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HSR, Accessibility and Regional Economy in Japan

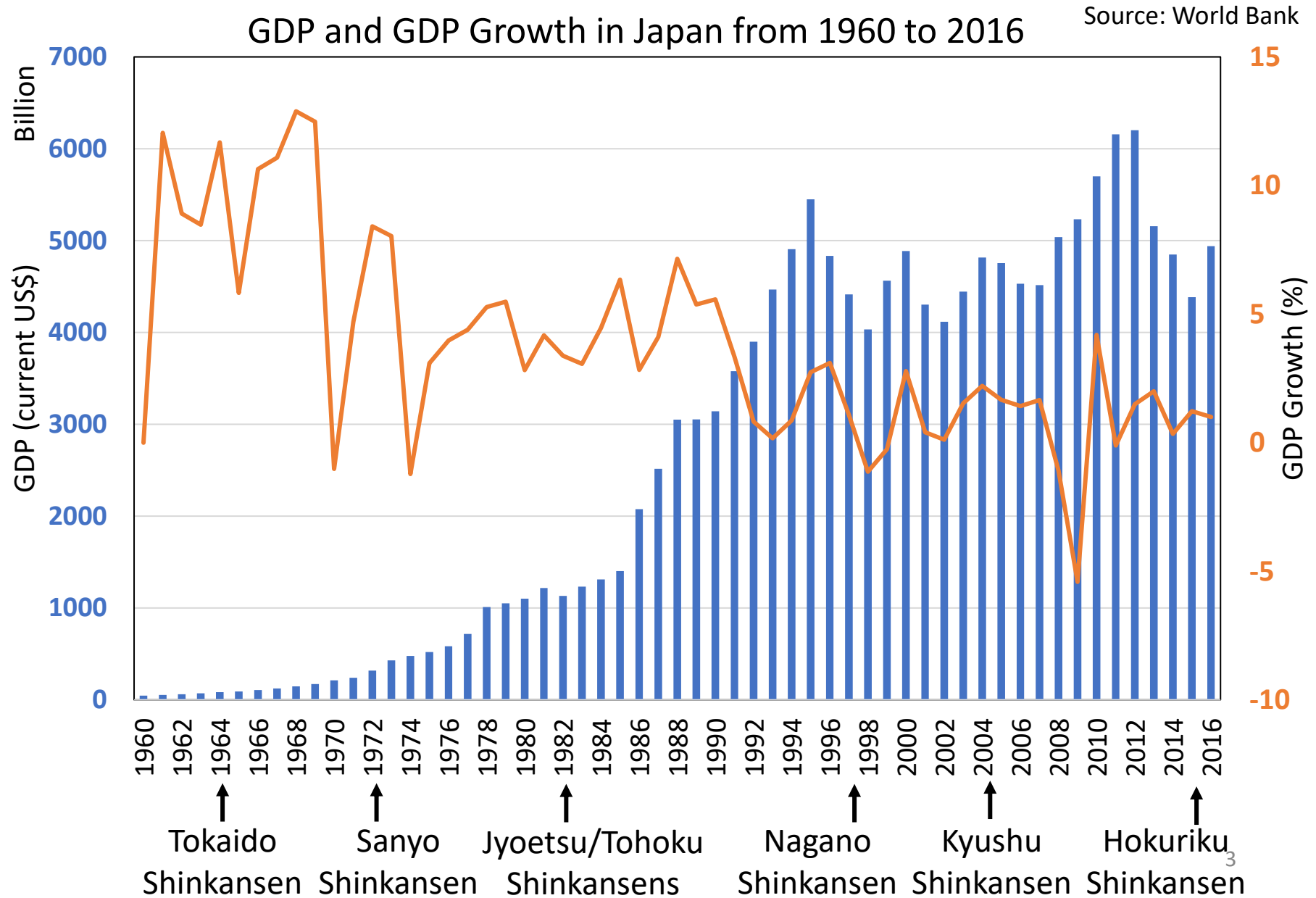
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Department of Civil Engineering
The University of Tokyo

