

What Should the U.S. Learn from Asian HSR Experience

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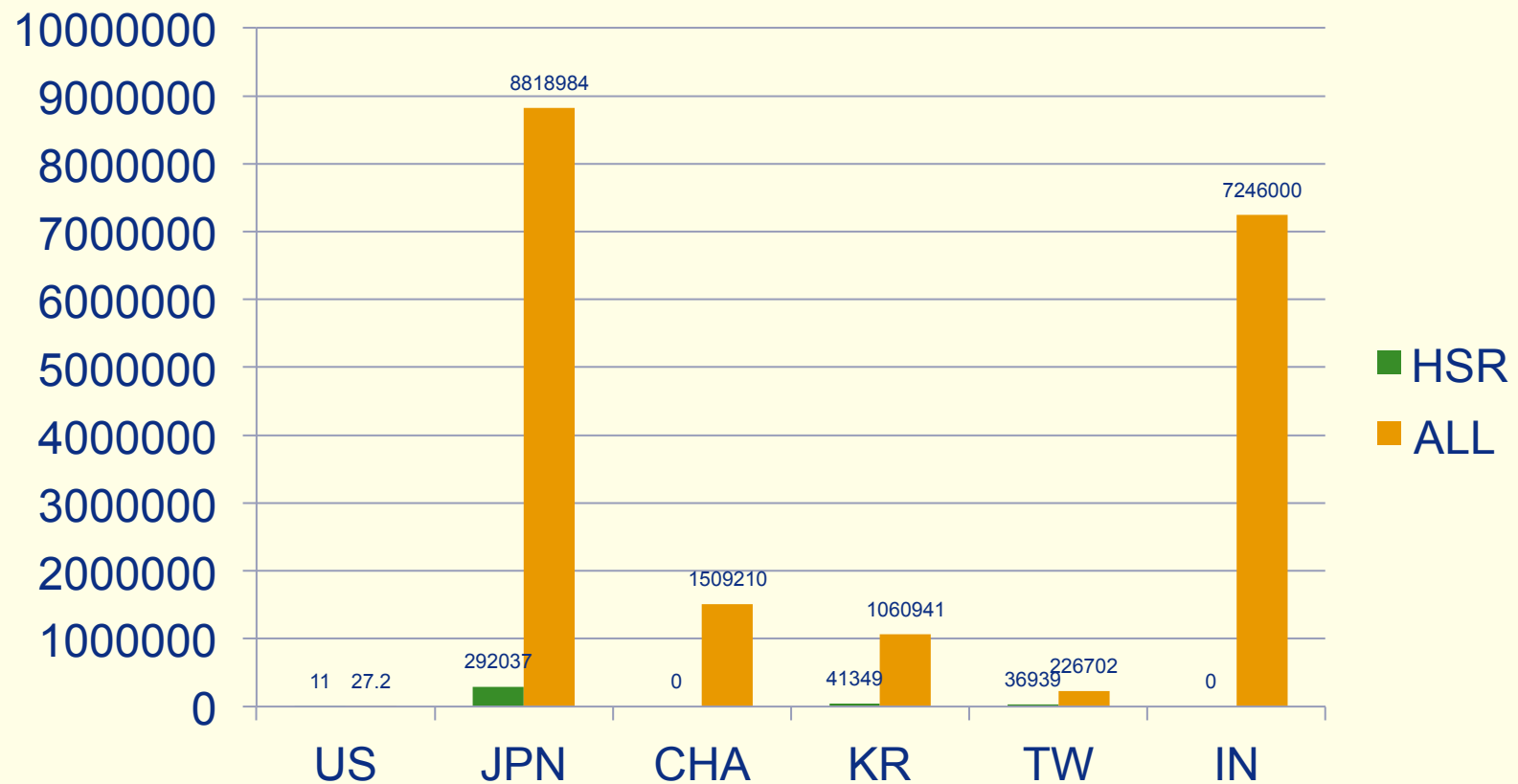
What Should the U.S. Learn from Asian HSR Experience?



