

1. Purpose of the waterfront area redevelopment

Current status and challenges

In Fukuoka City, in which tertiary industry represents 90% of all industry, it is important for the sustainable growth of the city to attract people, companies and investments from Japan and other countries.

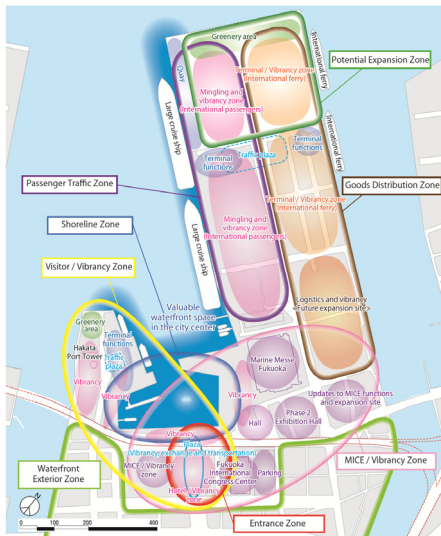
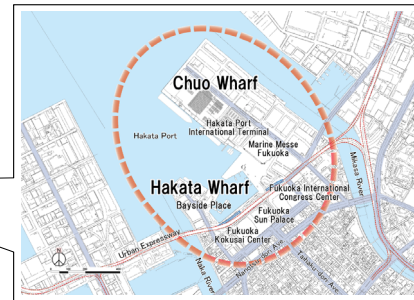
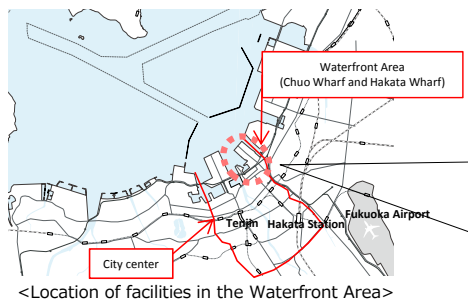
The waterfront area has a **cluster of MICE facilities** and also **serves as a gateway to the ocean** with the services of Japanese and international regular passenger liners and cruise ships. Thus, the area has a **high potential to receive many visitors** from Japan and other parts of the world.

On the other hand, the facilities in the area are still insufficient to meet the increasing demand for MICE and cruises. As a result, many proposals and requests are turned down every year (the opportunity loss is worth around 80 billion yen in a year*). In addition, the number of private facilities located in the area is small and the area fails to take advantage of its location with the valuable waterfront space in the city center. (* The estimate is based on the most recent values.)

Significance of the waterfront area redevelopment

In the waterfront area, while working to enhance its **MICE and cruise functions** to make it serve as an engine that drives the growth of Fukuoka City, we will also **promote the establishment of private facilities and create vibrant and relaxing spaces**, mainly beside the ocean, to take advantage of the features of the waterfront area and its ability to attract customers.

Firstly, we will promote the first stage of redevelopment over roughly 10 years to produce economic ripple effects (roughly 200 billion yen in a year), create employment opportunities and establish a **new hub that entertains residents and domestic and international visitors in the city center**.

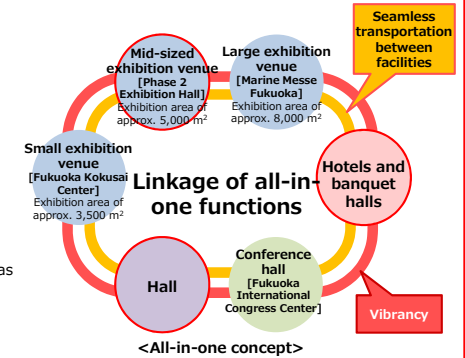


First stage (roughly 10 years)

MICE

Strengthening of MICE functions to improve supply capacity and create an all-in-one MICE hub

- Compactly deploy MICE facilities, as well as hotels and facilities offering a vibrant atmosphere to meet various MICE needs and establish an environment for MICE events with "all-in-one" functions for conferences, exhibitions and other events, including after-convention functions and accommodation facilities.
- Develop exhibition venues of different sizes to improve supply capacity and enable the organization of events and exhibitions appropriate for their size as well as large-scale events that use the facilities in an integrated manner.



Cruise

Strengthening of cruise functions to improve supply capacity and creation of a high-quality cruising hub at which various cruise ships can be docked

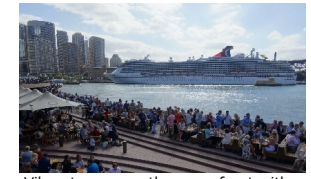
- Develop and operate a terminal at which two super-large cruise ships can be docked at the same time at Chuo Wharf, where many cruise ships already make port calls, making maximum use of the power of the private sector.
- Attract various cruises, including outbound ones, to create a "gateway to the ocean" where people from Japan and other countries interact and enjoy a popular, vibrant space.



Vibrancy

Enhancement of vibrant atmosphere, customer attraction and other functions that provide the city center of Fukuoka with new charms; creation of vibrant and relaxing spaces connected to each other, taking advantage of the oceanfront

- Create vibrant atmosphere in an integrated manner with MICE, cruising and other customer attraction facilities to provide new opportunities for exchange between people from Japan and other countries.
- Create mutually connected vibrant and relaxing spaces along the seaside that entertain residents and visitors
- Improve connection between the town and the ocean as well as circulation in the area.



Integrated town development combining MICE, cruises and vibrant atmosphere

To create **one of the leading international exchange hubs in East Asia**



* This is only a future image and is not a final decision.

