

Hokkaido Tomakomai International Resort Concept – State of the Bid for IR

February 2022
Tomakomai City

- In order to continue sustainable urban development amidst a declining and aging population, Tomakomai is continually expanding its production industry, developing logistics in coastal zones and has been working to realize plans for an International Integrated Resort (IR) in the airport zone.
- In March 2021 the city published its “Urban Revitalisation Concept Plan”, which outlines the growth strategy for the above three points, plots an increase in tourist numbers and plans to create a sustainable city in harmony with the environment and industry.
- In addition, as a part of this plan to balance environment and industry, in August Tomakomai declared that it will work towards being a “Zero Carbon City” and, it is continuing its effort to promote the conservation of biodiversity along with sustainable consumption.
- Building on that direction, this declaration demonstrates the thought process behind the development and significance of realising the international resort in Tomakomai, aimed at a post-corona era with new technological innovations and working in with recent year’s SDGs and Zero-Carbon goals.
- It also shows the way of thinking behind the environmental survey results and measures for Tomakomai’s certified proposed IR site which was published in the December 2020 “Hokkaido Tomakomai International Resort Concept – State of the Bid for IR”.

Hokkaido Tomakomai International Resort Concept – State of the Bid for IR (Dec 2020) Points

Approach to Proposed Site	Approach to Environmental Measures	Approach to Infrastructure
<ul style="list-style-type: none"> • Societal and economical requirements of international and domestic ease of access are hugely important in constructing the IR. • Uenae area, the proposed site’s strengths are not just its potential for harmony with nature but also its adjacency to the international airport, New Chitose Airport. • A Japanese style IR is expected attract many domestic and international tourists by projecting Japan’s charm to the world - it has to be a resort the likes of which the world has never seen. It also has to draw a line between big city-type resorts and a Hokkaido-style IR – an appealing resort harmonious with nature. 	<ul style="list-style-type: none"> • The site was chosen once our surveys and current environmental conservation measures proved there is potential to avoid and mitigate affecting the plant and wildlife in the area while developing the site. • Through development, we plan to conserve the natural environment in the surrounding area while maintaining and improving its quality. We will continue our efforts to realize an international resort that is harmonious with nature. 	<ul style="list-style-type: none"> ◆ Road Maintenance <ul style="list-style-type: none"> • Tomakomai will install/maintain roads connecting to the city and New Chitose Airport. • Rapid-mass transport for New Chitose Airport will be achieved through contractors constructing and maintaining BRT and other transport systems. • Direct IC connection to the IR will be requested of the contractors, strengthening access from within Hokkaido. ◆ Water and Sewage Maintenance <ul style="list-style-type: none"> • Extreme care will be paid to the influence on the likes of Lake Utonai and the surrounding environment. Groundwater will not be used. Public water and sewage pipes will be serviced.

Tomakomai designates the Uenae area as the proposed location for the Hokkaido IR

[IR Related Movements]

Level	Fiscal Year 2020		Fiscal Year 2021		Fiscal Year 2022	Fiscal Year 2023
National	December: IR fundamental plan decision Government declaration determined application period (2021/10/1 – 2022/4/28)				Application Reception (until 4/28) →Evaluation→Area Certification (Up to 3 locations)	Review of law enforcement situation (If 5 years have passed since initial area maintenance plan has been authorized)
Prefectural	March: Declaration of application stopped		October: Comprehensive Plan Revision November: 5 th Hokkaido Tourism Nation Building Action Plan is formulated →Hokkaido-style IR Construction Concept is published		Bid effort continues →	
Municipal(Tomakomai)	December: Hokkaido Tomakomai International Resort Concept – State of the Bid for IR report is released		January: Additional Environment Survey →	August: Environmental Impact Assessment Results Revision February: Hokkaido Tomakomai International Resort Concept – State of the Bid for IR report (Revised) is released	Bid effort continues →	→

