

福岡空港の調査とP Iの導入

Introduction of PI (Public Involvement) to The Fukuoka Airport Project

2003年12月

福岡空港の現状

The Current State of Fukuoka Airport

Current State of Fukuoka Airport

Runway 2800m, Area 353ha

About 20 million passenger/year

5 minutes to the Hakata station by subway

Managed by Ministry of Land, Infrastructure and Transport

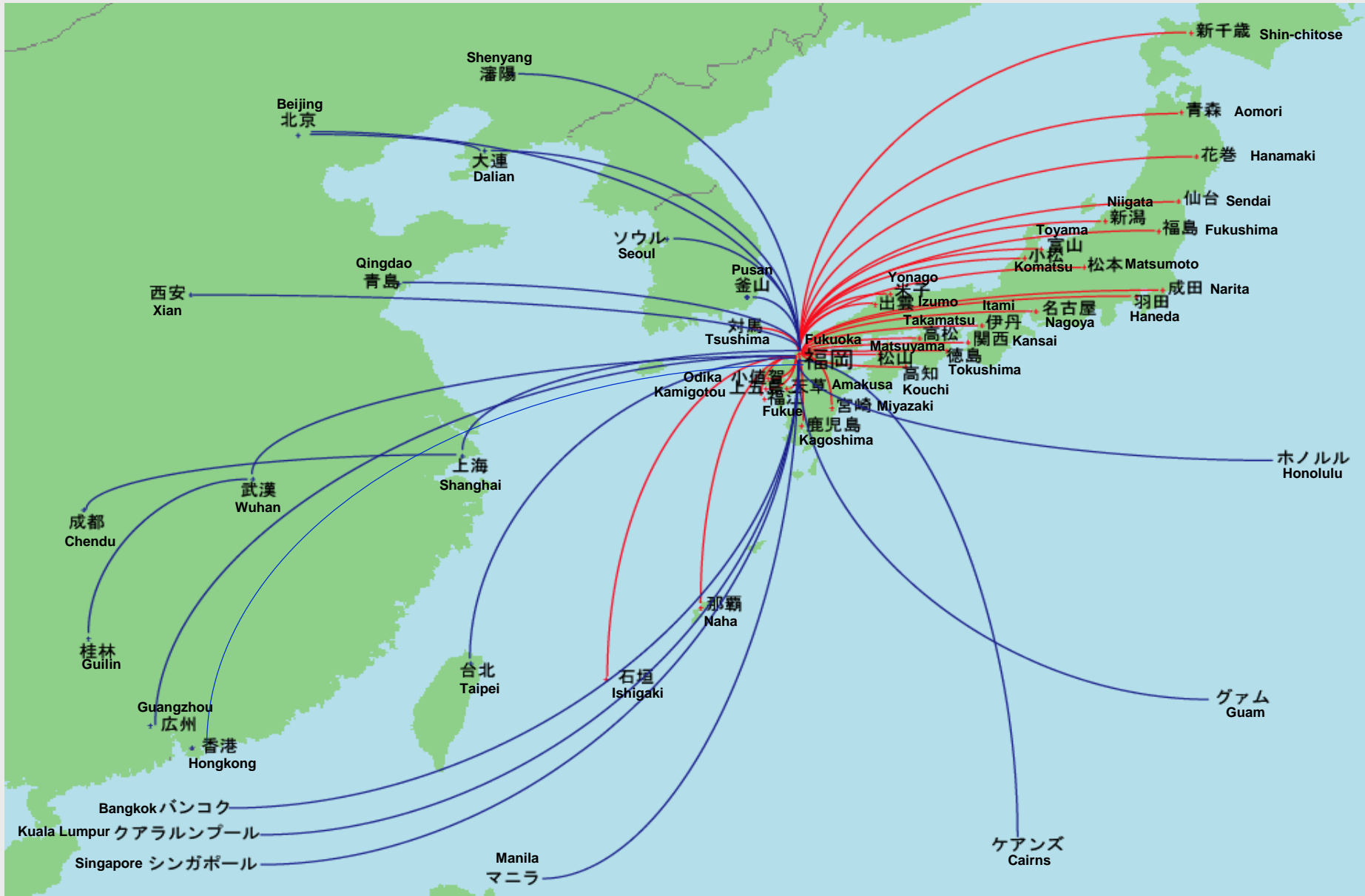
Working Time 24hours

Use Time 7:00~22:00



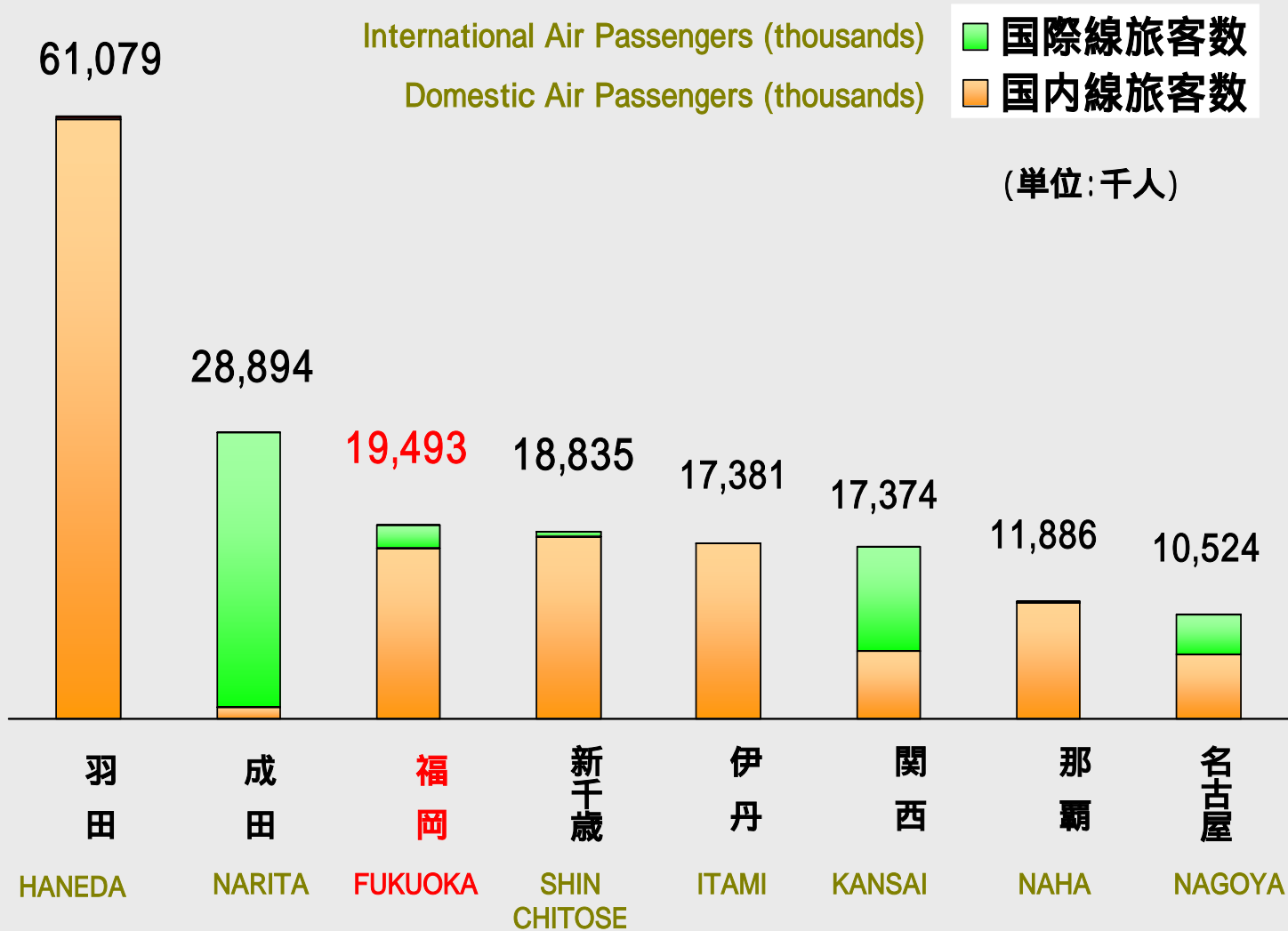
路線 国内線29都市、国際線22都市(9カ国・地域)

Operating Routes ... Direct connections with 29 major cities in Japan as well as 22 cities in 9 countries (regions).

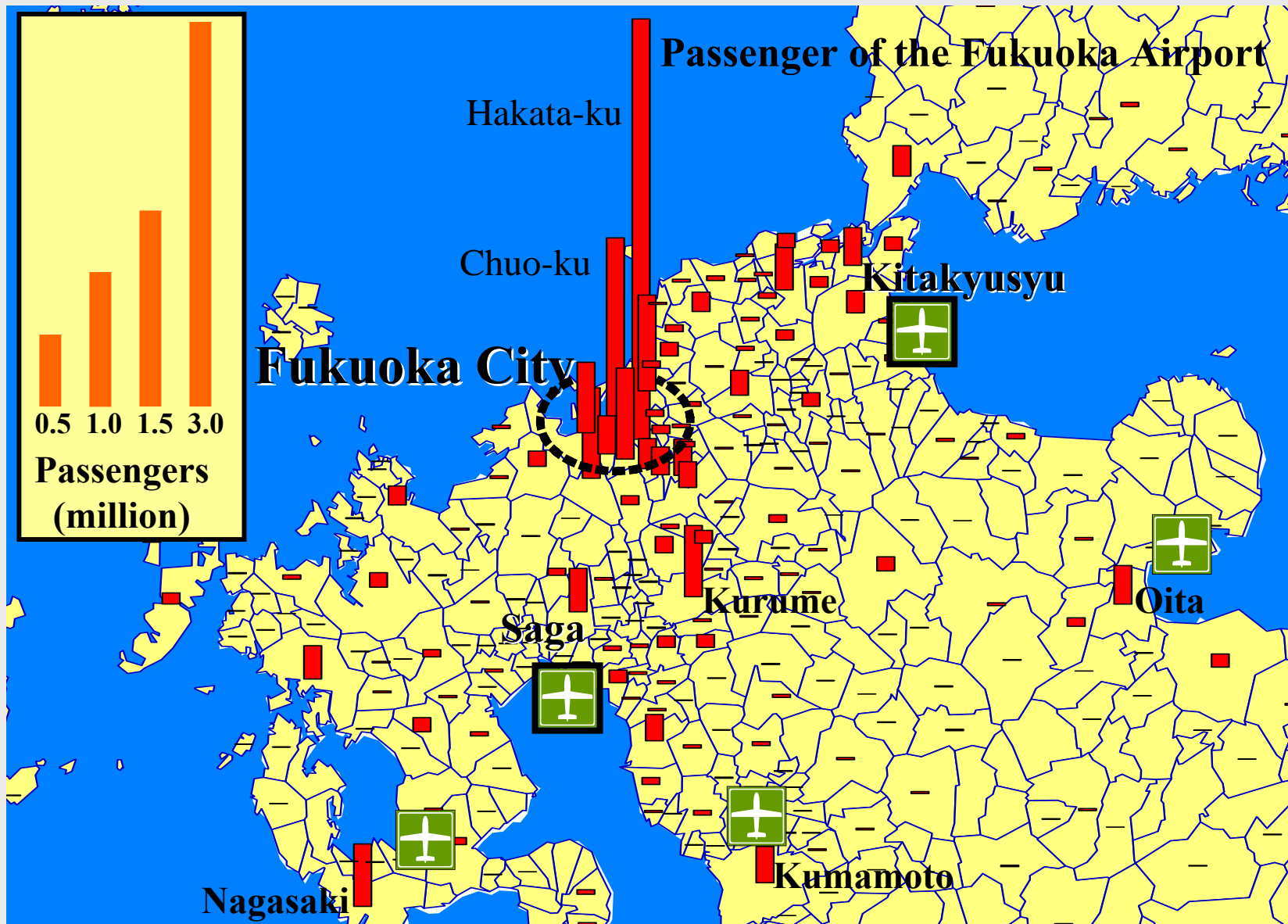


主要空港の旅客数(2002年確定値)

