

Cooperation in Kanmon Strait

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Topics of interest

1. **Opportunities and threats for inter-municipal cooperation in the construction of *Shimonoseki Kitakyushu Road Project***

What kind of city-to-city cooperation could be achieved or boost cross-border cooperation & value chain productivity

1. **Inter-municipal Waterfront Redevelopment: The Kanmon Waterfront Community**

regional opportunities (NEA, jobs, cultural, logistic hub)



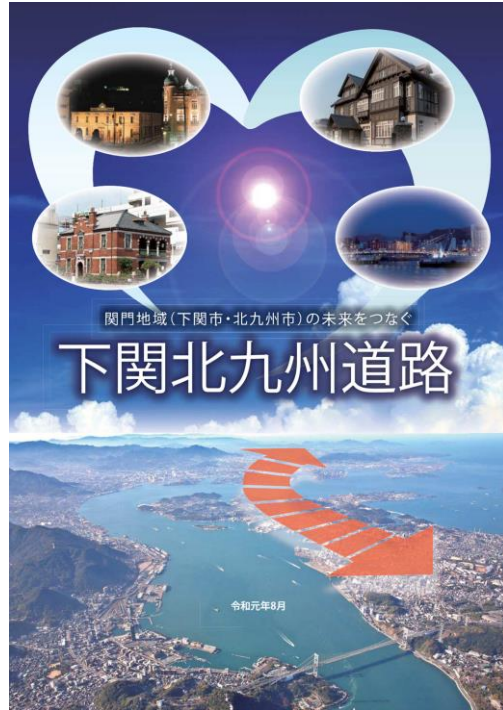


Opportunities and threats for inter-municipal cooperation in the Kanmon Straits

Evaluation Impact Assessment of the construction
of *Shimonoseki Kitakyushu Road Project*



□ Road impact (from positive and negative sides)



トップ 速報 東京バラ 社会 政治 国際 経済 スポーツ エ

下関北九州道路の整備促進などに取り組む「関門連携委員会」9年ぶり開催

2021/4/27 20:45

地方 | 中国・四国 山口 九州・沖縄 福岡



下関北九州道路の整備促進に向けて9年ぶりに開かれた関門連携委員会

山口県下関市と北九州市を結ぶ下関北九州道路の整備促進など関門地域の一体的な発展に取り組む中国、九州両経済連合会の合同による「関門連携委員会」が27日、山口県下関市で開かれた。昨年度末にはルートが決定されるなど同道路の整備に向けた動きが進む中、9年ぶりの開催で、今後はさらに活動を活発化し、早期の事業化に向けた機運を高める。(小沢慶太)

"Kanmon Cooperation Committee" was held to promote the construction of *Shimokankita Kyushu Road* after 9 years.

<https://www.sankei.com/article/20210427-NNICWAM27FP6TO7EBOXPAEQZY/>

This road plan is an important project and symbol of regional cooperation.

□ Road impact - positive sides

(1) Daily life

To further connect the central areas of the two cities, then improve the exchange of regional population and the expansion of the living circle.

(1) Industry

To achieve stable logistics routes and economic cooperation and exchanges on a regional scale.

(1) Tourism

To form a tourism loop across the strait and promote the development of regional tourism.

(1) Disaster response

It is an important lifeline infrastructure, which can replace the Kanmon Bridge to improve connectivity in the event of a disaster.



