

Relation between HSR & Regional Development

“Lessons from Japanese Benchmark Cases”

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What's up for Today

1. Introduction

- ✓ *Does HSR contribute to regional development ?*

2. Lessons from Japanese Benchmark Cases - KL-Singapore HSR and Regional Development-

- ✓ *How to promote regional development along the HSR ?*

3. Implications for Oversea Countries

- ✓ *What are implications to oversea countries ?*

1. Introduction

Does HSR contribute to regional development ?



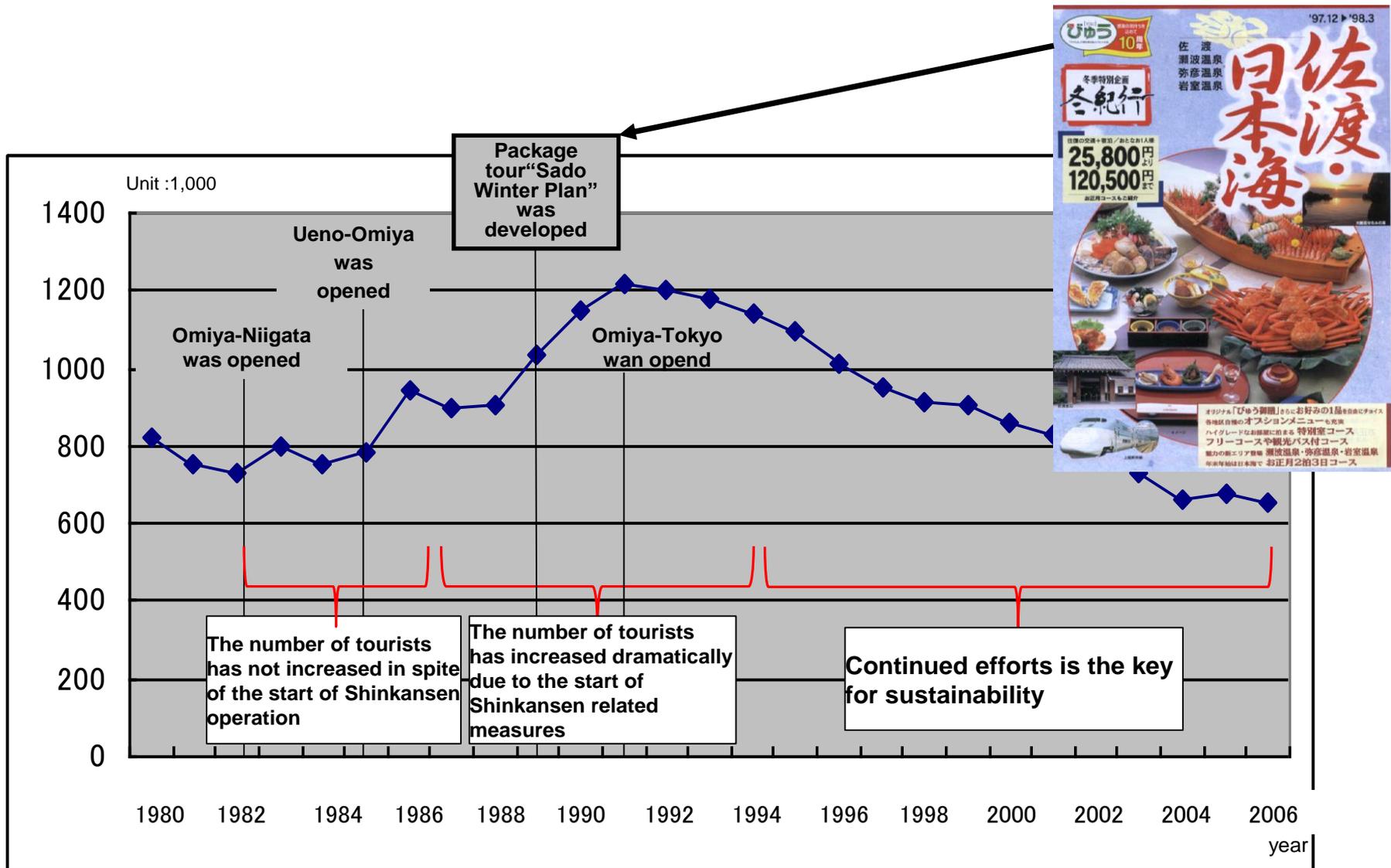
- ✓ *HSR is not a “sufficient condition” but a “necessary condition” for regional development along the route.*