Passengers enplaned or deplaned at major airports in 2002



Surrounding Region Served by Fukuoka Airport

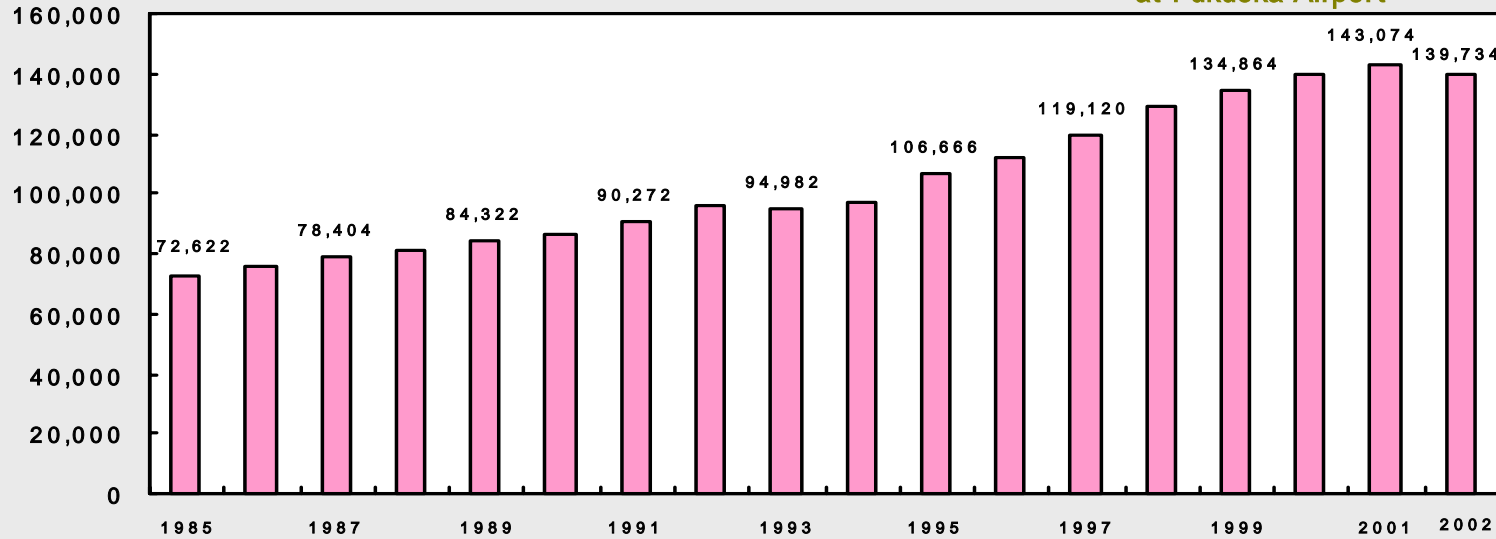


Take-offs and landings of airports of Japan

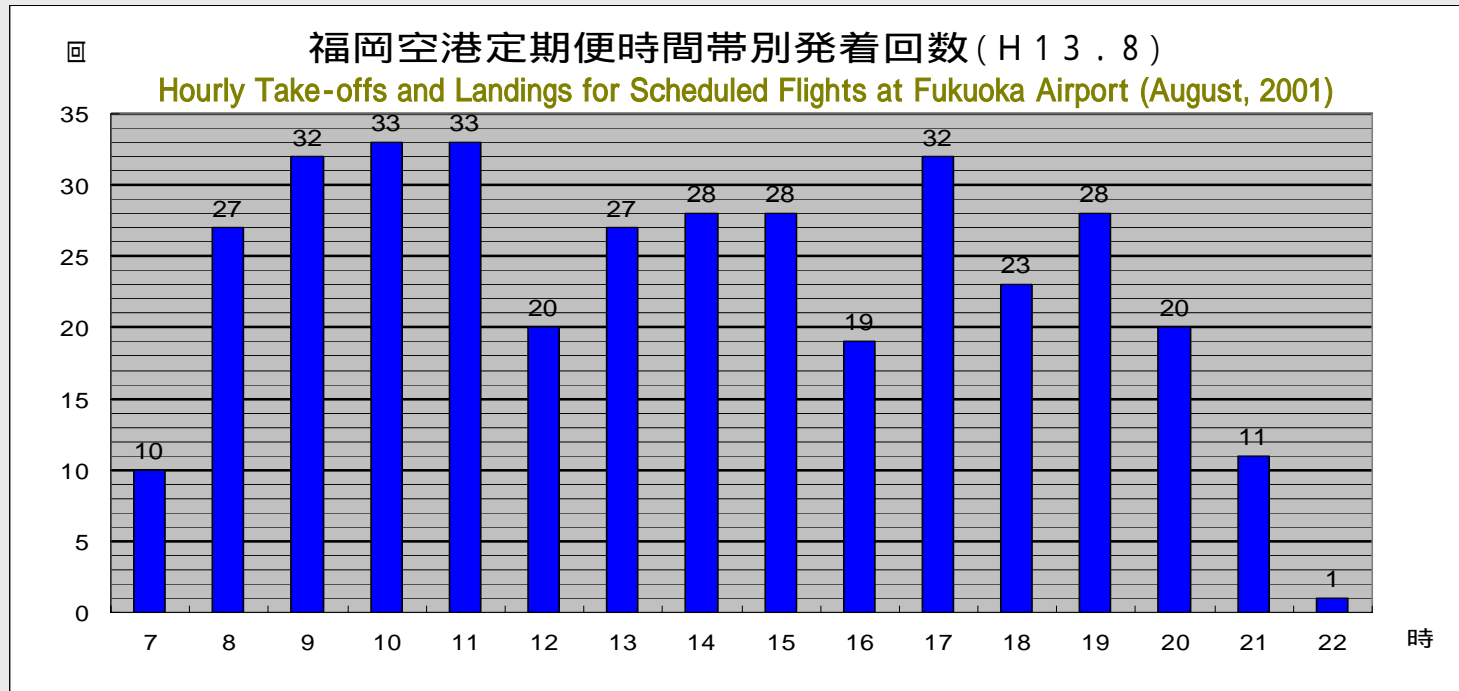
Rank	Airport	Take-offs and landings (10,000/year)	Runways
1	Tokyo Haneda	28.3	3 (4 th under field survey)
2	Narita	16.4	2
3	Fukuoka	14.0	1
4	Nagoya	11.9	1 (new airport under construction)
5	Naha	11.2	1
6	Kansai	11.1	1 (2 nd under construction)
7	Osaka	10.5	2
8	Shin-Chitose	9.9	2
9	Kagoshima	7.2	1