下関北九州道路 計画段階環境配慮書 R2

<https://www.city.kitakyushu.lg.jp/files/000912437.pdf>

❑ Road impact - negative sides

(1) Daily life

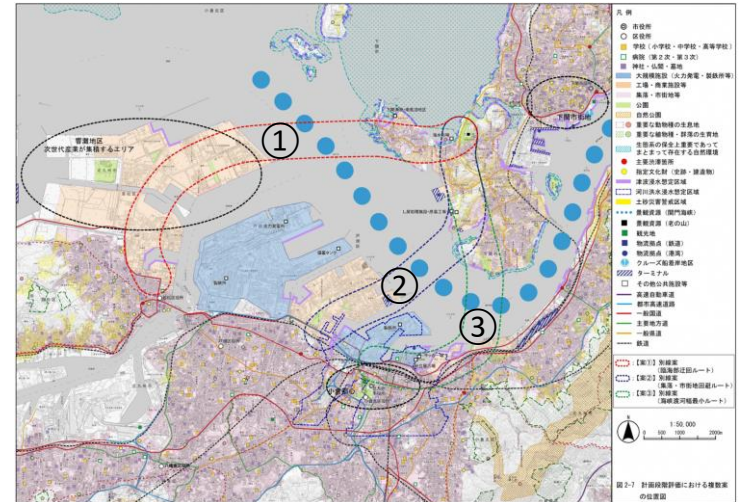
Many residents think that the 350 billion yen budget is too high, because the population of the region is declining, and the daily lives of locals will not be greatly improved. Only companies can benefit from this plan.

(1) Landscape

The road bridge may damage the view of the original landscape and the relationship between nature.

(1) Shipping channel

The Road bridge may affect the passage of large ships through the Kanmon Strait.



Three road route selection proposals of *Shimonoseki Kitakyushu Road*

<https://www.city.kitakyushu.lg.jp/files/000912437.pdf>

Specific design strategies

positive impact

daily life
industry
tourism
disaster response

maximize



negative impact

daily life
landscape
shipping channel

minimize



location

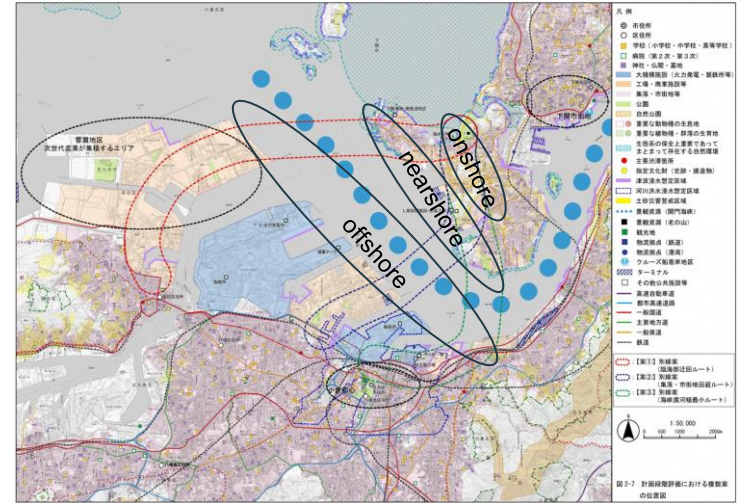
onshore section
nearshore end
offshore section

cases

Rotterdam's Schouwburgplein
BIG unveils park
Seoullo 7017
東京湾アクアライン

design strategy

half-tunnel with integrated functional artificial island
modern translation of traditional cultural symbols
seperating pedestrain and vehicles by vertical design



Three road routes selection proposals of *Shimonoseki Kitakyushu Road*

<https://www.city.kitakyushu.lg.jp/files/000912437.pdf>

□ Onshore section



cases : Rotterdam's Schouwburgplein

<https://www.newyorker.com/magazine/2016/05/16/adriaan-geuzes-governors-island>

Geuze and West 8 designed four tall, hinged, gantry-like lampposts painted the signature red of the city's Willemsbrug Bridge, and set them along one side of the plaza. They loom over it like dinosaurs.



