

Component Part No. 7-2 of the "Sites of Japan's Meiji Industrial Revolution" Conservation, Restoration, Presentation and Public Utilization Plan for Misumi West Port (Area 7 Miike) (Abstract)

Uki City drew up a Conservation, Restoration, Presentation and Public Utilization Plan for Misumi West Port (hereinafter referred to as “Plan”) in FY 2016 and 2017, which became a source of “Conservation Work Programme” pursuant to Recommendation b) in Decision: 39 COM 8B. 14 as adopted by the World Heritage Committee at its 39th session in 2015. The Plan comprises detailed measures for the conservation, restoration, presentation and public utilization of the component part of the “Sites of Japan’s Meiji Industrial Revolution: Iron and Steel, Shipbuilding and Coal Mining” (hereinafter referred to as “Sites of Japan’s Meiji Industrial Revolution”). This document provides an abstract of the Plan.

1. Vision

Restore the masonry and other constituent elements to maintain the design and structure of Misumi West Port, which was built in the Meiji Period. Promote the public utilization of the facility as a port that recalls its past while being cultivated amid modernization as part of the living landscape of Misumiura in keeping with community development endeavors for next generations.

Area 7 Miike, one of the Areas of Sites of Japan's Meiji Industrial Revolution, comprises two component parts. One is Miike Coal Mine and Miike Port (Component Part 7-1) and Misumi West Port (Component Part 7-2). These component parts mutually played major roles in the development of the coal industry, which achieved Japan's industrialization through the improvement from the early stages of the direct introduction of Western technologies.

Since antiquity, the waters of Misumi West Port have remained a hub for transporting goods and people between the Amakusa region and the Shimabara Peninsula with the Plains of Kumamoto and Yatsushiro. As the volumes of coal shipped from Miike Coal Mine increased, Dutch engineer Rouwenhorst Mulder designed Misumi West Port to provide access to large ships. Completed in 1887, the facility combined Mulder's design and the techniques of stonemasons from the Amakusa region. This location was not just a harbor but also a city with a drainage channel (system). The large parcel of land and wide roads reflected advanced Dutch urban planning concepts that were revolutionary for Japan. The drainage channel and other urban infrastructure continues to support community life in both form and function.

At Misumi West Port, which incorporates masonry techniques, it took immense manpower to load coal on steamboats. However, at Miike Port (in Omuta City, Fukuoka Prefecture), which opened just 20 years after completion of Misumi West Port, the deployment of machinery dramatically enhanced transportation efficiency improved. A comparison of both ports reveals Misumi West Port as a component part of the rapid development of heavy industry in Japan through rising coal exports.

Under this Plan, Uki City is focusing on the process of historical changes and developments of Misumi West Port including not only harbor's construction in light of its geographical attributes and its historical background but also community life passed from the Meiji Period to this day on urban infrastructure. The Plan is pushing ahead with conservation, restoration, presentation, public utilization and promotion in the following three respects.



Figure 1: Locations of Area 7 Miike and Misumi West Port (Component Part No. 7-2)

(1) Comprehensive preservation and inheritance of the landscape of Misumi West Port and surroundings

To safeguard and inherit the landscape of when Misumi West Port was built, Uki City will maintain the constituent elements, (i) designs and forms of the quay, drainage channel, the town layout, wells and other constituent elements, and (ii) topography of the hinterland, and at the same time, the city will conserve the surrounding landscape by restricting development and other activities.

(2) Sharing value focused on the process of historical changes and developments of Misumi West Port

It is important to understand the value of Misumi West Port from the perspectives of its process of historical changes and developments, which is still alive in many corners of the landscape. That value encompasses not only the course of the harbor construction in light of its geographical features and the originality of the water supply system, including the still functioning drainage channel but also the significance of former judicial, public administration, and maritime trade functions, the scale of a city with landfill, and the continuation of the urban infrastructure. Uki City exhibits and explains to ensure both visitors and local residents immerse themselves in the both roles that Misumi West Port played in the development of the coal industry in the Meiji Period and in the after period by touring the town.

(3) Sustainability of local living

One prerequisite in preserving and inherit Misumi West Port and its landscape is to maintain and invigorate local livelihoods. In the Misumi West Port area, where the birthrate is falling and the population is aging, Uki City will endeavor to create new jobs by promoting agriculture and fisheries and developing tourism and branding the town, as well as strive to foster community enthusiasm for the locale, including surrounding areas by promoting community development and measures on community-lead tourism.