福岡空港の離着陸回数の推移

Annual Take-offs and Landings at Fukuoka Airport



・ 時間帯別離着陸回数 Hourly Take-offs and Landings at Fukuoka Airport



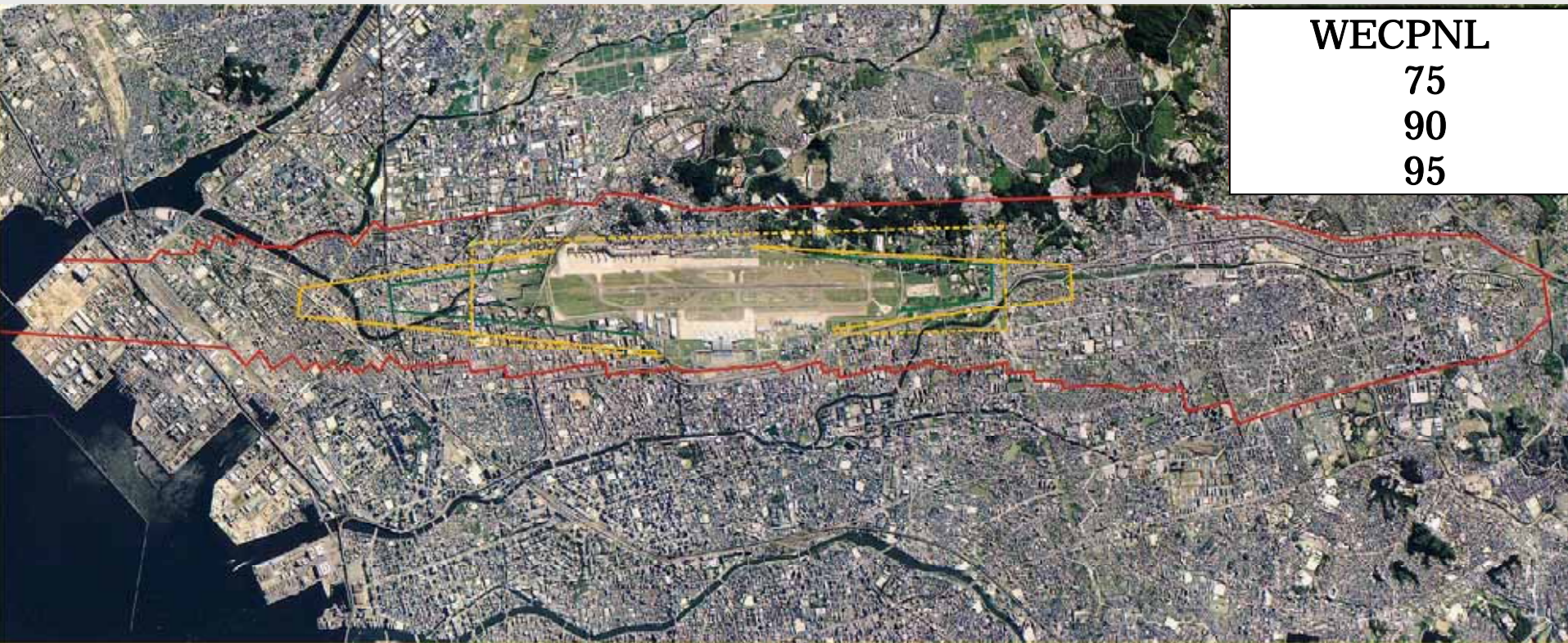
Airplanes wait for the turn of a takeoff



Aug 1. 2002 The peak hours in the morning

Designated Aircraft Noise District

**Designated aircraft noise district consists of 2,048 ha
34,000 households eligible for some sort of noise reduction
construction or financial assistance for relocation**



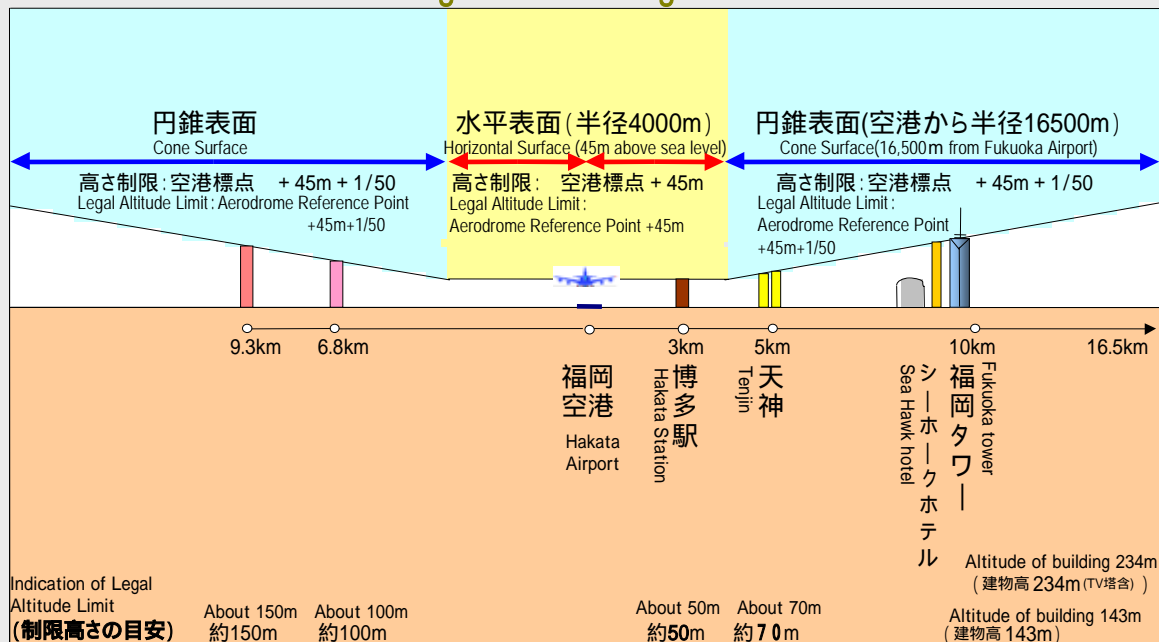
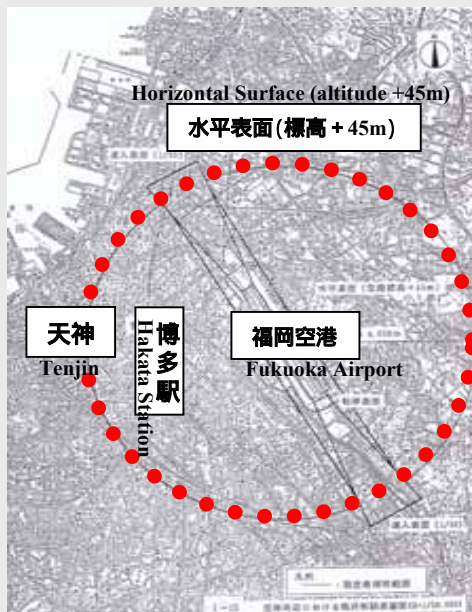
4、 空港用地 Fukuoka Airport Property

