

JRTR

Japan Railway & Transport Review



FEATURE: New Urban Transit Systems

**JAPAN RAILWAY &
TRANSPORT REVIEW**

June 1998 No. 16

JAPAN RAILWAY & TRANSPORT REVIEW
published quarterly by
East Japan Railway Culture Foundation
(EJRCF)

2-2, Yoyogi 2-chome, Shibuya-ku,
Tokyo 151-8578, Japan
Tel (81 3) 5334 0623
Fax (81 3) 5334 0624
Email info@jrtr.net
URL http://www.jrtr.net

Chairman: Dr Shoji Sumita
Executive Director: Tatsuhiko Suga
General Secretary: Keizo Takeda
Administration Manager: Koji Shinoda

Chief Editor:
Tatsuhiko Suga

Editorial Board:
Yoshihiro Akiyama, Director, Japan Railway
Technical Service
Mami Aoki, Senior Researcher, Institute of
Transportation Economics
Soji Fujimori, General Manager, Planning
Department, Railway Technical Research
Institute
Hajime Inaba, Assistant General Manager,
Management Administration Department,
East Japan Railway Co. (JR East)
Makoto Ito, Director, Planning Division,
Japan Transport Economics Research
Centre
Teruo Morita, Assistant General Manager,
Technical Development & Research
Department, JR East

Editorial Staff:
Robert Hancock
Siubing Nagata
Reiko Nakajo
Sachi Koga
Yukiko Yamaguchi

Translation, Design & Production
Urban Translation Incorporated

© All rights reserved. Reproduction of the
contents in part or whole of this magazine in
any manner is prohibited without the prior
written consent of EJRCF.
JRTR is printed in Japan.



Suspended monorail with Chiba Monorail
Station Building in background
(Chiba Urban Monorail Co., Ltd.)

Editorial

The Right Place

The recent financial setback is hindering the miraculous growth of Asian economies, and the transport problems in many large cities in the region seem likely to remain unsolved. Tokyo was able to build its rail network before cars became popular; Seoul built its extensive rail network by starting subway construction in the 1970s. Hong Kong and Singapore have built their excellent subway networks since the 1980s, and Taipei is making good progress. However, despite serious efforts and some good results, other major cities like Bangkok, Manila, Jakarta, as well as Shanghai and other major cities in China, still suffer from lack of mass transit systems.

Development of rail transport becomes harder once motor vehicles come into widespread use, because of political difficulties in building a consensus giving investment priority to rail over road. Firm political leadership is required to develop rail transport systems. Politicians are often capricious, and some seem now curious about the novelty and lower costs of new guided transport systems.

The recent developments in this field in various countries are really remarkable, but new guided transport systems are far inferior to conventional suburban railways or full-size metros in terms of transport capacity. They are not a fundamental solution to the problems of public transport in very large cities. However, they can be a good solution if built in the right place with moderate transport demand.

T. SUGA

Contents

Feature

New Urban Transit Systems

New Urban Transit Systems Reconsidered	
A Better Transport Environment for the Next Century Akira Nehashi.....	4
Tokyo's New Waterfront Transit System Kazuaki Iwata	15
Urban Transport in France Georges Dobias	20
Trams Return to Manchester and Sheffield Roderick A. Smith	26
The Metro Manila LRT System—A Historical Perspective Gary L. Satre	33
The Manila LRT System Evangeline M. Razon	38
Taipei Prepares for New Mass-Transit Infrastructure	40
Sydney Light Rail—Resurgence of Trams	42
Vancouver <i>SkyTrain</i> —A Proven Success Story	44

Another Perspective

The Difference That Made a Difference in My Life Muslimah Shamsudin	46
---	----

Railway Technology Today 3

Railway Electric Power Feeding Systems Yasu Oura, Yoshifumi Mochinaga, and Hiroki Nagasawa	48
---	----

Obituary Mr Hideo Shima	59
--------------------------------------	----

Topics	60
---------------------	----

Photostory: New Guided Urban Transit Systems

Japan	2, 64 & 65
Asian Cities	66
France, Canada and Australia	67