

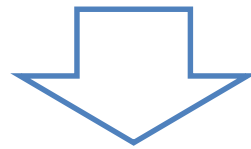
Regional Connectivity -Role of India and Japan-

Hideaki DOMICHI
Senior Vice-President
Japan International Cooperation Agency (JICA)

1. Importance of Regional Connectivity

Importance of Regional Connectivity

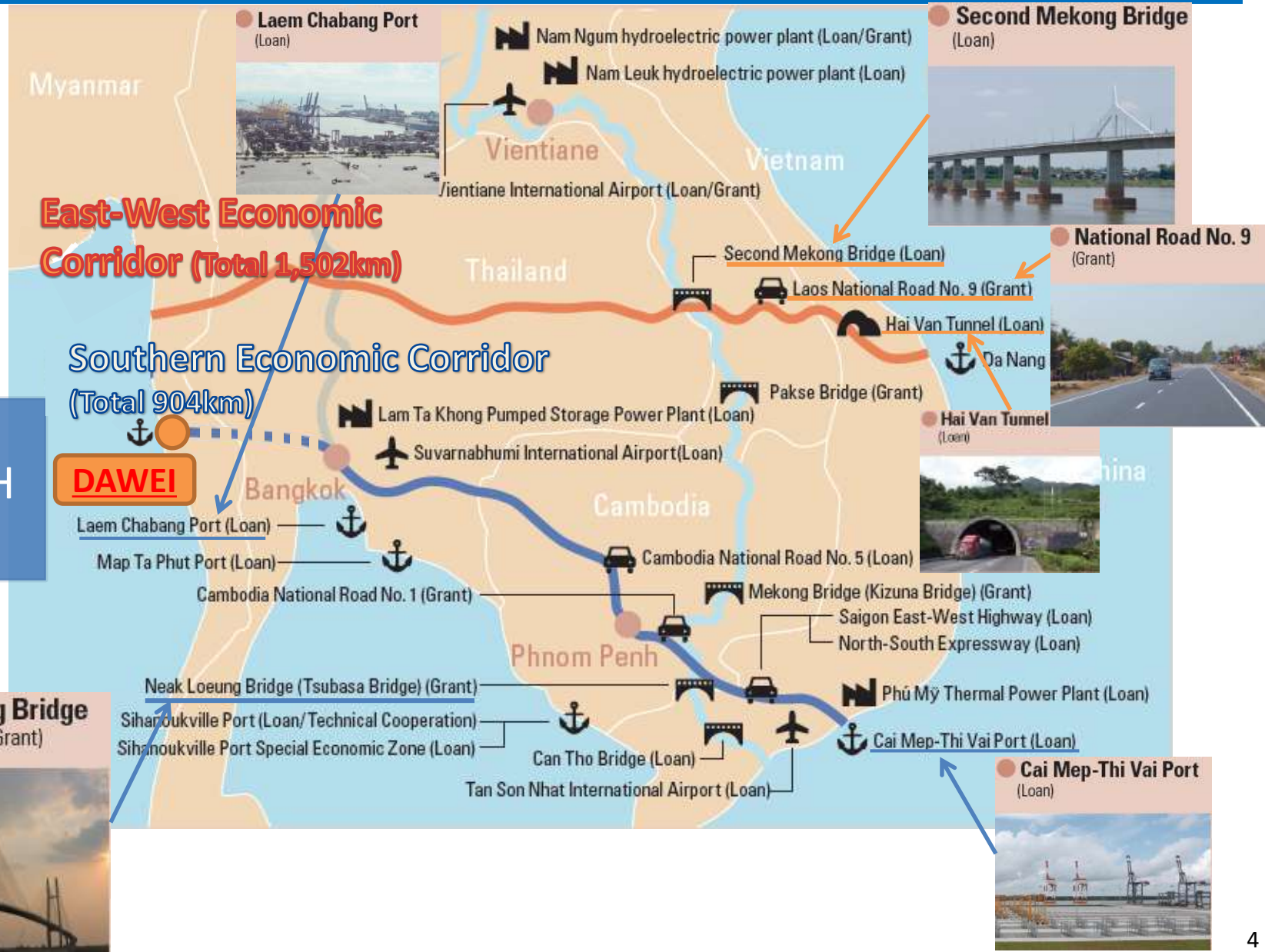
- Promotion of Regional Trade
- Development of Regional Economic Relationship
- Improvement of Market Accessibility
- Development of Political Integration
- Stabilization of Regional Peace