Development History of Japan's HSR

Shinkansen Network

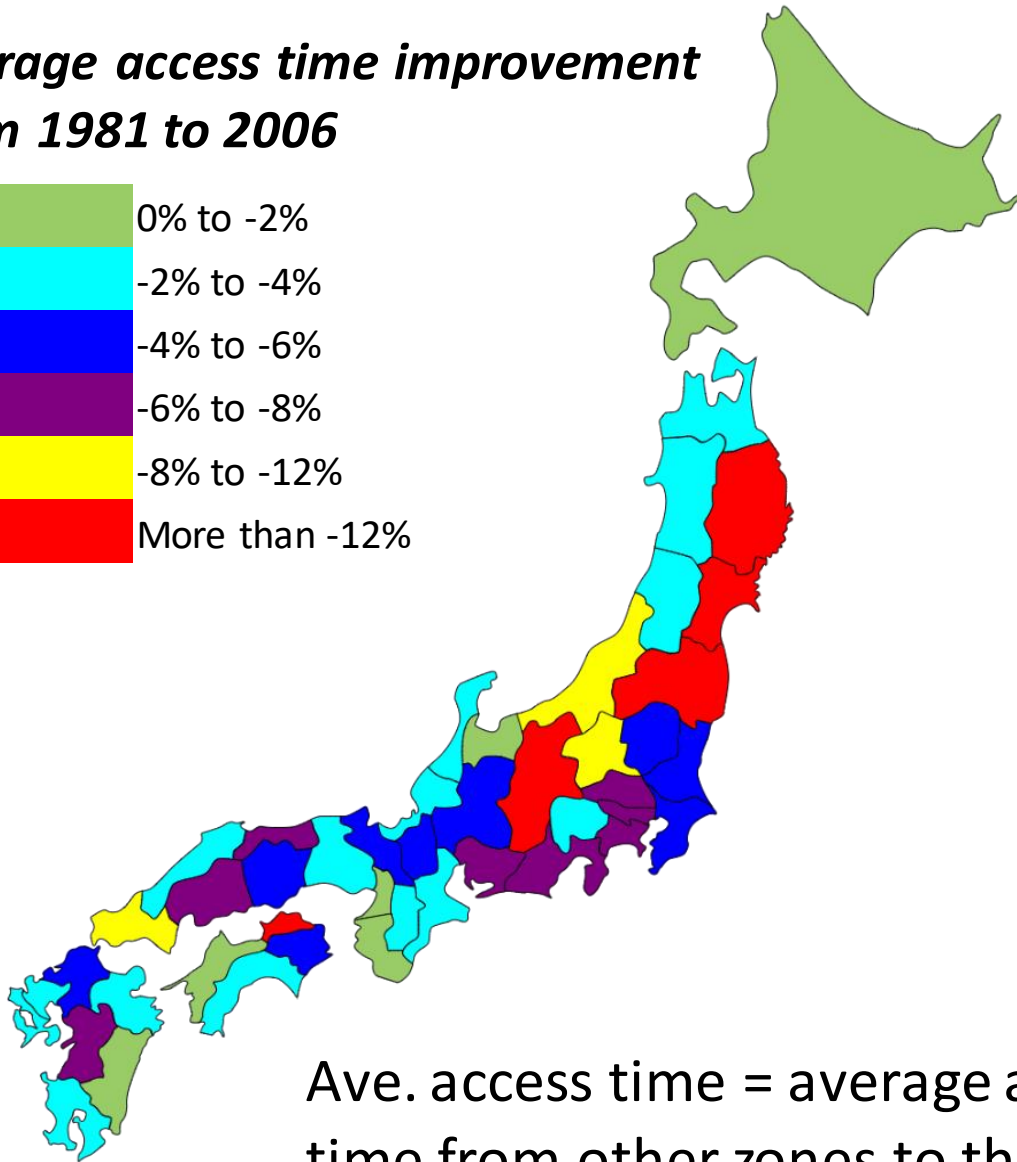
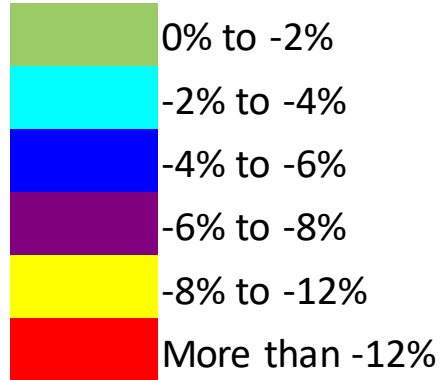


