

# 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 Takanori Ashida reports on Narita Airport's brand new passenger terminal. Additionally, JITI staff member Natasha Daly has contributed a travelogue about her time spent in Tokyo.

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 Events

**PAST:** [JITI Workshop: Challenges for Railroad Improvements and Projecting New Lines](#)

This event, held on March 23 at the Carnegie Endowment for International Peace, hosted speakers from Amtrak and the East Japan Railway Company. Attendees had the opportunity to learn about technical challenges in the Northeast Corridor improvement initiative, and how the United States can learn from various rail development projects in Japan. Attendees had the opportunity to engage with both speakers in a lively Q&A session following the presentations. In addition, guests were also able to explore a showcase of innovative rail models, including Japan's new *shinkansen* trains. Click [here](#) for access to the speakers' presentation materials.

**UPCOMING:** [JITI Cruise Workshop 2015: Exploring the Japanese Cruise Industry's Potential](#)

On June 11, JITI will host a workshop at the Carnegie Endowment for International Peace, in which audience members will hear from cruise and tourism industry experts from the United States and Japan. The speakers will explore future prospects for the U.S. and Japanese cruise

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## June 11: Cruise Workshop 2015

On Thursday, June 11th, JITI will host a workshop focused on the cruise industry:

***"Exploring the Japanese Cruise Industry's Potential"***

at the Carnegie Endowment for International Peace.

Time: **2pm - 4pm**

The event will feature speakers from Princess Cruises and JTB USA.

You may register for this event [here](#).

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industries. Please join us for this interesting discussion about the cruise business, and how Japan can leverage demand to boost the nation's tourism industry. Registration is [now open](#) for this event. We hope to see you there!

## Terminal 3 opens, offering easy, low-cost air travel from Tokyo's Narita Airport

*By: Takanori Ashida*

On April 8, 2015, Narita International Airport in Japan opened its third passenger terminal.

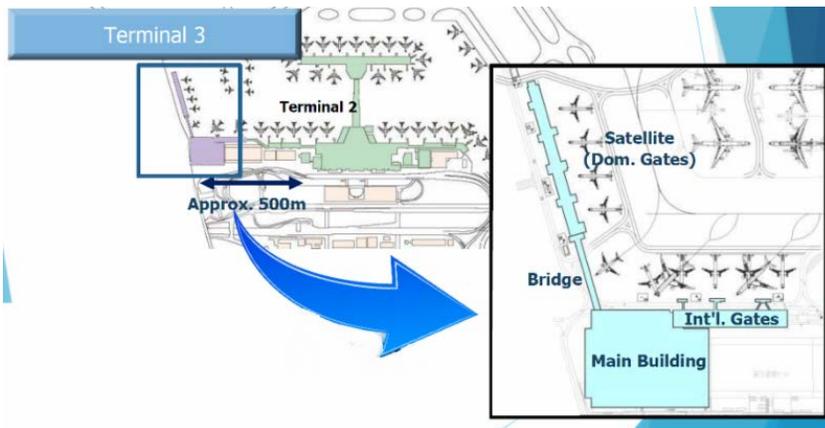
Narita's Terminal 3 was designed with three basic concepts in mind: that it be casual, functional and exciting. The objective is to enable travelers to relax in a comfortable environment that is easy to use. For low-cost carrier (LCC) tenants, the new terminal comes full of innovative ideas that will allow them to operate efficiently at low cost. For passengers, navigating through the facility will be easy thanks to prominent information signage. The opening of Terminal 3 is a fitting tribute to the age of LCC travel, as it offers travelers a broader range of options and makes using Narita Airport far more convenient.



*Image copyright Narita International Airport Corporation*

Since the summer of 2012, Narita airport has used Terminal 2 to accommodate LCCs, including those using the airport as their primary hub. The airport both expanded Terminal 2's interim LCC handling facilities and used existing facilities in Terminal 2 for international services.

However, the existing facilities were not ideal for the LCC business model, particularly in terms of their need for lower airport costs and shorter turnaround time. Just as there are differences in the services offered and fares charged by full service airlines (FSAs) and LCCs, passengers using the airport had different preferences in terms of services and fees. In order to accurately meet the requirements of the LCCs and FSAs, as well as the customers they serve, we at Narita came to the conclusion that we needed a dedicated facility for LCCs separate from our existing passenger terminals.



*Image copyright Narita International Airport Corporation*

The new terminal has a total floor space of around 66,000m<sup>2</sup>, with the capacity to handle 7.5 million passengers and 50,000 aircraft movements a year. It has nine contact gates, which will be increased to 14 in the future. The structure comprises a main building and a number of satellite buildings and can be used for both international and domestic flights. Features that help LCCs keep costs down include unfinished ceilings, non-illuminated signage, a simplified baggage handling system and boarding directly on the airport apron, rather than by means of boarding bridges.

Retail facilities are in line with expectations that LCC passengers may have. The largest airport food court in Japan is located on the land side on the second floor of the main building. It boasts a wide variety of food outlets offering sushi, soba and udon noodles, hamburgers and coffee. The unpretentious atmosphere lends itself to an easy, casual dining experience. In addition to serving meals, the food court can be used as a waiting area at any time of day or night.

On the international air side, there is a brightly adorned duty-free shopping area with an extensive range of select products for travelers.