Challenges Facing Tomakomai

- Declining and aging population (pop estimated to fall to 140,000 in 2040)
- Young people continue to leave the city
- Demand for new industry (something to become a pillar in addition to manufacturing)
- City center has become empty (Tomakomai Station – City Hall area)
- Increasing costs of renewing old public infrastructure
- Cost of maintaining public transport network

Declining Population - Empty City Center - Need for New Industry

Tomakomai Strengths – Locational Characteristics

- New Chitose International Airport
- Largest industrial/manufacturing city in Hokkaido's rich natural environment
- Largest international trade port in northern Japan
- Connected to the Sapporo metropolitan area with good transport access

Industrial Hub City - Land, Sea and Air: Gateway to Hokkaido

Chitose-Tomakomai Regional Hub-City Area

The 3 cities and 3 towns including Chitose, Tomakomai and the surrounding municipalities where the airport is located will work together with New Chitose Airport at the core to accelerate the build up of advanced urban and industrial functions, aiming to form a regional hub-town area that drives the advancement of the entire area and the development of Hokkaido as a whole.

Create an International Industrial Community Hub

Looking Ahead to Post-Corona

- Post-Corona Hokkaido economic renewal → Employment security due to new business opportunities
- Continuous development of tourism related industries → Pursuit of quality and quantity – promotion of 'new travel style'
- Leadership in environmental conservation model project → Contribution to zero-carbon effort
- Rebuild the weak financial base → Guarantees new financial resources and strengthens infrastructure base

IR Authorization Criteria

- ◆ To achieve highly competitive international stay-type tourism, the IR area must have domestic and international ease of access/transport to a major city.
- ◆ A Japanese style IR needs to project Japan's charm, attracting domestic and international tourists.

International Resort Plan – IR Base Concepts

Relaxation and healing using nature

- Adventure travel
- Workation, glamping
- Ainu culture experience facilities
- Sport tourism

Attraction of wealthy domestic and international tourists

Send IR and direct-inbound tourists to site-see in Hokkaido and other domestic tourist sites

- Hokkaido tourism concierge service
- Hokkaido tourism showcase
- Connect with Kushiro/East Hokkaido tourism zone

Broad site-seeing through connection with Hokkaido Airport and JR Hokkaido

Convenient resort-style MICE adjacent to international airport

- Unique, global resort for MICE using Hokkaido's strengths: Nature, environment and food

Science advancement New industry and business creation

Create world class appeal

Promotion of entertainment industry

Latest technology will pursue an IR harmonious with the environment

- Zero carbon – renewable energy
- Biodiversity - SDGs
- Demonstration field for future technologies

Smart-City creation with latest technology from the New-Normal society

Nature-IR harmony unlike any other on Earth

International Resort Concept – IR Synergies

Enhanced Hokkaido Gateway

- Increase demand for flights
- Cruise ship attraction – Northern Sea Route development
- Improve logistics function – Promote export of Hokkaido agricultural products
- Strengthen secondary transport network with Sapporo metropolitan area

Increases Tourism Demand

Sustainable Urban Renewal – Increase in Thoroughfare

- Creation of new job opportunities will bring talent from around the country
- Further promotion of enterprise and industrial zone
- Human resource development – Education promotion
- Increase of social wellbeing – promotion of culture and arts

Generates Employment

Promotion of Hokkaido Tourism Industry

- Inbound tourists direct to Hokkaido – Send tourists around Hokkaido
- Improve broad tourism network
- Raise Hokkaido brand image

Creation of New Industries - Innovations

- Implement Smart City – MaaS
- Zero carbon, renewable energy
- Achieve biodiverse harmony

Solve social challenges

Develop Hokkaido culture and industry – contribute to economic revitalization

Proposed IR Site Status

◆“Excellent Ease of Access”

Double port (New Chitose Airport and Tomakomai Port Harbor), access to Sapporo Metropolitan Area.

◆“Bountiful Nature Resort Environment”

Second growth woodlands surround the proposed area and nearby is Lake Utonai, a Ramsar Convention protected wetland which guards untouched natural forests, Hokkaido University's Experimental Forest and the woodlands around Mt. Tarumae.