Socio-economic Conditions of HSR Introduction



Change in Accessibility in Japan

***Average access time improvement
from 1981 to 2006***

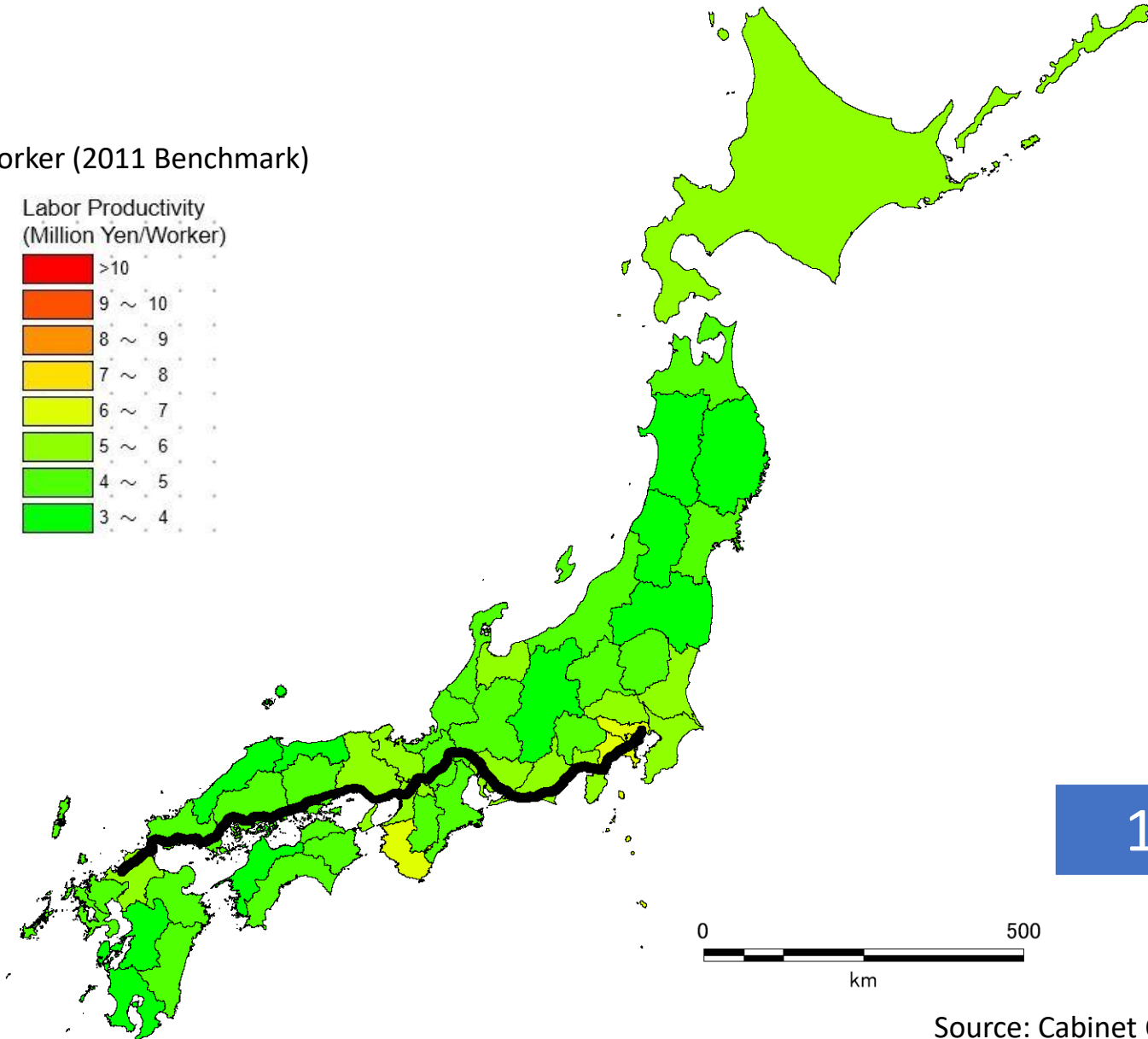
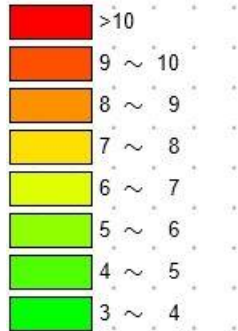


Ave. access time = average access
time from other zones to the zone

Prefectural Labor Productivity in Japan

Real GDP per worker (2011 Benchmark)

Labor Productivity
(Million Yen/Worker)



