

The JITI Journal

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Welcome

The JITI Journal is a bimonthly publication of the Japan International Transport Institute, USA (JITI), in which JITI shares information on transportation developments in Japan and elsewhere, as well as recent JITI programs. As a supplement to our regular events, we hope that the Journal likewise serves as a resource for the transportation community.

In this issue, JITI staff member Allison Redmon reports on WMATA's new Japanese-made 7000-series rail cars. Additionally, JITI staff member Natasha Daly has contributed a piece about cherry blossom season and the tradition of *hanami* in Japan. A recap of our recent railway seminar is also included.

This issue concludes with a roundup of transportation developments in Japan. We hope you enjoy the selection of transportation news articles.

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JITI Railway Seminar 2015: The Co-Development of Urban Railroads and Infrastructure

*The Willard InterContinental Washington
March 4, 2015*

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On March 4, JITI hosted a seminar to discuss urban railroad development. Urban railroads are an important element of infrastructure supporting both commuting and recreation, providing a vital link both within and among metropolitan areas. For this reason, developing new railroad systems has a great deal of influence on communities' economic vitality and employment.

Efforts to reduce Americans' reliance on cars in the interest of environmental protection and mitigation of traffic congestion have included projects such as Washington, D.C.'s own newly opened Silver Line metro. Given its high profile and ambitious scale, the Silver Line has drawn public attention to the potential of railroads in urban areas.

Urban railroads change their surroundings simply by virtue of existing. Having accessible rail transport drives up population and land value along rail lines, and communities that gain railroads often see commuting and housing patterns change as well.

Japan has substantial experience in this area. Rather than focusing entirely on building rail links between existing communities or waiting for a rail line to be built before embarking on development projects, developers in Japan have treated railway lines and the developments alongside them as a package. This approach addresses the improvement of population and land values together with the development of the line itself.

With an eye toward this approach, JITI invited experts from Japan, the U.S., and Europe. In addition to presenting their methods for development of rail lines (regarding implementation, funding strategies, etc.), they discussed requirements for sustainable railroad developments along with developments of urban infrastructure along rail lines in the United States.

To kick off the seminar, Mr. Shyam Kannan, Managing Director of Planning for Washington Metropolitan Area Transit Authority (WMATA), discussed the area's new Silver Line Metro and the transit oriented development around Tysons Corner, Virginia. The Silver Line supports future development along the corridor to ensure the region remains economically competitive and prosperous. In anticipation of the Silver Line, nearly twenty development projects, with an estimated value of more than \$18 billion, are underway near the Metrorail stations, helping attract riders and generating valuable benefits for Fairfax County.

Next, Mr. Tomoo Kimura, General Manager of Business Strategy Division at Tokyu Corporation, talked about urban development along the Tokyu rail lines, with a focus on sustainable city growth. Tokyu rail service connects two of the largest cities in Japan, Tokyo and Yokohama. While constructing the railway lines, the company promoted urban development to expand its businesses, reinvesting earnings from increased passenger numbers and rising real estate values back into improving accessibility.

Mr. Per Als, Copenhagen City's Chief Transport Executive, Finance Department, discussed the elements of mobility strategy, with a focus on

integrated planning and finance in Copenhagen. Mr. Als pointed out that urban rail is an investment - not a cost - and rail and urban development can and should support one another, and he demonstrated how Copenhagen has successfully used value capture financing. In closing, Mr. Als stressed that long term planning via a strong organizational structure and communication with the public and local businesses are critical.

Next, Mr. Michael Allegra, President and CEO of Utah Transit Authority (UTA), made a business case for the rail renaissance. As the driving force of the largest rail expansion in the United States, Mr. Allegra emphasized that now is the time to talk about high speed rail in the United States. UTA is seeing \$7-10 billion in transit adjacent development, with a clear return on investment - 183,000 jobs created and \$1.94 returned for every \$1.00 spent.