- 空港面積** 353ha (内訳) **国有地** 約228ha (64.4%)
Area of the Site **National Land** 228ha(64.4%)
 - 市有地** 約10ha (2.9%)
City-owned Land 10ha(2.9%)
 - 民有地** 約115ha (32.7%)
Private Land 115ha(32.7%)
- ・ 福岡空港の約1/3は、民有地であり、借地となっている。
 One third is privately owned, and leased to MLIT.

5、 航空法による高さ制限 Legal Altitude Limit by Aeronautics Law

- 博多駅近辺 約50m 50m around Hakata Station, and
- 天神地区 約70m 70m in Tenjin Area

の高度制限がある。
 Height for Buildings is limited to:



Comprehensive Investigation of Fukuoka Airport

- **The demand/capacity imbalance will become increasingly severe in the future for Fukuoka Airport**
- **From the viewpoint of fulfilling its role as a hub in the domestic air network**

- **The national government cooperate with a self-governing body**
- **To create civic consensus**

- **Incorporating future demand predictions for various regions**
Utilization of existing stocks
- **Cooperation with neighboring airports**
- **The construction of a new airport and the addition of new runways**

新 福 岡 空 港 基 本 構 想

II Basic Plan of New Fukuoka Airport

新福岡空港基本構想の概要

Outline of the Basic Plan of New Fukuoka Airport

- (1) 施設規模 Size
 滑走路 3 0 0 0 m x 2 本
 面積 約 5 6 0 h a

Runway: 3,000m x 2
 Area: 560 ha.