Regional Integration

2. JICA's Approach for Connectivity

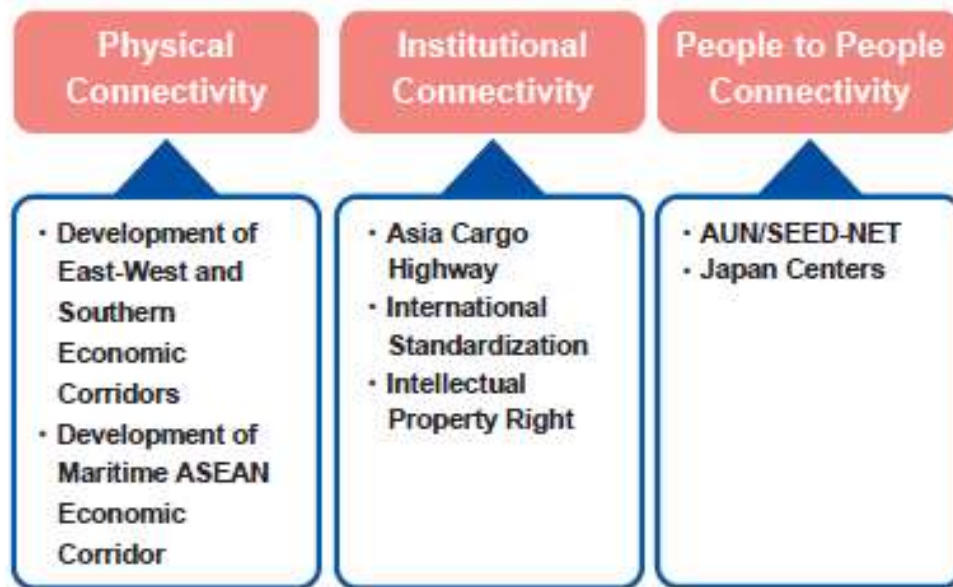
East-West and Southern Economic Corridors for ASEAN Connectivity



ASEAN-JAPAN Strategic Partnership

Support for the Establishment of ASEAN Community

JICA is fully committed to support the establishment of ASEAN Community and the “Master Plan on ASEAN Connectivity,” which consists of physical, institutional, and people-to-people connectivity, as a vital process to realize ASEAN Community in year 2015.



JICA's Regional Operation Strategy on Southeast Asia

3 Pillars

1. Prioritizing Target Sector & Redressing Income Disparity

2. Addressing Region's Common Issues to Accelerate Growth

- (1) Development of Intra-Regional Infrastructure & Urban Infrastructure
- (2) Improvement of Business Environment
- (3) Safe and Secure Society
- (4) Human Resource Development & Networking

3. Addressing Global Issues

- (1) Climate Change Measures
- (2) Resources (Food, Water, Energy)
- (3) Assistance to New Donors & South-South Cooperation

JICA is one of the members of the “Japanese Task Force to support ASEAN Connectivity” which was established by Japanese Government and private sector.