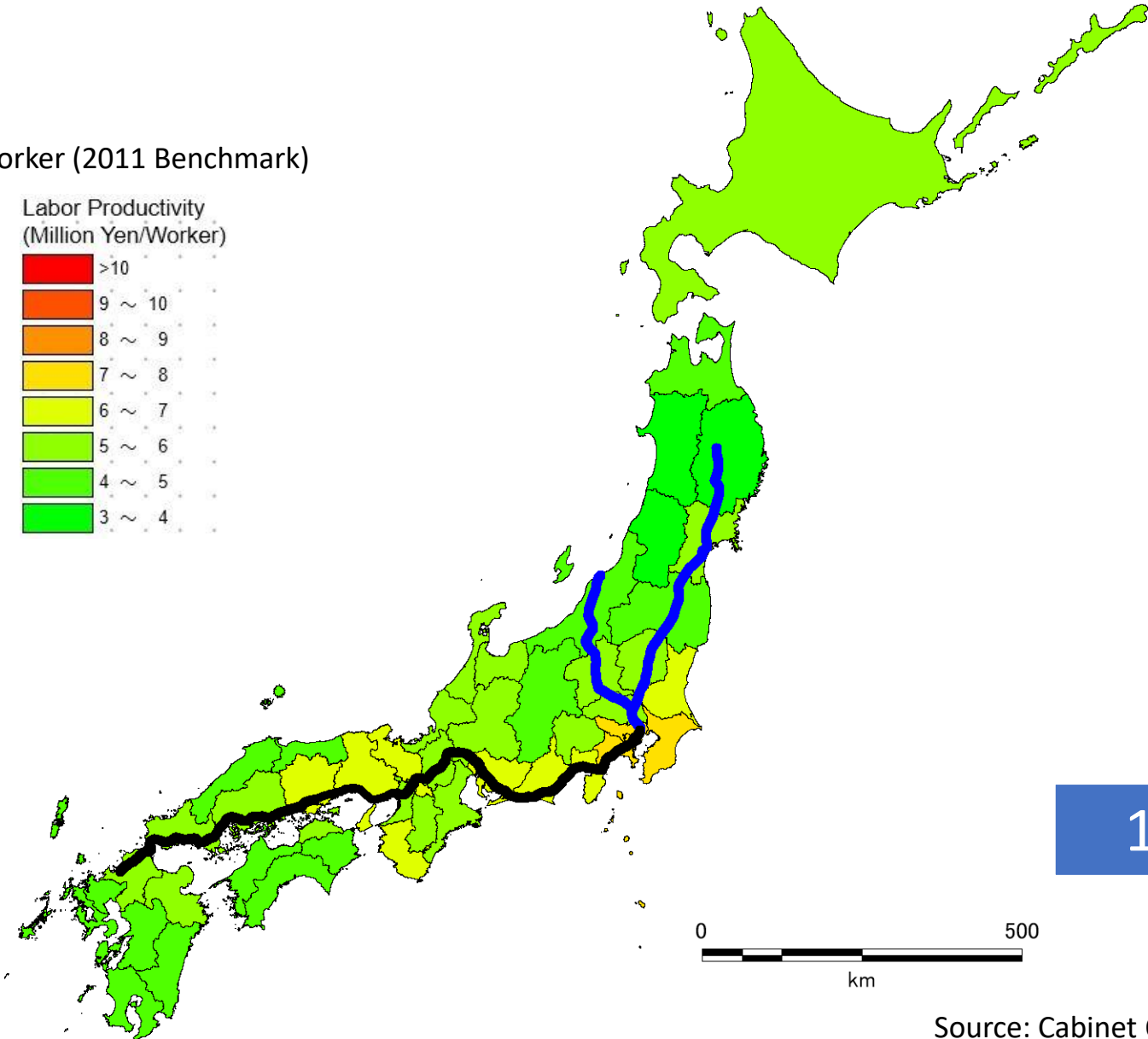
1981

Source: Cabinet Office of Japan

Prefectural Labor Productivity in Japan

Real GDP per worker (2011 Benchmark)

Labor Productivity
(Million Yen/Worker)



