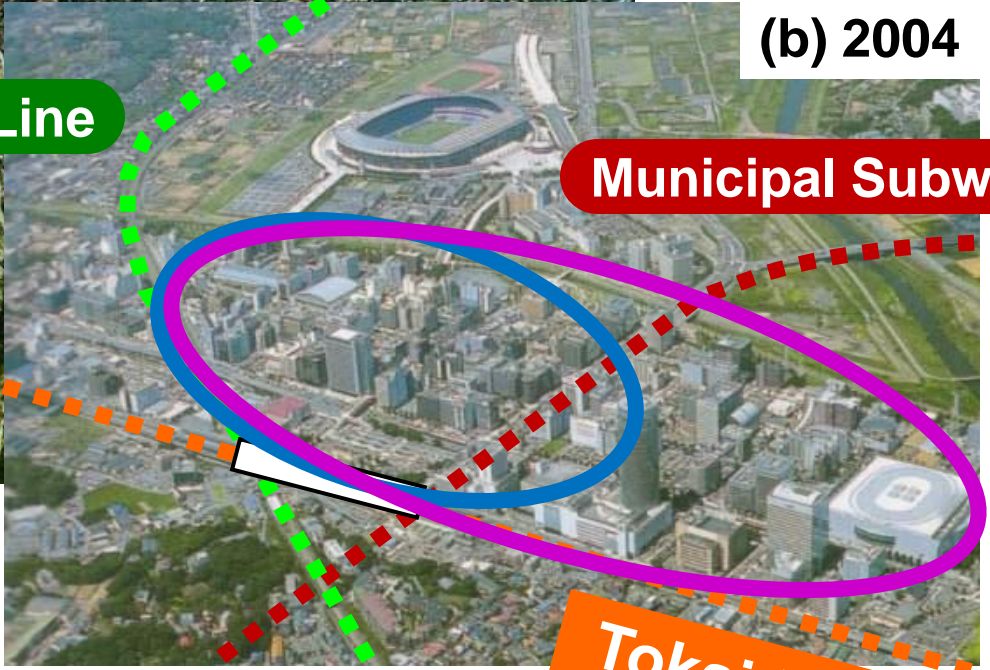


(4) Before and After



Yokohama Line

(b) 2004



Municipal Subway

Tokaido

Keys to the success of HSR

Dedicated track

- Grade crossings must be eliminated for safety reasons
- Excess capacity is important: Do not underestimate the potential of HSR

Inner-city access

- Direct / easy access to the city center maximizes the benefits of HSR

Cooperation with city developments

- HSR can activate regional economy and vice versa

Japan High Speed Rail Seminar in Chicago on June 28, 2010

at *Union League Club of Chicago*

Main Seminar **1:30 - 4:30 pm** Exhibition **12:00 – 6:00 pm**

Reception **following the Main Seminar**

INVITED GUEST SPEAKERS

- National Level of USDOT
- Members of U.S. Congress
- Illinois State Leaders
- State Legislative Leaders
- Regional HSR Associations

PRESENTATIONS

- Leaders in the Japanese transportation field
- > Study on the benefits and finance scheme of HSR in the U.S.
- > Explanation of Japanese HSR

This seminar is offered **free of charge**, but we request that you **pre-register**.

Please register through our website. **Space is limited.**



URL : <http://www.japantransport.com>