

05 Development of new railway lines by public-private corporations

During the bubble economy from the late 1980s, land prices in Tokyo and building construction expenses rose sharply. Work and home grew further apart, and a social phenomenon of “commuting by Shinkansen bullet train” was even born. Large administrative issues arose such as answering demands for more public transit convenience in some areas of Tokyo and building new lines to the waterfront sub-center where new developments were underway. Meanwhile, railway construction costs were also soaring because of the bubble economy, posing difficulty for private rail operators to launch construction of new lines. Against this backdrop, the Tokyo Metropolitan Government established a public-private corporation and as its major stockholder, took the initiative in building new lines.

The public-private corporation approach had many advantages: while the Tokyo government takes the position as the leader, private capital and other funding could be broadly procured, diverse talent could be secured, and talks and adjustments with stakeholders such as the road administrators could be done more efficiently. As a result, Tokyo’s railway network was improved even more.

Over a long period, mutual direct operations by multiple rail operators progressed in the urban rail network of the Greater Tokyo Area, and convenience is rising thanks to advancements such as the common use of smart cards.



Toei Oedo Line
Planned under the name of Toei Line 12, the section between Hikarigaoka and Nerima opened in 1991, and the entire line came into service in 2000. It is made up of a radial section connecting Hikarigaoka Station and Tochomae Station, and a loop line from Tochomae Station, passing through Ueno-okachimachi, Kachidoki, Shiodome, Roppongi and other stations of central Tokyo. With the completion of this line, almost all the railway stations within the Yamanote Line became within walking distance.
Source: Bureau of Transportation, Tokyo Metropolitan Government.



Yurikamome (Tokyo Waterfront New Transit Waterfront Line)
This line was planned with the development of the Waterfront Sub-center, and in 1995, the section between Shimbashi and Ariake came into service as an automated guideway transit system. The line was extended from Ariake to Toyosu in 2006. It passes through the sightseeing spots of Odaiba and Rainbow Bridge, and connects central Tokyo and the waterfront sub-center.
Source: Tokyo Metropolitan Government official photo archives.



Rinkai Line (Tokyo Waterfront Area Rapid Transit Rinkai Fukutoshin Line)
This line was planned with the development of the Waterfront Sub-center, and in 1996 the section between Shin-kiba and Tokyo Teleport opened. The line was extended from Tokyo Teleport to Tennozu Isle in 2001, and in the following year, the section between Tennozu Isle and Osaki were opened for full service of the line, with mutual direct operations with JR Saikyo Line starting at the same time. This significantly enhanced transportation convenience in the waterfront area.
Source: Tokyo Waterfront Area Rapid Transit, Inc.



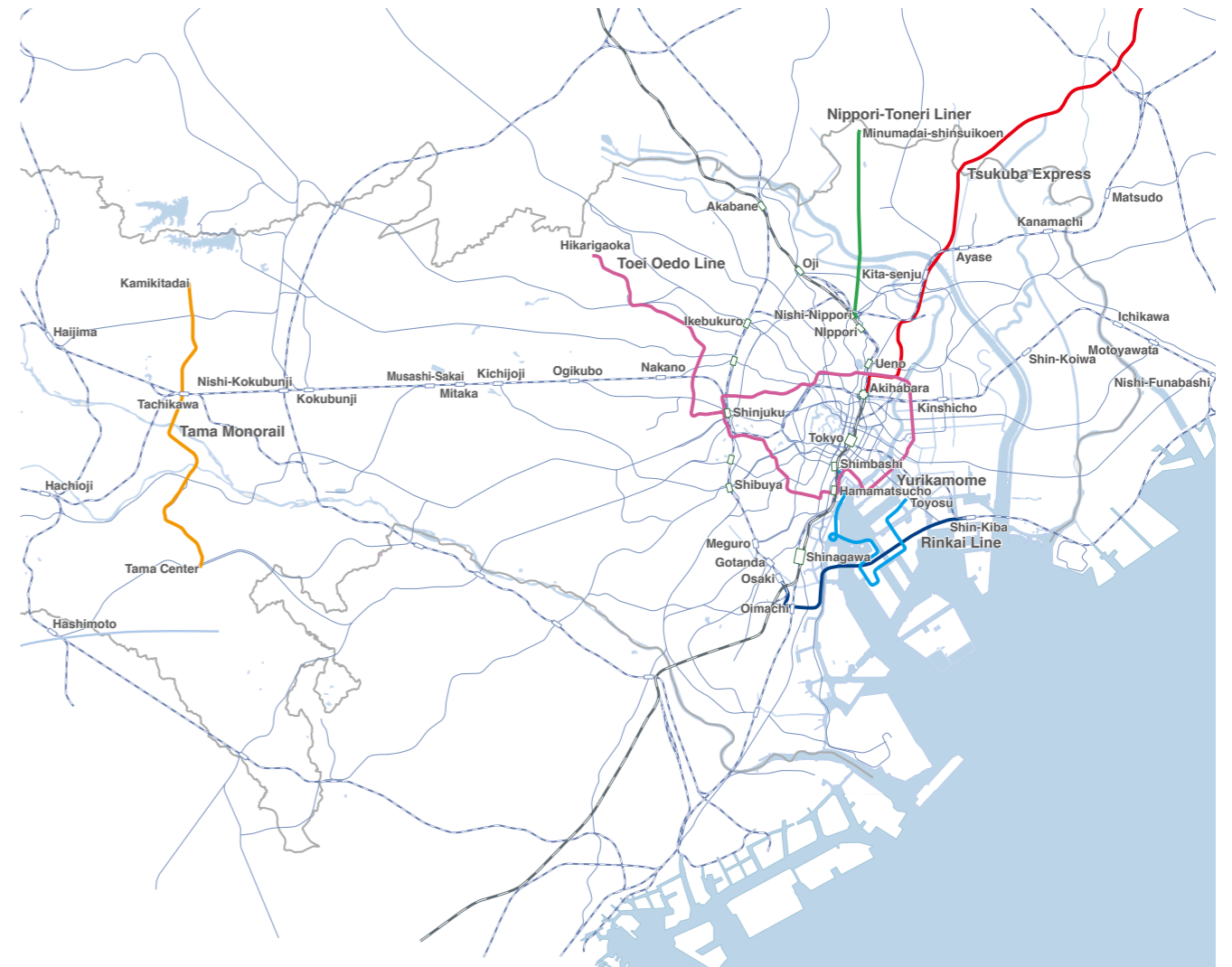
Tama Monorail
With the goals of improving the public transit network in the north-south direction in the Tama area and strengthening partnerships between the cities of the area, the section between Tachikawa-Kita and Kamikitadai was opened in 1998. In 2000, the section between Tama Center and Tachikawa-Kita was opened for full service of the line. Transportation convenience in the Tama area was further enhanced and this also helped further human interaction among the cities of the area and development of the area.
Source: Tokyo Tama Intercity Monorail Co., Ltd.