2. Basic concept for the launch of the project

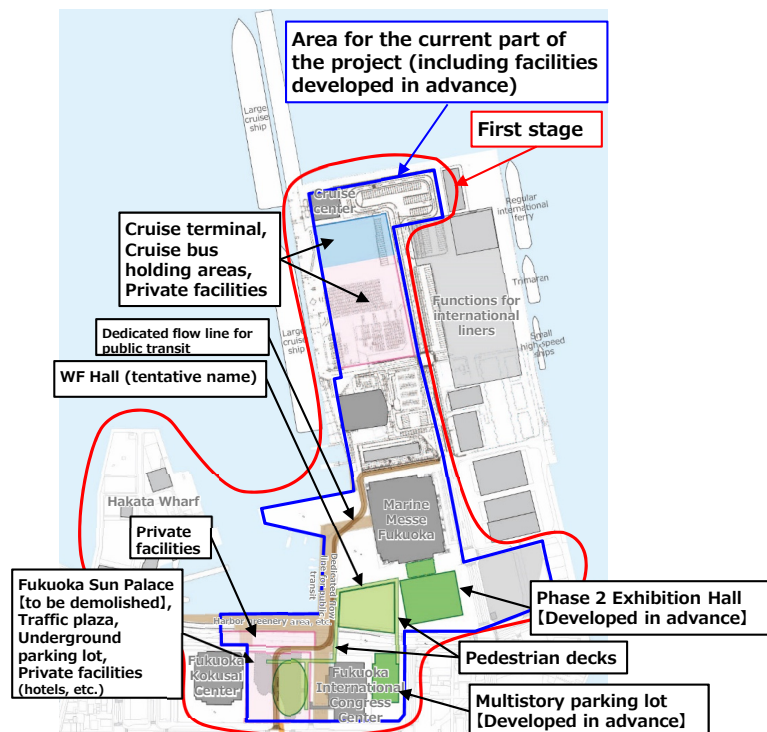
In the redevelopment of the waterfront area, we will work to **maximize the value and attractiveness of the area** through integrated town development combining MICE, cruises and a vibrant atmosphere, while **making maximum use of the power of the private sector** and making efforts to **reduce public investment**.

■ Effects of the integrated town development (image)

Development	<p>○ Creation of attractive townscape suitable for a gateway to the ocean and functional linkage of facilities</p> <ul style="list-style-type: none"> • Create attractive townscape using the oceanfront with a sense of unity in the design and views. • Secure pedestrian flow lines and open spaces featuring continuity to improve circulation with a focus on the oceanfront, and create places for exchange and relaxation where residents and visitors can enjoy special time and the landscape.
	<p>○ Creation of a sustainably vibrant atmosphere and improvement of convenience in the whole area</p> <ul style="list-style-type: none"> • Improve abilities to attract customers and the appeal of the town through efforts coordinated between MICE, cruise and facilities designed to promote a vibrant atmosphere. • Take area-wide traffic measures such as mutual use of parking lots and efficient guidance for vehicles.
Operation	<p>○ Attraction of MICE events and cruises through public-private partnership and strengthening of the environment for receiving them</p> <ul style="list-style-type: none"> • Attract new MICE events through cooperation with hotels, etc. and use private facilities for after-convention events. • Attract new cruises using private sector networks and enhance the environment for receiving them in a manner integrated with private facilities.

3. Zones and facilities covered by the project

In addition to strengthening MICE and cruise functions, we will promote the project with a focus on the oceanfront area ranging from the west side to the base of Chuo Wharf in the first-stage area, in order to create vibrant and relaxing spaces using the ocean frontage.



The following public facilities will be newly constructed:

MICE facilities	Size, functions, etc.							
WF Hall (tentative name)	<ul style="list-style-type: none"> • Hall suitable for MICE events such as large conferences and international conventions, as well as concerts • Size: total floor area of approx. 14,000 m² with 2,500 or more fixed seats (up to 3,000 seats including temporary seats) 							
Pedestrian decks	<ul style="list-style-type: none"> • Walkway for pedestrians connecting MICE facilities, parking lots and other facilities at the second floor level (width 3 to 6 m) 							
Environmental arrangement	Size, functions, etc.							
Underground parking lot	<ul style="list-style-type: none"> • Parking lot for the users of MICE and other facilities (approx. 450 spaces) 							
Traffic plaza	<ul style="list-style-type: none"> • Traffic plaza for occasional buses operated when a MICE event is held, as well as taxis • Size: for occasional buses: 4 platforms; plus 8 spaces in the holding area for taxis: 4 platforms; plus 45 spaces in the holding area * An arrangement for holding areas outside the Sun Palace site is also under consideration. 							
Dedicated flow line for public transit	<ul style="list-style-type: none"> • Road for public transportation including fixed-route buses and urban center circulation BRT (bus rapid transit) (two lanes each way) 							
Cruise facilities	Outline of the facilities, etc.							
Cruise terminal	<p>While we basically plan to adopt Plan B, we will assess the opinions of private business operators for the examination of the business potential and the operation of the terminal.</p> <ul style="list-style-type: none"> • Terminal where two super-large cruise ships can be docked at the same time * Existing facilities (Cruise Center, existing cruise bus holding area (48 spaces)) <table border="1"> <thead> <tr> <th></th><th>Plan A 1 ship can be docked (using existing facilities)</th><th>Plan B 2 ships can be docked at the same time</th></tr> </thead> <tbody> <tr> <td>Total floor area and immigration control</td><td>Approx. 8,700 m², 24 booths</td><td>Approx. 13,000 m², 42 booths</td></tr> </tbody> </table>			Plan A 1 ship can be docked (using existing facilities)	Plan B 2 ships can be docked at the same time	Total floor area and immigration control	Approx. 8,700 m ² , 24 booths	Approx. 13,000 m ² , 42 booths
	Plan A 1 ship can be docked (using existing facilities)	Plan B 2 ships can be docked at the same time						
Total floor area and immigration control	Approx. 8,700 m ² , 24 booths	Approx. 13,000 m ² , 42 booths						
Cruise bus holding area	<ul style="list-style-type: none"> • Parking lots for tour buses for cruise passengers (approx. 240 spaces) * 140 spaces at present 							

