

The JITI Journal

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Welcome

The JITI Journal is a bimonthly publication of the Japan International Transport Institute, USA (JITI), in which JITI shares information on transportation developments in Japan and elsewhere, as well as recent JITI programs. As a supplement to our regular events, we hope that the Journal likewise serves as a resource for the transportation community.

In this issue, JITI senior representative Taro Kobayashi reports on Haneda Airport and the negotiations surrounding air travel from the United States. Additionally, JITI staff member Sarah Fraser brings us a short article reminiscing on the Shinjuku Suehirotei, a traditional Japanese style comedy theater, located in downtown Shinjuku.

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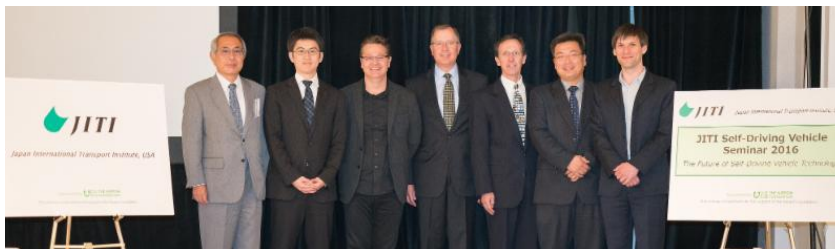
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[JITI 2016 Self Driving Vehicle Seminar: The Future of Self Driving Vehicle Technology](#)



On May 18th, JITI hosted a seminar at the Mayflower Hotel in which experts from various automobile manufacturers, enforcement agencies, and the transportation sector at large discussed self-driving technology and its recent advancements, including: potential strategies to best apply the technology in the public sector, as well as ways to maintain the safety and security of roads, and the broader issues of cyber security and the potentials of this technology. The speakers also participated in a panel discussion and Q&A session with the audience. [Click here](#) for an overview, presentation materials, and bios of the keynote speakers.

Quick Links

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Upcoming Events

Currently we do not have any upcoming events.

Please check back with our website or join our mailing list to get the latest information on upcoming seminars and workshops.

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On March 3rd, JITI hosted a seminar at the Ritz-Carlton Hotel in which experts from various drone manufacturers, enforcement agencies, and the transportation sector discussed future drone development, including potential strategies to maximize drone use, while maintaining the safety and security of national airspace. The speakers also participated in a panel discussion and Q&A session with the audience. [Click here](#) for an overview, presentation materials, and bios of the keynote speakers.

Overview of Japan-US Agreement for Opening Haneda Daytime Services

by Taro Kobayashi

On February 18th, 2016, Japan and the United States reached a landmark agreement, over an issue which had been a long-standing concern between two countries. The agreement makes it possible for air carriers of both countries to start daytime services between Tokyo International Airport (Haneda) and cities in the United States from the beginning of the IATA 2016 Winter Season. I would like to overview the background, the contents, and the expected effects of the new agreement.

◆ Background

Re-internationalization of Haneda Airport

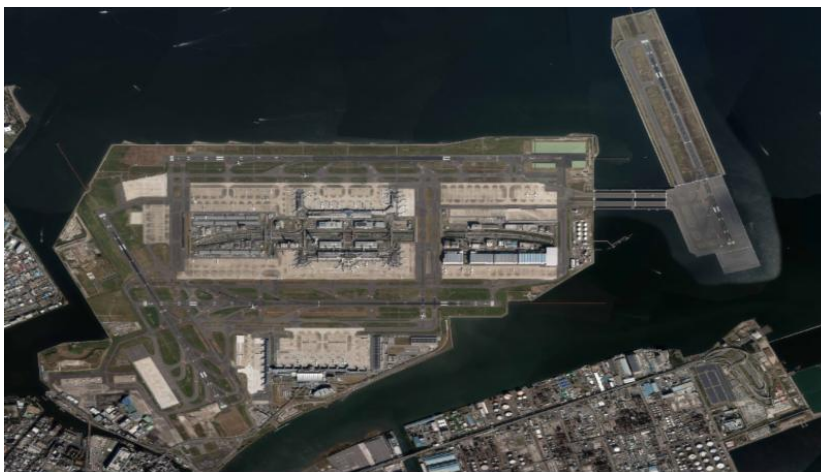
- In the Tokyo metropolitan area, there are two large airports: Narita International Airport (Narita) and Tokyo International Airport (Haneda). Haneda is located around 13 miles from downtown Tokyo, whereas Narita is about 50 miles away.
- Since Narita opened in 1978 it has accommodated all the demand of international flights in the area, and Haneda has only been used as a domestic airport. However, in order to satisfy the increasing demand for international flights in the area, in 2001 Haneda expanded its capacity and resumed regular international charter flights to nearby Asian countries.
- In October 2010, Haneda opened a fourth runway, as well as a third passenger terminal for international flights, which contributed to expanding the capacity of international services. Haneda then opened slots in late night and early morning hours (10 p.m.-7 a.m.) for international flights. In 2009, Japan and the United States agreed to start 4 slot pairs for each country and that the carriers of both countries could start these services from the opening of the new runway and terminal. Because of the restricted hours, most of the destinations in the United States were cities in Hawaii and on the West Coast (Seattle, San

Francisco and Los Angeles). Only American Airlines started a service between Haneda and New York, but they could not maintain this service for an extended period of time.

