**ALL INDIA INSTITUTE OF MEDICAL SCIENCES**
Ansari Nagar, New Delhi-110 029.

No.F.36-6/86-Estt.I

Dated the:- 17 MAR 2020

## MEMORANDUM

**Subject:- Study Tour to Japan's Model of Infrastructure Development in Tokyo, Nagoya and Osaka dated 03rd to 10th April, 2020 (07days).**

*****

Please find enclose herewith a copy of letter ref.no.Let/669/2020 dated 19th Feb.,2020, received from Director, National Institute of Secretariat Training & Development, New Delhi regarding "Study Tour to Japan's Model of Infrastructure Development in Tokyo, Nagoya and Osaka, date 03rd to 10th April, 2020". On the above mentioned subject with the request to upload the same on Institute website.

Encl:-As above

(G.R.PILLAI)
**ADMINISTRATIVE OFFICER-(DO)**

Copy to:-

1. Computer Facility

प्राप्त किया / RECEIVED
कम्प्यूटर सुविधा / Computer Facility
18 MAR 2020
समय / Time.......
अ.भा.आ.सं., नई दिल्ली / A.I.I.M.S., New Delhi-29

Mr Sanjeev Kumar

18.3.2020.

Mr. Aman

19.3.2020

**National Institute of Secretariat Training & Development**

New Delhi, Dated 19th February, 2020
By Registered Post

Ref No:Let/669/2020

To,

**The Director**
**All India Institute of Medical Sciences**
**Ansari Nagar, New Delhi – 110029**

**Subject: Study Tour to Japan's Model of Infrastructure Development in Tokyo, Nagoya and Osaka Date 03rd to 10th April, 2020 (07 days)**

**Dear Sir,**

**National Institute of Secretariat Training & Development (NISTD), Established by Govt. of National Capital Territory of Delhi, serves as the autonomous body and representative of the various segments of Indian Industry. The Institute provides the impetus and the Organizational Infrastructure to raise Quality level across the Industry. This helps to secure wider appreciation of the Interest of the Construction Business by the Govt.**

**We work with you to manage all elements of your travel in an efficient, cost effective and ethical manner.**
**World history has witnessed Japan accomplish a high level of modernization within an exceptionally short period of time. Infrastructure, which provides the foundation of Japan's growth, consists of unique creativity rooted in Japanese sensitivity, such as the resilience to accept harsh environmental changes and ideas to make effective use of limited (natural) resources, paired with the technological strength to convert the ideas into tangible forms. And when it comes to exports, Japan (Tokyo, Nagoya and Osaka)constantly focus on offering technology that would cater to local circumstances of the partner country with a spirit of co-creation and long-term commitment, economic efficiency verified from the total life cycle of infrastructure, and economic development so that japan can contribute to social development of the partner country.**

**The Development of Cities would provide better Job Opportunities for the Working Class, better Living Conditions for the family, Better Recreational and Amusement Facilities. In short a better life style for the citizen. With a view to Provide Ideas, Concepts And Exposure to the Decision Makers, NISTD is planning to organize a Study Tour of the proposed cities Tokyo-Nagoya-Osaka as on Date 03rd To 10th April,2020 ( 07 days) as their Infrastructure is considered as one among the best in the World. Course Fee is INR 4, 39,000.00 (Four lakh Thirty Nine thousand rupees) per Participant + 18 % GST (Detail Enclosed).**

**<u>Study tour participants:</u> Bureaucrats, Engineers, Executives, Finance officers, Decision makers, Urban planners, architects and landscape architects, representatives of cultural organizations, and elected officials. These professionals will visit a range of projects and gain insight through meetings with city officials, site visits to ongoing projects, and meetings with community leaders. Tour focuses on city in transition and the rehabilitation of run-down neighborhoods Tokyo.**

**The site visits are planned to give firsthand experience of the facilities providing services to the city. We work with you to manage all elements of your travel in an efficient, cost effective and ethical manner.**
**A brief note about the Program is enclosed for your reference. May I request you to Convey your Willingness to participate in this program, and also the nomination of the other Officers from your Organization, who may like to participate to Develop the Nation.**