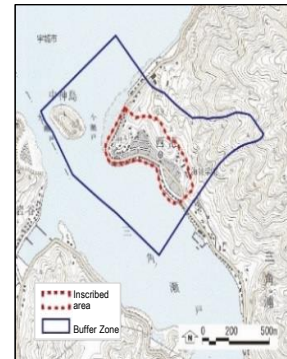


Figure 2: Scope of the Plan

2. Policy

The policy for conservation, restoration, presentation and public utilization of Misumi West Port are set based on the six items below.

(1) Conducting investigative studies to assess the current state of the constituent elements and clarify the process of historical changes and developments of the component part

To properly maintain stone masonry, such as for the quayside and drainage channel, Uki City will monitor the degradation of materials by seawater, wind and rain, and other causes as well as damage from the growth of trees and other vegetation.

The city will survey visitor numbers and behavior and other aspects, including the actual state of tourism and disaster awareness at the aim of understanding sustainability of the community.

The city will look into deepening understanding of the process of historical changes and developments of Misumi West Port including verifying routes for storing and transporting coal, and the locations of each facility as well as investigating unexamined related sources within the area and study historical documents and other materials.

(2) Maintaining and restoring stone masonry for the quay and drainage channel etc.

While monitoring stone masonry of the quay and drainage channel etc., the city will conduct daily maintenances and repairs. In addition, the city will conduct restoration with dismantling if severe damage or potential collapses are detected. Particularly, the city will cut down or transplant trees where their roots cause bulge or looseness in masonry.

As the landscape as a whole, including the port city function, indirectly affects the preservation of stone

masonry structures, the city will make consideration for its maintenance and management.

(3) Maintaining hinterland landscape and natural forest, including in the buffer zone

The hinterland of Misumi West Port is a source of earth and sand for coastal landfill, and is important to understanding how the landscape was created when the port was built by comparing to the filled ground of the settlement.

While maintaining the hinterland slope covered with a natural forest, the city will therefore take various steps to create a good landscape for the current settlement. It will manage the currently maintained view and viewpoints in the hinterland and on the opposite shore and ensure that the condition is always recognizable. While fixing the landscape of buildings and other installation in collaboration with local residents to maintain good views of the current settlement, the city will deploy a framework to preserve the landscape, including through cleaning initiatives that involve visitors.

(4) Present displays and explanations to foster understanding about Misumi West Port as a World Heritage component part

The city will efficiently and comprehensively inform visitors, focusing on the Outstanding Universal Value of the Sites of Japan's Meiji Industrial Revolution and the positioning of Misumi West Port in that, including about the historical roles of each facility as elements of the harbor city. The city will therefore open satellite facilities at the appropriate locations utilizing guidance centers (bases for information dissemination) such as Urashimaya and Ryujokan and other buildings from the past.

While providing detailed explanations at each facility based on progress in research into the development of harbor city, the city will strive to show the connections among the quay, drainage channel and town land parcel, and the spatial development and the scale of the town, including the hinterland for people to experience them by providing extensive guided tours and enhancing guidance and explanation facilities.

At the same time, the city will provide displays and explanations linked with other component parts of Area 7 Miike and hold regular community workshops on the Outstanding Universal Value of the Sites of Japan's Meiji Industrial Revolution and the entire Area.

(5) Utilizing the Misumi West Port as cultural resources for interactions between local residents and visitors

The city will inform about the component part as a gateway to the Amakusa region from the perspective of broader regional tourism collaboration, including for the surroundings of JR Misumi station and Misumi East Port located on the same coast and Kamiamakusa City and Amakusa area on the opposite shore. The city will present multilingual and aural explanations and continue the tourist guide workshop for children so that the location play a role not just as a base for engagement in terms of regional history, culture and tourism exchange but also as a vehicle for school education and lifelong learning of senior citizens.

The city will collaborate closely with Arao City and Omuta City in Area 7 Miike of the Sites of Japan's Meiji Industrial Revolution with regard to public relations and in terms of improving tourist guides and other services. These efforts will be based on the whole story from the start of port construction by deploying Western technologies through to the port's completion. The city will collaborate with other local public entities that have other component parts to promote events, tours, and other public relations initiatives.