modern translation of traditional cultural symbols

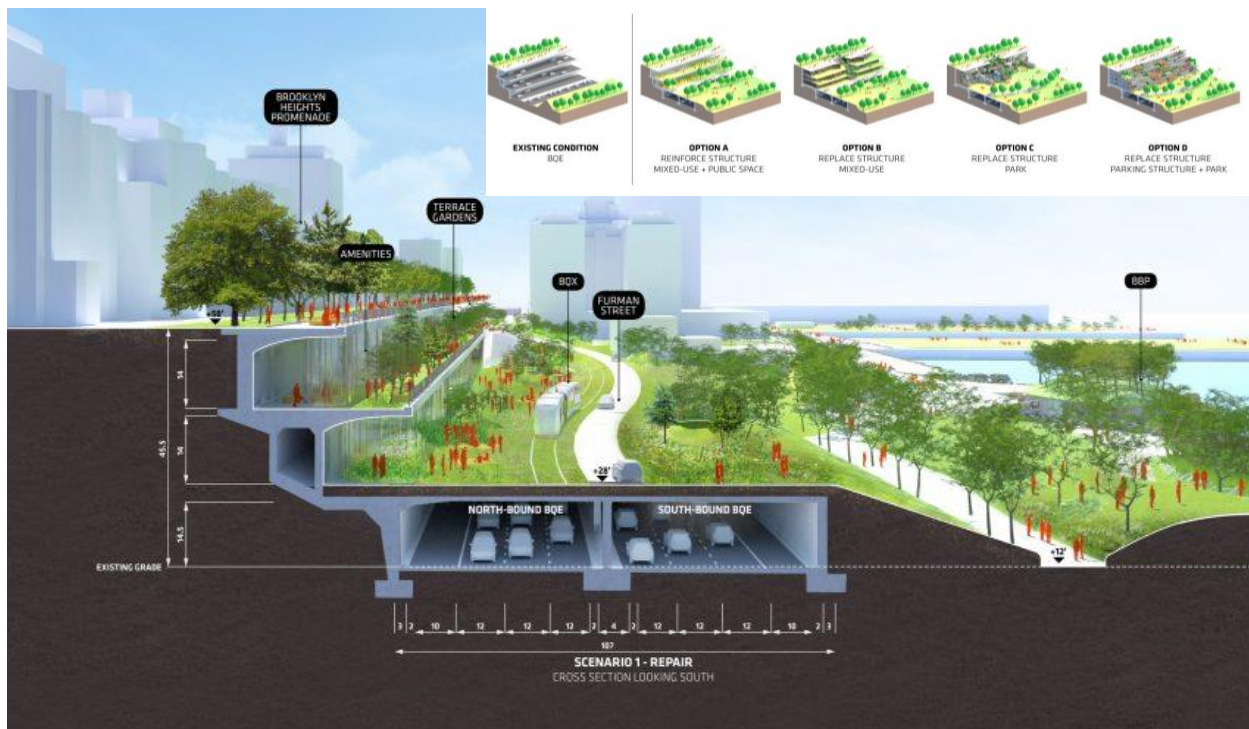
1. *Maritime Civilization*
2. *Port Industrial Cultural*

to implant public-memory stopping points
as nodes design on both sides of the road route



field photos of local culture symbol

□ Nearshore end



field photos of coastal area

The BQP proposal, with P standing for Park, comprises a six-lane highway located underground. The sloped park is designed to connect to the current level of the top tier of the existing BQE, and then gradually slant down to the waterfront. The plan also connects to the existing Brooklyn Bridge Park, which stretches along the waterfront and features a winding path that links various neighbourhood in the borough.



seperating pedestrain and vehicles by vertical design

cases : BIG unveils park

<https://www.dezeen.com/2019/04/03/bqp-big-news-bqe-brooklyn-highway-park/>

□ Nearshore end



cases : Seoulo 7017

<https://creapills.com/autoroute-abandonnee-parc-planté-20170523>

A 983-meter-long pedestrian bridge was transformed into a suspended park using more than 24,000 plants from 228 different species and subspecies. The idea was to connect the city's inhabitants with the central park Obviously, the initiators did not forget about the shopping center, cafes and restaurants, making this slender space the new center of life for the city of Seoul.



placement of interesting landscape elements on pedestrian bridge parallel to the road route

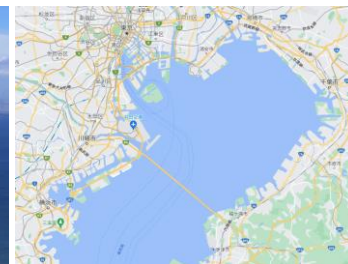


field photos of pedestrian bridge

□ Offshore section



cases : 東京湾アクアライン
<https://gazoo.com/column/daily/19/11/29/>



linkage of 更津市&更津市



風の塔 (川崎人工島)

Tokyo Bay Aqua-Line is a 15.1 km long toll road for automobiles that crosses the center of Tokyo Bay, connecting Kisarazu with Kawasaki on the other side of the bay in 15 minutes. The 4.4 km from Kisarazu is a bridge, and the 9.5 km from Kawasaki is a tunnel, with Umihotaru (Kisarazu Artificial Island) at the junction of the bridge and tunnel, and Kaze no To (Kawasaki Artificial Island) in the center of the tunnel.