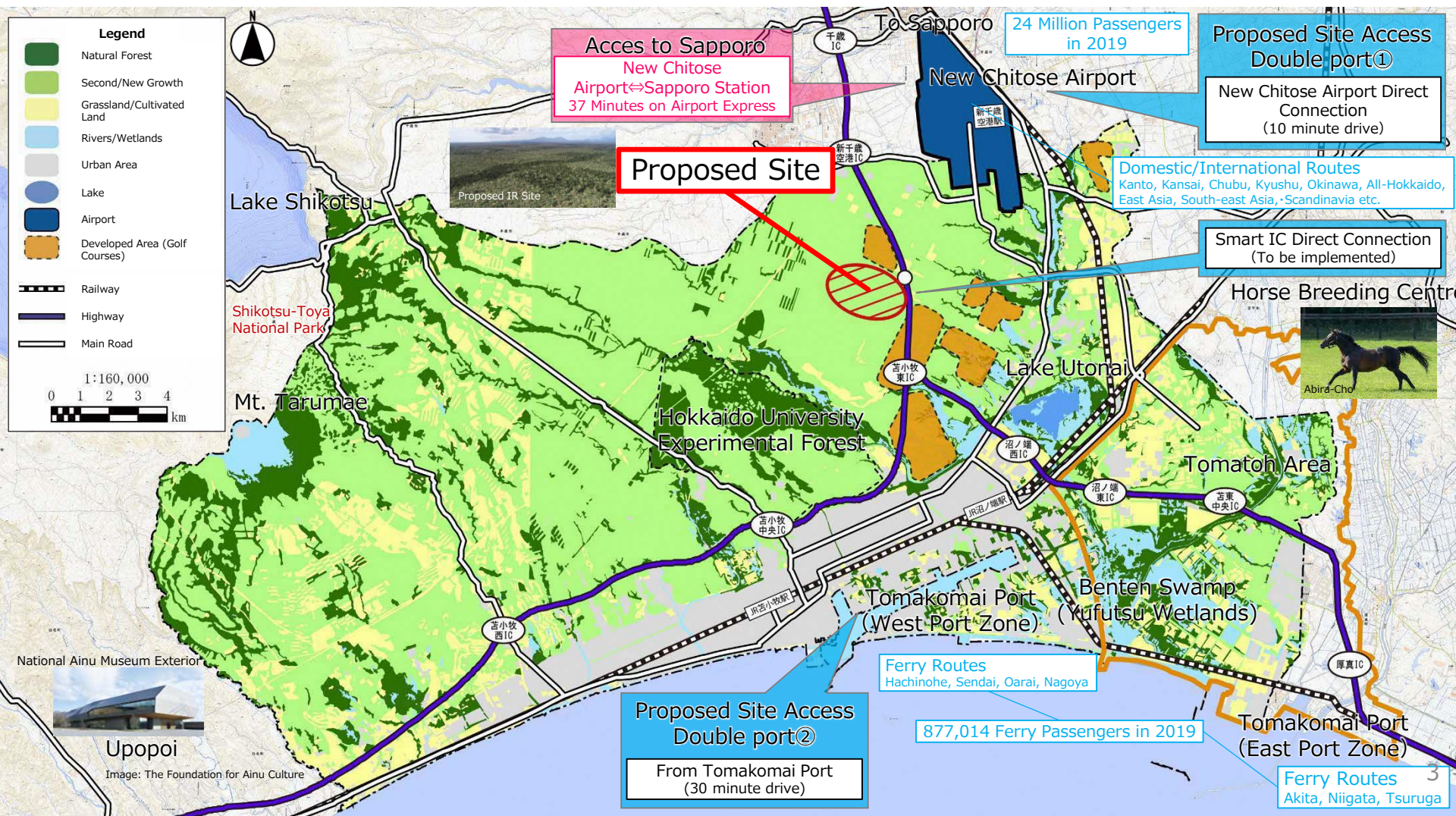
The area has the natural environment for a resort that will stand apart from big city-type resorts.