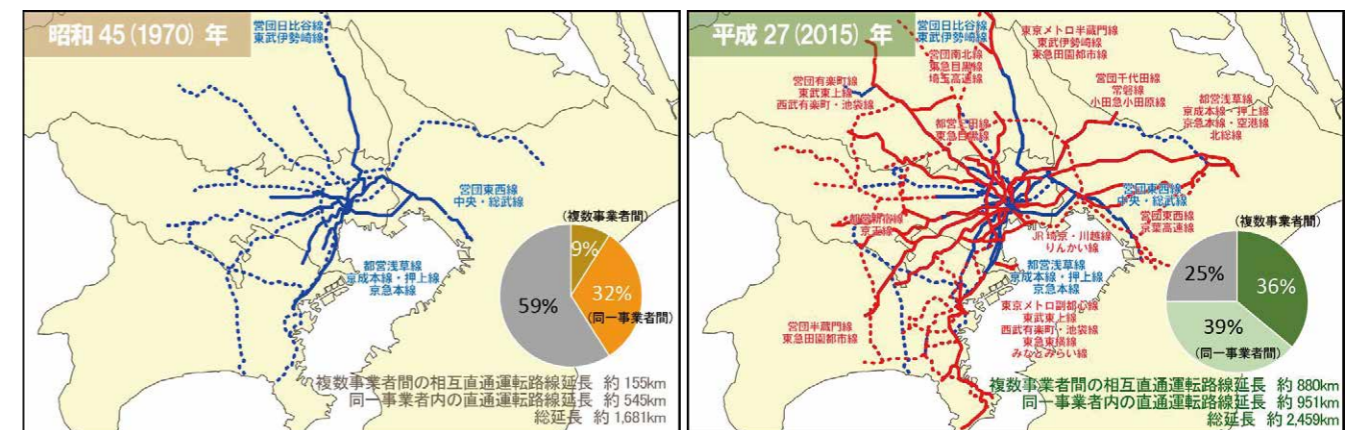
Tsukuba Express (TX)
This line was planned as the New Joban Line to connect the city center to the Joban area, and the section between Akihabara and Tsukuba was opened in 2005 for full service of the line. This greatly improved accessibility to and from the Joban area and the city center, and led to urban development along the line and vigorous urban development around Akihabara Station, a major terminal station.
Source: Metropolitan Intercity Railway Company.



Nippori-Toneri Liner
With the goal of enhancing transportation access in the northeastern part of the ward area which straddles Arakawa-ku and Adachi-ku, this line fully opened for service between Nippori and Minumadai-shinsuikoen in 2008. Access to transportation rose dramatically along the line, promoting alleviation of road congestion and revitalization of the area along the line.
Source: Bureau of Transportation, Tokyo Metropolitan Government.



Map of rail lines built by public-private corporations since the 1990s
*The shoreline in the map is as of 2010.
Prepared from “City View Tokyo.” Bureau of Urban Development, Tokyo Metropolitan Government.



■ New sections opened for direct operations (注)・同一事業者内の直通運転路線延長は、同一事業者における複数路線を直通する列車が設定されている区間の延長を表す (ただし、複数事業者間の相互直通区間を除く)。
■ Direct operations already underway
※実線は複数事業者間の相互直通運転区間、点線は同一事業者内の直通運転区間を表す。
出典：総路線延長は平成24(2012)年版都市交通年報の首都交通圏高速鉄道営業キロとし、直通運転路線は、時刻表や事業者への聞き取り等を基に国土交通省作成

Changes in mutual direct operations of multiple rail operators and direct operations on lines managed by the same operator
The total length of urban railways in the Greater Tokyo Area was about 1,681km in 1970, but by 2015, this had increased to about 2,459km. During this time, the length of tracks used for mutual direct operations among multiple railway operators increased over five-fold from about 155km to 880km, and tracks used for direct operations on lines managed by the same operator increased significantly from about 545km to 951km. As of 2015, the total length of such tracks used for direct operations make up as much as some 75 percent of the total length of urban railway tracks in the Greater Tokyo Area.
Prepared from *Tokyo-ken ni okeru kongo no toshitetsudo no arikata ni tsuite (an) shiryo 3* (Future vision for urban railways in the Greater Tokyo Area (tentative) Data 3), April 7, 2016. Ministry of Land, Infrastructure, Transport and Tourism.