half-tunnel and half-bridge design

to provide the accessibility for large ships through the Kanmon Strait



Inter-municipal Waterfront Redevelopment

The Kanmon Waterfront Community

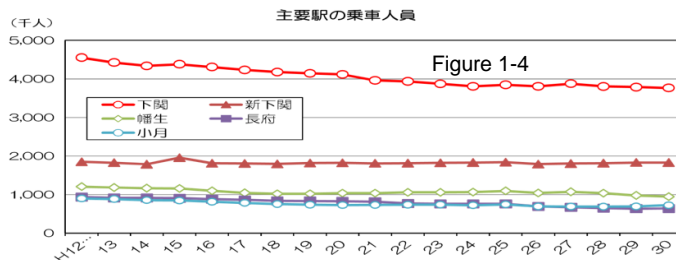
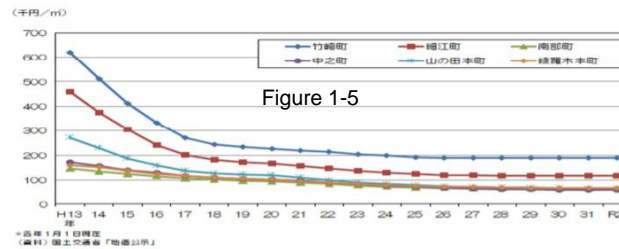
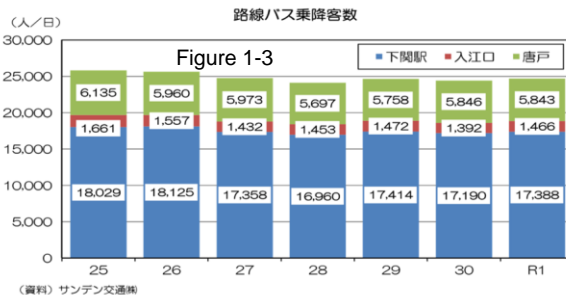
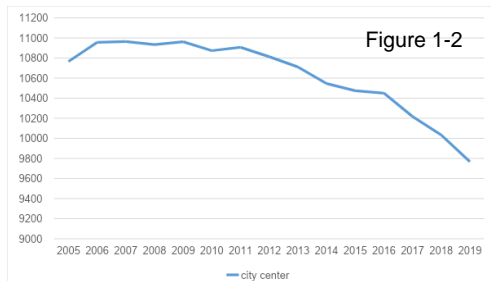
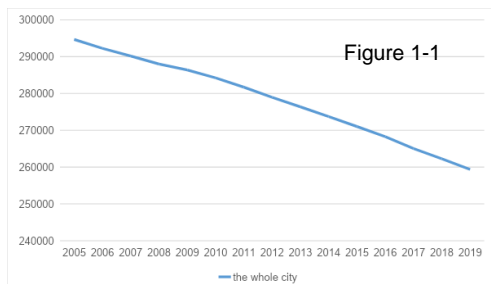


Regional characteristics

(1) Characteristics of Shimonoseki

A. decreasing trend of the population (Figure 1-1 and 1-2)

B. a series of problems caused by population decline: decrease in use of public transportation (Figure 1-3 and 1-4), low price of commercial land (Figure 1-5), The decline of the area around the Shimonoseki station, etc.