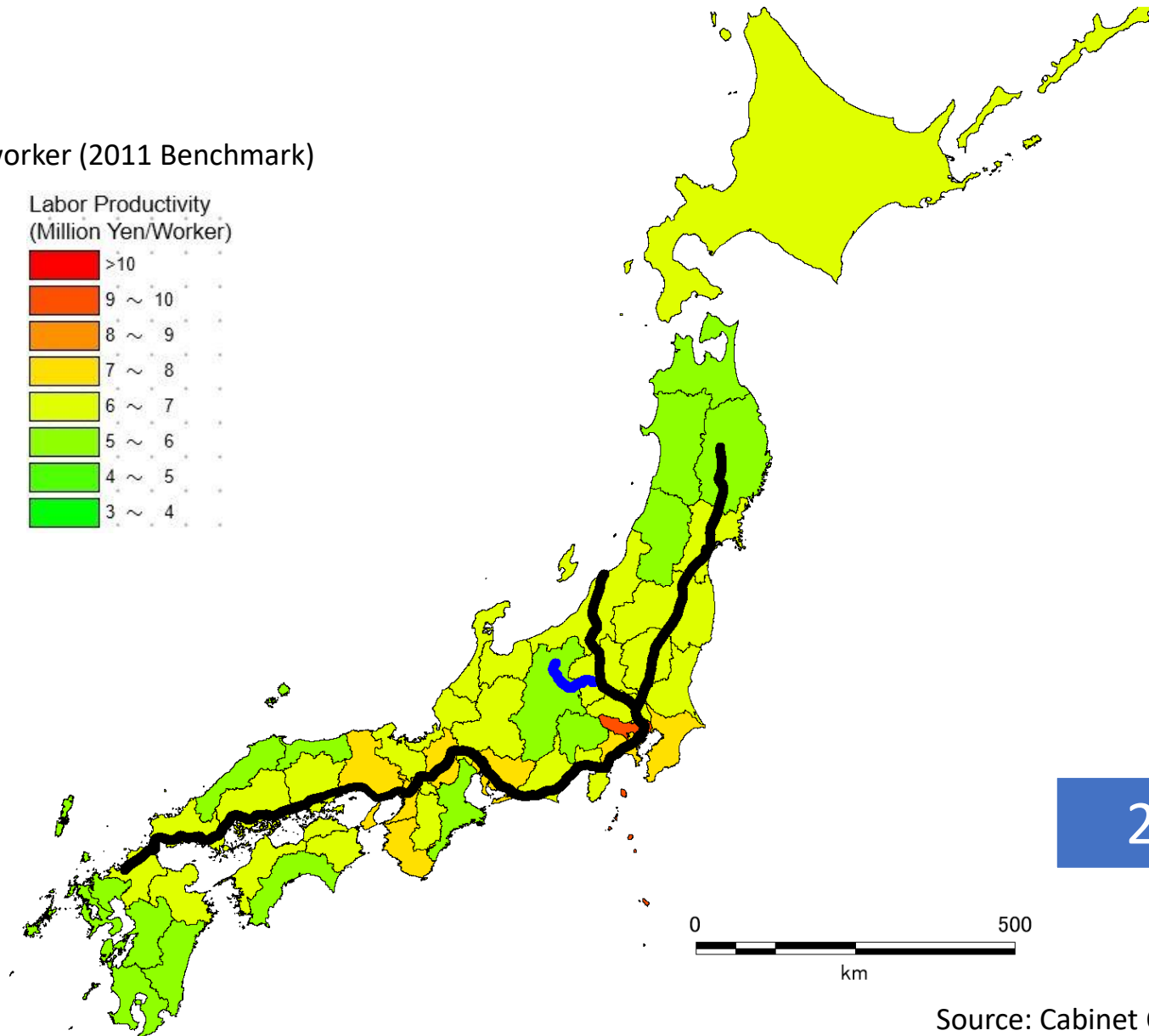
1986

Source: Cabinet Office of Japan

Prefectural Labor Productivity in Japan

Real GDP per worker (2011 Benchmark)

Labor Productivity
(Million Yen/Worker)