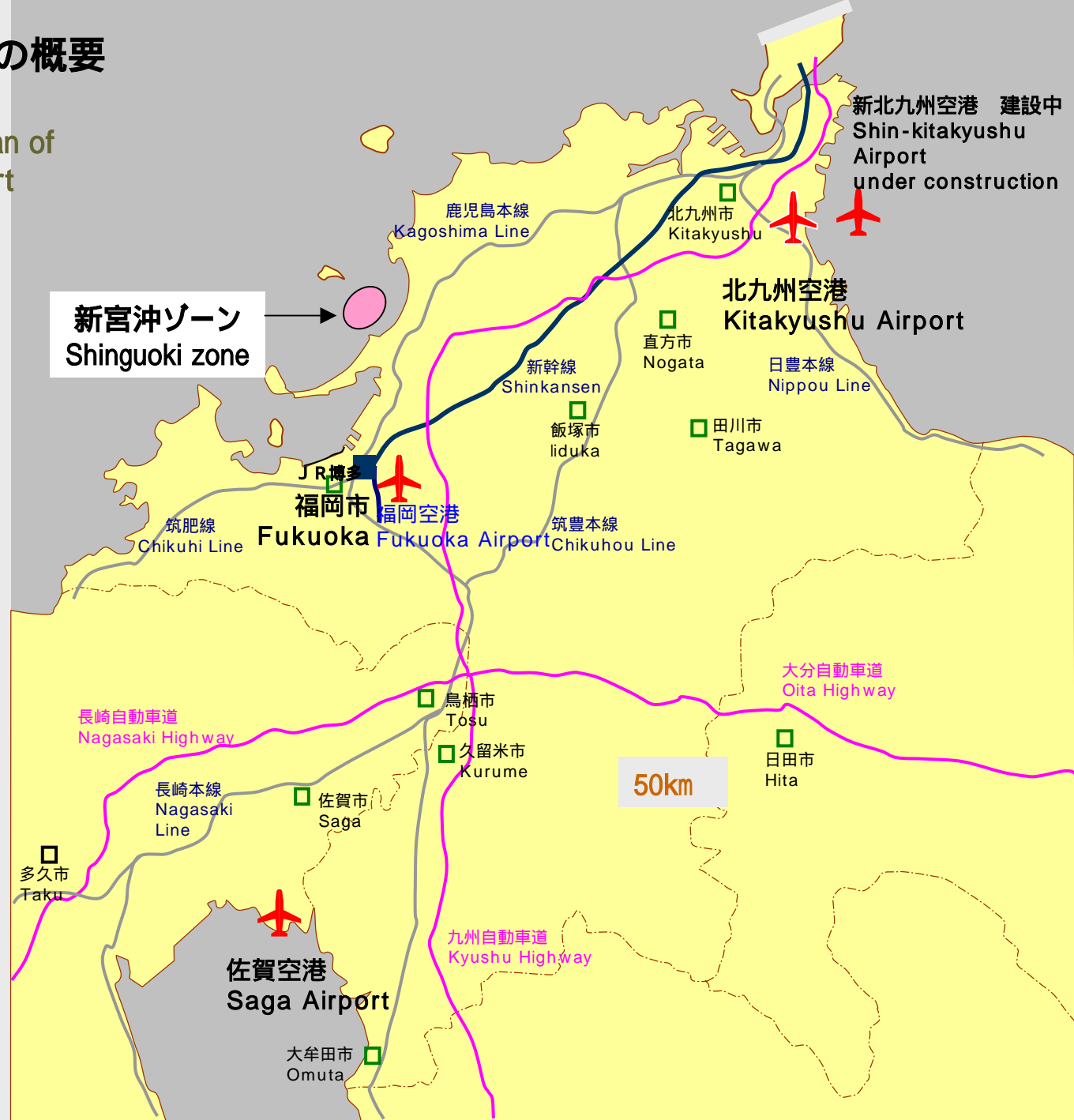
- (2) アクセス時間 (想定)
 Expected Access Time

軌道 都心から 2 0 分以内
 道路 " 2 5 分以内

By rail: 20 minutes or less
 By car: 25 minutes or less

- (3) 概算建設費
 Estimated Construction Cost

約 8 , 2 0 0 億円
 820 billion yen
 (8 billion dollars)

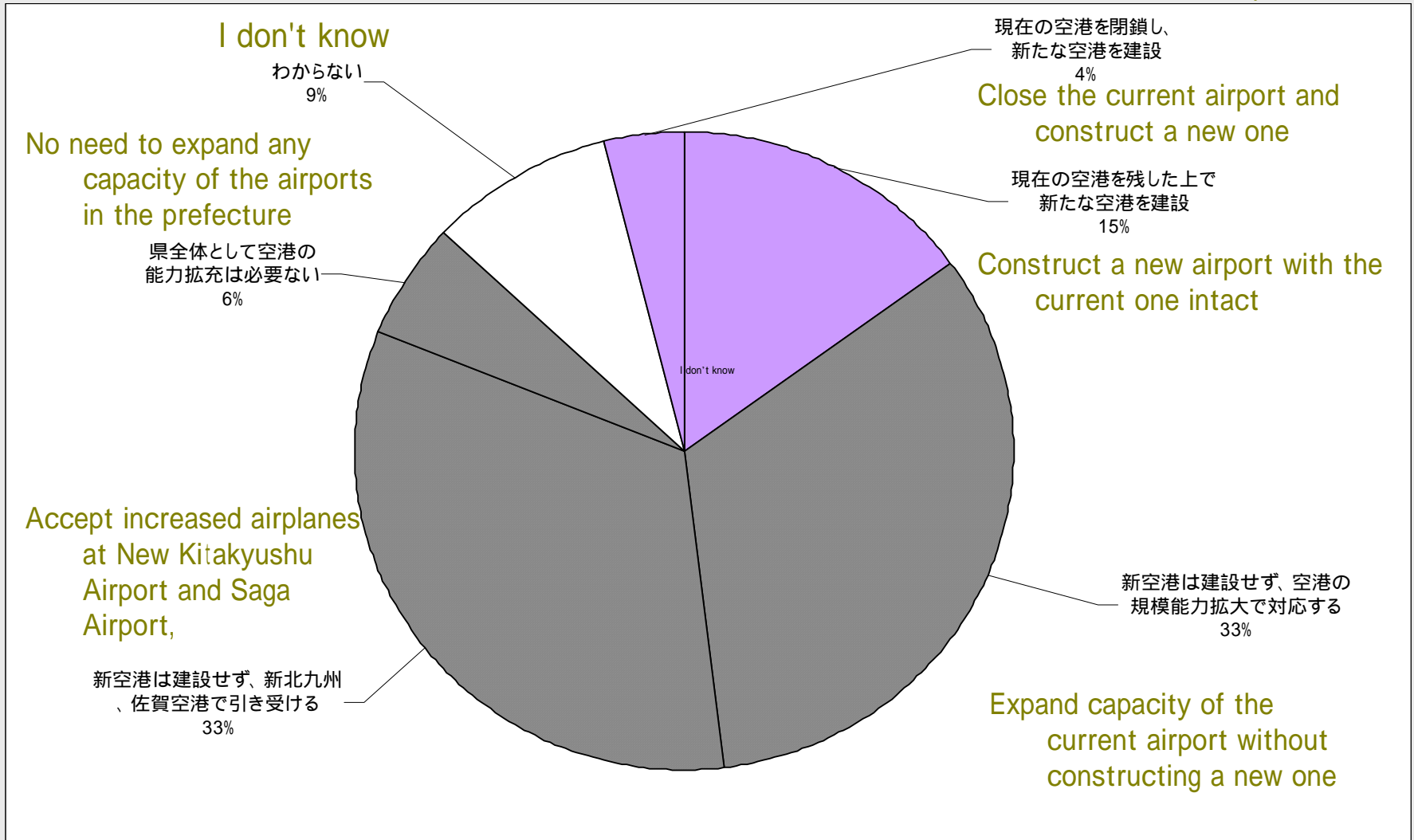


福岡空港の将来のあり方について

Results of the Poll on The Future of Fukuoka Airport

平成15年4月14日 日経新聞

Source: Nihon Keizai Shinbun, April 14, 2003



県内居住者千人に対する電話アンケート調査。有効回答率は52%である

Telephone interviews to 1,000 residents in the prefecture. Valid responses were received from 52% of the total.

PIの導入

III Introduction of Public Involvement (PI)

1. これまでの情報提供等について

Review of What We Did in the Past

情報提供の問題

Problems in Providing Information

意見の把握反映の問題

Problems in Collecting Opinions and Reflecting
Them on Policies

検討体制の問題

Problems on Decision-making System

情報提供の問題

Problems in Providing Information

- 調査の背景、基本的なデータ、内容、経過についての説明や情報提供が十分であったのか。

Did we provide the people sufficient explanation and information on the background, basic data and details of the subject?

- 市民のニーズを把握し、市民が知りたい内容の情報を十分に反映していたか。

Did the information fully meet with what the people want to know?

- 市民との間で認識を共有できていたか。

Did we share with the people understanding of fundamental points on the airport?

- 市民やメディアの信頼を得ていたか。

Were we trusted by the people and the media?