Good example

Joetsu Shinkansen and Sado Island’s Sightseeing Promotion Project



Number of tourists to Sado Island



Source : Sado-city

Key to Success

1) “Three days tour” ⇒ “Two days tour (Overnight tour)”

- ✓ “Two days tour” occupies 70% of domestic tour in Japan
- ✓ Main target :
 - Tokyo metropolitan area has been included into “Two days tour range of Sado Island” due to Joetsu Shinkansen

2) Service product developed under the cooperation of 4 stakeholders (JR East, Sado Kisen, Niigata Kotsu, Sado hotel Association)

- ✓ New package tour “Sado Winter Plan”
- ✓ High quality + Reasonable price
- ✓ The role of coordinator(JR East) is essential.

2. Lessons from Japanese Benchmark Cases

Japan has experiences on regional development along the Shinkansen

“How to utilize Japanese experiences for oversea countries ?”



- ✓ **Good benchmark cases for overseas, but the 1st step**
- ✓ **“How to localize this concept” is essential**
- ✓ **Trial approach :**
 - **Benchmark study for KL-Singapore HSR**

HSR & KL-Singapore Economic Corridor



Source: Feasibility Study for Implementation of Public Transportation System Project in Iskandar Malaysia+MRI

— Japanese benchmark case study on regional development along the HSR funded by MLIT



Back casting approach

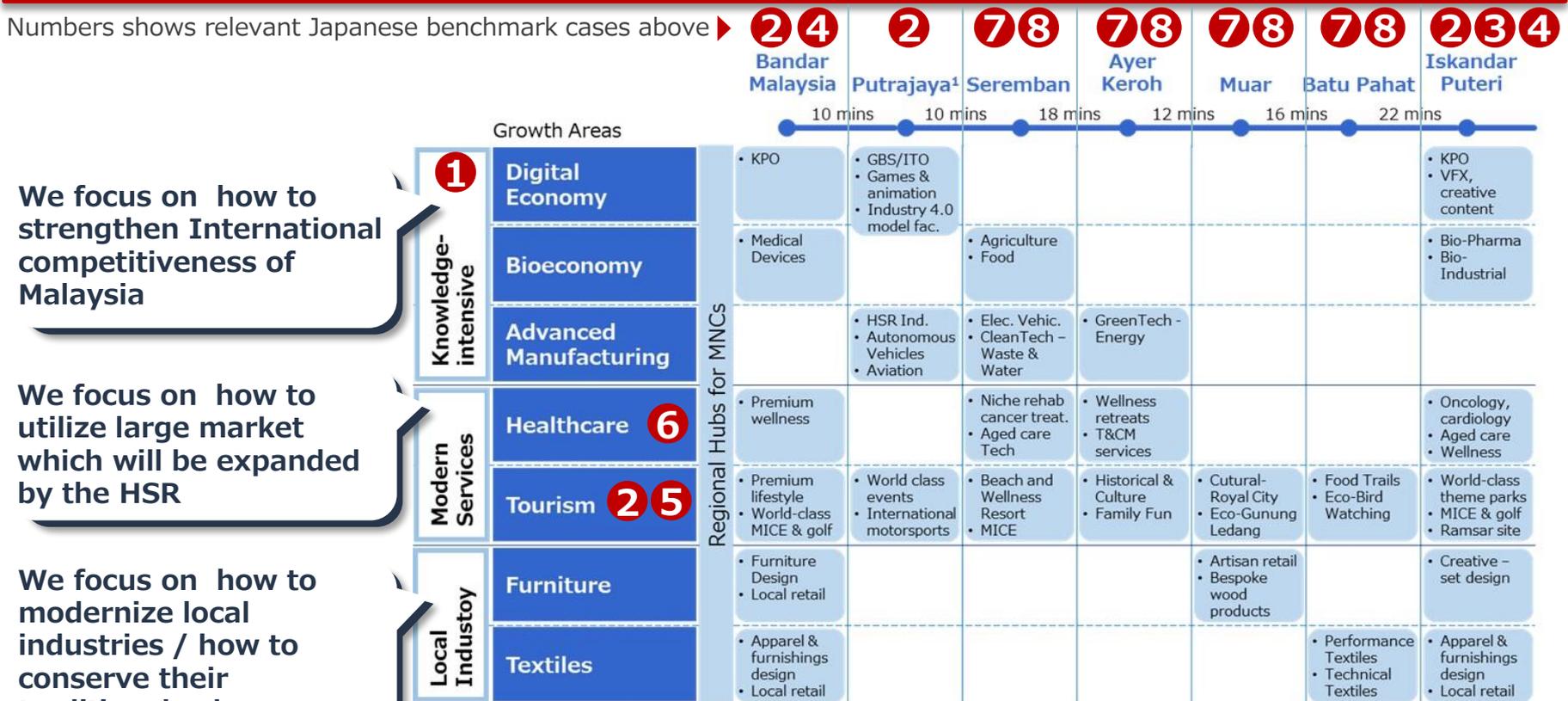
1. Goal of regional development along the HSR (from “SDF for Inclusive Growth along the HSR Corridor)
2. Lessons from Japanese benchmark cases
3. How to proceed regional development in Malaysia and Singapore