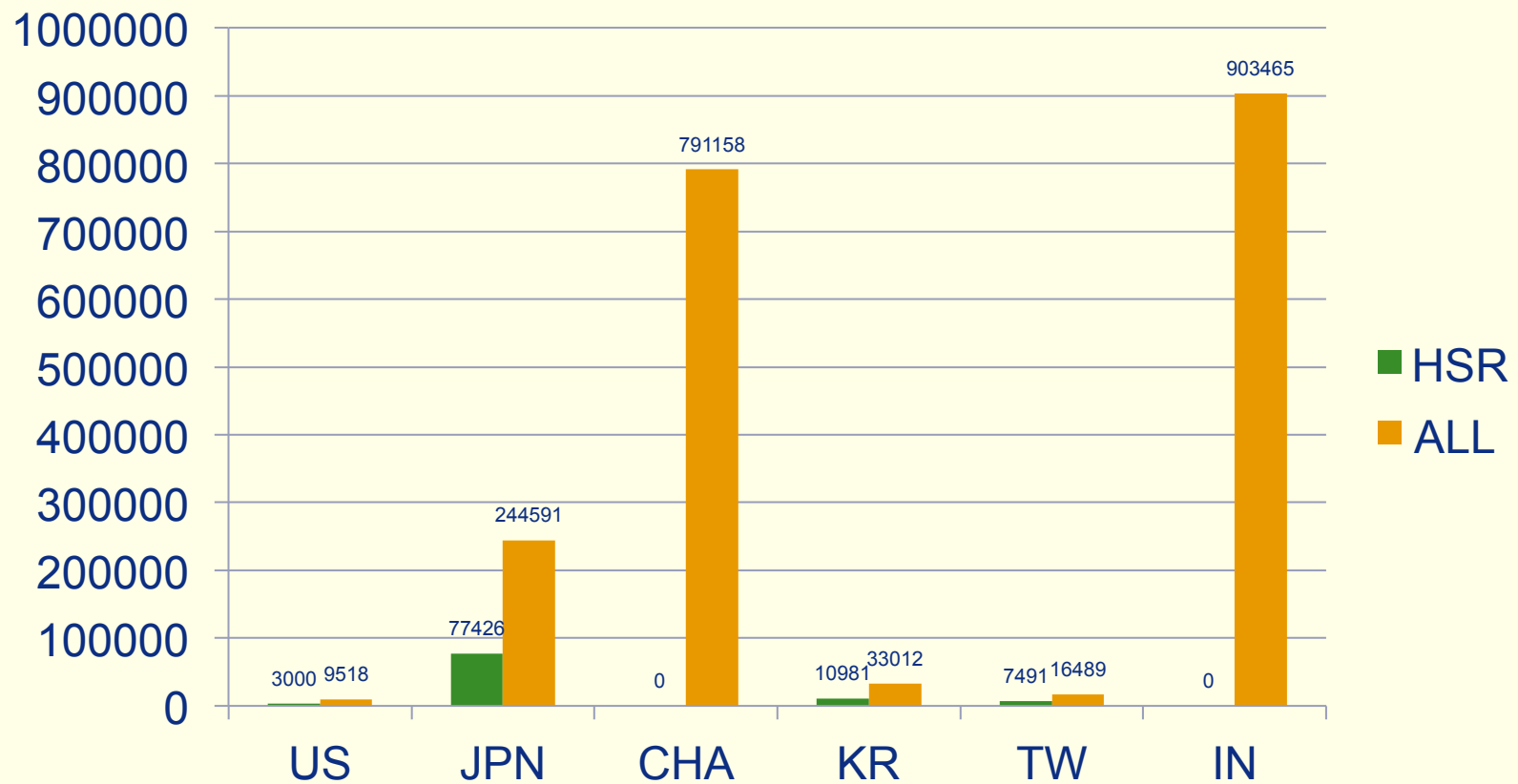
- “Asia” is China, Taiwan, Japan, Korea and India
- Comparative roles and scales of the systems
- Structure and Finance
- Institutions and Policy

Passengers Carried

(000)