JICA's Major Connectivity Projects in the Indo-Pacific

Africa

(1) Northern Corridor

- Mombasa Port Development in Kenya (Loan)
- Master Plan on Logistics in Northern Economic Corridor (Technical Cooperation)

(2) Nacala Corridor

- Nacala Port Development (Loan and Grant)

(3) Central Corridor

- Comprehensive Transport and Trade System Development Master Plan in the Tanzania (Technical Cooperation)

(4) West Africa Growth Ring

- The Corridor Development for West Africa Growth Ring Master Plan (Technical Cooperation)

South Asia

(1) Bay of Bengal Industrial Growth Belt (Big-B)

- Dhaka-Chittagong Railway Development (Loan)
- Matarbari Ultra Super Critical Coal-Fired Power (Loan)

(2) Cross Boarder Projects in North East India and Bangladesh

- North East Road Network Connectivity Improvement (Loan)

(3) Delhi-Mumbai Industrial Corridor (DMIC)

- Dedicated Freight Corridor (Loan)

(4) Chennai-Bengaluru Industrial Corridor (CBIC)

- Chennai Metro (Loan)
- Bangalore Metro Rail (Loan)
- Tamil Nadu Investment Promotion Program (Loan)

ASEAN

(1) East-West Economic Corridor

- 2nd Mekong International Bridge (Loan)
- Hai Van Tunnel (Loan)
- Da Nang Port (Loan)

(2) Southern Economic Corridor

- Cambodia National Road No. 5 (Loan)
- Neak Loeung Bridge (Grant)
- Cai Mep-Thi Vai Port (Loan)

