



“Final Ginza Line Station Design Competition” Edition

On Monday, February 27, the final screening and results announcement for the Ginza Line Trendy Area Station Design Competition took place in “Space O” on Floor B3F of the Omotesando Hills Main Building. In this volume of the Tokyo Metro Newsletter, we relay those results, provide information on the future construction schedule for the Ginza Line as a whole, and recap the recent and past Design Competitions.

About the Ginza Line Station Design Competition

Since it opened as the first subway in the Orient in 1927, the Ginza Line has connected together towns in Tokyo’s central area. Staying in line with traditions that have been present since the line initially opened, in order to provide a “rich experience” to both Japanese passengers and foreign passengers who visit from all over the world through sophisticated space and service while preserving the world’s top levels of safety and security, in December 2012, Tokyo Metro began holding “Ginza Line Station Design Competitions” concurrently in five areas to solicit a variety of ideas from passengers. In this edition of the Tokyo Metro Newsletter, we introduce the results of the fifth such competition, which also marked the last.

Announcement of First Prize

For the Trendy Area Station Design Competition, Tokyo Metro began soliciting designs for Aoyama-itchome Station, Gaienmae Station and Omote-sando Station in September 2016. With the aim of making this year’s competition a global one befitting of a trendy area, Tokyo Metro conducted solicitation efforts in English using the likes of websites and posters and offered interpretation support at a related open presentation. As a result, eleven out of the total 74 entries received came from individuals who live outside of Japan. On the day of the awards ceremony, an open presentation by entrants whose works were nominated was held, after which a strict final screening was conducted to select the recipients of each prize. In the end, Tsuyako Gushi was chosen to receive First Prize.

Concept: **ACO-GARE** Station design in which the “yearning” of people and the landscape of the town meld in harmony.

“ACO-GARE,” is an original term that represent a fusion of “accord” (harmony) and “gare” (station) in French while simultaneously expressing the “yearning” (“acogare” in Japanese) that people have towards a town. Several of the countless elements of “yearning” present in the town of Aoyama were extracted and incorporated into this station design.



Design of Gaienmae Station ticket gate



Design of Aoyama-itchome Station entrance/exit



President Oku (left) and Tsuyako Gushi (right)

<Comment by Tsuyako Gushi on winning award>

“After seeing how great everyone’s works were, I was so nervous. Right now, I just feel full of happiness.

I usually use Omote-sando Station when I go to work. When I do so, I find myself thinking “It would be nice if this changed in a certain way.” I am truly happy to have had an opportunity to give shape to that sentiment.

I am really looking forward to being able to comfortably spend time in a station of my design from now on.”



Announcement of All Prize Winners

In the Station Design Category, two Excellence Prizes, five Honorable Mentions and three Special Prizes were chosen in addition to the First Prize.

Name of Prize		Name of Recipient	Affiliation
First Prize		Tsuyako Gushi	NONSCALE CORPORATION
Excellence Prize		Naoya Iwama	Hakuhodo Product's Inc.
		Luisa Vicente Martinez	Tony Meadows Associates
Honorable Mention		Tetsutaro Kawaguchi	NTT FACILITIES, INC.
		Takeshi Matsuda	MITSUI Designtec Co., Ltd.
		Kei Takeuchi	-
		Tomoo Nitta	Himawari Design
		Daisuke Taniyama	CB Research
Special Prize	Selected by Panel Chairman Akiyoshi Yamamura	Hiroto Tabata	London Metropolitan University
	Selected by Vice-Panel Chairman Noboru Konno	Giacomo Sponzilli	-
	Selected by Panel Member Miki Matsushita	Pakorn Tavanapong	interiors Inc.



Work recognized with Excellence Prize
(by Naoya Iwama)



Work recognized with Excellence Prize
(by Luisa Vicente Martinez)



All award winners, President Oku and panel members

<Comments by Panel Chairman Akiyoshi Yamamura (Executive Managing Director, Tokyo Metro Co., Ltd.)>

I felt that all of the proposals throughout the competition effectively captured the history and traditions of the Ginza Line while also strongly conveying some of the ideal forms that stations on that line should take in the future. Over the last four years, I, too, have been fortunate to have a variety of experiences in all station areas, from downtown to trendy ones.

I feel that both up to and after the year 2020, the stations of the future will continue to be called upon to offer “a rich experience.” I intend to keep promoting the concept of “a rich experience” that we gain alongside our passengers in terms of both physical and non-physical infrastructure as well as the creation of stations that continue to accommodate the demands of the times.

Construction Schedule (Tent.)

Regarding renovation work on the Ginza Line, out of the below five areas, the renovation of the seven stations between Asakusa and Kanda in the downtown area is scheduled to be completed in FY2017. Renovation work will also be successively carried out at stations in the other four areas as well.

Please refer to the below chart for a schedule of the renovation work to take place.

Area	Applicable Stations*	Construction Schedule (Tent.)	Notes
Downtown area	Asakusa Tawaramachi Inaricho Ueno Ueno-hirokoji Suehirocho Kanda	FY2015 – FY2017	
Commercial area	Mitsukoshimae Nihombashi Kyobashi	FY2016 – FY2020	• Mitsukoshimae excluded (TBD)
Ginza area	Ginza	FY2017 – FY2019	
Business Area	Shimbashi Toranomom Tameike-sanno Akasaka-mitsuke	Toranomon: FY2017 – FY2021 Shimbashi: FY2017 – FY2022	• Tameike-sanno/Akasaka-mitsuke excluded (TBD)
Trendy area	Aoyama-itchome Gaienmae Omote-sando Shibuya	Aoyama-itchome, Gaienmae: FY2018 – FY2019 Shibuya: FY2009 – FY2021	• Omote-sando excluded (TBD) • New platform at Shibuya scheduled to enter service in FY2019

Recap of Design Competitions

Over the approx. four-year period between December 2012 and February 2017, Tokyo Metro has received numerous entries across the five area categories of downtown, commercial, Ginza, business and trendy in the five Design Competitions it has conducted. Statistics on entrants and their works can be found below.

Area	Number of Works	Lowest Age Among Entrants	Highest Age Among Entrants
Downtown area	96	13	71
Commercial area	112	16	81
Ginza area	182	11	84
Business Area*	234	8	80
Trendy area	74	16	74
Total	698		

*Figures for "Business area" are sums of figures for the "Station Design Category" and the "Visionary Platform Utilization Idea Category."

Across the five Design Competitions that it has conducted, Tokyo Metro has received a total of approx. 700 works entered. Entrants spanned a vast age group whose youngest member was eight years old and oldest member eighty-four years old.

While this fifth Design Competition will be the last, renovation work on Ginza Line stations will continue in the future as well.

While it apologizes for any inconvenience that its passengers may experience during construction, Tokyo Metro hopes that those passengers look forward to the future shape of each station on the Ginza Line following its rebirth.