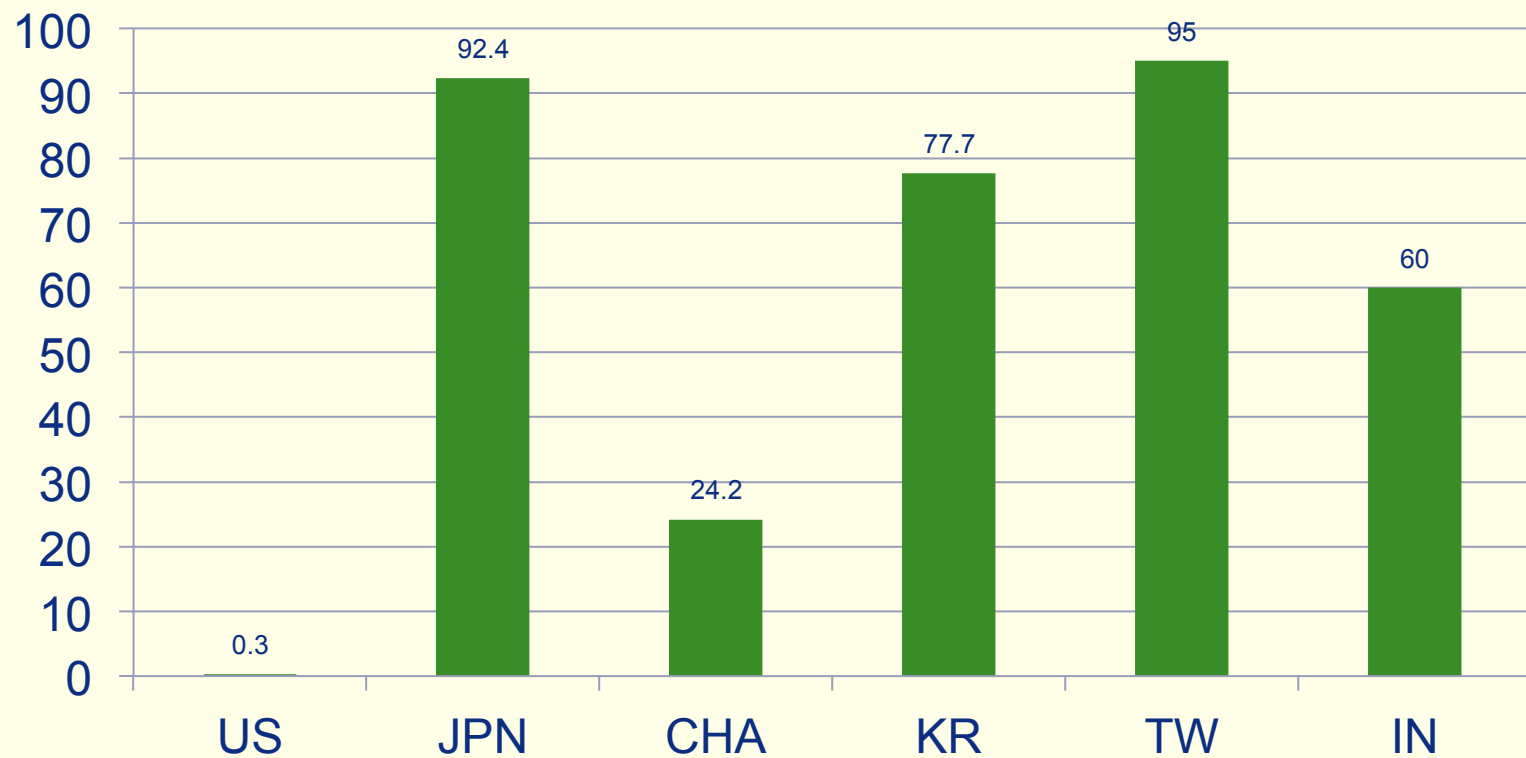
Passenger-Kilometers (000,000)



Tonne-Km (000,000)



Passenger Service as % of Total Traffic ($P\text{-km}/(P\text{-km}+T\text{-km})$)



Structure and Finance



	Structure	# of entities	Finance
US	Freight vertically integrated, Amtrak uses freight tracks, NEC has Amtrak, commuters and freight	9 freight, 1 passenger	Freight private, Amtrak publicly financed
JPN	HSR integrated on separate tracks, conventional passenger is integral, freight uses passenger tracks	6 passenger, 1 freight	Old JNR was public, 3 new JRs are private, 3 still public. Status of freight is unclear. Financing is a mix
CHA	Monolithic	MOR only	Public with some private bonds
KR	Monolithic with separated HSR tracks and some integrated services. Freight uses conventional tracks	KR only	Wholly public
TW	HSR was private concession, now has 15% public share. Conventional services are integral	THSR for HSR, TR for conventional	Mostly private for HSR, public for conventional
IN	Wholly integrated monolith	IR only	Wholly public

Institutions and Policies for HSR



	Institutions	Policies
US	Amtrak is the only existing entity. New State level agencies created -- unclear mandates and financing, little or no expertise or experience	General support for HSR at Federal level, but no stable existing program to support of finance
JPN	3 existing JRs have HSR. Private institutions, clear mandate, deep expertise	Government strongly supportive of HSR, balance of funding private/public depending on project
CHA	MOR has clear mandate and deep experience. High implementation capability.	HSR system not well justified, program probably too fast, little actual information available. Some HSR built to free-up freight capacity
KR	KR has clear mandate and full expertise. Program pace has been deliberate.	Government supportive of HSR and has defined a multi-year program
TW	THSRC was intended to be private, but rapidly hit funding and management problems. Required government financing which "will be paid back"	Government was too ambitious about private sector concessioning. May not yet have reached a stable solution
IN	IR is slow and bureaucratic. Technically competent for conventional service, no experience with HSR	Government exploring HSR, but no clear policies or priorities: possibly higher priority for dedicated freight lines

So, What Can the U.S. Learn?