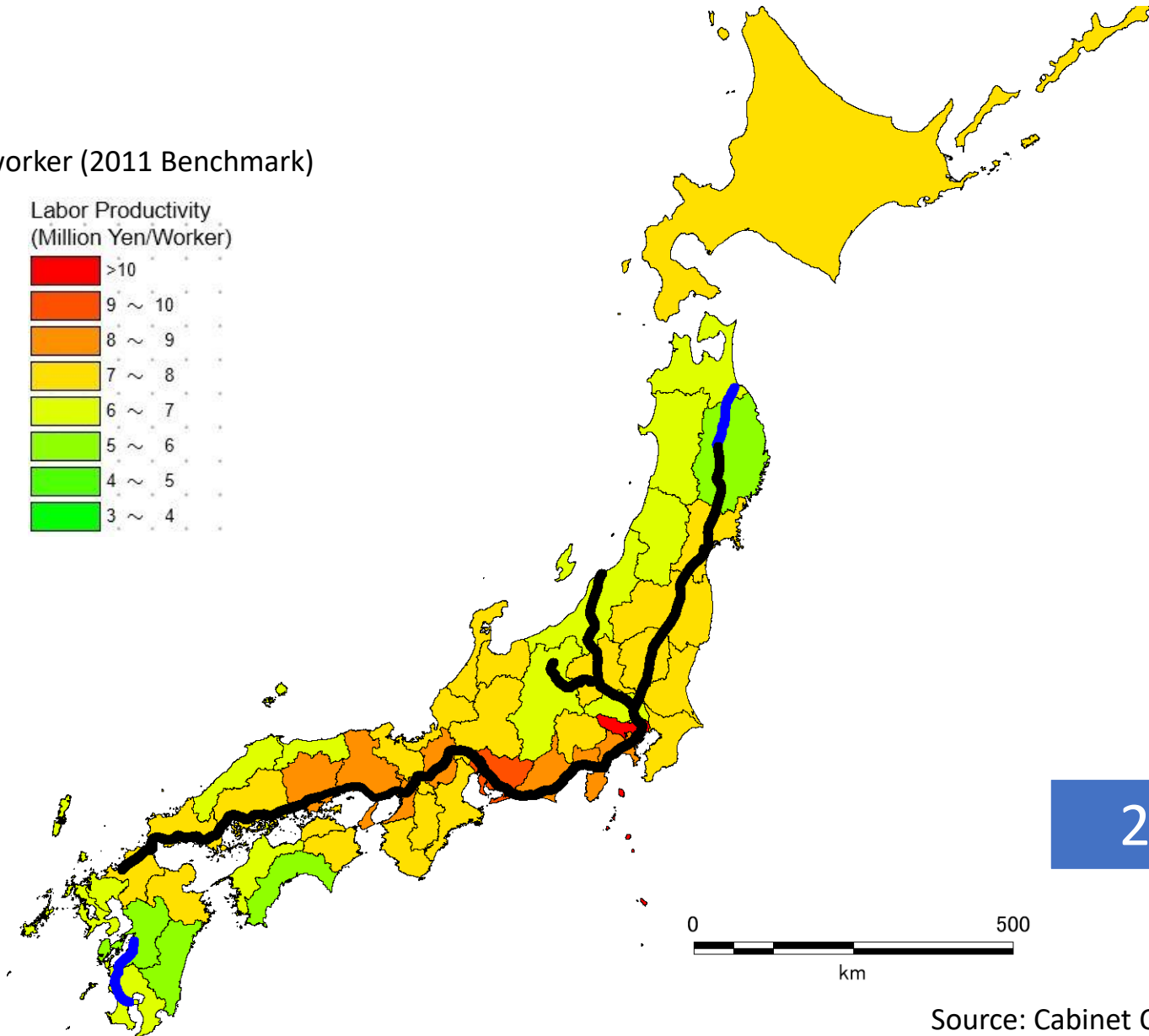
2001

Source: Cabinet Office of Japan

Prefectural Labor Productivity in Japan

Real GDP per worker (2011 Benchmark)

Labor Productivity
(Million Yen/Worker)



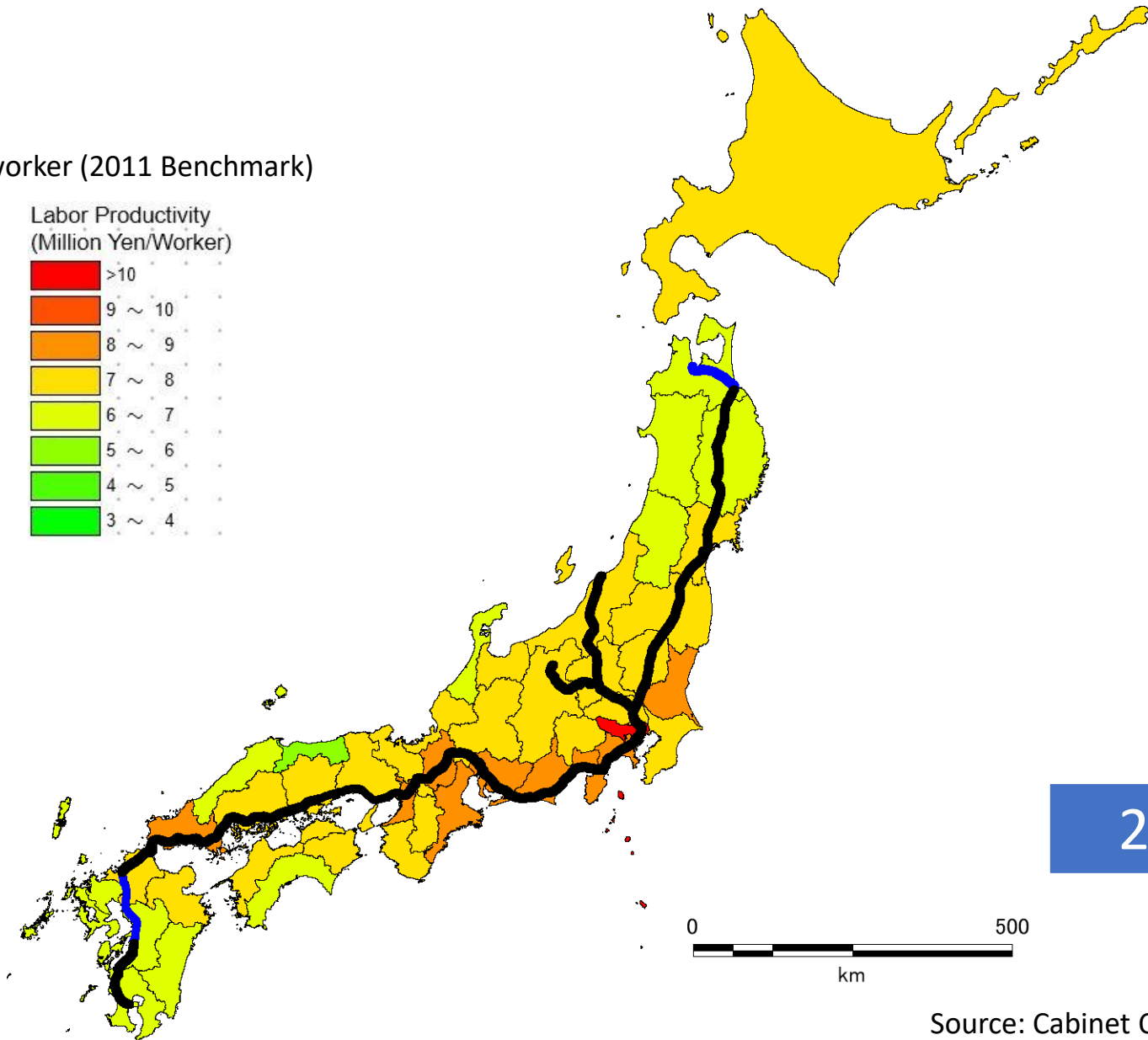
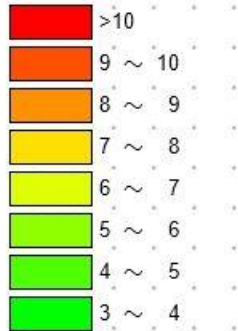
2006