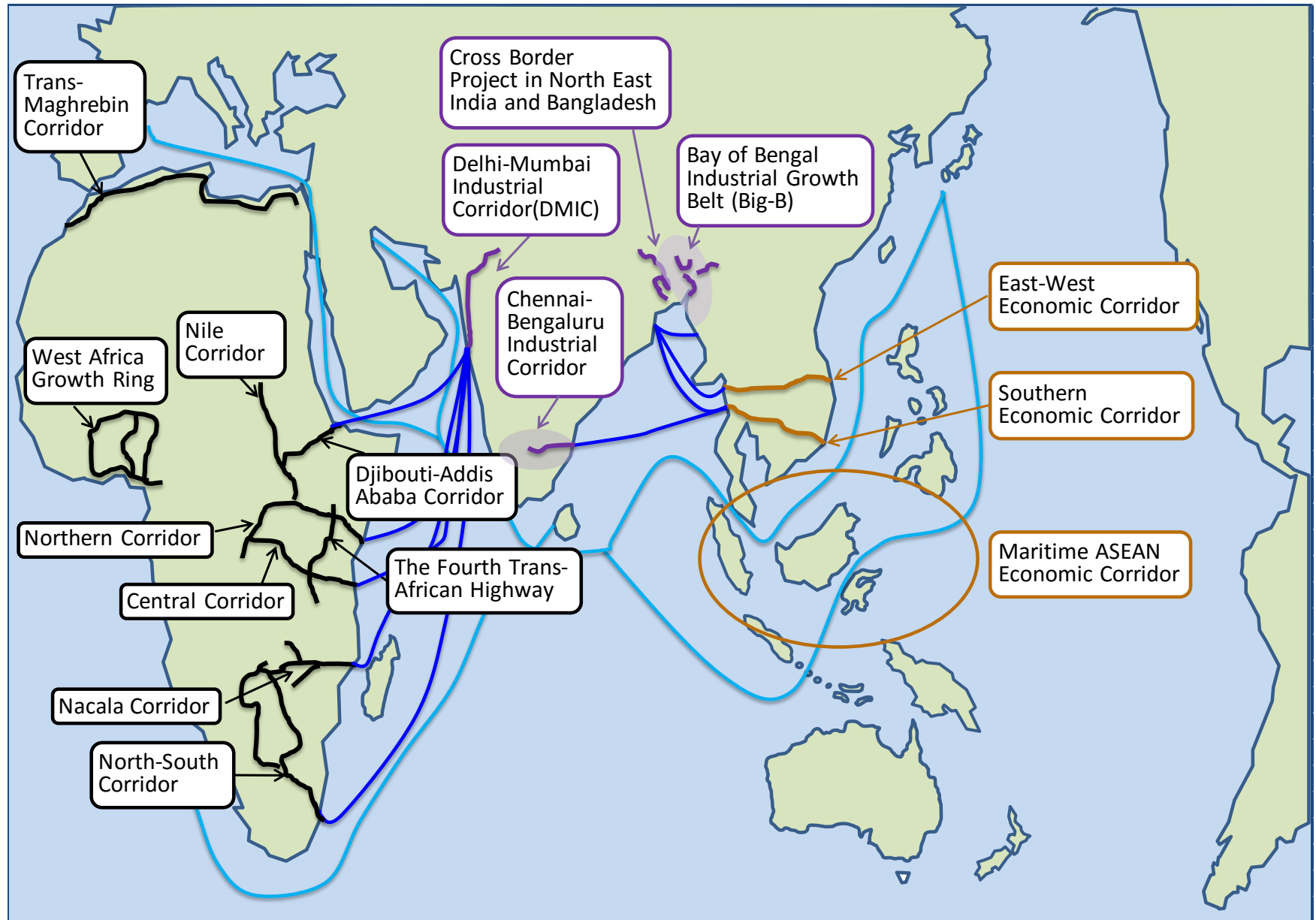
(3) Maritime ASEAN Economic Corridor

- ASEAN RoRo Shipping Network
- Maritime Safety (Loan, Grant, Technical Cooperation)

(4) Institutional connectivity for Economic Corridors