Closing out the keynote presentation session was Mr. Kenji Irie, Senior Managing Director of Tokyo Metro Co., Ltd., who discussed railroad improvements in Tokyo Metro lines. Due to rapid economic growth, population is concentrating in the Tokyo metropolitan area, leading to increased public demand for transit - and increased delays and congestion. Tokyo Metro has implemented a number of counter measures to meet these challenges, including platform extensions and station accessibility and safety upgrades. Alongside these improvements have come associated urban development projects.

Following a short break, Mr. Arthur Guzzetti, Vice President of Policy at the American Public Transportation Association (APTA), moderated a panel discussion with all five participants. Some of the topics covered included Japan's holistic view of transportation; how public transit is "branded" in the different locations; the importance of value capture and the relationship between land use and transportation; and public-private partnership potential in transit projects.

WMATA Begins Taking Delivery of 7000-Series Railcars



The 7000-series cars

In early 2014, Washington Metropolitan Area Transit Authority (WMATA/Metro) accepted delivery of its first 7000-series cars. Safety is paramount in the design of these 7000-series cars, which will fulfill a critical National Transportation Safety Board (NTSB) recommendation to replace Metro's older 1000-series cars, while also adding train capacity to accommodate Metro's new Silver Line.

With the completion of the order, more than half of WMATA fleet will be made up of cars from Kawasaki Rail Car, Inc. (KRC), the U.S. subsidiary of Kawasaki Heavy Industries, Ltd. In light of Japanese technologies, Toshiba Corporation's U.S. subsidiary, Toshiba International Corporation (TIC), is supplying key equipment and systems for the order.

The cars are in the process of being tested on the system, and Metro will send data back to the Kawasaki production facility in Lincoln, Neb. to finalize the design process. Additionally, each individual railcar, as well as the overall vehicle design, manufacturing and testing, is undergoing a rigorous Safety and Security Certification process as required by WMATA.

The 7000-series rail cars are equipped with state-of-the-art safety technology and numerous features designed with extensive customer input. Actual Metro riders participated in the design phase of the new cars to define its features. As a result, the 7000-series cars' technologies are generations ahead of Metro's current railcars, with safety features and customer amenities including:

- Improved crashworthiness standards to absorb maximum energy in the event of a collision
- Event recorders, meeting federal requirements
- Digital video surveillance systems, providing full coverage of the passenger area, operator cab and front windshield
- "Anti-climbers" that help keep cars upright and in-line in the event of a collision
- A customer-preferred blue and grey interior color scheme
- Stainless steel car body for increased durability
- 65 vinyl padded seats that provide more knee room and better lumbar support, with seat-back hand grasps
- LED route maps that provide current and upcoming station information
- LCD map displays to allow customers to easily track their location
- Wider aisles (34 inches versus 32 inches on older cars)
- Additional space near the doors for standees and wheelchairs
- Resilient nonslip flooring, rather than carpet
- High-tech automated digital public address systems
- More reliable door systems using proven technology
- Enhanced lighting and privacy screens in the vestibule area



Interior of 7000-series car

Unlike all Metro's earlier "backward compatible" railcar series that can be mixed within a single train, the 7000-series cars will operate only with other 7000-series cars. The cars will be in quad-unit configuration, (operating in 4-car sets), allowing the accommodation of 40 more passengers per 8-car train than older models.

By 2018, more than half of Metro's fleet is expected to be comprised of 7000-series cars. Metro currently has 528 new railcars on order-300 to replace all 1000-series cars, plus an additional 128 cars to handle ridership growth as a result of the Silver Line. The 7000-series cars will run throughout the Metro system, on all lines. Metro has announced that, as part of its 2025 strategic plan, WMATA hopes to order another 220 cars in 2015 to provide more eight-car trains for more capacity during peak periods.