◆“Positioned for Industrial Growth – Business Tourism Hub”

Industry is developing in the adjacent Tomatoh Industrial Zone. Lake Shikotsu, Noboribetsu Onsen, Uppoi, Golf Courses and the Horse Breeding Center nearby are potential tourism connections.

◆“Low Risk of Environmental Disaster”

The proposed site is outside of tsunami and flood inundation zones meaning it is a highly stable environment with lower risk compared to other areas.



Approach to Hokkaido's Proposed IR Site – Uenae Area (As of November 2019)

【Proposed Location: Uenae Area】

- Natural location surrounded by forests
- Rare flora/fauna needing protection inhabit area

Necessary precautions for the environment are unclear

【Challenges Facing Development】

In the event of major development, impact to the environment will be investigated beforehand and a prediction of whether developing that area is possible or not will be formulated. Then an evaluating “Environment Assessment” is necessary.

- Over 50ha ⇒ Environment assessment inline with the Hokkaido Environmental Impact Assessment Regulations
- Under 50ha ⇒ Will be dealt with to the same standard as the assessment regulations

Approach to/Accommodation of Tomakomai's Natural Environment

Environmental Status Survey (2018/6 – 2021/11)

A status survey was conducted over April – August 2020 and February – November 2021 incorporating all the points that experts found lacking in the June 2020 Environmental Impact Assessment Results.

⇒Adjust approach to conservation

Progress has been made in overcoming some challenges related to the environment around the proposed IR site.

Proposed IR Site Developmental Concepts

As the municipality bidding for the IR, we will clarify our environmental considerations to the contractors.

【Development Concepts】

- Development will be outlined to contractors with promotion of diversity, zero-carbon and SDGs in mind.
- Development area (including roads, infrastructure) will be kept to under 50ha to minimize impact to the environment.
- Regarding conservation methods, simply relocating rare species isn't enough; we aim to make the natural environment and surrounding areas even more bountiful than pre-development.

Tomakomai Biodiversity Specialist Conference (2021)

Project outlines, development zones, the city's direction and the major results from the Environmental Impact Assessment that affect the “Tomakomai International Resort Concept” will be presented as “direction of development”.

The formulation of the Biodiversity Area Strategy was laid out as the suggestion of specialists in regards to the direction of policies influencing the future of Tomakomai's biodiversity.

All development projects, including the IR project will be ranked in the formulation of the Biodiversity Area Strategy

【IR Realization Process】

Job Allocation		Direction Decision Public Appeal for Contractors – Selection Process	After Contractors Decided	After Zone Authorized	
City	Management of environmental challenges at proposed IR site	Formulation of Biodiversity Area Strategy	Promotion of the Biodiversity Area Strategy and continuous management of the environment		
Contractor		Contractors will propose method based on city's Environmental Impact Assessment results	Implement environmental measures	Construction begins	

Realization of IR that is harmonious with the environment and nature

Environmental Measures (2)

[Environmental Impact Assessment Method]