4. Operation method

The method to operate relevant facilities in this project and the relevant tasks are listed below:

Type		Facility name	Development	Maintenance / management		Operation
				Maintenance / management	Other	
MICE	New	WF Hall (tentative name), pedestrian decks, underground parking lot, traffic plaza	PFI (BTO)		Concession (to be selected separately)	—
		Dedicated flow line for public transit				
	Existing	Fukuoka Sun Palace	PFI ^{*1} (to be demolished)	—		
Cruise	New	Cruise terminal New cruise bus holding areas	PFI (BT)	concession		
	Existing	Cruise Center	PFI ^{*2} (to be demolished)			
		Existing cruise bus holding areas	—			
Private business	New	Private facilities (site of Sun Palace)	Private profit-making business			
		Private facilities (site of the container yard)				
		Private facilities (under the elevated urban expressway)				

*1 It is planned to be demolished for the development of the traffic plaza and other facilities after the development of WF Hall (tentative name).

*2 In the case where Cruise Center is demolished for development based on Plan B.

5. Outline of the project

1) PFI project (the BT method for cruise facilities, the BTO method for MICE facilities) (Development (including demolition), maintenance and management of public facilities)

a) Target facilities: [Cruise facilities] Cruise terminal, cruise bus holding areas, Cruise Center [to be demolished after the start of the services of the terminal]*

* Plan A: Continue use of the center, without demolition

Plan B: Whether or not to demolish it will be determined based on suggestions received through a market sounding

[MICE facilities] WF Hall (tentative name), pedestrian decks, underground parking lot, traffic plaza, dedicated flow line for public transit, Fukuoka Sun Palace (to be demolished)

b) Outline of the tasks:

Design	○ Preliminary survey, coordination with various relevant organizations, design, etc.
Construction	○ Construction, installation of equipment, fittings and fixtures, actions and measures concerning the neighborhood, various applications necessary for construction, supervision of construction work, support of preparation for the start of operation, etc.
Demolition of existing facilities	○ Demolition work, supervision of the work, actions and measures concerning the neighborhood, etc.
Transfer of ownership	○ Transfer of ownership after the development of facilities, etc.
Maintenance and management, etc. (only for MICE facilities)	○ Maintenance and management of buildings, maintenance, management and repair* of building equipment, environmental health management, maintenance and management of equipment and fixtures, maintenance and management of planting, maintenance and management of outdoor facilities, etc. * Cleaning and similar tasks are included only for dedicated flow line for public transit * Repair work does not include large-scale repair.

2) Concession project (operation, maintenance and management of public facilities)

a) Target facilities: [Cruise facilities] Existing: Cruise Center, existing cruise bus holding areas New: Cruise terminal, new cruise bus holding areas

b) Outline of the tasks:

Operation of cruise facilities	Operation of terminal facilities	○ Maintenance, management, cleaning, security, repair (including large-scale repair), etc. of facilities covered by the concession ○ Operation of terminal facilities (e.g. guidance for users, instruction on and supervision of usage, adjustment of usage and permission for usage) ○ Handling of passengers and receipt of facility usage fee (e.g. setting of the terminal usage fee and receipt of the terminal usage fee) ○ Rental to the national government (CIQ) (e.g. rental of CIQ facilities and receipt of rental fee) ○ Operation of cruise bus holding areas (e.g. rental of facilities to bus companies, etc., guidance for passengers, receipt of applications for vehicle registration numbers for the buses entering the bus holding areas, issuance of parking permits and collection and receipt of the usage fee) ○ Other relevant tasks (e.g. encouragement of passengers to improve their conduct, and installation of multilingual information desks)
	Coordination of the quay*	○ Coordination and confirmation of quay reservations, collection of quay and harbor charges by proxy, payment of the collected money to the city government, operation and management of the Hakata Port EDI system (system for cruise ships to enter quay reservations), etc.
	Attraction	○ Activities to attract cruises, encouragement of cruise ships to use services, encouragement of passengers to use the facilities, etc.
	Other related tasks	○ Provision of travel guidance and information, safety management for disaster prevention and emergency response, cooperation with governments, etc., collaboration with nearby facilities, takeover after the project period, operation of other facilities, etc.
Mandatory subsidiary business	○ Proposals on the encouragement of cruise ships to use services and the encouragement of passengers to use the facilities	
Voluntary business	○ Business conducted by business operators in the facilities covered by the concession on a voluntary basis	

* Coordination of the quay

In the operation of the cruise terminal, private business operators are engaged in the services to coordinate quay reservations to ensure that no obstacles are posed on the ideas and creative work of private business operators to attract cruise ships. However, the mechanism will be developed in a way that the attraction activities are performed in accordance with the policy of the city government.

c) Period for the concession project

- The period shall be 20 years from the start of the service of the cruise terminal and an option will be set to extend the period (with payment of consideration) according to the intent of the private business operators.
- Extension of the agreement in the event of force majeure will be set.

d) Procedures to set the concession:

- ① Set the concession for Cruise Center and existing cruise bus holding areas.
- ② Develop the cruise terminal and new cruise bus holding areas (as a PFI project).
- ③ Transfer the ownership of the cruise terminal, etc. from the private business operator to the city government (after completion).
- ④ Set the concession for existing cruise bus holding areas and the cruise terminal and cruise bus holding areas that have already been developed (to be set in an integrated manner including existing facilities).
- ⑤ Demolish Cruise Center and develop cruise bus holding areas on the site (demolition and development as a PFI project).
- ⑥ Transfer the ownership of the cruise bus holding areas from the private business operator to the city government and include them in the facilities covered by the concession as subsidiary facilities of the cruise terminal.