- Projects for E-Customs and National Single Window for Customs Modernization in Vietnam and Myanmar (Grant)

JICA's activities for prosperity of the Indo-Pacific



“Two Industrial Corridors - DMIC and CBIC”



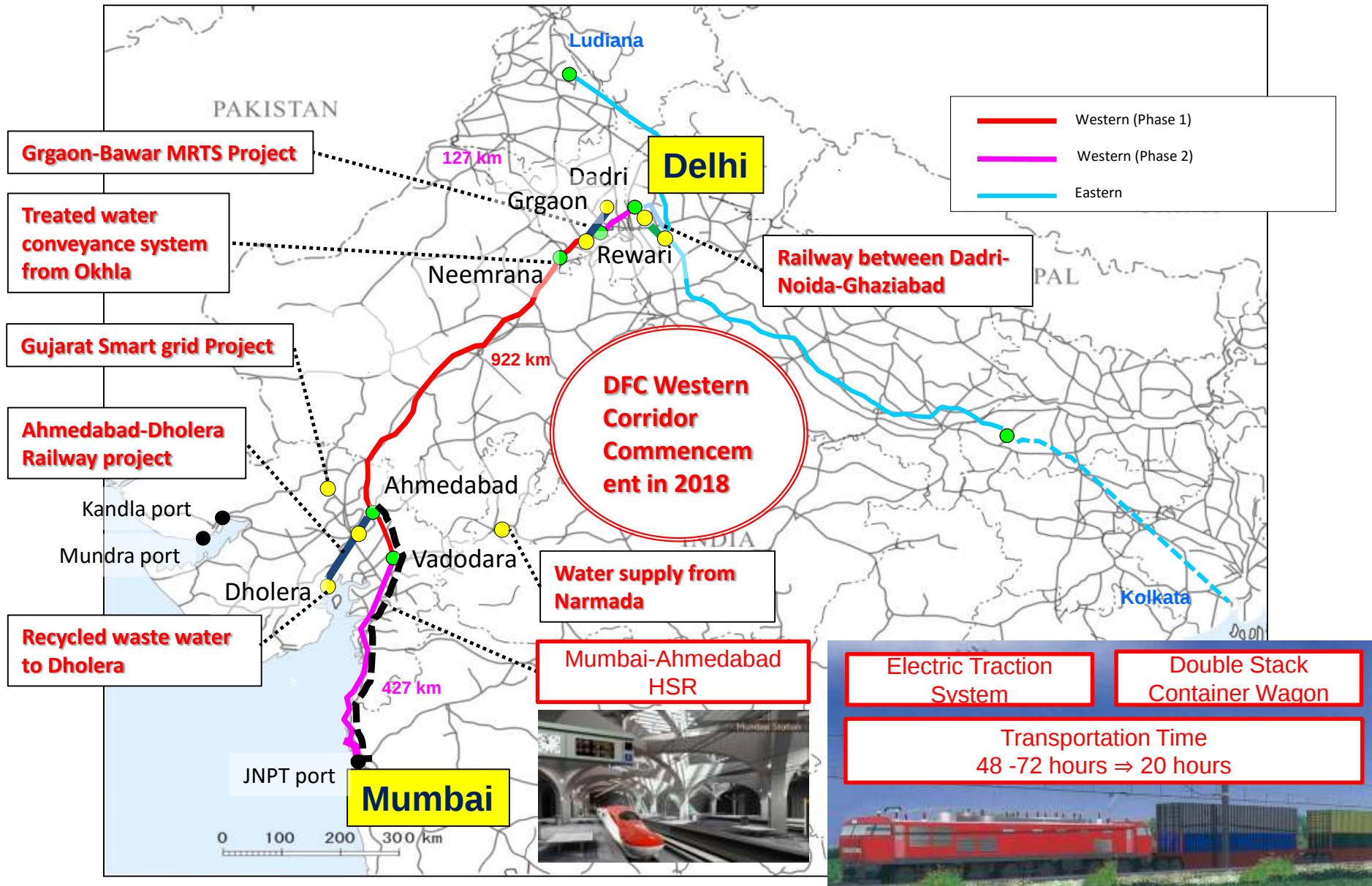
Delhi Mumbai Industrial Corridor (DMIC)