(6) Sustainably promote community-based projects and build related structure

To maintain and create a superior living environment, the city uses empty houses and idle land as places for resting and explanations. The city will undertake measures to ensure safety and security. It will share awareness and promote cooperation between residents, visitors, and relevant parties by continuing to conduct regular workshops and support daily cleanups by residents and other cleaning initiatives by local organizations and volunteers.

Leveraging its World Heritage Exchange Headquarters, the city will promote the project through

collaboration between relevant departments. In particular, it will bolster its management and contact system to ensure swift responses to disasters and other emergencies.

3. Methods

(1) Investigative studies

(a) Investigative studies to ensure preservation of Misumi West Port

The city will continue monitoring with producing monitoring charts for the entire landscape including the buffer zone, matched to the features of each element, including individual constituent elements of the component part, such as quay, drainage channel, and port hinterland, etc. The city will conduct an annual follow-up to scrutinize repair techniques and timing according to the extent of damage.

For the extent showing significant bulge or looseness on the masonry of the quay, drainage channel, or other structures, the city will assess the extent of such movement and prepare for major restoration with dismantling based on the results of analysis. As well as investigating the causes of masonry instability, the city will explore the causes of masonry deterioration and weathering, assess sources of stones were supplied, and look into seismic retrofitting for buildings, especially the Old Misumi Marine Transportation Warehouse.

(b) Investigative studies into local community sustainability as underpinning of Misumi West Port

The city will conduct surveys of household and others to understand the social dynamics of the local community, the future underpinning of Misumi West Port. The city will also conduct surveys of the number of visitors, considering a possibility to set an upper limit for the acceptable number of visitors to the community while surveying the number of visitors to evaluate a structure to cater to future visitors to the community.

(c) Investigative studies to clarify the process of changes and developments of the Misumi West Port

To clarify Misumi West Port's role in the development of the coal industry in the Meiji Period, the city will collect historical documents and other materials regarding coal mining, transportation, and exports from the Miike Coal Mine. It will clarify the process of changes and developments of Misumi West Port, not only by focusing on the port and settlement structure during the Meiji Period, but also conducting research from in view of the role in distribution and traffic before and after the Meiji Period.

(2) Conservation and restoration of quay, drainage channel, and other structures

(a) Prioritizing based on monitoring results

If identifying damage or other issues in the course of regular observations based on monitoring records or if there is damage or other problems due to disasters or other incidents, or if surveys of stone movement identify dangers, the city will commission detailed expert survey and make the appropriate conservation and restoration measures based on priorities according to four damage stages as shown in Table 1.

Priority ranking		Damage or other problem	Response policy
A	Requiring urgent measures	• Damage in the component part.	• Take immediate measures, including restoration.
B	Follow-up observations needed	• Some visible impact on the component part, but no damage yet. • Adjacent to the component part and could suffer damage in future.	• Conduct follow-up observations by monitoring (bulges of masonry, growth of tree and other developments). If deeming high probability of damage to the component part, take measures, including restoration.
C	Low potential of causing damage to the component part.	• Unlikely to have an affect in view of distance from the component part and etc..	• Continue follow-up observations through monitoring.
Others	Requiring regular management.	• Affecting preservation of the component part in terms of maintenance and management, such as through overgrowth of grasses in drainage channel.	• Undertake maintenance works, such as by regularly weeding drainage channel.

Table 1: Setting priorities

(b)

Coservation and restoration techniques and other measures

If follow-up observations identify damage to the masonry of the quay or drainage channel, the city will conduct major restoration with dismantling and resetting masonry based on drawings and photographs. If masonry bulge or looseness is found, such as because of tree growth, the city will cut down or transplant them to prevent problems from expand, and remediate after removals.

At the same time, the city will conduct restoration for building damage and deterioration, mainly for the Old Misumi Marine Transportation Warehouse. Where possible, original materials and techniques will be maintained in restoration.

The area of the World Heritage component part is designated as part of the Misumi West Port Cultural Landscape area under the city's Landscape Plan, with no parts requiring specific restoration. The city will safeguard the existing town layout by continuing to limit development and other actions beyond the scale of current buildings within the area and maintain the skyline of the hinterland when viewed from the quay.