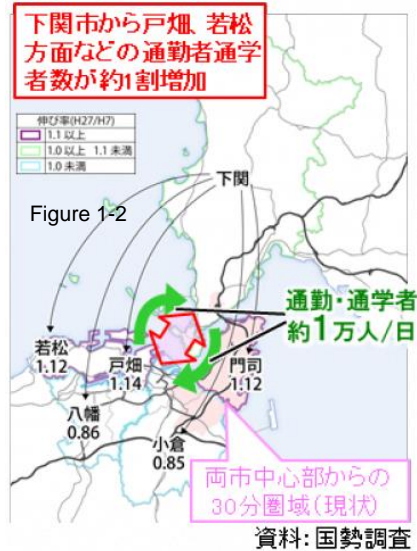
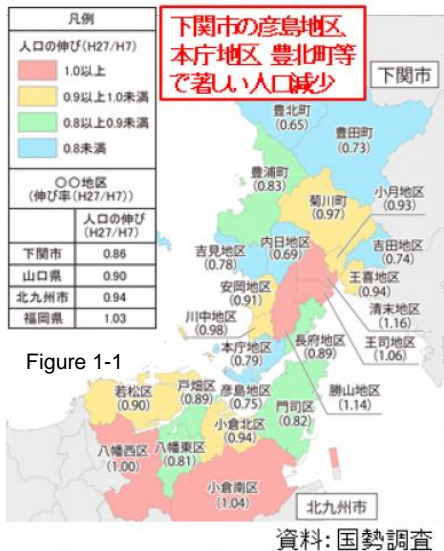


* 新下関駅の乗車人員は新幹線乗車人員を含む
 (資料) 山口県総合企画部統計分析課「山口県統計年鑑」他

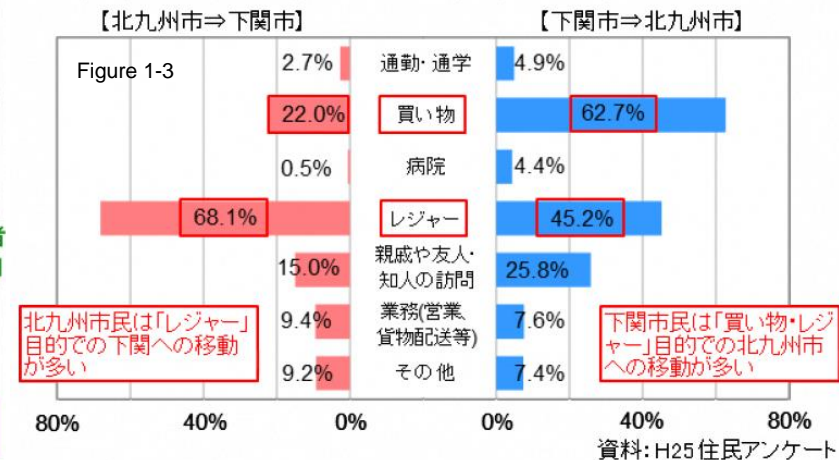
Regional characteristics

(2) Characteristics of Shimonoseki and surrounding area: possibility of regional collaboration-a good opportunity to revitalize the city center of Shimonoseki

- A. the common trend of population decline in the region (Figure 1-1)
- B. Increase in commuting within the region (Figure 1-2 and 1-3)



■ 下関市～北九州市間の主な移動目的・経路



Regional characteristics

(2) Characteristics of Shimonoseki and surrounding area: possibility of regional collaboration-a good opportunity to revitalize the city center of Shimonoseki

C. good industrial coordination, cooperation and complementary foundation

■下関市と北九州市の企業間取引の状況

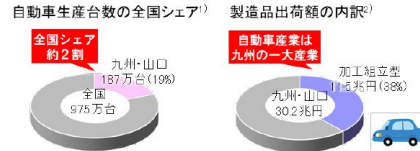


資料：H27福岡県ヒアリング調査結果

■物流拠点、工業団地等の立地状況



○海峡を横断する自動車部品

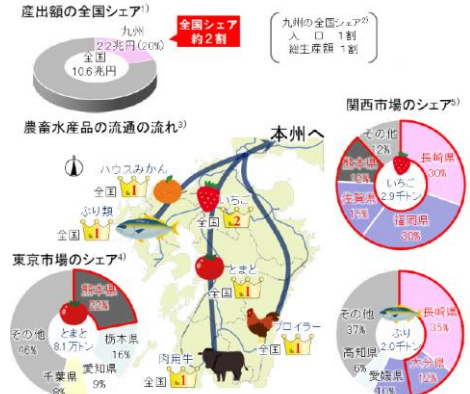


自動車関連企業の立地状況と輸送の流れ³⁾



1)九州経済産業局 自動車メーカーHP 古勢ほかH30年度の教値
 2)工業統計(480)
 3)図説九州経済2020

○農畜水産品を全国へ供給



1)生産農業者所得統計(H26)、畜産産出額(H26)
 2)国勢調査(H27)、農林経済計算(H26)
 3)竹野統計(H20)、生産業者所得統計(H20)、海産物生産者統計(H20)
 4)東京都中央卸売市場年報(H21)
 5)大阪府中央卸売市場年報(H21)