意見の把握反映の問題

Problems in Collecting Opinions and Reflecting Them on Policies

- 意見を把握、ニーズを反映するための活動が十分であったのか。

Did we make enough efforts to understand the needs of the people and reflect them on our activities?

- フィードバックの検討が十分であったか。また、そのための十分な期間を用意していたか。

Was sufficient thought and time given for the feedback from and to the people ?

検討体制の問題

Problems on Decision-making System

- 責任と役割が明確で、市民にとってわかりやすく、共感が得られる体制であったか。

Was the system clear and easy enough to understand who plays which role and who takes what responsibility, and in effect good enough to gain support from the people?

2 . P I の導入

Introduction of Public Involvement (PI)

特徴

Feature

基本方針

Basic Policy

今後検討を深めるべき課題

Points for Further Discussion

特徴 Feature

調査段階での P I 導入

Introduction of PI at the study stage.

特定の施策が決まっていない段階での P I
PI at the stage where any specific policy
has not been determined yet. (in advance of
the planning and designing stage)

施策を絞り込んでいく P I

PI to narrow down the policy directions

基本方針 Basic Policy

情報公開とどまらない積極的な情報提供の実施。

Active Information Provision more than Passive Information Disclosure

市民等のニーズ、意見を収集し、
反映できる適切な手法の導入。

Introduction of appropriate methods to effectively collect the needs and opinions of the people and reflect them on decision-making

市民等との多重多層のコミュニケーションに基づき、市民等に関われた進め方での調査検討の実施。

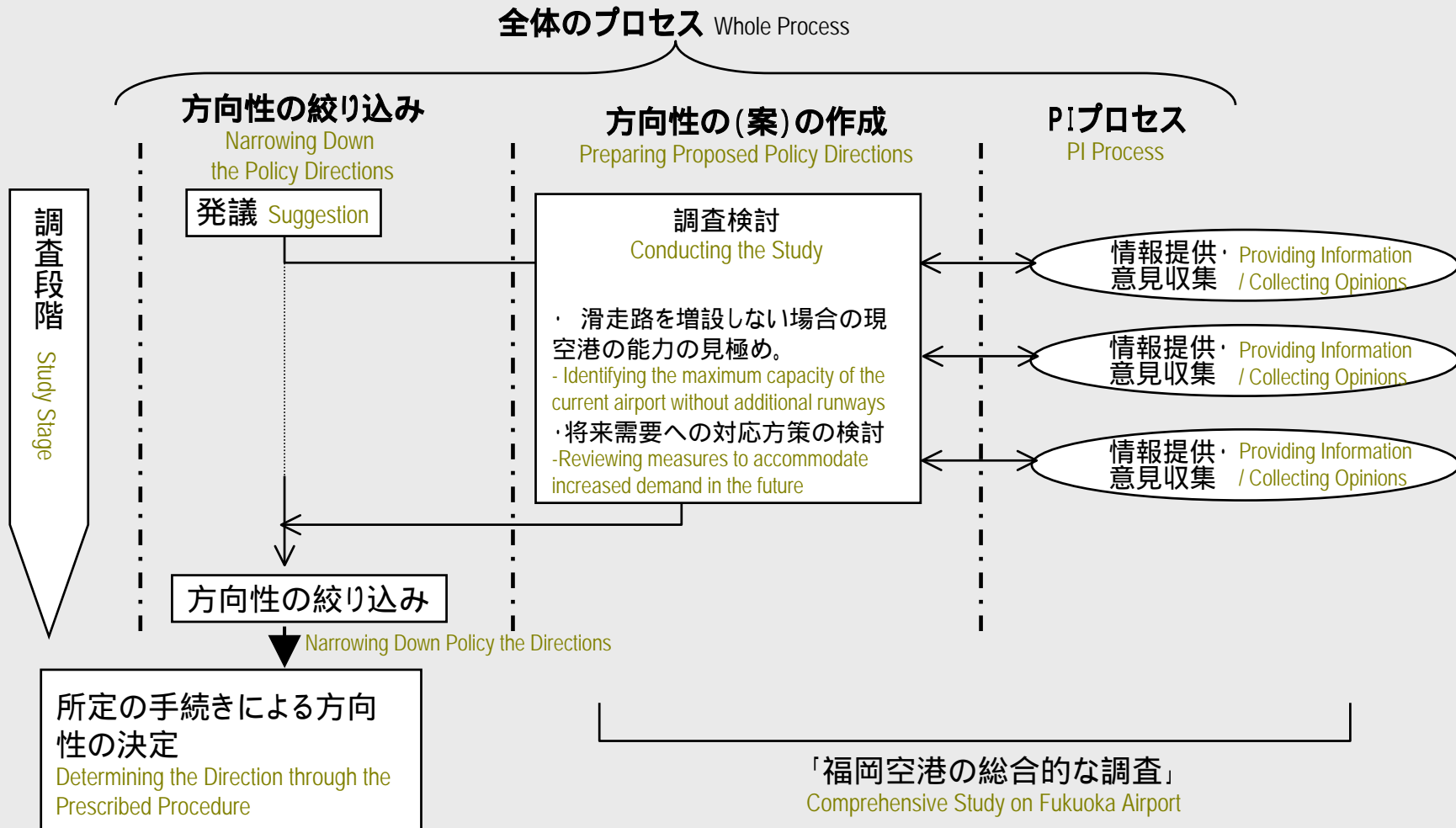
Study processes open to the people, based on multiplex and multi-layered communication with them.