(3) Arrangement and improvement of landscape

(a) Adjustments among parties and sharing awareness about arrangement and improvement of landscape

Development is restricted in the scope of the component part and buffer zone that is selected as an Important Cultural Landscape namely “Misumiura Cultural Landscape” under the Law for the Protection of Cultural Properties and designated as the “Misumi West Port Cultural Landscape Area” based on the city's Landscape Plan as well. To enhance the viability, the city will set up a place to share understanding among relevant departments in the city, the Government of Japan and Kumamoto Prefectural Government, and local residents to share the desired landscape approach and to ensure the right notifications for certain activities.

(b) Utilization of system to promote landscape leading

The city's Landscape Plan has a landscape advisor system to assist the city government and citizens in undertaking public or private works in how to create landscapes. The city invites the landscape advisors and conducts regular discussions with them on sharing information and in triparty communications.

Based on assessments of historic buildings and other structures still not designated as cultural properties, the city endeavors to preserve them by designating them as important buildings to the landscape under the Landscape Act. The city has designated National Road 57, as an important constituent element of the Important Cultural Landscape based on the Law for the Protection of Cultural Properties, as the Public Facility of Landscape Importance based on the Landscape Act, and strives to improve the landscape, including by eliminating utility poles.

To ensure the safety of school routes and routes for visitors, the Ministry of Land, Infrastructure, Transport and Tourism will expand the existent footpaths by cutting a small portion of the slope of hinterland. The area is further east of the east edge of the scope inscribed on the World Heritage List. The ministry will alter landscape to match the surroundings.

(c) Management of trees

The high ground of the hinterland oversees Misumi West Port. The city has thus built a viewpoint to oversee the quay and marine area in the hinterland (Figure 3) and uses signboards to guide visitors there. If follow-up observations (monitoring) reveal that the view might be blocked, the city will cut and trim trees accordingly.

The landscape of Misumi West Port and hinterland as seen on a regular liner or from the village and road on the opposite shore has an important impact on understanding how the landscape was created when the port was built. The city thus accords attention to maintaining the landscape in terms of the features of the hinterland, natural forest and settlement. .

(d) Creating landscapes through arrangement and other efforts

In areas that many visitors frequent, notably as along the national road and rear water channel, the city will try to create dignified landscapes that are befitting of World Heritage component part while ensuring the safety of local residents and visitors. The city and other relevant institutions will improve the views of surrounding areas, including the hinterland and sea by burying utility poles and lines underground and ensuring installation of new outdoor board with the existing structure, endeavoring to maintain the continuity of streetscapes by planting trees in vacant lots and to use better quality pavements (Figure 4).

(4) Presentation and public utilization

(a) Zoning

Based on explaining the value of Misumi West Port, the distribution of constituent elements representing that value, the current state of the scope of the Plan, and other factors, the city will divide the whole scope into six zones and define public usage for each zone in line with its features (Figure 5).

