

# 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 Naohide Arakawa reports on Japan Coast Guard's 2015 budget. Additionally, JITI staff member Yoshitaka Araki gives his perspective on the area around JR-East's Ueno-Tokyo line.

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

**UPCOMING:** [JITI Aviation Seminar: Future Challenges of Open Skies Agreements](#)

Since its creation over 20 years ago, U.S. Open Skies policy has spread throughout Europe and Asia. As the United States has reached Open Skies agreements (OSAs) with over 114 nations from around the world, it can be said that the greater part of global aviation market has liberalized today. Because of such this widespread liberalization, international carriers have expanded both their markets and flight frequency, meaning lower fares. Moreover, alliance formation has led to closer cooperation among carriers,

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### October 9: Aviation Seminar 2015

On Friday, October 9, JITI will host a seminar focused on the aviation industry:

#### **"Future Challenges of Open Skies Agreements"**

The Willard InterContinental  
Washington, DC

Time: **3-6 p.m.**  
Reception to follow.

The event will feature speakers from airlines in Japan, Europe and the United States.

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

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and their strategic global network planning is progressing. On the other hand, due to stronger cooperation among the carriers, issues with OSAs have increasingly emerged, such as oligopolies in some markets and intensification of competition among traditional alliances - in part thanks to newcomers outside of the alliances. JITI will invite airline representatives from around the world to discuss issues and current network expansion circumstances in the global aviation market and the propriety of future growth of OSA liberalization. [Click here](#) to register for this event.

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

On June 11, JITI hosted a workshop at the Carnegie Endowment for International Peace, in which audience members heard from cruise and tourism industry experts from the United States and Japan. The speakers explored future prospects for the U.S. and Japanese cruise industries during this interesting discussion about how Japan can leverage demand to boost the nation's tourism industry. [Click here](#) for an overview.

## The Japan Coast Guard FY2015 Budget in Brief and New Senkaku Patrol Fleet

*by Naohide Arakawa*

A total of 187.6 billion yen is appropriated in the FY2015 Japan Coast Guard budget to strategically reinforce its fleet strength, including expenditures of building six new 1,000 gross-tonnage (GT) Patrol vessel Large (PL) class patrol vessels for Senkaku patrol. As a result of budgetary support over the years, a new coast guard fleet dedicated to Senkaku patrol is likely to be completed by the end of FY2015.

With an overall length of 96 meters, the new PL class patrol vessel is approximately 1,500 GT and has a helicopter landing pad. Including the already-built four patrol vessels (PL81-PL84), which were built and commissioned at the Ishigaki Coast Guard Office in FY2014, and the existing two PLH (PL with Helicopter) class patrol vessels of the 11<sup>th</sup> Regional Coast Guard Headquarters, the new fleet dedicated to Senkaku patrol will consist of a total of 12 patrol vessels. The Japan Coast Guard has already introduced a crew rotation system to a part of new PL class patrol vessels in order to increase its operational capacity and availability for the first time in this class.

The FY2015 budget also outlines the improvement in contingency operational flexibility around the Senkakus - for instance, by calling for the support of the available vessels around the country in response to a sudden increase in activities around the Senkakus. Funding is included for an additional six new PL class patrol vessels (FY2016); six new PM (Patrol vessel Medium) class patrol vessels (FY2016, FY2017); and life extension/upgrades for two PLH class patrol vessels (FY2015). Moreover, the budget includes the procurement of new long-range high-speed jet aircrafts with sophisticated surveillance systems to enhance monitoring capability. During the ship commissioning ceremony of the PL81 TAKETOMI and PL82 NAGURA at Ishigaki Island last year, Admiral Yuji Sato, Commandant of the Japan Coast Guard, noted that "this is one of the largest ever investments in the 66-year Japan Coast Guard history."

In addition to the above-mentioned tangible reinforcements, the Japan Coast Guard will also engage intangible initiatives. In FY2015 the Japan Coast Guard plans to establish an advanced education program called "Maritime Safety and Security Policy," a master's degree program within the Japan Coast Guard Academy in collaboration with National Graduate Institute for Policy Studies and Japan International Cooperation Agency

(JICA). The program targets promising young coast guard officers from Asian countries and aims to create a shared recognition regarding the maritime order governed by rules and laws through graduate-level practical education.

Through a series of measures, the Japan Coast Guard will continue to maintain our territorial indignity, and will respond firmly and calmly to any attempts by a country which tries to change the status quo through force or coercion in the same way as before.



*Image copyright Japan Coast Guard*

## Ueno, Akihabara, and Its Chaotic Glamour

*by Yoshitaka Araki*

Ueno station on JR East's Ueno-Tokyo line, is located approximately 2 miles north of Tokyo, in one of the most crowded areas of greater Tokyo. By improving connectivity with this new line, which opened in March 2015, JR East expects to alleviate some of the overcrowding.

The area between Ueno and Tokyo stations has been attracting many people for more than 400 years, since the Edo period (17<sup>th</sup>-19<sup>th</sup> centuries). This article introduces the Ueno neighborhood, as well as Akihabara, which is located about halfway between Ueno and Tokyo stations.

Ueno was originally developed around the entrance of a Buddhist temple named Kan'ei-ji, one of two familial temples of the Tokugawa shogunate, the last feudal Japanese military government. Since that time, this area has continued to develop as a gateway city for the northeastern artery along the Pacific coast.