* ⑤ and ⑥ are applicable if Cruise Center is demolished for development based on Plan B.

<Reference> Operation of MICE facilities (separate selection is planned)

As to the operation of MICE facilities, while the Foundation of Fukuoka Convention Center Corporate plays the main role, we also plan to consider a new operation system that anticipates collaboration with private business operators of hotels and other facilities in order to operate existing and new facilities in an integrated manner.

[Target facilities]

- Existing facilities: Marine Messe Fukuoka
* Including existing Marine Messe parking lots B and C
- Facilities developed in advance: Phase 2 Exhibition Hall, multi-story parking lot
- Introduction into WF Hall (tentative name) and other facilities will be also sought in line with the development of facilities.

[Main tasks in the concession project]

- Operation: attraction of MICE events, reception of reservations and coordination of use, permission of use, support of the organization of events, PR, etc.
- Maintenance and management: security, cleaning, maintenance, management and repair of fixtures and fittings, etc.
* Excluding the maintenance, management and other tasks of the facilities developed as a PFI project by the selected business operators in the waterfront area redevelopment project (west side and base area of Chuo Wharf)

[Period for the concession project]

- Around 20 years from the start of the service of Phase 2 Exhibition Hall

3) Private profit-making businesses (development and operation of private facilities * financially independent)

- a) **Target sites:** [Site of the container yard] facilities proposed by other parties (general fixed-term land leasehold)
 [Site of Sun Palace] hotels(s) (required to be included in the proposal) and facilities proposed by other parties (general fixed-term land leasehold)
 [Site under the elevated urban expressway] facilities proposed by other parties (permission for tenure of the road space)
- b) **Outline of tasks:** Design and construction, administration, operation and other tasks for private facilities (including the businesses proposed by other parties on the sites for private profit-making businesses)
- c) **Project period:** The period shall be **between 50 and 70 years** including the period for the design and construction of private facilities (on the site of the container yard and the site of Sun Palace) and the demolition, and will be **set according to the proposal by the business operator**. The project period must be set to ensure that the **fixed-term leaseholds are terminated at the same time** for the site of the container yard and the site of Sun Palace.
 We plan to make use of private profit-making businesses on the site under the elevated urban highway, by giving them permission for tenure of the road space.
- d) **Rent:** Amount offered by the winning bidder, which must match or exceed the standard amount set prior to the public bidding on proposals
 * We plan to revise the rent periodically.
- e) **Examples of the functions to be introduced:**
- Commercial complexes, restaurants, entertainment facilities, etc. where residents and domestic and international visitors can enjoy the oceanfront space
 - Commercial facilities, restaurants, offices, etc. that help create a vibrant atmosphere and improve circulation in the entrance of the waterfront area
 - Facilities that help enhance the convenience of MICE functions and "gateway to the ocean" functions, etc.
 - Hotels with a sufficient number of guestrooms for large-scale international conventions (250 rooms or more), as well as suite rooms, banquet halls, restaurants, cafes, etc. **[Essential on the site of the Sun Palace]**

4) Other projects

a) Initiatives through integrated operation

In the redevelopment of the area, we hope to enhance mutual synergy between the facilities and improve the appeal and value of the town as a whole through the integrated operation of public and private facilities. Based on this idea, we plan to include the proposal of a project that supports the integrated operation, coordination, etc. of MICE, cruise and vibrant popular facilities, as well as the management system to realize it and other issues, in the requirements for the public bidding on proposals in the future.

<Anticipated examples of integrated operation>

- Offer of cruise tour programs using private facilities
- After-convention events using private facilities (e.g. restaurants)
- Attraction of large-scale conventions and events using hotels and other facilities in an integrated manner
- Traffic measures including mutual use of parking lots and efficient guidance

b) Initiatives for area management

We are considering area management not only by those who are interested parties, etc. in the area for the current part of the redevelopment project, but also by those in other parts of the waterfront area, for the autonomous and sustainable development of the area as a whole. Accordingly, we plan in the future to include the establishment and operation of an area management organization, as well as proposals for activities, etc., in the requirements for the public bidding on proposals.

<Anticipated examples of initiatives for area management>

- Introduction of intra-area transportation that helps improve circulation in the area
- Creation of vibrancy in the whole area through events, etc.
- Transmission of information on the area

5) Site-usage rights, etc., within the projects

- Sites for PFI projects and concession projects: right to loan for use, free of charge
- Sites for private profit-making businesses: general fixed-term land leasehold for the site of the container yard and the site of Sun Palace; tenure of the road space for the site under the elevated urban highway

* Among the cruise bus holding areas on the site of the container yard, those which are provided on the sites for private profit-making businesses are subject to general fixed-term land leasehold.

* For the site of the Sun Palace, joint construction of public facilities and private facilities as a PFI project is also being considered. In that eventuality, the whole site is subject to general fixed-term land leasehold.