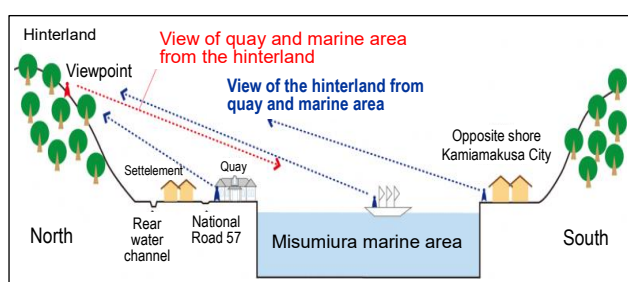


Figure 3: Approach to viewpoint and views

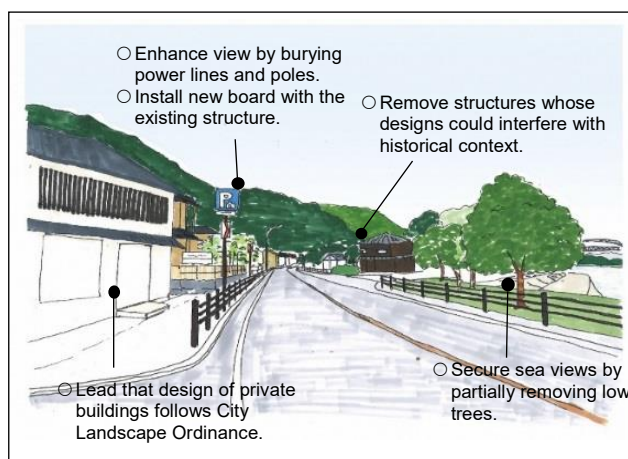


Figure 4: Impression of beautification

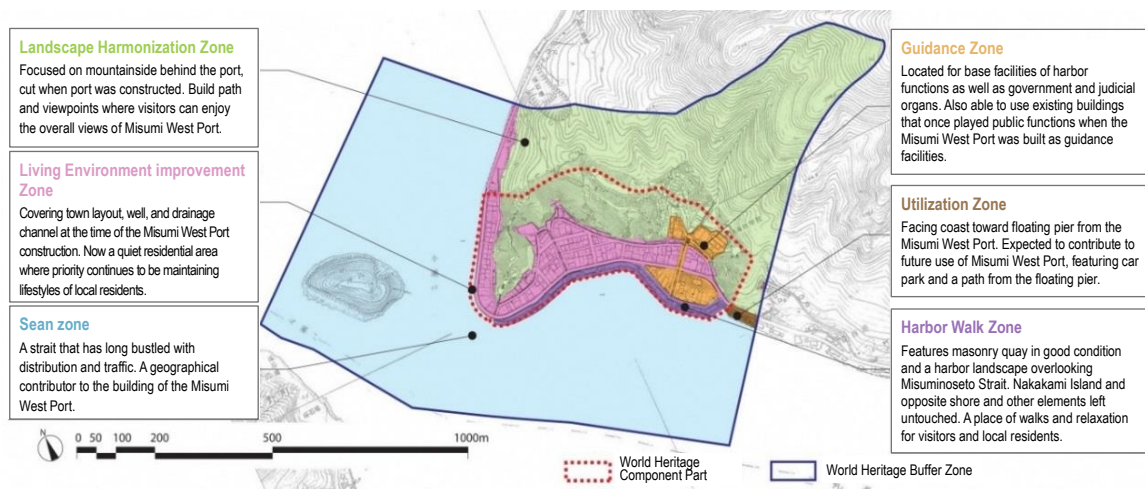


Figure 5: Zonings

(b) Tour route planning

The city will encourage visitors coming by car to use car parks around JR Misumi Station around 2.5 km southeast of Misumi West Port and car parks around Misumi East Port, or to use private loop buses. As the view from sea helps to understand how the landscape was created by the construction of the port through comparing Misumi West Port and the hinterland, Kumamoto Prefectural Government will use the floating pier at the east end of the car park to provide a ship route for visitors.

The city will build a route for visitors to walk around the Harbor Walk Zone and the Guidance Zone within component part. On the route, visitors would be promoted to visit the drainage channel at the back of the residential area and a hill viewpoint (Figure 6) by tour guides at a guidance center inside the Guidance Zone.

The tour guide route will focus on such facilities as the quay and drainage channel that have contributed to the Outstanding Universal Value, and will be based on the distribution of buildings constituting the harbor settlement, with zonings being a consideration. Tour guides will provide explanations based on common themes as World Heritage property at major places on the route to promote understanding on the entirety of Misumi West Port and its positioning among the 23 component parts.

(c) Arrangement and improvement of landscape and planting vegetation

The city will maintain important trees that contribute to good landscape of Misumi West Port, including with trees for views and shades, ensuring that they do not adversely affect such constituent elements as masonry and other buildings or the lives of local residents.

(d) Guidance and explanatory facilities

To navigate and inform visitors on the guide route set through tour route planning, the city will install comprehensive guideboards as well as explanatory panels and name boards for each element, guidance and reminder signs, and other installations at appropriate locations. Future updates to guideboard, explanatory panels, signs, or other installations will be in Japanese, English, Chinese and Korean.

(e) Administrative and utility facilities

After regularly checking the state of utilizing existent toilets and benches, resting areas, and other visitor facilities, as well as the whole of Misumi West Port, the city will upgrade or remove existing facilities as needed. If finding through a visitor survey that utility facilities are not sufficient for the better state of utilization, the city would consider constructing new facilities.

To address a lack of car parking space during some events and to encourage access from the floating pier on east of the buffer zone to Misumi West Port, Kumamoto Prefecture will undertake the Green Plaza

Construction Project (see **Annex**) that include car parks alongside of the National Road 57 adjacent to the east-end of Misumi West Port.