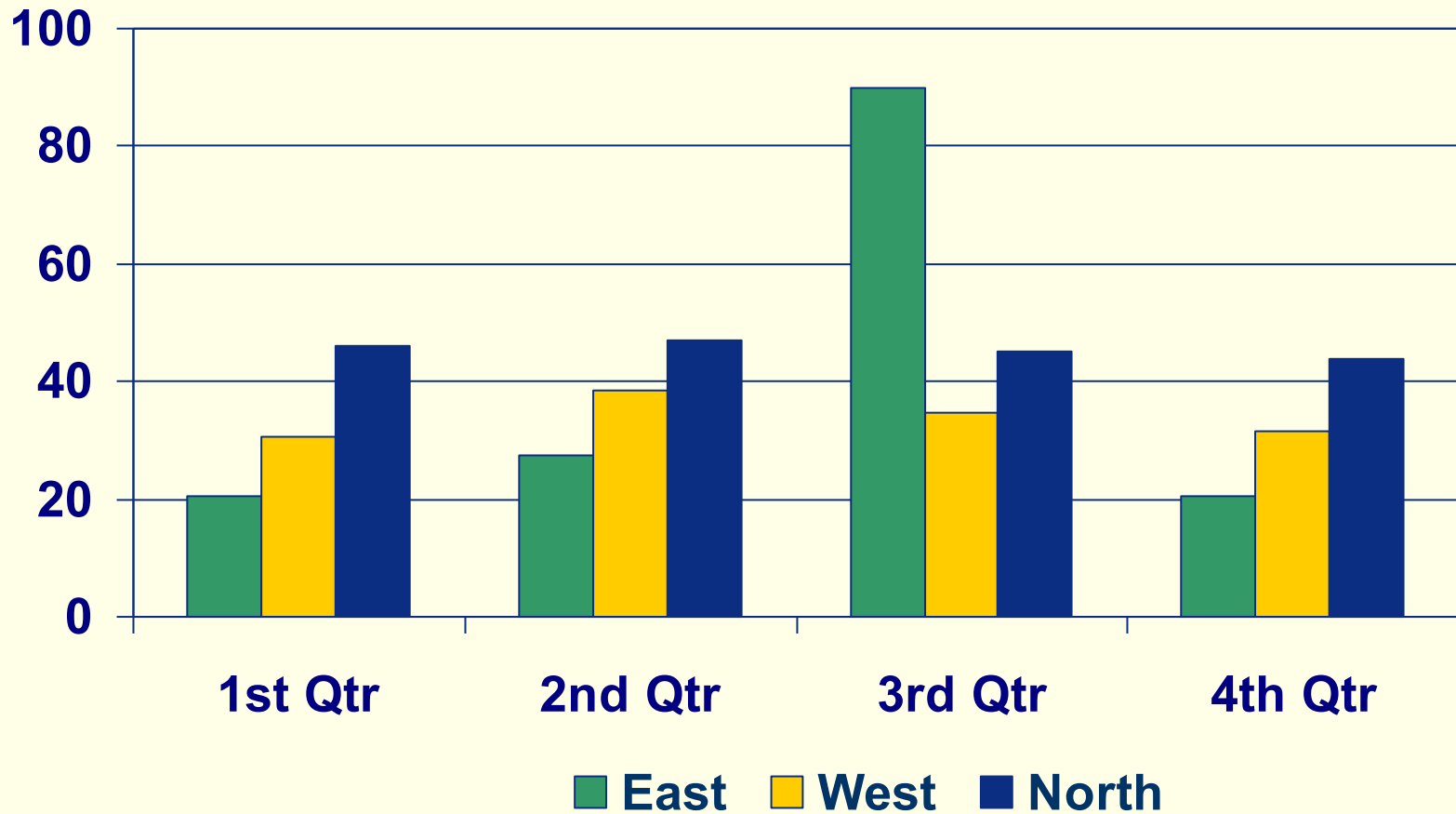
- Technology is fun, but not the problem
- Clearer understanding of public and private roles
 - U.S. has little experience with private rail passenger services
 - Little U.S. experience with PPPs, especially when the balance of benefits and cost requires partial public funding
- Critical role for stable planning and financing environment (50 year project -- one-year funding)
- Will take years to build full managerial capability
- Overall, realism in project planning for demand, costs, and integration with state and local transport