Source: Cabinet Office of Japan

Prefectural Labor Productivity in Japan

Real GDP per worker (2011 Benchmark)

Labor Productivity
(Million Yen/Worker)



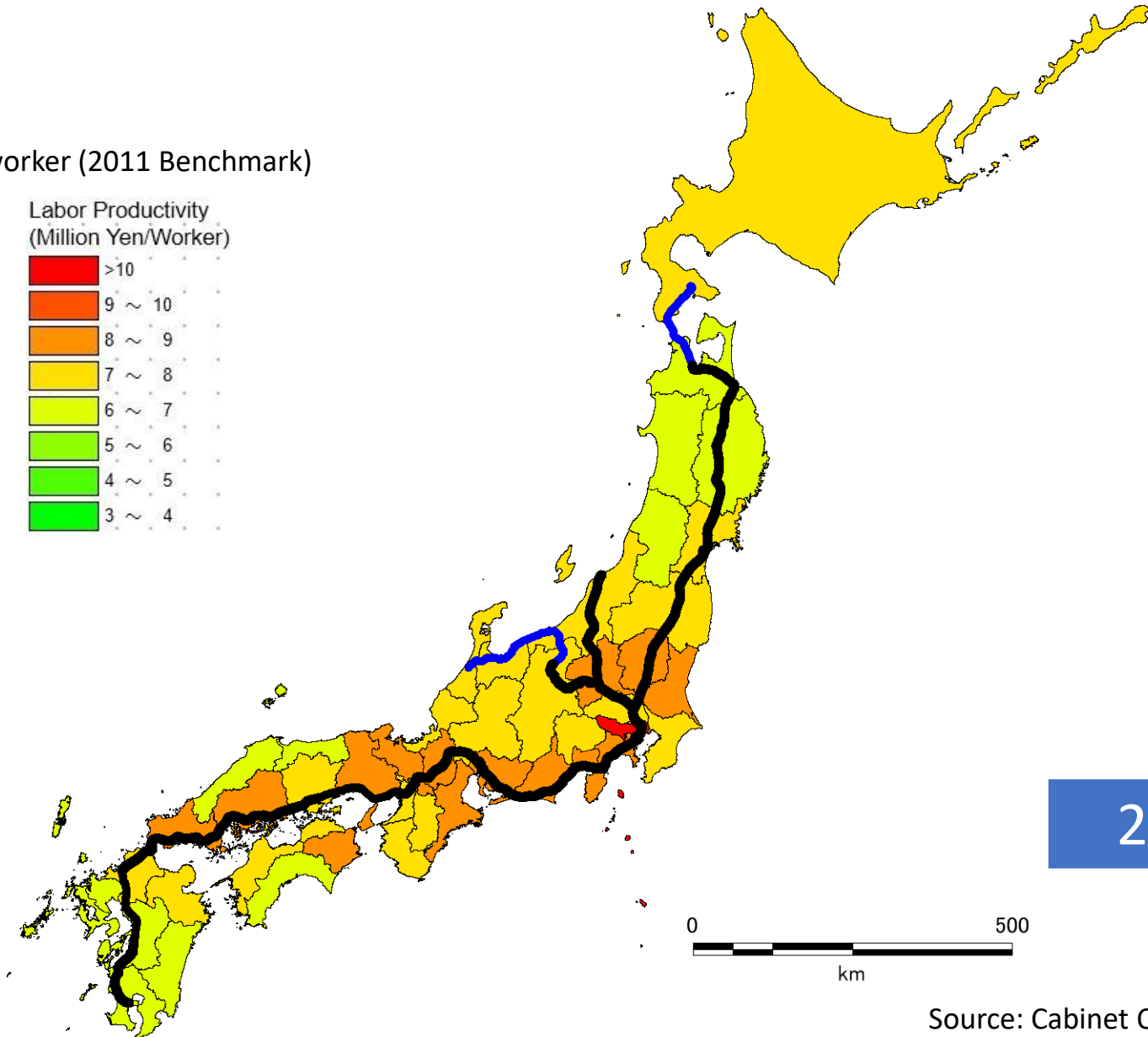
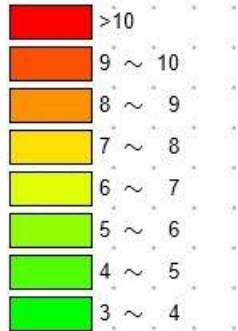
2011

Source: Cabinet Office of Japan

Prefectural Labor Productivity in Japan

Real GDP per worker (2011 Benchmark)

Labor Productivity
(Million Yen/Worker)