Growth Areas in SDF & Japanese Benchmark Cases

- Case1:** National Income Doubling Plan & the Pacific Belt Corridor
- Case2:** Shin-Yokohama Station and its surrounding district
- Case3:** Minatomirai Line (MM Line)
- Case4:** Tsukuba Express
- Case5:** The Golden Route for Inbound Tourism

- Case6:** Saga HIMAT
- Case7:** Sakudaira Station and its surrounding area
- Case8:** Hokuriku Shinkansen & establishment of new business facilities
- Case9:** "HSR" & "TOD" & "Access Transit"
- Case10:** HSR related industry

Numbers shows relevant Japanese benchmark cases above ▶



We focus on how to strengthen International competitiveness of Malaysia

We focus on how to utilize large market which will be expanded by the HSR

We focus on how to modernize local industries / how to conserve their traditional value

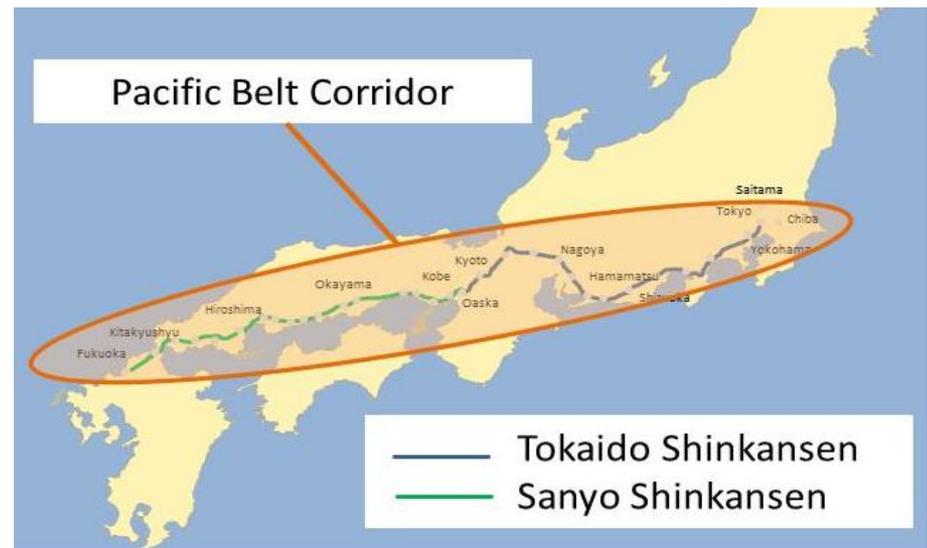
Note: ¹ Considers developments in surrounding locations in Selangor - KLIA, Sepang, Bangi & Serdang