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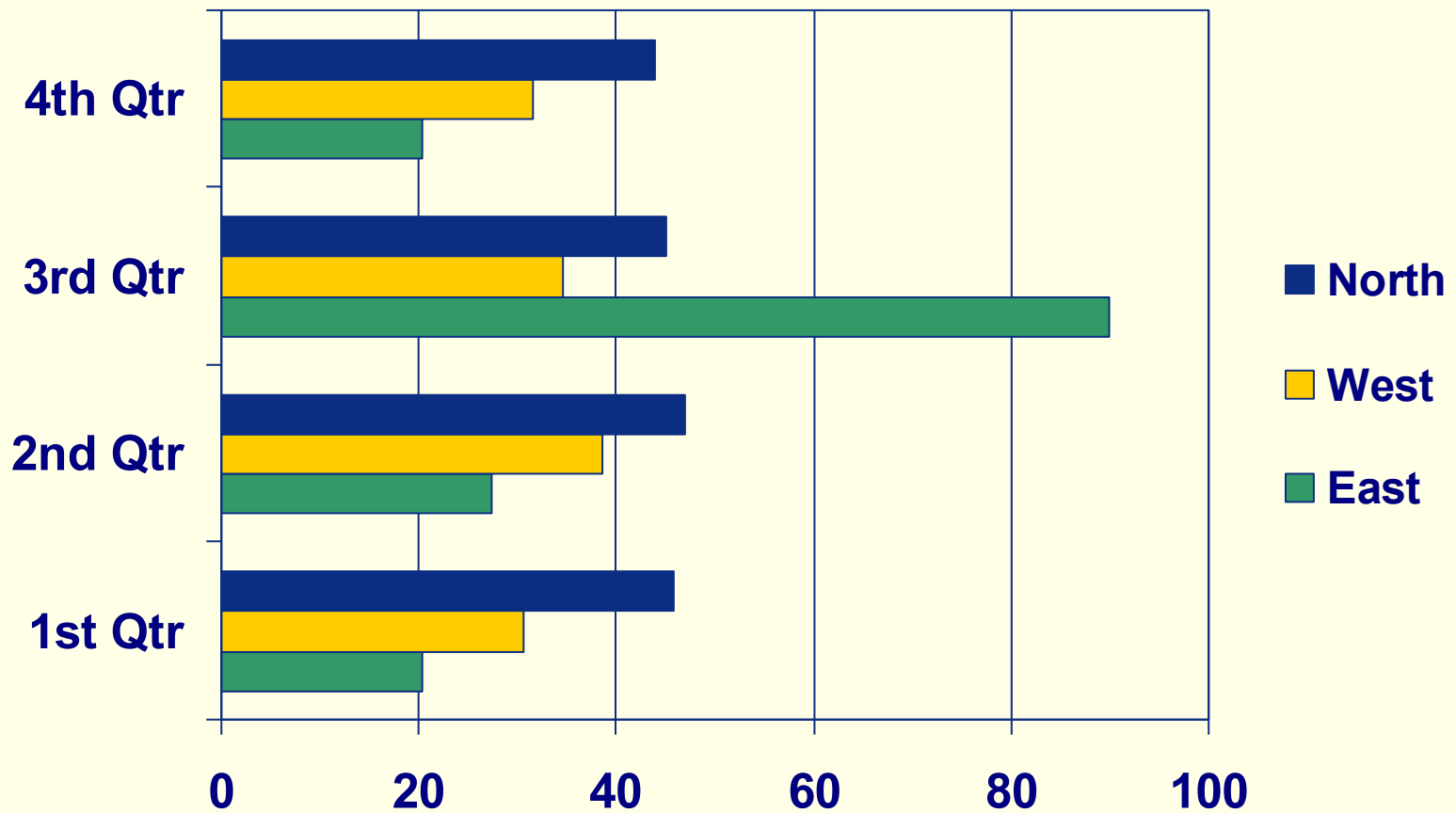


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