**Thanking You,**
**For National Institute of Secretariat Training & Development**

**(Director)**

Mr Anju

B-11C, Inderprastha, TiilaShahbajpur, NCR Delhi, Ghaziabad, Uttar Pradesh Pin 201102
Ph. 0120-2682107, 0120-2682110, 0120-2682111, Fax No: 0120-2682109, M-09811094923
E Mail:infonistd@gmail.com, info@nistd.in, Website: www.nistd.in

# National Institute of Secretariat Training & Development

## Theme Note

**Date 03rd to 10th April, 2020 (07 days) Venue: Tokyo-Nagoya-Osaka**

Japan has a very advanced and well-maintained infrastructure, which undergoes regular upgrading and expansion. Both the private and public sectors undertake various infrastructural projects and operate their respective services.

**Highway Facilities**

National expressways (KōsokuJidōshaKokudō) make up the majority of expressways in Japan. This network boasts an uninterrupted link between Aomori Prefecture at the northern part of Honshu and
Kagoshima Prefecture at the southern part of Kyushu, linking Shikoku as well. Additional expressways serve travellers in Hokkaido and on Okinawa Island, although those are not connected to the Honshu-Kyushu-Shikoku grid.
Most expressways are 4 lanes with a central reservation (median). Some expressways in close proximity to major urban areas are 6 lanes, while some in rural areas are 2 lanes only with a barrier on the center line. 2-laned sections are built to a standard that allows conversion to 4 lanes in the future.Speed limits are normally 100 km/h (62.1 mph) , and a minimum speed of 50 km/h (31.1 mph) is also enforced. Vehicles unable to reach 50 km/h, such as tractors and mopeds, are forbidden from using the expressways. Speed limits may also be reduced temporarily (due to adverse driving conditions) or permanently (in accident-prone areas) as speed limit signs can be adjusted electronically.

**Railway Facilities**

The Shinkansen (Japanese: trunk line'), colloquially known in English as the bullet train, is a network of high-speed railway lines in Japan. Initially, it was built to connect distant Japanese regions with Tokyo, the capital, in order to aid economic growth and development. Beyond long-distance travel, some sections around the largest metropolitan areas are used as a commuter rail network. It is operated by five Japan Railways Group companies.

Over the Shinkansen's 50-plus year history, carrying over 5.3 billion passengers, there has been not a single passenger fatality or injury due to train accidents.Starting with the TōkaidōShinkansen (515.4 km, 320.3 mi) in 1964, the network has expanded to currently consist of 2,764.6 km (1,717.8 mi) of lines with maximum speeds of 240–320 km/h (150–200 mph), 283.5 km (176.2 mi) of Mini-Shinkansen lines with a maximum speed of 130 km/h (80 mph), and 10.3 km (6.4 mi) of spur lines with Shinkansen services. The network presently links most major cities on the islands of Honshu and Kyushu, and Hakodate on northern island of Hokkaido, with an extension to Sapporo under construction and scheduled to commence in March 2031. The maximum operating speed is 320 km/h (200 mph) (on a 387.5 km section of the TōhokuShinkansen). Test runs have reached 443 km/h (275 mph) for conventional rail in 1996, and up to a world record 603 km/h (375 mph) for SCMaglev trains in April 2015.

The original TōkaidōShinkansen, connecting Tokyo, Nagoya and Osaka, three of Japan's largest cities, is one of the world's busiest high-speed rail lines. In the one-year period preceding March 2017, it carried 159 million passengers, and since its opening more than five decades ago, it has transported more than 5.6 billion total passengers. The service on the line operates much larger trains and at higher frequency than most other high speed lines in the world. At peak times, the line carries up to thirteen trains per hour in each direction with sixteen cars each (1,323-seat capacity and occasionally additional standing passengers) with a minimum headway of three minutes between trains.