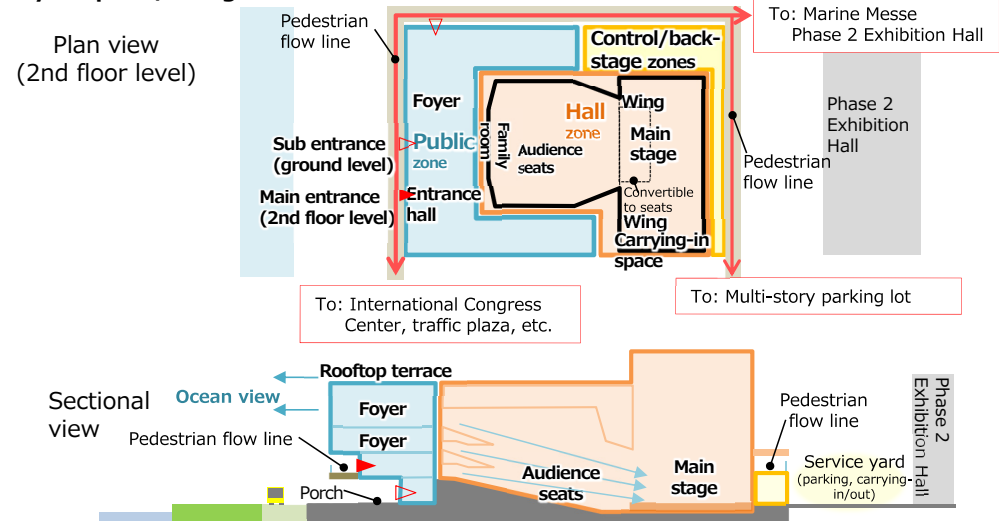
6. Outline of the public facilities to be newly constructed

1) WF Hall (tentative name)

[Development policy]

Hall in which residents and all other users can enjoy culture and entertainment in comfortable surroundings	<ul style="list-style-type: none"> Provide a venue where cultural and entertainment events, such as concerts and wind-instrument music, can be enjoyed in a comfortable manner. Ensure that the entrance hall is big enough for visitors to wait indoors in comfort until the doors are opened. Provide an environment which elderly people, wheelchair users and visitors with small children can also enjoy in comfort.
Hall with sufficient capacity and quality to hold large-scale meetings and international conventions	<ul style="list-style-type: none"> Have the ability to address large-scale MICE and other events appropriate for the gateway to Kyushu Provide spacious and comfortable seating Have entrances and exits, as well as security, that are appropriate for the visits of VIPs for international conventions and other events
Attractive oceanfront hall in harmony with the surrounding environment	<ul style="list-style-type: none"> Have foyers with an sea view and a rooftop terrace with good outlooks to allow visitors to feel close to the ocean. Secure spacious flow lines for pedestrians to connect to the oceanfront, keeping harmony with the shoreline space in mind. Consider the design of night-time illumination that will help improve the charm of the area.

[Layout plan / image of the facilities]



[Outline of the facilities]

○ Anticipated total floor area: approx. 14,000 m² (similar to Fukuoka Sun Palace hall building)

Zone	Main rooms	Main functions
Public zone	Entrance hall	• Sufficient space and equipment for visitors to wait in line while waiting to enter the hall
	Foyer	• Sufficient space and equipment for visitors to rest • Elevators, etc. installed for elderly people, etc.
Hall zone	Audience seats	• 2,500 or more fixed seats (3,000 seats at a maximum including temporary seats) • 3-layer structure as standard with configurations that allow the whole main stage to be fully viewed from any seat
	Stage	• Proscenium form • Stage and its equipment provided with functions that are equivalent to those of Fukuoka Sun Palace.
	Family room	• Seating that allows families with babies and small children, etc. to use the hall.
Backstage zone	Backstage rooms	• Rooms of various sizes and with equipment suitable for various uses.
	Backstage entrance	• Consideration of security integrated into design
Control zone	Control office, etc.	• Equipment, etc. suited for allowing collaboration with other MICE facilities • Warehouse, machine room, electric room, etc.

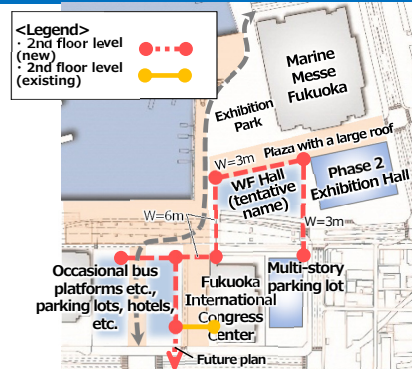
2) Pedestrian decks

[Development policy]

- Create a network of MICE facilities, traffic plazas, parking lots, etc. that enables pedestrians to move between them in a smooth and comfortable manner without getting wet in the rain.
- Establish pedestrian flow lines at the 2nd floor level keeping in mind movement between the facilities, avoidance of crossing roads carrying traffic, and other issues, and install elevators, etc. at main nodal points.

[Outline of the facilities]

- Size: 3 to 6 m wide
- Main equipment: elevators, escalators



- * The scope of pedestrian decks to be developed by public and private entities will be determined in the future.
- * It is assumed that the development cost of the section over the site of the Sun Palace will be borne by private entities.

3) Underground parking lot

[Development policy]

- Develop a parking lot on the site of the Sun Palace on the south side of the urban expressway, keeping in mind the impact on traffic in the surrounding area.
- Construct the parking lot underground in order to ensure the smooth entrance and exit of vehicles and reduce traffic burden on nearby roads, and secure various functions as well as a plaza, etc.

* Vehicles will enter and exit from the underground parking lot through an underground vehicle pathway (to be separately constructed directly by the city government according to the plan).