Source : MyHSR

Case 1: National Income Doubling Plan & the Pacific Belt Corridor

National plan encourages main industry & infrastructure

- Economic Plan (National Income Doubling Plan) promoted the Pacific Belt Corridor.
- Heavy & chemical industry was a driving force of the Era (1960') in Japan.

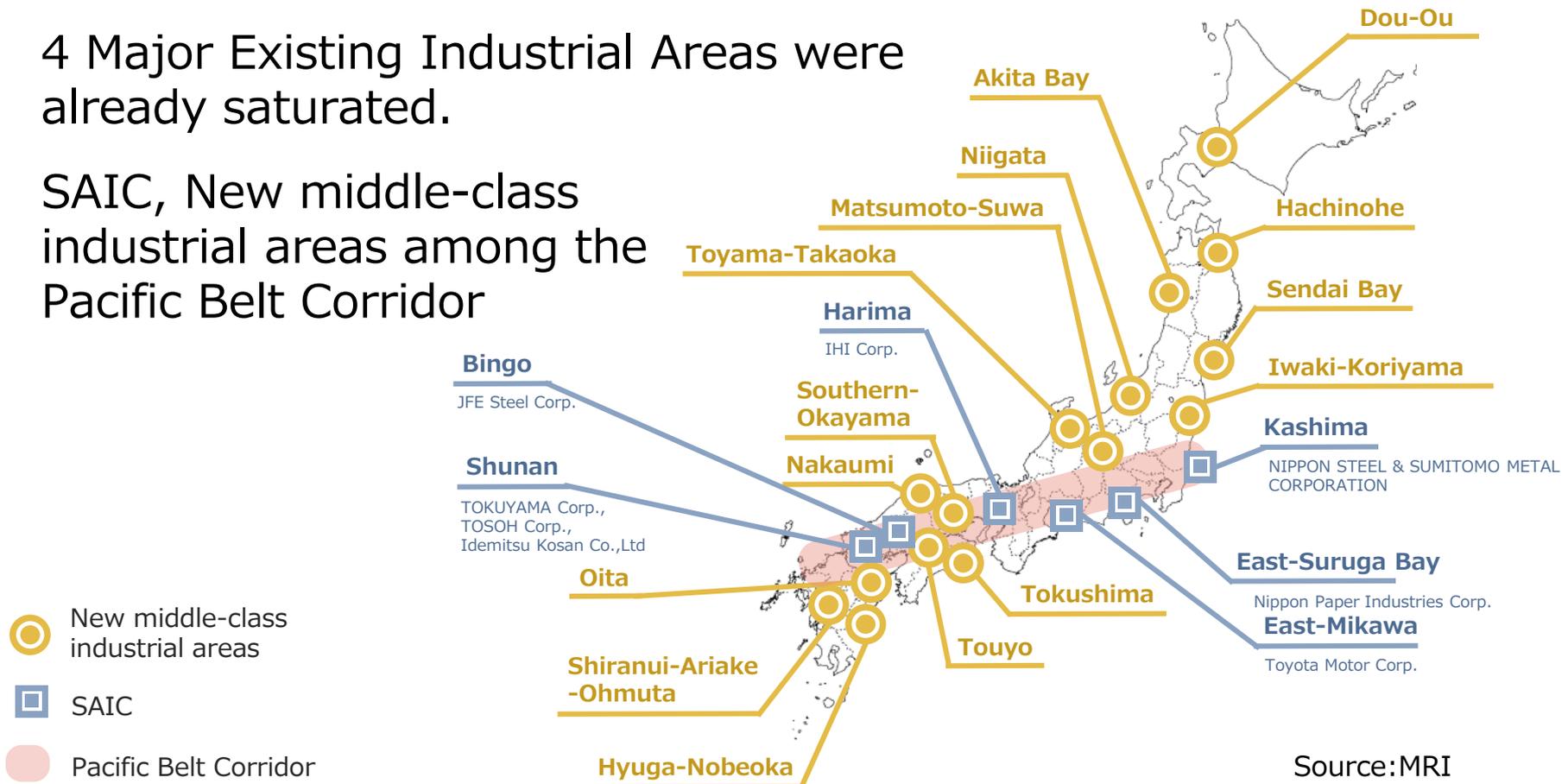


SAIC among the Pacific Belt Corridor

SAIC : Special Area for Industrial Consolidation

4 Major Existing Industrial Areas => SAIC

- 4 Major Existing Industrial Areas were already saturated.
- SAIC, New middle-class industrial areas among the Pacific Belt Corridor