今後検討を深めるべき課題

Points for Further Discussion

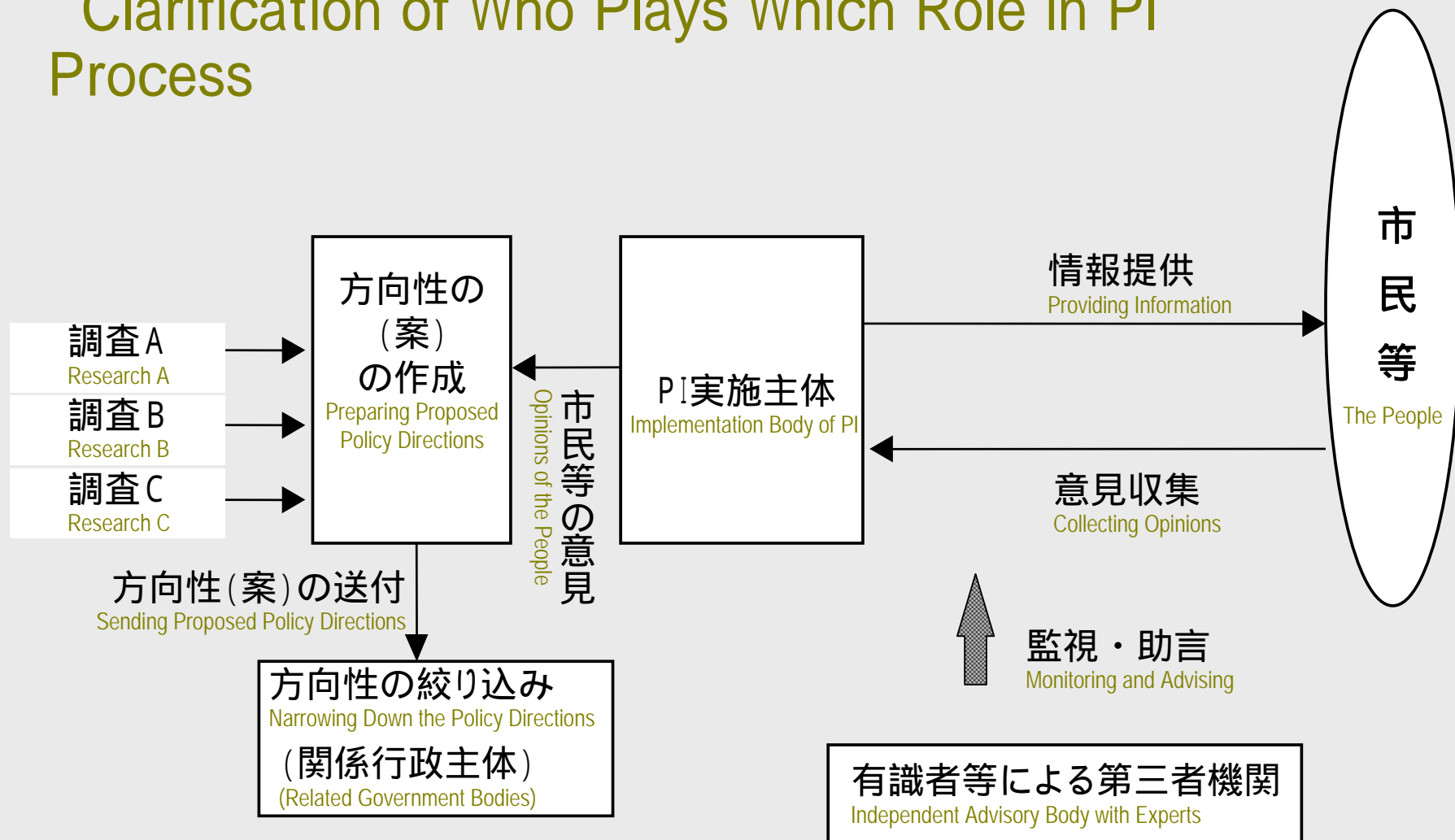
(1) 検討の進め方の明確化とPIプロセスの共有等

Clarification of the Study Process and PI Process



(2) PIプロセスに係る実施体制と役割の明確化

Clarification of Who Plays Which Role in PI Process



(3) 適正な市民等参加手法 (PI手法) の実施

Introduction of Appropriate PI techniques

- パブリックコメント
- 有識者委員会
- 協議会 (市民参加型)
- オープンハウス
- ワークショップ
- 説明会
- シンポジウム
- 意見受付窓口
- アンケート
- Public Comments,
- Advisory Committee with Experts,
- Council Meetings (With People's Participation),
- Open Houses,
- Workshops,
- Explanatory Meetings,
- Symposia,
- Consultation Services, and
- Questionnaires, etc will be broadly introduced.

等幅広く実施していく。

議論のポイント

IV PI Challenges in Fukuoka Case

PI対象者について

People to be reached

- 対象者の範囲の考え方。
Basic policy of stakeholder selection
- 各対象者層に対するアプローチの考え方。
How to approach various segments of the people
- 各対象者層に対してウエート設定すべき否か。
Whether or not to attach specific importance to some segment
- サウンドマイノリティに対する考え方と対応のスタンス。
How to reach the silent majority

空港をとりまく関係者

Related Parties around Fukuoka Airport

- 空港周辺住民 騒音、土地の所有
Residents living in the vicinity of the airport ... annoyed by the noise, own the land in the airport site or the neighborhood
- 空港利用者 国内線・国際線の利用
Users of the airport ... use the airport for domestic and international flights
- エアライン 国内第3位の利用客、国内線の拠点、多数のアジア系エアライン就航
Airline companies ... Important market, ranked the third nationally in the number of passengers, a hub for domestic flights, and extensive Asian connections.
- 企業 九州支店・支社等が集積、IC等電気機器の輸出
Private Enterprises ... Many branch Offices are concentrated around the airport. They see the airport as a good base of operation for exporting and importing electronic appliances such as IC.
- 一般市民 公共投資のあり方
Ordinary Citizens ... are interested in efficiency and effectiveness of public investment.

福岡空港の立地条件(利便性)の良さを利用者、一般市民のほとんどが認識。

Most of the users and the ordinary people highly evaluate the convenient location of Fukuoka

情報提供について

Information Provision to the Public

- より広く、正確に情報を伝達するためには、
どういふことに留意すべきか。

What points should be taken note of in order to convey information to the public more broadly and accurately

- マスコミに対する基本的なスタンスと対応。

How to cooperate with the mass media during the PI process.

プロセスの考え方について

Designing PI Process

- 施策方向性を絞り込んでいく過程でのフリーズポイントの考え方。

Basic philosophy on setting "Freeze Points" in narrowing down policy directions.

- 議論から決定の段階に入る判断の基準はどう考えるべきか。

How do we set the criteria of where and when to cease discussion and begin moving toward a final decision ?