Ueno Park, located next to the station, is one of the most famous places for Cherry Blossoms. It also holds museums, a zoo, a university, and notable cultural artifacts, including Kan'ei-ji, a Shinto shrine named Ueno Toshogu, and a statue of Takamori Saigo, one of the most influential figures in the late Edo period.



*Cherry Blossoms*

*(Image courtesy of Tokyo Metropolitan Government Bureau of Construction)*

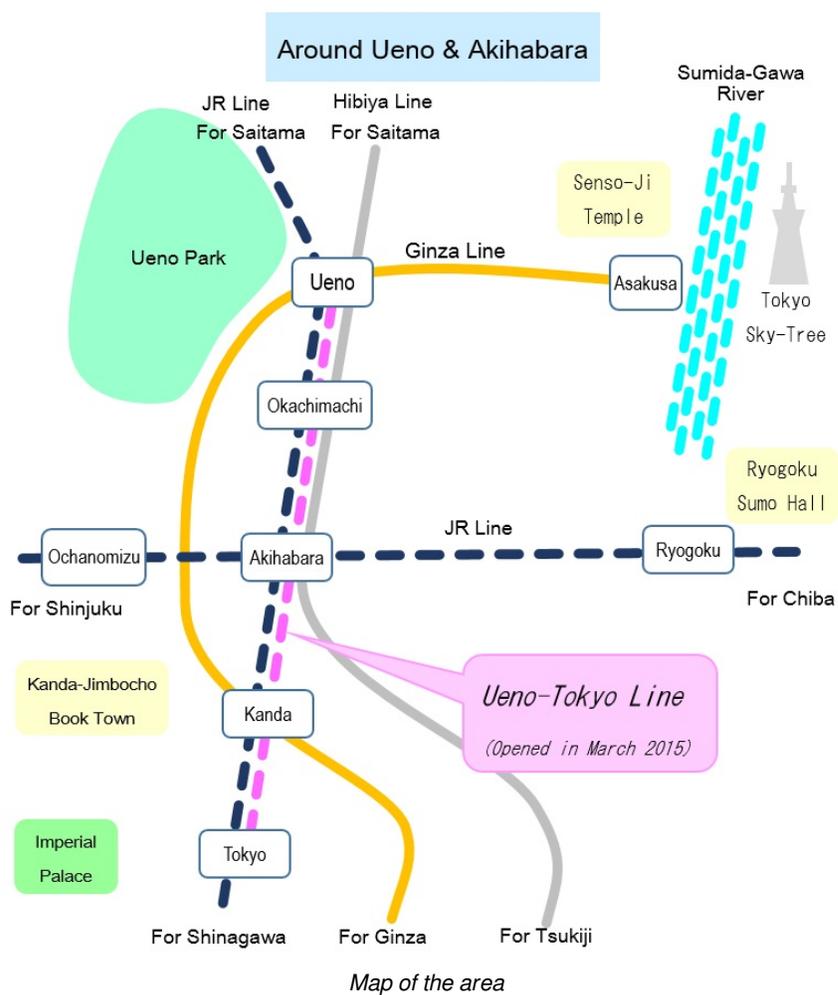
Ameya Yokocho, which is adjacent to Ueno station, is an open market that is a hub of small shops offering seafood, dry foods, clothes, shoes, and jewelry. In recent years, it has also hosted numerous grocers from China and southeast Asian countries. This market typically sees around 100,000 tourists and shoppers per day, and more than 500,000 per day toward the end of the year. Items are reasonably priced, so the market is full of excitement.

About one mile east of Ueno, visitors can find both the historically well-known town Asakusa and Tokyo Skytree, the tallest tower in the world, at 634 meters (2,080 feet). This contrast of the old and new draws tourists young and old alike.

Today, the area around Akihabara station is one of the largest electronics districts in the world. However, during the Edo period, the community was a significant samurai living quarters and then later became a central point for fresh produce markets.

During the post-WWII period, the area was a black market for household appliances and electronic parts, and while household appliances are fewer today, there is still a sizable market for electronic parts and computers. In recent years, the area has seen a new subculture emerge, with increasing numbers of specialty shops for anime, games and entertainment software.

The distance between Ueno and Akihabara is only about one mile. While the network of public transportation is certainly available, it also proves an enjoyable stroll. With its accessibility to Narita International Airport and Ueno station, this diverse area offers a look at the numerous faces of Japan.



## Japanese Transportation News Roundup

After several years of delays, Japan's first commercial airliner in about half a century is scheduled for its [first test flight](#), an hour-long ride out of Nagoya Airport.

JR West has installed nearly [50 closed-circuit television cameras](#) at its Kyobashi train station in Osaka to stop accidents that frequently involve late-drinking patrons.

China and Japan are locked in an [increasingly heated contest](#) to be awarded the contract to build Indonesia's first high-speed railway.

Tokyo police are examining charred cables and other remnants of [suspicious fires](#) in at least six recent cases that have occurred along JR East lines.

ANA has launched a fleet of ["Star Wars" decorated planes](#), which will also offer all six of the franchise's films as part of the in-flight entertainment on international routes.

Delta Air Lines [lost its bid](#) to purchase a share in bankrupt Japanese budget carrier Skymark Airlines, as creditors opted for a plan from Japan-based ANA Holdings.

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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*