Source: MRI

Key to success

👉 Appropriate Policy enhances economic growth

- Knowledge intensive industry would enhance international competitiveness of Malaysia.
- HSR becomes an essential infrastructure of the Economic Corridor

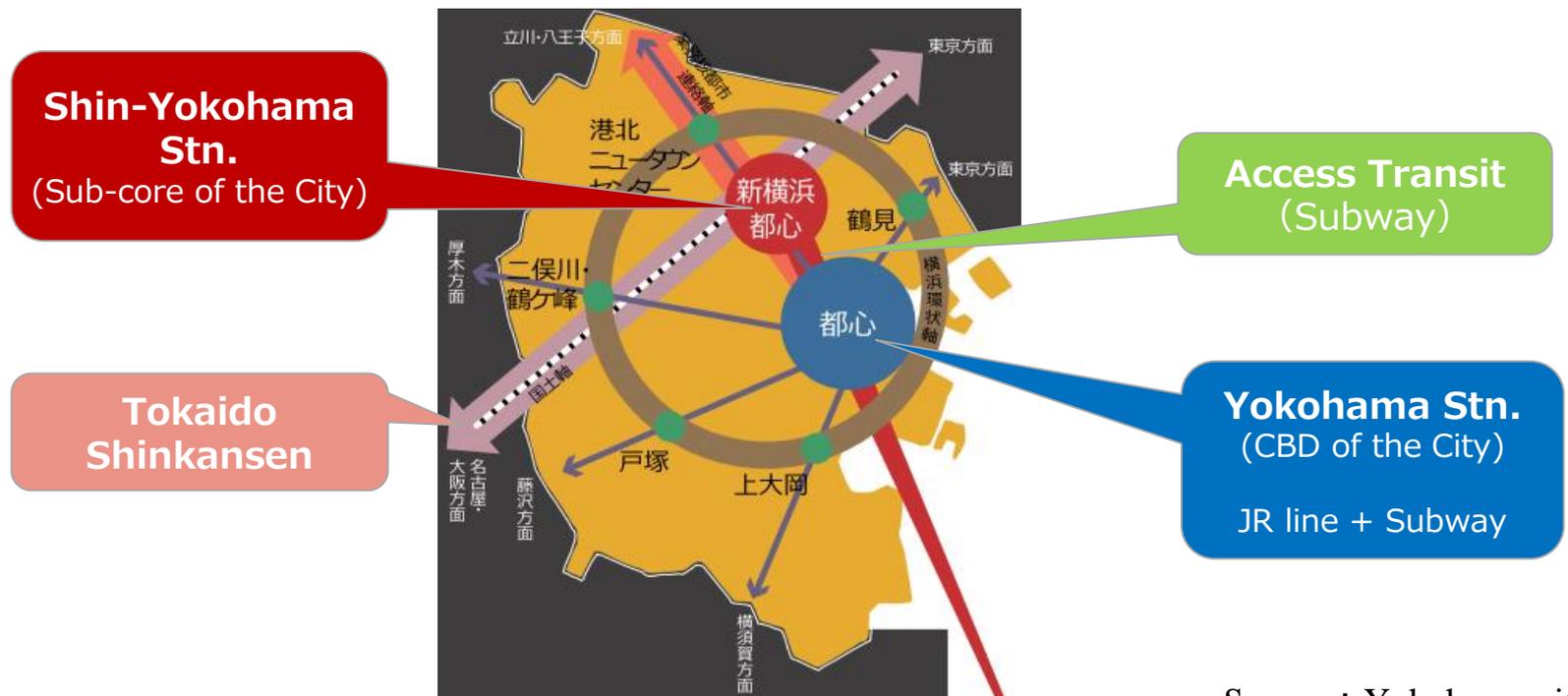
Japan		Malaysia
National Income Doubling Plan	Plan	National Physical Plan(NPP)+SDF
Pacific Belt Corridor	Corridor	KL-Singapore Economic Corridor
Heavy & chemical industry	Driving Industry	Knowledge Intensive Industry
Tokaido & Sanyo Shinkansen	Infrastructure	KL-Singapore HSR