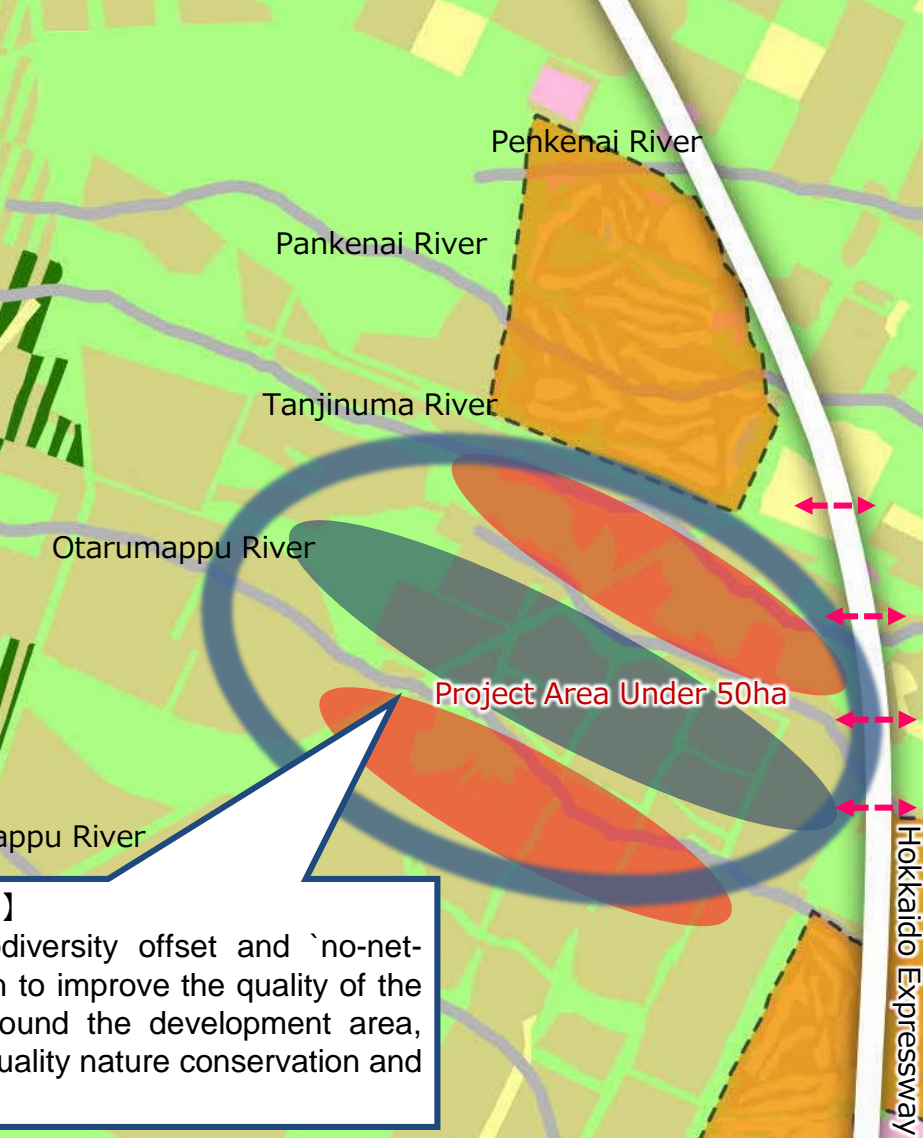
Environmental Impact Assessment (Published 2020 June)	Environmental Impact Assessment Revision (Published 2022 February)	
1st Period	2nd Period	3rd Period
<p style="text-align: center;">【Onsite survey & breakdown assessment】</p> <ul style="list-style-type: none"> •General Survey and Vegetation Survey : 2018 June - August •Birds of Prey Survey (nesting, breeding, conservation monitoring) : 2018 March – 2020 February •Spring Water Survey: 2019 October – December 	<p style="text-align: center;">【Onsite survey】</p> <ul style="list-style-type: none"> •Northern Goshawk Range Survey: 2020 April - August 	<p style="text-align: center;">【Onsite Survey】</p> <ul style="list-style-type: none"> •Flora survey (overall): 2021 May •Fauna survey (overall): 2021 June - August •Northern Goshawk nesting/breeding/range Survey: 2021 May - August •Ussuri Brown Bear Range Survey: 2021 April - November •Black Woodpecker Nesting Survey: 2021 February – May

[Environmental Impact Assessment Results (Note: All reference titles are approximate translations and all reference materials are in Japanese)]