(f) Public utilization facilities

The city will use existing facilities for exhibition and information dissemination and will not build a new facility. Where reusing existing facilities, the city will clarify the division of roles of exhibit and explanation between each facility under a set theme that includes a cultural landscape perspective through the entire Misumiura, focused on the World Heritage concept and positioning of Misumi West Port in it. The city is categorizing guidance centers as Urashimaya and Ryujokan and other individual buildings as satellite facilities. Various techniques will be used for explanations and communications for tourist guides and exhibition materials in according to facility features and scale, with different roles for visitor resting facilities (Figure 6).

4. Projects Implementation

(1) Order of priorities

Table 2 shows the specific projects and implementation schedules for conservation, restoration, presentation, public utilization and promotion. Over the short term, between 2017 and 2022, the city will undertake projects to resolve urgent issues, including repairing deteriorated and damaged such constituent elements as the quay and drainage and ensuring safety and convenience for local residents' lives. At the same time, the city will enhance exhibitions at guidance centers and satellite facilities to foster visitor understanding. To establish and reinforce future administration system, the city's World Heritage Exchange Headquarters will conduct regular hearings on requests and other information at the regional representative liaison meetings (West Port Meetings) organized by area representatives, managers, businesses and other parties. The goal is to ensure close collaboration between relevant departments and to implement the projects effectively. The city will set up the Uki City Misumi Tourism Marketing Committee, comprising diverse parties assuming development of tourism community, to promote the establishment of a Japanese style destination management organization. The city will thereafter bring in diverse people, knowledge, and information through collaborations to attract tourism and to reinvigorate the Misumi West Port area in concert with the local community.

(2) Revision of implementation schedule

In medium term of ten years after short-term projects are completed, the city will start projects that could not be completed in the short term as well as undertake conservation and restoration and other work for damaged and deteriorated areas identified through regular monitoring. It will enhance guidance facilities based on the maturity of local organizations that have been improved over the short term and progress with measures to host visitors.

In long term of 16 years after making the projects, the city will review project processes and operations as needed based on progress to date.

As well as dealing with short through long term projects, the city will continue to maintain and manage facilities and monitor damage and other issues with the constituent elements of the component part. It will monitor annually and scrutinize techniques for conservation and restoration and timing according to the extent of damage and other issues before undertaking work. The city will also continue holding round-table talks with the local community to reflect the wishes of residents and will remain to conduct collaborative programs with educational institutions, such as a children's tourist guide workshop.

(3) Others

Fundamentally, owners and managers as well as individuals, organizations, and public institutions that run projects by borrowing facilities will secure their own funding to match their project. Subsidies would be used in cultural properties preservation to conserve and restore the constituent elements, and various other

subsidies would be utilized for other projects depending on the contents.

Approximately 11 million yen was spent in FY2016 (including the amount spent to cover costs incurred for plan making, the renovation design of the Old Uto County Office, the dredging of the rear water channel and east drainage channel, and the presentation and public utilization of the site), and 28 million yen has been budgeted for FY2017 (including the amounts earmarked for plan making, renovation work for the Old Uto County Office, dredging of the rear water channel, conservation work for the rear water channel, installation of world heritage plaque, and the presentation and public utilization of the site), both excluding the cost of day-to-day management and maintenance.

Category	Item	Short term						Medium term	Long term
		2017	2018	2019	2020	2021	2022	Six to 15 years after plan made	From 16 years after plan made
Investigative studies	Monitoring								
	Collect and study relevant historical document and materials								
	Collect relevant historical document and materials on exports of Miike coal and research relevant								
	Survey households in Misumi West Port area								
	Survey visitors								
Repairs	Damage repairs and other works								
Facility improvement	Upgrade guidance, explanation, and other facilities								
	Enhance guidance at each facility								
	New common exhibitions of the Sites of Japan's Meiji Industrial Revolution								
	Maintain and manage administrative and utility facilities								
	Maintain and manage car parks								
	Install routes								
Construction of preservation management system	Establish organizations within the settlement								
	Build confirmation system for development activities								
	Establish local resident organizations								
	Other activities, including local cleanups								
Conservation of living environment	Measures for informing and educating visitors								
	Checking on vacant houses and lots								
	Using vacant houses and lots								
	Conduct local round-table meetings								
	Collaborate with educational institutions and holding local events								
Buffer Zone and wider area collaboration	Run collaboration programs with Misumi East Port								
	Green Plaza Construction Project and maintenance and management								
	Collaborate with other Component Parts within Area 7 Miike								
	Tourism resource collaboration within Kumamoto Prefecture								
	Collaborate with destination management organizations								



New



Continued

Table 2: Project implementation schedule

5. Basic Plan

The basic plan for Misumi West Port is as shown in the Figure 6.