Case 2: Shin-Yokohama Station & its Surrounding District

To make a masterplan is the first step for TOD

- Yokohama-city made Shin-Yokohama district the sub core of the city in their masterplan.

Master Plan of Yokohama-City



Source : Yokohama-city

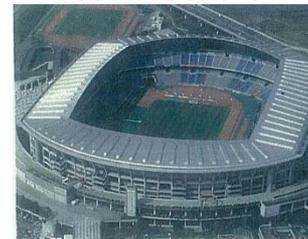
Facility allocation

Facilities for attracting passengers should be developed



Development is now on going

Nissan Stadium

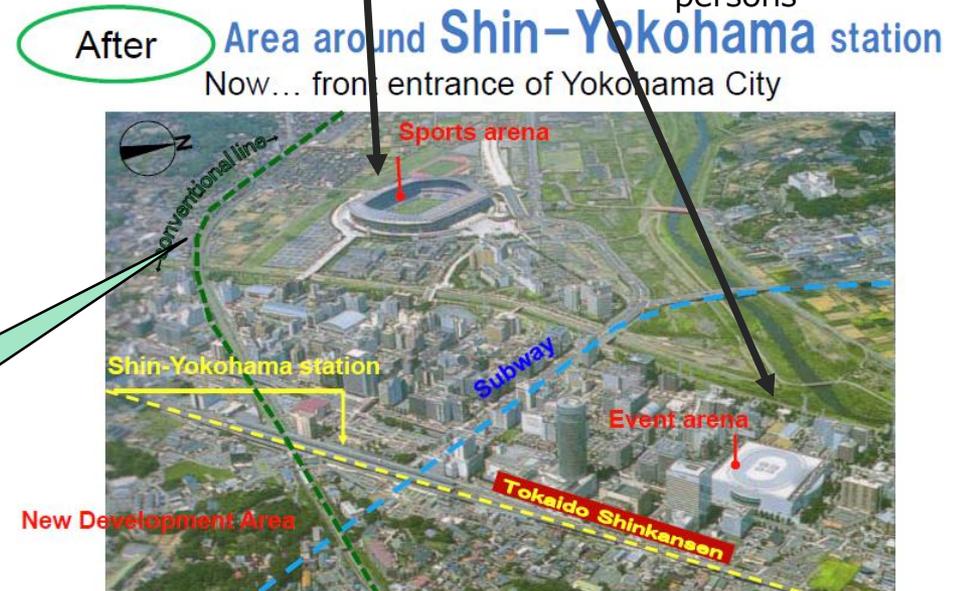


World Cup Final (2002)