[Outline of the facilities]

- Size: total floor area of approx. 15,000 m², approx. 450 parking lots
- Structure: underground (two underground floors)

4) Traffic plaza (occasional bus/taxi platforms)

[Development policy]

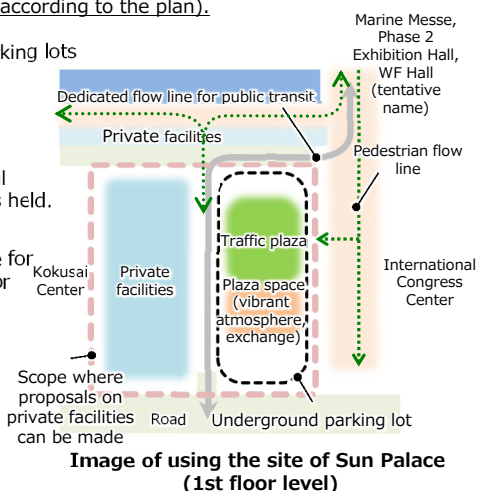
- Provide a traffic plaza that serves as platforms for occasional buses and taxis when a concert or other large-scale event is held.

[Deployment plan]

- Develop the plaza on the east side of the dedicated flow line for public transit, keeping in mind the separation of flow lines for pedestrians and those for vehicles.

[Outline of the facilities]

- Size: area of approx. 3,000 to 4,000 m²
- Function: 4 platforms for occasional buses and 4 platforms for taxis
- Holding area with 8 spaces for occasional buses and 45 spaces for taxis
- * Development of holding areas outside the site of Sun Palace is also being considered.



5) Dedicated flow line for public transit

[Development policy]

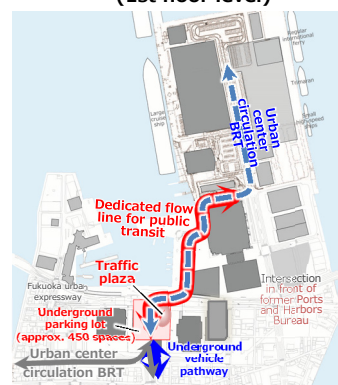
- A dedicated flow line for public transit that runs straight from Taihaku-dori Avenue to Chuo Wharf will be developed to ensure punctuality and quick-deliverability of public transportation.
- To enable facility managers to restrict the passage of vehicles, the line will be developed basically inside the site except for the parts where it is necessary to use a public road.

[Deployment plan]

- The main route will stretch from Taihaku-dori Avenue through the site of the Sun Palace to the north side of Marine Messe.

[Outline of the facilities]

- Size: total length of approx. 600 m (2 lanes each way)
- Develop platforms for BRT and fixed-route buses on the site of the Sun Palace separate from the traffic plaza.
- Secure space of sufficient width around the platforms to allow vehicles to pass oncoming vehicles or overtake other vehicles as necessary.



* On the north side of Marine Messe, the existing harbor road will be used.

6) Cruise terminal and cruise bus holding areas

[Development policy]

- Development of terminal facilities and cruise bus holding areas that can handle simultaneous docking of two super-large cruise ships
- Highly comfortable terminal where **quick immigration control** services can be provided as a gateway to the ocean
- Terminal that is effective in producing an **uplifting atmosphere for the departure** of outbound cruises
- **Relaxing public space that attracts** residents to feel close to cruise ships
- Attractive space for residents and visitors created through the integrated development of the terminal and private facilities

[Deployment plan]

- Develop the facilities on the site of the container yard (south side of Cruise Center)

[Outline of the facilities]

* The two plans below are being considered for the development of cruise facilities.

Plan A: Use (existing) Cruise Center and construct a new cruise terminal that handles one ship.

Plan B: Construct a new cruise terminal that handles two ships (Cruise Center may be used depending on the proposal).

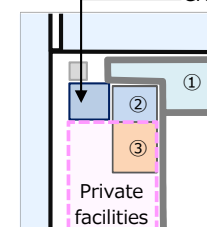
Plan		Plan A		Plan B	
Facilities		Cruise Center (existing)	Cruise terminal	Cruise Center	Cruise terminal
Handling capacity		1 ship (cruise ship 1)	1 ship (cruise ship 2)	---	2 ships (cruise ships 1 and 2)
Deployment image					
Sectional view					
No. of immigration control booths	Inbound	4,900 persons	6,300 persons	6,300 + 4,900 persons	
	Outbound	—	3,000 persons	3,000 persons	
	Immigration examination	20 booths (10 counters)	24 booths (12 counters)	42 booths (21 counters)	
	Facility size	Approx. 2,900 m ²	Approx. 8,700 m ²	Approx. 13,000 m ²	

* Opinions from private business operators will be used as a reference when one of the two plans is selected from the perspectives of the operation of the terminal and business feasibility.

[Subsidiary facilities]

Facility	Description
Boarding bridge	Equipment for passengers and crew to move between the terminal building and a cruise ship
Cruise bus holding area	Parking lot that can also accommodate large tourist buses

Cruise terminal



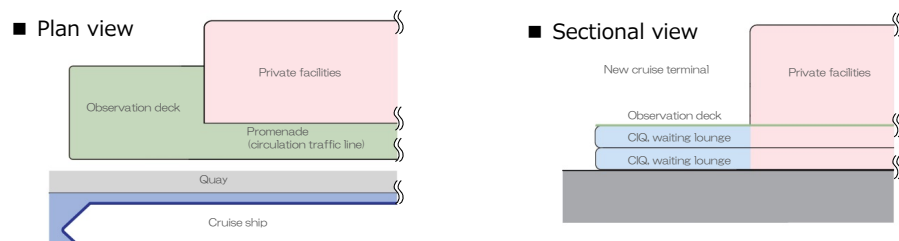
《Cruise bus holding areas》

- ① Cruise bus holding area in the existing traffic plaza (public facilities): 48 spaces
- ② New cruise bus holding area (public facilities): around 90 spaces
- ③ Bus holding area (private facilities): area where around 100 buses can wait