*Image copyright Narita International Airport Corporation*

The LCC terminal can be accessed on foot or by shuttle bus from the neighboring railway station and parking facilities. Passengers arriving by express airport bus are dropped off at bus stops in front of the LCC terminal.

A wayfinding system directing passengers along illuminated, color-coded tracks helps them reach their destinations easily. Blue, representing the sky, leads passengers to the departure area, while an earthy reddish-brown leads passengers to the arrival area.



*Image copyright Narita International Airport Corporation*

Now, four Japanese and nine foreign LCCs are operating at Narita Airport. The opening of Terminal 3 makes LCC air travel much more accessible to the public and offers greater convenience for passengers from overseas to travel to every region of Japan and vice-versa.

With its focus above all on customer choice, Narita Airport continues to lead the industry by keeping one step ahead.

## Travelogue: Highlights from a Vacation to Tokyo

*By Natasha Daly*

Several years ago, I had the privilege of spending about a week in Tokyo, and it remains one of my favorite cities in the world.

The first thing that struck me was just how spread out and diverse in character the city is. The common conception of Tokyo is one massive metropolis, swarming with people, yet I found it to be a beautiful mishmash of different neighborhoods. Some, to be sure, are packed with people and noise and neon lights, but others are quiet, leafy areas filled with little back alleys that hide bars and restaurants that have clearly been tucked away for many years. It's certainly possible to spend an entire visit to Tokyo in areas like Shibuya, Shinjuku and Ginza, surrounded by crowds and sleek, modern buildings, but it's just as possible to have a completely different experience; even world-famous neighborhoods like Harajuku boast quiet streets, quaint little shops and plenty of parks.



*Shinjuku Gyoen National Garden*

Indeed, I couldn't help but notice is just how much green space the city boasts. My personal favorite park was [Shinjuku Gyoen](#), which seamlessly blends traditional Japanese, English and French landscape design to arrive at a perfect, tranquil escape from the hustle and bustle of downtown Tokyo. Though the park is located right in the heart of Shinjuku, often described as the Times Square of Japan, it feels worlds away, a beautifully manicured departure from its surroundings. Other can't-miss green destinations within Tokyo include Yoyogi Park, a forested getaway that is home to the beautiful [Meiji Shrine](#), and Ueno Park, which is beautiful in its own right but also hosts a zoo ideal for any animal lovers visiting the city.



*Meiji Shrine*

Of course, no visit to Tokyo is complete without sampling the seafood that has for centuries been a hallmark of the land surrounding Tokyo Bay. When I went, I had one of the best meals I've ever eaten at a small sushi restaurant neighboring [Tsukiji Fish Market](#). Tourists flock to the market before dawn to see fishmongers bid on the freshest possible catches, but foodies can sleep in a bit and still enjoy some of the freshest, most delicious seafood on earth by simply stopping in at a nearby restaurant.

Tokyo is also unique in its preservation of traditional Japan. [The Imperial Palace](#), built on the site of the former Edo Castle, remains the home of the Japanese royal family, and the grounds can be marveled at by casual visitor and Emperor Akihito alike. Just as striking are traditional temples such as the [Asakusa shrine](#) and neighboring [Senso-ji Temple](#), which manage to convey a beautiful little slice of old Japan even despite the tourists that flock there by the hundreds.

Of course, there is so much more to discover in Tokyo - chaotic 24-hour pachinko parlors and arcades; little kiosks offering crepes bursting with fruit, whipped cream and even entire slices of cheesecake; twilight walks by the Sumida River; back-alley soba and ramen shops serving up delicious bowls of comfort food -- but that's just part of its charm. I was so grateful to have a week to explore and constantly be surprised by Tokyo; like countless other visitors to the city, I can't wait to one day return.

## Japanese Transportation News Roundup

Honda [looks to enter](#) the business jet market with a creatively designed new plane that places the engines on the wings, just one of several innovations championed by Honda Aircraft CEO Michimasa Fujino.

Japan is [seeing an upsurge](#) in maritime travel, as key ports increasingly become major ports of call for cruise ships filled with international tourists.

The rise of Japanese low-cost carriers continues, as Peach Aviation [scores key Haneda Airport slots](#) and Jetstar Japan [moves into](#) a new Narita Airport terminal.

ANA Holdings looks to enter markets untapped by any other Japanese airline, with [plans to launch](#) new service networks in South America and Africa over the next decade.

Technological and speed improvements in Japan's notably safe high-speed rail networks are sparking [international attention](#), including in [California](#) and [Thailand](#).

...Still, obstacles remain to widespread *shinkansen* adoption, with [political hurdles](#) getting in the way of American importation of Japanese high-speed rail technology, and Japan's own ultra-high-speed rail lines seeing [sluggish](#) usage early on.

Japan Airlines [is spending](#) 100 billion yen to overhaul its computer systems for the first time in nearly half a century, as part of a multiyear plan for broader system upgrades.

With international tourism continuing to rise for the countries, Japan, China and South Korea together [now hope](#) to host 30 million international visitors by 2020, up from 20 million in 2014.

ANA is pumping roughly 18 billion into [turnaround efforts](#) for low-cost carrier Skymark, under the condition that the airline and financial backer Integral accept new, ANA-appointed leadership.

## Stay in Touch with JITI

Please follow the Japan International Transport Institute Twitter feed at [@JITIUSA](#). We look forward to you becoming one of our #transpo tweeps.

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

*The JITI Team*