Mr.P K Srivastava, Director General, RDSO
Mr.Hiroshi Tabata, Vice-Minister for Transport, Tourism and International Affairs, Ministry of Land, Infrastructure, Transport and Tourism, Government of Japan
Mr.Deep Kapuria, Chairman, CII Trade Fair Council
Mr.C P Sharma, Chairman, Steering Committee, InnoRail India
Mr.Atul Mehra, Chairman CII UP Committee
Distinguished Guests
Ladies and Gentle men

First of all, I would like to express my deep condolences for the human loss at the accident of the Indore Patna Express in the early morning on November 20th. My thoughts are with the families and victims of this tragedy. I would like to emphasize that Japan is always ready to extend any assistance India may require.

On another note, I would like to congratulate the Ministry of Railways, RDSO, CII, and all the people who have worked for “InnoRail 2016”. I expect active discussion among participants from railway industry in India and various countries including Japan in order to form a new network that contributes to “Make In India.”

Japan experienced the privatization of Japan National Railways in 1987. Japan National Railways split into separate entities, such as 6 regional passenger railway companies and Japan Freight Railway

Company. Four of these companies are fully privatized now, and efficiently manage railway business and operation.

JR group and private railway companies have improved safety, efficiency, and punctuality by introducing technologies such as “Automatic Train Control (ACT),” “Automatic Train Stop Device (ATS),” and “Programmed Traffic Control.” The number of railway passengers in Japan has increased thanks to JR group and other Private Railway Companies’ tireless efforts, revitalizing the railway industry that was once called “a Declining Industry” without future.

Although many people might think of Japan as the country of “high technology,” our country did not achieve the cutting edge technologies from the beginning. Japan encountered railway technology in the mid-19th century when western naval fleets started arriving in Japan. In 1854, the American squadron led by Commodore Perry brought a small model of locomotives and cars as a present to the “Shogun,” the head of the Tokugawa government, to show the mechanism of steam locomotive. The arrival of steam locomotive and railway technology opened up the new era of Japan as a “modern state.” Since then, Japan has continued to develop and improve its railway technology and railway network.

Railways in Japan sometimes symbolize Japanese “resiliency” during our difficult history in the 20th century. On August 6, 1945, the first

atomic bomb that devastated Hiroshima dropped at 8:15 am, but the first rescue train transported 200 casualties from Hiroshima Station at noon on the same day, and resumed normal train operation at Hiroshima Station 3 days later. In Nagasaki, the second atomic bomb blasted at 11:02 am on August 9, 1945, but a rescue train left a station near the “ground zero” at 1:50 pm, about 3 hours after the explosion.

In October, 1964, 20 years after the war, Japan National Railways started its operation of Tokaido “Shinkansen.” This truly represents the strong will and desire of the people to reconstruct Japan.

Tokaido “Shinkansen” adopts “long rail”, “Prestressed Concrete” sleepers, wide curves, and “Centralized Traffic Control (CTC)” for high speed rail operation, and also uses electric multiple units with light axle load, reducing vibration, noise, and thermal conductivity and with consideration of air tightness.

Since then, the “Shinkansen,” runs without accidents and with continuous improvement for more than 50 years. I am extremely happy to see that this high speed railway system, the symbol of Japanese workmanship and engineering, will be introduced in Mumbai-Ahmedabad High Speed Rail (MAHSR), and that it will play a new role in the society and economy in India. Prime Minister Modi experienced the “Shinkansen”’s safety and tranquility during his visit to Japan in November.

During this visit, Prime Minister Modi and Prime Minister Abe agreed to the target schedule of the MAHSR project that the construction work will commence in 2018 and the operation will start in 2023. As the two leaders emphasized the importance of transfer of technology/ Make in India as well as human resource development in technology, operation and maintenance, our two Governments will set up a task force for Transfer of Technology/Make in India and work together to establish a High Speed Railway training institute.

I hope that bringing the most advanced Shinkansen technologies from Japan to India will lead to a revolutionary change in the Indian railway system.

Currently, the Tokyo Metropolitan Area is the largest in the world with a population of 37 million people and with a GDP of USD 1.6 trillion. Tokyo Metropolitan Area's society and economic activities are sustained by a railway network comprised of JR, Private Rail Companies, Subways, and Monorail. Shinjuku Station, a terminal station for JR, private rail companies and subways, is the world busiest station registered in the Guiness World Records with an average 3.64 million passengers a day. But this is just one of many stations like Shibuya, Ikebukuro, Yokohama, Kita-Senju, Tokyo, and Shinagawa which handle a large volume of rail passengers everyday. Offices, department stores, and shopping areas accumulate around these nodes of the railway network in Tokyo.

Because of this highly developed railway network in urban area, 85% of commuters to downtown Tokyo use public transportation, and only 4% of the commuters depend on private car. In addition, residents in downtown Tokyo have only 0.4 cars per household, and average non-operation rate of private cars in Tokyo during weekdays is 68%.

This efficient urban transportation network has been sustained by incessant innovations, such as coaches, signal systems, central traffic control systems with cutting edge technologies, realizing punctual operation. In addition, human resource development is necessary to deal with the highly innovative public transportation system.

This urban transportation network creates a “Walkable Urbanism” that does not depend on automobile, therefore reducing greenhouse gas emitted from automobile, making infrastructure planning efficient due to the accumulation of offices and shopping areas, and consequently improving people’s health condition and comfort. An efficient railway network brings a lot of benefits to citizens.

Japan’s expertise on railway network as a public transportation system is incomparable in the world. While both India and Japan are cooperating on High Speed Railways and Metros in India, I hope that the railway industry in both countries will develop further through cooperation and candid discussions in forums like “InnoRail2016.” Thank you.