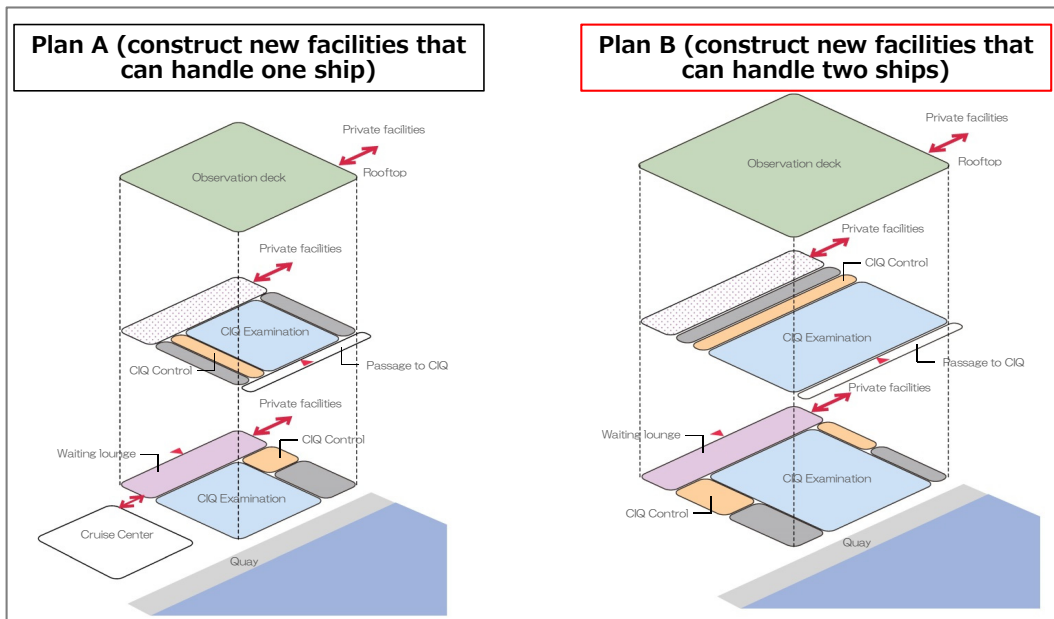
- Provide around 240 spaces in total in the cruise bus holding areas.
- The number of spaces in the bus holding area in the private facilities can be reduced if the spaces can be controlled through smart operation.

【Image of the facilities】

- Image of the terminal that can be used in an integrated manner
 - The terminal is designed to enable its use to be integrated with private facilities (with a structure that allows people to move between them on each floor) to provide a comfortable environment for users.
 - Creation of attractive landscaping makes use of the shoreline space in the city center, with design that ensures continuity with the private facilities.



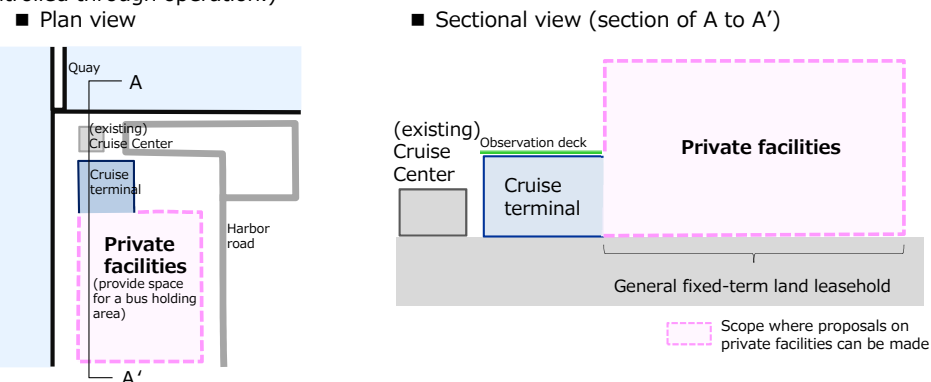
- Image of the deployment plan on each floor
 - Facilities will be designed to ensure smooth movement and quick immigration control.
 - The rooftop space will be developed to ensure that not only passengers but also residents can gather there, relax and feel close to cruise ships.



7. Main requirements for the proposal of private facilities

1) Site of the container yard

- The private facilities must be planned in a way that they can be used with the terminal in an integrated manner (with a structure that allows people to move between them on each floor).
- * The terminal, which will be owned by the city government, and private facilities, which will be owned by private business operators, will basically have separate structures.
- Space that can also be used as a cruise bus holding area (with around 100 spaces) on the site of the private facilities must be provided. (However, the spaces can be reduced if they can be controlled through operation.)