	Confirmed Important Species/Current Status		Conservation Approach/Measures
Vegetation	<ul style="list-style-type: none"> •Deciduous broad-leaved second-growth forests and Japanese Larches occupy most of the area, no old-growth present, man-made causes affect most vegetation. •Partial wild growth of largely untouched Japanese Elms and Manchurian Ashes (However, findings from the onsite survey and aerial photographs from the 1970's show that a large portion is regrowth as a result of deforestation). 	Vegetation	<p>Measure: Non-modification, conservation will be the basis regarding the wild growth of Japanese Elms and Manchurian Ashes. Regrowth in the previously deforested area will be managed to cultivate rich forest resources.</p> <p>Reference: Shibetsu River Natural Restoration (MLITT Hokkaido Regional Development Bureau)</p>
Flora	<ul style="list-style-type: none"> •Woodland Peony, a species of Paeonia, Calanthe Tricarinata (orchid) Cremastra Unguiculata (finet) and Forked-stem Adonis all grow naturally. 	Flora	<p>Measure: Care will be taken not to directly alter the ground in the growth areas. Where ground alteration can't be avoided, replacement (of flora) will be considered.</p> <p>Reference: Churui River Dam Construction Project (MLITT Hokkaido Regional Development Bureau), Kitahiroshima General Sports Park Prefectural Road Line Installation Project (Hokkaido Sorachi Subprefecture General Regional Development Bureau Sapporo Construction Management Division), Yanba Dam Construction Project (MLITT Kanto Regional Development Bureau)</p>
Mammals (Overall)	<ul style="list-style-type: none"> •Vespertilionidae Family 1 (25kHz bats), Vespertilionidae Family 2 (50kHz bats) and the Ussuri Brown Bear inhabit the area. •Automatic cameras photographed Ussuri Brown Bears in 9 locations during the Ussuri Brown Bear Range Survey. Foot prints, droppings, food remnants and claw marks were found in a trace-survey, mostly in wooded areas around streams. 	Mammals (Ussuri Brown Bear)	<p>Measure: Protection of pathways and surveys will be conducted over many years under specialist's guidance.</p> <p>Reference: Green Corridor Installation in National Forests (Ministry of Forestry)</p>
Birds (Overall)	<ul style="list-style-type: none"> •Hazel Grouse, Greater White-fronted Goose, Slaty-backed Gull, Eurasian Sparrowhawk, Northern Goshawk, Black Woodpecker, White-backed Woodpecker and Eurasian Woodcock etc. inhabit or use the area. •Designated as a high-use area in the Northern Goshawk Range Survey (surveyed 2 nesting periods). •Black Woodpecker nesting could not be confirmed in 2021 survey. 	Birds (Birds of Prey)	<p>Measure: Construction will be conducted outside of nesting seasons and will not alter nesting areas. A change of vegetation which will generate and promote the forest environment and also guide birds to nest further away from the altered area will be looked into.</p> <p>Reference: Bird of Prey Conservation Procedure (Revised) (Ministry of the Environment), Tsugaru Dam Construction Project (MLITT Tohoku Regional Development Bureau)</p>
Reptiles	<ul style="list-style-type: none"> •No reptiles that are deemed important species could be found inhabiting the area. 	Reptiles	–
Amphibians	<ul style="list-style-type: none"> •Ezo Salamander inhabit the area. 	Amphibians	<p>Measure: Livable forest environment will be allocated widely around the area, promoting inhabitation.</p> <p>Reference: Kitahiroshima General Sports Park Prefectural Road Line Installation Project (Hokkaido Sorachi Subprefecture General Regional Development Bureau Sapporo Construction Management Division)</p>
Insects	<ul style="list-style-type: none"> •European Hornet, Black Hornet (Vespa Dybowskii), Jozan Hoverfly (Nagahana Abu), Sympetrum Darwinianum, Sympetrum Parvulum, Lasius Teranishii and Scarce Large Blue inhabit the area. 	Insects	<p>Measure: Livable forest environment will be allocated widely around the area, promoting inhabitation.</p>
Waterways	<ul style="list-style-type: none"> •No streams of Penkenai River, Pankenai River etc. were confirmed in the survey area's rivers. •Water intake from shallow aquifer affects downstream waterways. •Deep aquifer is independent of the shallow aquifer. 	Waterways	<p>Measure: Will be maintained with public water and sewer services. Groundwater will not be used.</p> <p>Reference: Groundwater Conservation Guideline (Ministry of the Environment)</p>