Inside Japan: Cherry Blossoms and the *Hanami* Tradition



Matsumoto Castle during *sakura* season

Though the cherry blossom trees that ring Washington, D.C.'s tidal basin are only in full bloom a few days each year and operate on a schedule that can vary wildly, that doesn't stop people from all over the world from swarming the city every spring to take in the view. People who brave the throngs of tourists to enjoy Washington's annual cherry blossom bloom, and the festival celebrating it, may not realize that they're taking part in a tradition that dates back nearly many centuries.

Washington's National Cherry Blossom Festival has its origins in a 1912 donation of over 3,000 trees from Yukio Ozaki, Tokyo's then-mayor. Mr. Ozaki was acting on decades of work by Japanese and American stakeholders to bring one of Japan's most beautiful and enduring national symbols to the U.S. as a symbol of warm relations between the countries. Today, with the festivities of the National Cherry Blossom Festival -- which include the sampling of traditional Japanese arts, crafts, food and drink, as well as the viewing of dancing and musical performances -- commemoration of Mr. Ozaki's gift has turned into Washington's own version of *hanami*, Japan's ancient tradition of greeting each year's crop of cherry blossoms with picnics and celebration.



Woodblock print of cherry blossoms, 1858.

Some evidence suggests that *hanami* festivals were held as early as the third century AD. We know definitively, however, that they were certainly under way by the eighth century, when the royal court would picnic first under plum blossom, or *ume*, trees, before transitioning to cherry blossom, or *sakura*, trees. To this day, people all over Japan come together when the sakura blossoms come out (this ranges from as early as January in the southern parts of Okinawa all the way until late April in northern Hokkaido) for *hanami* celebrations. A major element of *hanami* is the recognition of the ephemeral nature of the blossoms, which are seen as symbolic of beauty and of life more generally. Yet *hanami* are hardly solemn occasions; rather, they call for togetherness, merriment, food and, of course, sake.

Nearly every city and town in Japan has at least one popular gathering spot where the *sakura* are thought to be the most beautiful. The top *hanami* spots can attract people by the tens of thousands -- and a rising number of international tourists are increasingly among them. This has created a whole new set of traditions for modern *hanami* gatherings. *Hanami* veterans know to arrive early and bring a tarp, large picnic blanket or plastic sheet in order to reserve a spot. They also know to bring warm clothes, wine, beer or sake and food to snack on (many department stores now sell themed *hanami* bento boxes, which often include some local specialties) as the sun sets and the moon illuminates the delicate, pinkish-white blossoms. Whether it's amid the hustle and bustle of cherry blossom season in D.C. or Tokyo, or on a tranquil mountainside in Japan, the beauty of cherry blossoms in full bloom is undeniable.

Japanese Transportation News Roundup

Narita Airport is working to attract new carriers by [waiving landing fees](#) for the first year of operation for airlines that meet certain requirements.

After [acquiring the railway and signaling assets of Italy's Finmeccanica for over \\$2 billion](#), Hitachi looks to majorly expand its global smart railroad footprint, with an eye toward the smart cities of the future.

All Nippon Airways is targeting aggressive sales growth over the next

decade with [a plan to offer more routes between Asia and North America](#).

The long-awaited Hokuriku Shinkansen connecting Nagano Prefecture to Tokyo [has launched](#), driving expectations that it will facilitate more tourism and industry in the newly connected region.

Japan [saw a record number of foreign visitors in February](#), driven largely by a massive surge in Chinese tourists traveling over the Lunar New Year break.

Companies are using increased automation and other initiatives to try [to make central Japan a major international airplane-manufacturing hub](#).

Thanks to low oil prices, Japan's maritime shipping industry [expects to see significant profit boosts in fiscal 2015](#).

As Narita and Haneda Airport continue their battle to be the top airport serving Tokyo, [each is seeking management rights for airports in Nepal and Indonesia](#), respectively, to serve as regional hubs.

Japanese railway operators and equipment makers alike are taking advantage of rising global interest in rail, [looking to export their offerings and expertise around the world](#).

Stay in Touch with JITI

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Thank you for reading the JITI Journal. Until the next issue, whatever your mode, travel safely!

The JITI Team