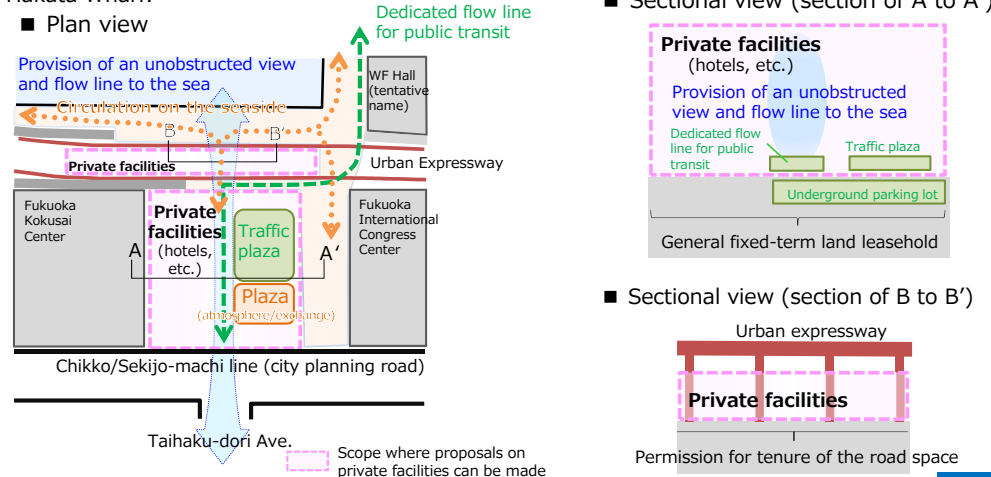


2) Site of Sun Palace

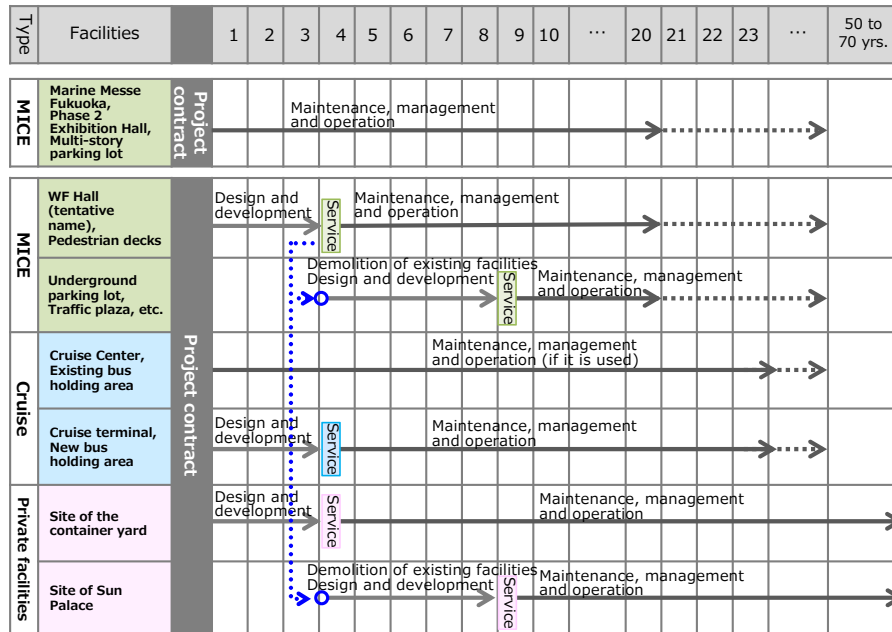
- An underground parking lot (with approx. 450 spaces), traffic plaza and dedicated flow line for public transit for MICE and other users must be provided as public facilities on the site.
- A pedestrian flow line (on the 2nd floor level) connected to the pedestrian decks that link MICE facilities, as well as a traffic plaza that generates a vibrant atmosphere, must be provided.
- The symbolic nature and landscape of the site as an entrance for the waterfront area must be considered and a flow line and unobstructed view to the ocean must be provided.

3) Site under the elevated urban expressway

- The site under the elevated expressway must be used with awareness of integration with the oceanfront space, etc. and generation of a vibrant atmosphere with continuous facilities from Hakata Wharf.



8. Project period (estimates at present)



* Site of the container yard: A cruise terminal and private facilities will be developed after the transfer of international regular passengers (container yard).

* Site of Sun Palace: Current Fukuoka Sun Palace will be demolished after the start of the service of WF Hall (tentative name). Then, private facilities such as an underground parking lot, traffic plaza and hotels will be developed.

9. Estimated development costs

The estimated costs of the development of the public facilities to be newly constructed in the current part of the project are as follows:

- **MICE facilities**
 - WF Hall (tentative name) approx. 12.0 billion yen
 - Pedestrian decks approx. 2.0 billion yen
 - Underground parking lot approx. 5.0 billion yen
 - Traffic plaza, etc. approx. 3.3 billion yen
 - Dedicated flow line for public transit approx. 0.3 billion yen

- **Cruise facilities**
 - Cruise terminal, cruise bus holding areas
 - Plan A: approx. 5.6 billion yen
 - Plan B: approx. 8.2 billion yen

- **Environmental improvement**
 - Underground vehicle pathway approx. 2.0 billion yen
 - Other (harbor greenery area, etc.) .. approx. 0.3 billion yen
- * The estimated costs of the development of traffic plaza, etc. include the demolition cost.
- * The development costs mentioned above are estimated for the case of a PFI project.
- * The costs are estimates as of December 2018 and not final figures.
- * We plan to exclude environmental improvement such as the development of an underground vehicle pathway from the scope of PFI projects.

10. Effects of the redevelopment (estimates)

The current part of the redevelopment, including the Phase 2 Exhibition Hall and other facilities that have been developed in advance, is expected to produce economic ripple effects worth around 200 billion yen in a year. It is also estimated that the investment in construction will produce economic ripple effects worth around 180 billion yen.

- Effects of **strengthening of MICE functions** : **approx. 60 billion yen/year** ... Effects of the development of Phase 2 Exhibition Hall and strengthening of the functions of the halls
- Effects of **strengthening of cruise functions** : **approx. 45 billion yen/year** ... Effects of an increase in port calls of cruise ships (not including the effects of outbound trips)
- Effects of **development of private facilities** : **approx. 120 billion yen/year** ... Effects of the development of private facilities (e.g. hotels, commercial facilities)

* Some of the economic ripple effects may overlap

* Estimate by Kyushu Economic Research Center

11. How to advance in the future (plan)

We will examine the requirements for public bidding and other issues based on the basic scheme (preliminary draft), etc. while implementing a market sounding within the private sector in order to prepare for public bidding on proposals.