**Air Transport Facilities**

The government has set the new target of foreign visitors which is 30million in 2020 and 40million in 2030.Japan is seeking to become a major travel destination for further economic growth. Major hub airports and regional airports have already launched new international flights, especially short haul flights such as to South Korea and Taiwan. Japan is liberalizing aiports and air travel to boost tourism. Since Japan has been gradually privatizing 27 state owned airports from2016, privatized airports will aim to make profit by terminal expansion, flight launches, shops and technology/security implementation.
Tokyo Metropolitan area airport slots have increased over the last 5 years. Local municipalities agreed in 2015 for aircrafts to fly over central Tokyo by 2020, and this allows an increase of 39,000 slots/year in Haneda. Haneda and Narita are considering to construct an additional runway after 2020. Haneda will shift gradually towards being a full service carriers' hub to major international destinations while Narita will be specialized as a low cost carriers hub to Asian destinations as well as full service carriers to leasure destination.

**Water Transport Facilities**

Since Japan is an island nation, transport by boat has always been important. The country's rivers, however, are short and fast flowing, so an extensive inland waterway network has never been developed. Nevertheless, a limited river transport capacity was developed near the coastal regions where rivers were somewhat wider and quieter, particularly around Edo, Osaka, Kyoto, and Lake Biwa, the largest inland lake in the country.
Osaka was a seaport with extensive moats and waterways around the trade and warehousing section of the city to the extent that it has frequently been referred to as the 'Venice of the Orient.' The Yodo River connecting Osaka and Kyoto was also heavily used for river traffic, both goods and passengers, during the Edo period.

**Power Facility**

Coal-fired plants provided 32.3 percent of the country's total electricity in fiscal 2016, whereas reliance of natural gas stood at 42.2 percent and nuclear power at 1.7 percent. Japan has around 90 coal power plants and companies were planning to build 30 more with a total capacity of 16,730 megawatts (MW) as of March.
Under the current plan, the government is aiming to rely on nuclear power for 20 to 22 percent of Japan's electricity, and coal for 26 percent by fiscal 2030. The Ministry of Economy, Trade and Industry considers coal "an important base load source" due to its cheapness and stable supply compared with renewables.

Tours are very important in several ways and one of them is that they help trainees to learn through visual experience and can be an interesting way to explore new things for both the learner and the faculty. These tours motivate the learners to have interest in learning. No nation has embraced Total Quality Management, e-commerce and e-government with greater enthusiasm than Japan. Such innovations have given Japan a competitive edge and an accelerated growth rate that few could match. The Complexities and Ever changing Nature of today's Business Environment necessitates constant Evolution and Up gradation of one's Knowledge repository.

While there is no match for experimental learning, one needs to keep abreast of Emerging Technologies and Good Practices to improve one's productivity on the project and overall work, which are generally technical in Nature. It's our Great Pleasure to convey you that NISTD organises Training Programs for professionals on Japan's Model of Infrastructures Development.
The areas of emphasis would be:

- Highly developed surface transport infrastructure, State-of-the-art telecommunications and virtual 'smart' infrastructure , A sophisticated financial and service sector, Industry-leading exhibition and conference venues, High-quality office and residential accommodation, Reliable power and water utilities
- First-class hotels, hospitals, schools, shops, parks and recreation facilities, world-leading aviation infrastructure

The site visits are planned to give first-hand experience of the facilities providing services to the cities. These would include:

- Visit to Metropolitan Expressway Public Corporation.,
- Visit to the Hanshin Expressway Public Corporation.,
- Visit to Narita International Airport Corporation.
- Visit to Tokyo Electric Power Company.,
- Visit to Mount Fuji,
- Visit to The Island Shrine of Itsukushima.

## Registration Fee

| Description | Charges (INR )Per Head |
|---|---|
| Registration | 74,000.00 |
| Hotel accommodation (Based on the stay period of 7 nights) &AI-1 Air Fare (Economy class) (New Delhi–Tokyo-Nagoya-Osaka–New Delhi).03rd To 10th April, 2020 (07 days) | 2,66,000.00 |
| Administrative Charges | 99,000.00 |
| Total INR( Four Lakh Thirty Nine Thousand Only) | 4,39,000.00+ 18 % GST |
| Add on for Business Class (Optional) | On request<br>90,000.00, ( Extra Charge) |

Enclosed herewith demand draft for a Sum of Rs.____________________demand draft No.____ __________ dated ________drawn in favor of "National Institute of Secretariat Training & Development" payable at New Delhi.
Please send the payment in advance on before commencement of the Program.

---