Regional characteristics

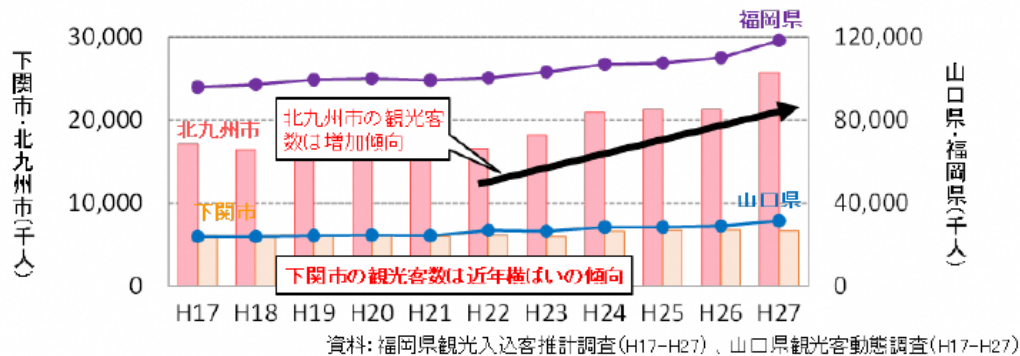
(2) Characteristics of Shimonoseki and surrounding area: possibility of regional collaboration-a good opportunity to revitalize the city center of Shimonoseki

D. densely distributed tourism resources and increasing number of tourists

■主要観光施設の分布、クルーズ客船の主なツアールート



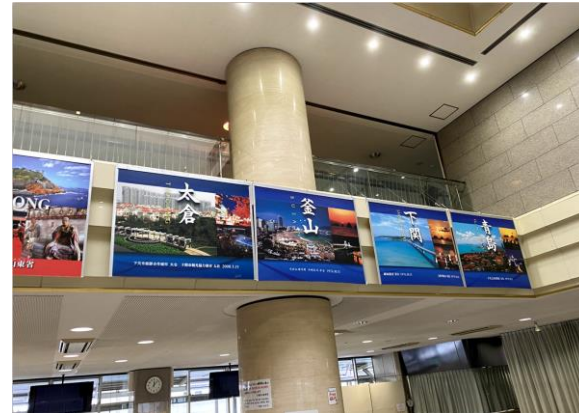
■下関北九州地域の観光客数の推移



Regional characteristics

(2) Characteristics of Shimonoseki and surrounding area:
possibility of regional collaboration-a good opportunity to
revitalize the city center of Shimonoseki

E. a long history and good foundation for international
exchanges



Regional characteristics

Summary

Shimonoseki and surrounding areas have good potential for regional cooperation, especially in the development of industry and tourism. On the existing basis, better integration of resources will not only help to get rid of the predicament of the decline of Shimonoseki's downtown area, but also help achieve a win-win situation for regional development.



Waterfront Community

Regional characteristics (from the regional perspective: cross countries or cross the strail) _yang

- NEA connectivity (possibility , Tottori case) <http://www.tumenprogramme.org/?list-1609.html>
- Islands in Kanmon Straits (easier to depla infrastructure)

