

# Eurailspeed

Opening plenary session

**Yoshio Ishida**

**Vice Chairman**

**East Japan Railway Company and UIC**

**WEC (World Executive Council)**



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# THE SHINKANSEN

Since 1964

## Basic Concept



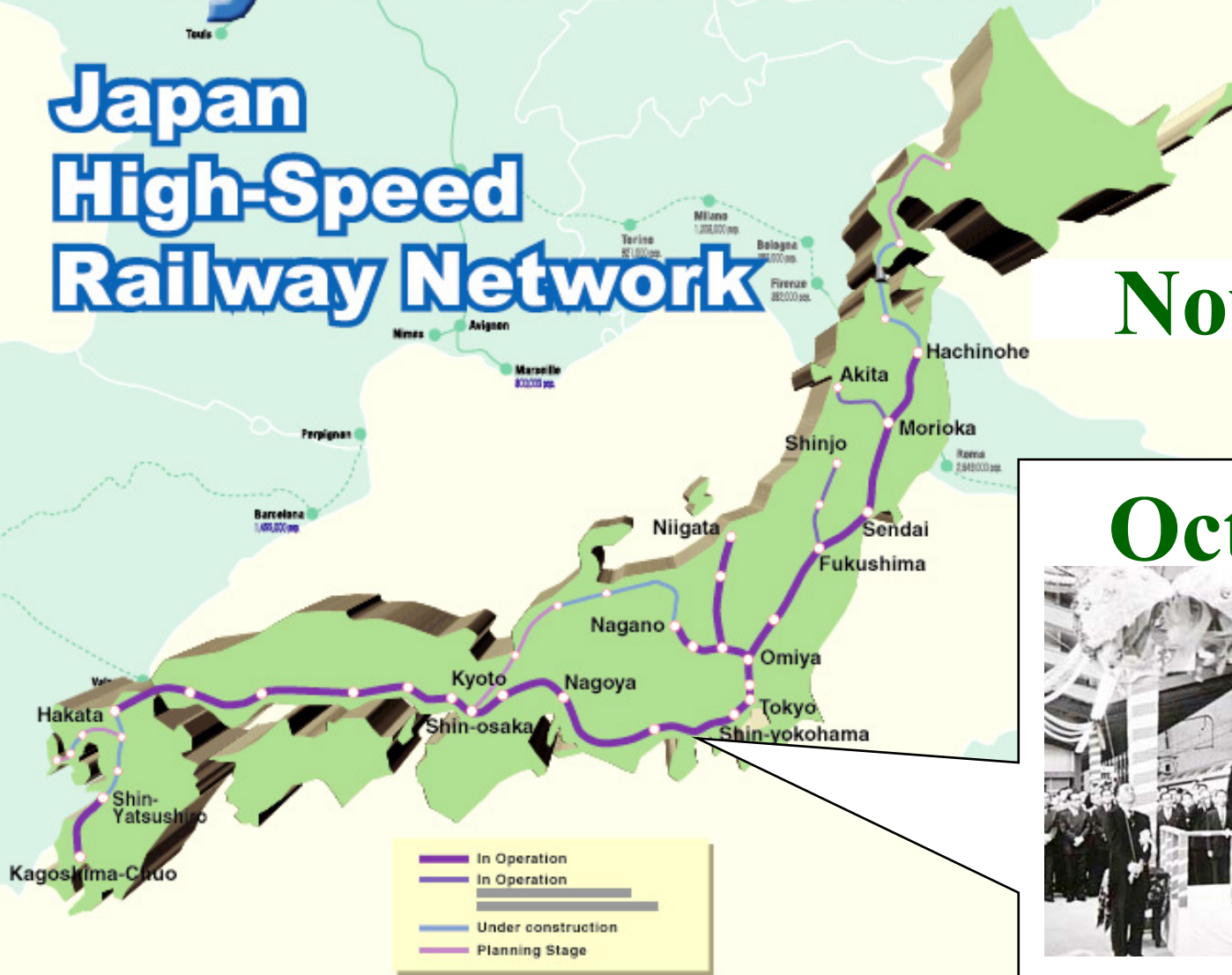
Yoshio ISHIDA, Vice Chairman,

EAST JAPAN RAILWAY COMPANY

# 2,365 km

## Japan High-Speed Railway Network

Now



Oct. 1964



写真提供: 鉄道博物館

# Birth and Progress of the Shinkansen

## 【Japan's Characteristics】

- Mountainous with many tunnels and grades
  - Difficult to achieve faster speed with increase in narrow-gauge tracks.
  - Population is concentrated in small plains
  - Severe weather conditions and natural phenomena, such as snow and earthquakes
  - Strong demand for inter-urban transportation
  - Exacting public demand for environmental protection
- ...etc

# Birth and Progress of the Shinkansen

## 【Overcoming Difficult Conditions】

- Separate sets of standard-gauge tracks
- Use of electric trains with high air-tightness and light axle load
- Use of electric trains with high air-tightness and light axle load
- Control of noise, vibrations and micro-pressure waves
- Development of remote control system
- Development of highly-skilled crew
- ...etc

# Present Status of the Shinkansen

- Achieved safe, high-speed, large-volume, high-density operation and earned the support of customers.
- In addition to inter-urban transportation, the inauguration of double-deck railcars made it possible for us to meet the needs of intra-urban transportation needs.
- A great contribution is being made to improving corporate profit.

# Looking Toward the Next Shinkansen

- Improvement in environmental control and energy conservation constitutes a great challenge facing us in the future. We cannot stand still – we must continue making progress.