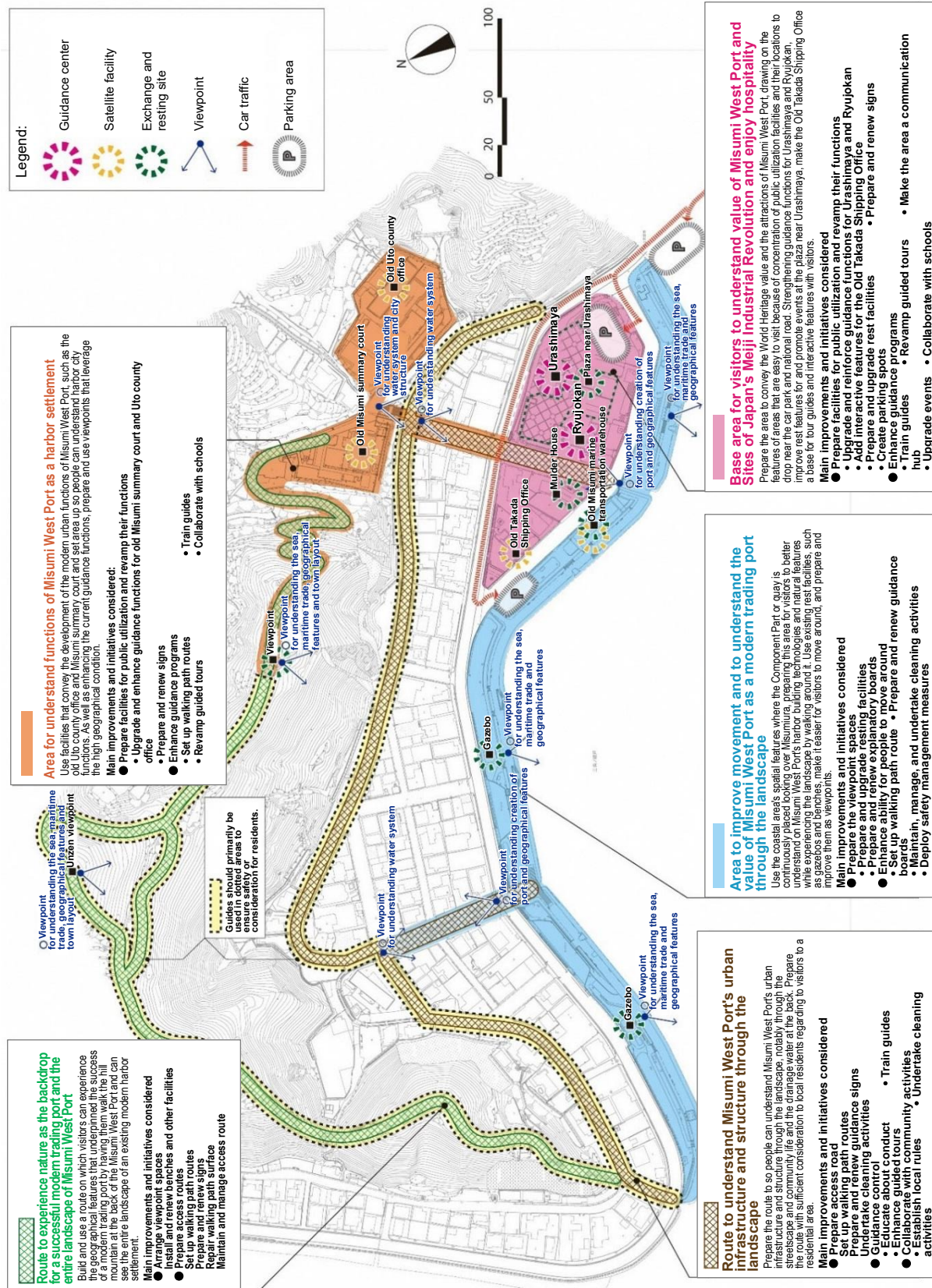


Figure 6: Basic Plan