Proposed IR Site Environmental Status

- ◆ Outline: Surrounding terrain gently slopes. Proposed site is maintained as a commercial forest containing Japanese Larch woods, deciduous broad leaved second-growth woods and out-of-use fuelwood woods.
- ◆ Flora: Fork-stemmed Adonis, Woodland Peony, Calanthe Tricarinata, Cremastra Unguiculata (finet) etc. are recognized as unique important species in deciduous forests, forest roads and under the highway.
- ◆ Fauna: Birds of prey have been confirmed to nest in the area. Also, Ussuri Brown Bears use the nearby as forest roads and under the highway as pathways. Bats, Hokkaido Squirrels, forest birds and insects have also been confirmed to use the woods.
- ◆ Rivers: Penkenai River, Pankenai River and other rivers are there but, they are dried up and no water flow is seen.



- Japanese Larches have been thinned in lines every 20m, but is still a highly dense forest. It is planned to be cleared at a later date.
- Deciduous broad-leaved trees haven't been well maintained and are not a mature forest.
- Japanese Larch woods are ideal habitats for birds of prey but a transition has begun and their habitat is changing.

- Deciduous broad-leaved second growth (fuelwood) hasn't been well maintained, is not a mature forest and is unsuitable for bird of prey nesting.
- Flora distinct to deciduous forests grow wildly

Hokkaido Sika Deer and Ussuri Brown Bears use the box culverts and over-bridges on the Hokkaido Expressway as pathways.

Legend:

【Development Direction】
Utilizing mitigation, biodiversity offset and `no-net-loss` principles, we plan to improve the quality of the natural environment around the development area, setting a path for high quality nature conservation and revitalization.

Proposed Site Infrastructure Approach

◆ Road Maintenance

- Rapid-mass transport from New Chitose Airport will be achieved through contractors constructing and maintaining BRT and other transport systems.
- Direct IC connection to the IR will be requested of the contractors, strengthening access from within Hokkaido.

◆ Water and Sewage Maintenance

- Extreme care will be paid to the influence on the likes of Lake Utonai and the surrounding environment. Groundwater will not be used. Public water and sewage pipes will be serviced.

Proposed IR Site Development Process

◆ City Planning Act

- The current proposed site is in an Urbanization Control Area, so the prefecture needs to approve its designation as a development area in relation to the Chitose-Tomakomai District Urban Hub* Master Plan.
- Contractors will apply to Tomakomai City for Development Permits under the City Planning Act.

◆ Forest Act

- Overdevelopment in forest areas will be prevented and improvement of forest features will be planned. In order to utilize the forest land appropriately, leftover forestland will be secured when development of the site exceeds 1 ha and contractors will apply to the prefectural government for forest development permits.

* With New Chitose Airport at the core, we will accelerate the build up of advanced urban and industrial functions, aiming to form a regional hub-city area that drives the promotion and revitalization of the entire area and the development of Hokkaido as a whole.

Road Maintenance

Project Zones	Job Allocation	Length (km)	Approx. Project Cost (Billion Yen)
Road connection to New Chitose Airport	Tomakomai contractors	4.6	6.3
Road connection to city	Tomakomai City	8.7	3.7
Total		13.3	10
Smart-IC	Contractors		(2.5)

Water and Sewage Maintenance

	Job Allocation	Length (km)	Approx. Project Cost (Billion Yen)
Water pipes	Tomakomai City	8.7	2.4
Sewage pipes	Tomakomai City	13.5	5.4
Total		22.2	7.8

※Infrastructure will be installed by the City. Economic resources: grants, loans, contractor's contribution etc. will be negotiated at a later date.