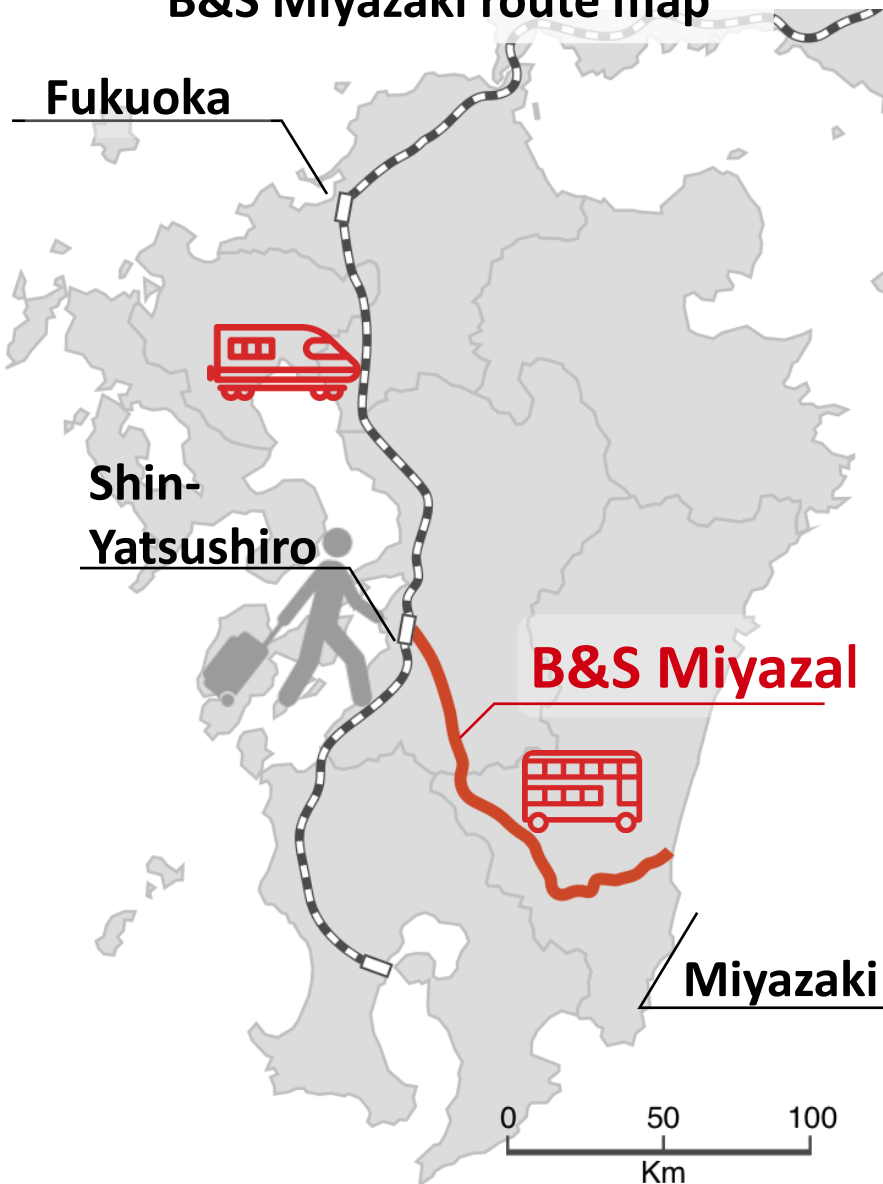


2016

Source: Cabinet Office of Japan

Intermodal Solution: HSR + Bus?

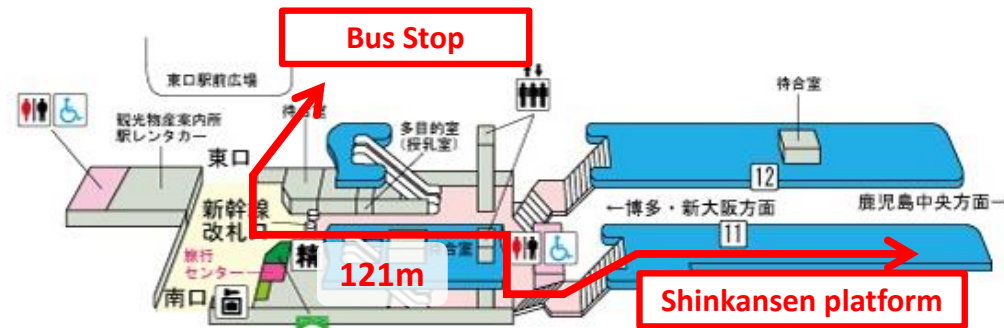
B&S Miyazaki route map



B&S Miyazaki (started in 2011)

- Excellent intermodal service package
- Coordinated timetables
- Well-designed connection
- Discounted for multimodal ticket
- Integrated ticketing

Shin-Yatsushiro Station



Source: Yashiro and Kato (2019)