First inter-city metropolitan area in Canada



**Zibi Waterfront Community in Chaudière Falls Islands,
Ottawa River (Ottawa-Gatineau)**

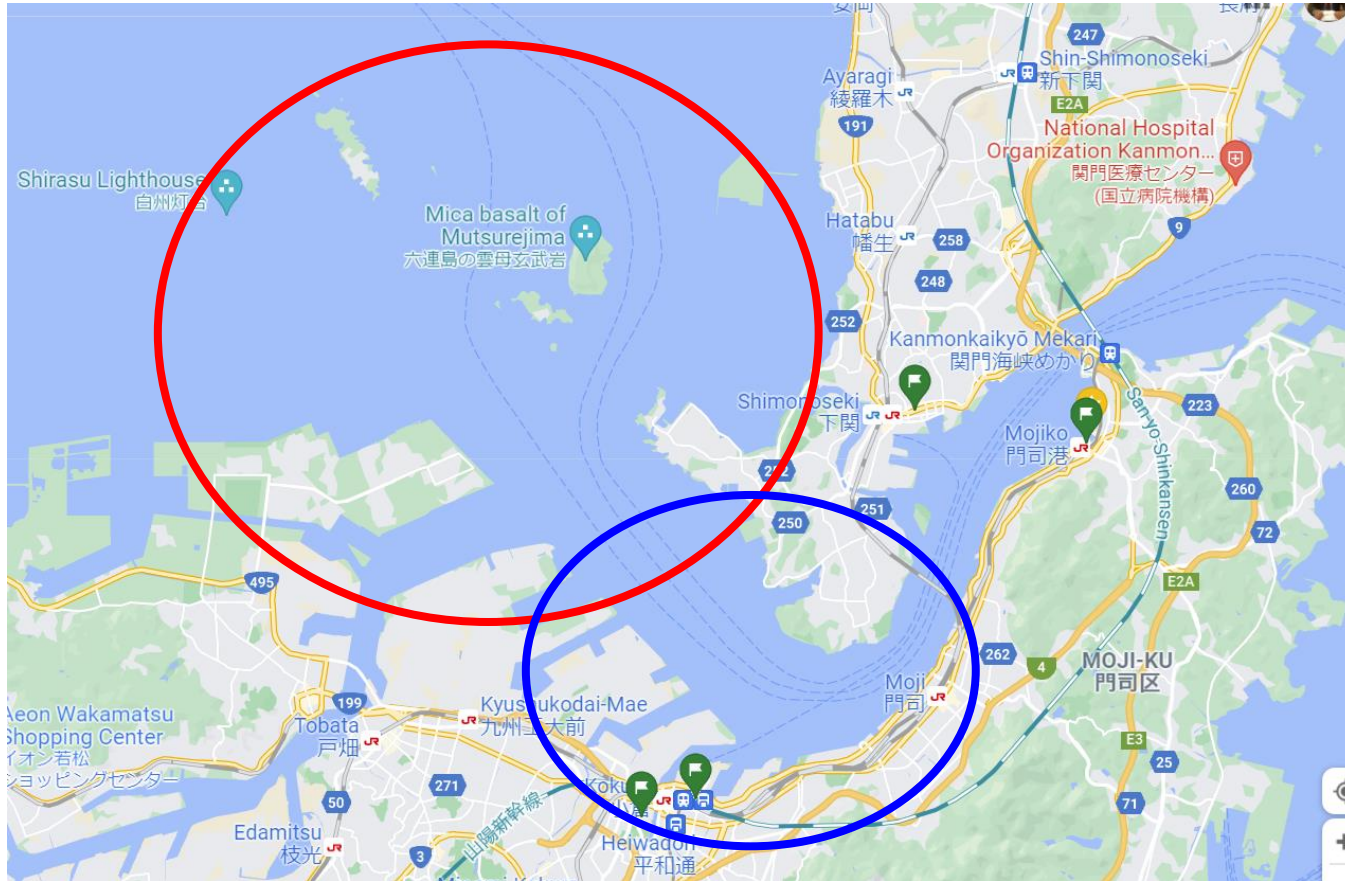
The Zibi Waterfront Community Project



- **Mix-used** development for 5k people and 6k jobs and 8 acres of greenspace
- Create **business environment**, world class development
- **Roadway modifications** (bikelines and sidewalks, not autocentric),
- A **zero-carbon energy** system and the overall master plan.

The Kanmon Waterfront Community

- **Logistic/Commercial Potential:** Improve seaport infrastructure, provision of transport logistics services, work as the hinge of North-East Asia, Japan and Ocean Pacific.
- **Economic:** Providing jobs, opportunities for entrepreneurs, Trade&Trade Facilitation-related jobs
- **Touristic:** Intercity route (Shimonoseki >> Kokura >> Fukuoka)
- **Socio-environmental:** Housing, green spaces, intercity connectivity, reduction of regional inequalities within Japan



ありがとうございます。