- In March 2014, with all the efforts to expand capacity, Haneda finally opened its daytime hours (6 a.m.-11 p.m.) to not only nearby Asian countries, but also to countries with a strong business-oriented demand for travel to and from Japan. As of today, the number of destinations from Haneda during daytime hours number more than 10 countries, including those in Europe and South East Asia.

Long-term negotiations between Japan and the United States over Haneda

- Despite the opening of the daytime hours at Haneda in 2014, no Japanese or American carriers started daytime services between Haneda and cities in the United States. This was because there had been powerful opposition from the airline industries which already had a strong international network in Narita.
- After years of negotiations and great efforts from both governments, airline industries, and other related parties, Japan and the United States finally agreed to start Haneda daytime services later this year.



(Image reproduced with permission from MLIT)

◆ **The New Agreement**

- Japanese and U.S. carriers will have five new slot pairs each during the daytime hours (6 a.m.-11 p.m.).
- Japanese and U.S. carriers will maintain only one slot pair each, currently four slot pairs each, during the late night and early morning hours (10 p.m.-7 a.m.).
- Japanese and U.S. carriers are expected to start new services from the beginning of the IATA 2016 Winter Season, which is scheduled on October 30th 2016.

◆ **Future route expansion**

- With regard to the allocation of those new slots, Japanese and U.S. carriers already submitted their applications to their respective governments, to be considered as a carrier that will offer new daytime services at Haneda from the IATA 2016 Winter Season.
- On the Japanese side, the Ministry of Land, Infrastructure, Transport, and Tourism (MLIT) announced on April 26th that ANA would have three daytime slot pairs and maintain one late night early morning hour slot pair, and that JAL would have two daytime slot pairs and no late night and early morning hour slots.
- On the U.S. side, American Airlines, United Airlines, Delta Air Lines, and Hawaiian Airlines submitted applications to the Department of Transportation (DOT) on April 21st, and the DOT has allocated one late night and early morning hour slot pair to Hawaiian Airlines. However, DOT is still in the process of carefully weighing the costs and benefits of each proposal before deciding

how to allocate the five daytime slots.

- All the applications currently submitted from the air carriers are as follows;
 - *Japanese Carriers*
 - ANA 3 daytime services and 1 late night and early morning hour service (NY(JFK), Chicago(ORD), Los Angeles (LAX) and Honolulu(HNL))
 - JAL 2 daytime services; destinations have not yet been announced
 - *U.S. Carriers*
 - AA 2 daytime services (Los Angeles(LAX) and Dallas(DFW))
 - UA 2 daytime services (San Francisco(SFO) and Newark(EWR))
 - DL 3 daytime services (Los Angeles(LAX), Atlanta(ATL) and Minneapolis(MSP))
 - HA 1 daytime service (Honolulu(HNL))
 - HA 1 late night and early morning service (Honolulu (HNL) (4 times per week) and Kona (KOA) (3 times per week))

◆ The Meaning of the Agreement

- Thanks to the agreement, Japanese and U.S. carriers will start the new services between Haneda and cities in the United States, including the East Coast, to maximize the benefit of Haneda's proximity to downtown Tokyo. This will create appealing new business and leisure travel opportunities for passengers.
- Even after the opening of Haneda daytime services, Japanese and U.S. carriers will maintain Narita as the hub airport in the Pacific region. It is my personal opinion that the Japanese Government needs to consider the roll sharing between Narita and Haneda so that they can both be fully utilized to bridge the U.S. and Asia toward the 2020 Tokyo Olympic Games.

To conclude this article, I would like to express my respect for the great accomplishment by the Governments of both Japan and the United States.

Shinjuku Suehirotei: Traditional Japan in Downtown Tokyo

by Sarah Fraser



Shinjuku Suehirotei is a traditional Japanese theater for rakugo and manzai comedy shows, located in the heart of Shinjuku. The theater holds afternoon and night shows and rotates its schedule of performers regularly. Keeping with the traditional style comedy and façade of the theater, there are tatami mats where the audience can sit and enjoy the performances. The theater has Western style seats as well, set up much

like a cinema would be. There is food and drink for purchase inside the theater, though no alcohol is allowed, and it is not unusual to see people enjoying a bento box as they enjoy the acts on the stage. A neat aspect of this style of show is that you can enter and exit when you wish during the afternoon or evening performances. This way you can stop by and listen to some of the performers, or stay for the entire four hour block.

Rakugo and manzai are traditional acts, but the theater is not limited to just these styles. Impressionists, traditional singers, paper cutters, and a variety of other performances frequently appear on the stage. On Saturday nights, there is even a late night performance for 500 yen, as opposed to the normal cover price ranging between 2,000 and 3,000 yen. These late night acts are performed by those who are still apprentices in the rakugo style of comedy story-telling.



For many visitors of Japan, this theater is an interesting look into an aspect of traditional Japanese culture which is not commonly seen, though the shows are only performed in Japanese. Located close to Shinjuku San-Chome Station, as well as the main Shinjuku Station, the theater is conveniently located and easy to find. The shows I saw at the theater remain a precious memory from my time in Japan.

Stay in Touch with JITI

Please follow the Japan International Transport Institute Twitter feed at [@JITIUSA](https://twitter.com/JITIUSA). We look forward to providing you with the most up to date information on our organization and events.

Thank you for reading the JITI Journal. Until the next issue, whatever your mode, travel safely!

The JITI Team