Yokohama Arena

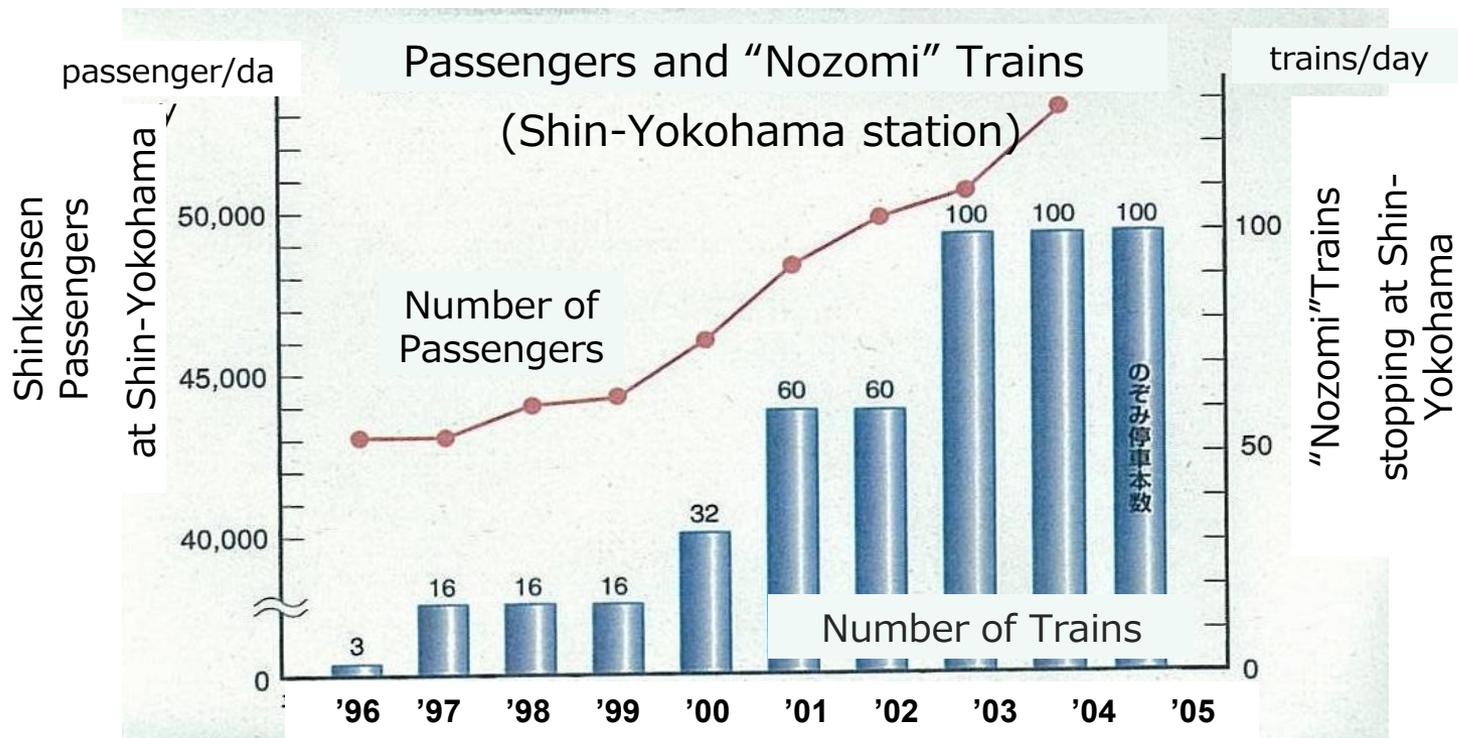


Capacity : 17,000 persons



Positive Growth Cycle

Urban development draws more passengers

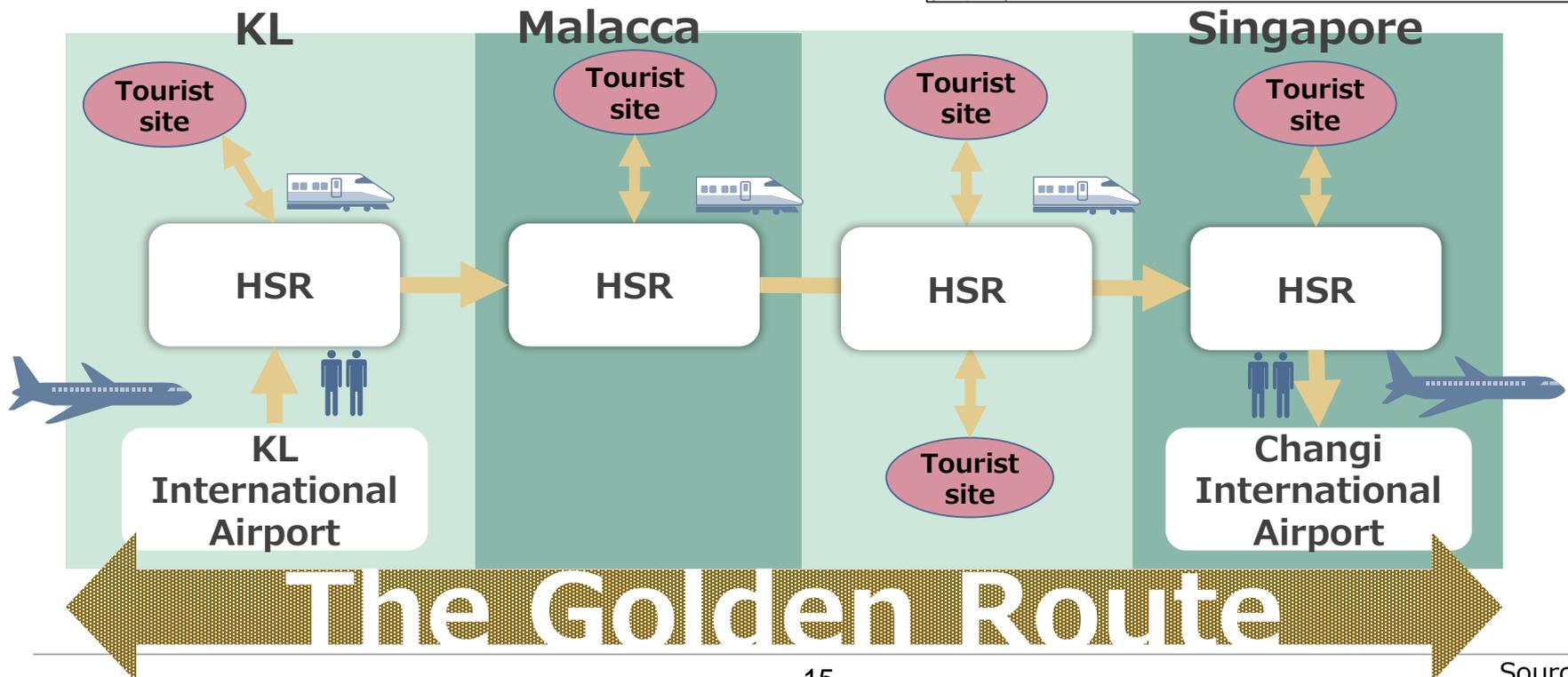


Note: "Nozomi" is a higher-category train

Source : Central Japan Railway Company

Case 5: The Golden Route for Inbound Tourism

The Golden Route = Tourist Sites + HSR + International Airport



3. Implications to Oversea Countries

▶ To use HSR for regional development is “ultimate goal”

- ✓ HSR can be an important trigger for dramatic growth.
- ✓ Japan is able to conduct a transfer of knowledge in the field of infrastructure development and related regional development

▶ HSR is a “necessary condition” for regional development

- ✓ To make a masterplan is the first step for TOD
- ✓ Local gov. should take initiative in the process of regional development
- ✓ Japan is able to conduct a transfer of knowledge and know-how

▶ To make good use of Japanese experiences is needed

- ✓ To localize the experiences is essential
- ✓ “Back casting” is an effective approach for localization