- The future commercial trunk line railway between Delhi and Mumbai, the “Dedicated Freight Corridor (DFC)” project has been financed by the Japanese Government. As a Japan-India joint regional development initiative, it will construct infrastructure in areas along the railway, including industrial parks, logistics bases, power plants, roads, ports, housing, and commercial facilities.
- In December 2006, during Prime Minister Singh’s visit to Japan, both leaders agreed to promote DMIC.
- In December 2011, during Prime Minister Noda’s visit to India, both leaders agreed on the launch of \$9 billion financial facility.
- In November 2012, the Ministry of Economy, Trade and Industry (METI) and the Ministry of Commerce and Industry of India agreed on a list of prospective 19 projects, financing of USD 4.5 billion from Japan to India. Out of the aforesaid 19 projects, 7 projects were defined as candidate projects for JICA assistance.

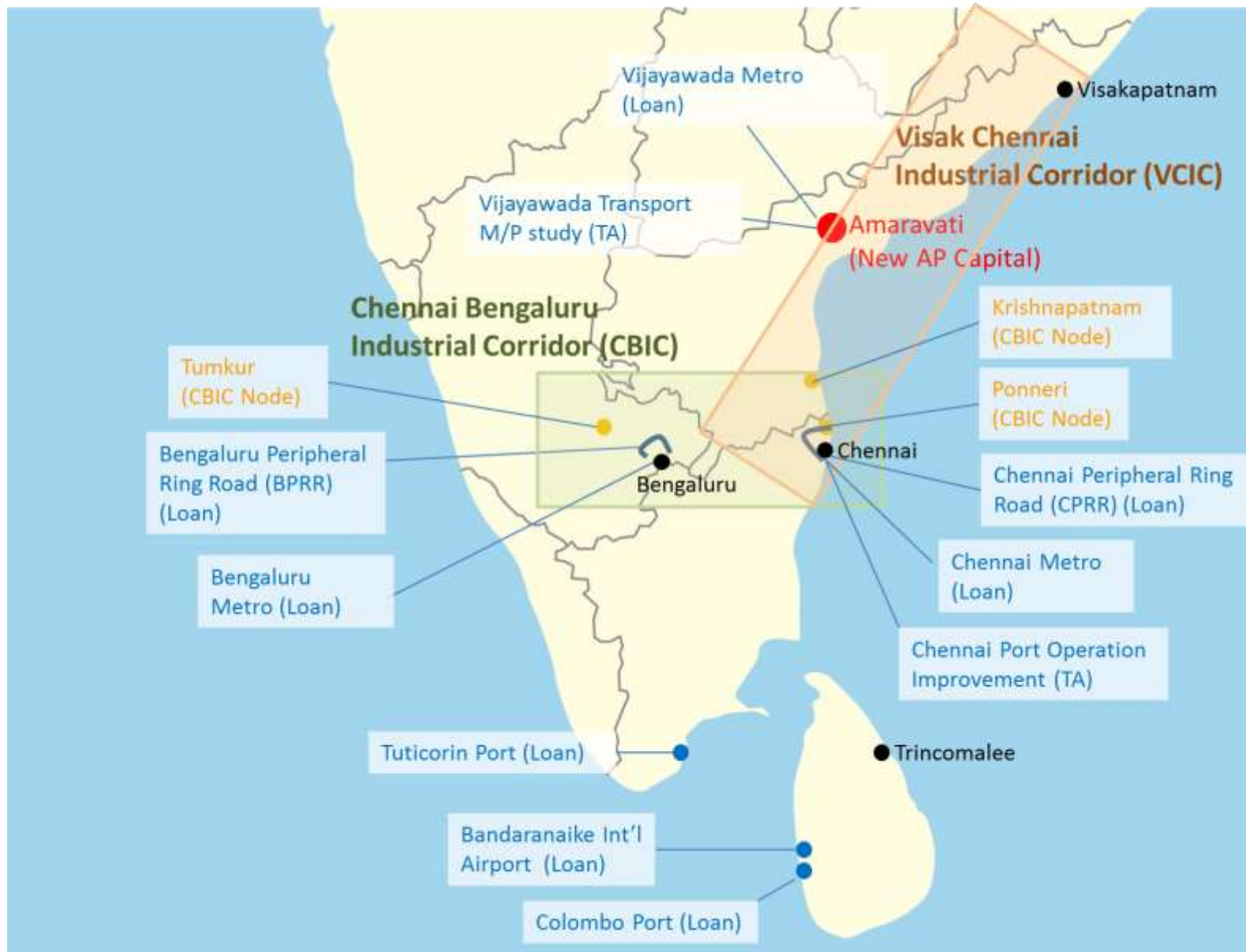
Chennai Bangalore Industrial Corridor (CBIC)

- Regional and comprehensive development initiative in the area of Chennai-Bangalore, where many Japanese companies expand their business, mainly constructing infrastructure.
- Both Prime Ministers agreed that GOJ to extend financial and technical support to the preparation of India’s Comprehensive Integrated Master Plan of this region.
- In 2012, JICA conducted Preliminary Study and identified and selected 26 ODA Loan projects for infrastructure and 6 technical cooperation projects. In 2013, JICA initiated Master Plan study.

Delhi-Mumbai Industrial Corridor (DMIC)



INDIA: “Major Connectivity Projects in CBIC and surroundings”



JAPAN and INDIA VISION 2025

Special Strategic and Global Partnership

- 12 December 2015, Prime Ministers summit held

- Main Pillars:

1. Vision for a Deep, Broad-based and Action-oriented Partnership
2. Vision for Peace and Stability
3. Investing in the Future



- ◆ Ambitious vision for accelerating inclusive development in India, by transforming the infrastructure and manufacturing sectors
- ◆ 3.5 trillion Yen of investment and financing in 5 years
- ◆ ODA Loans for the Road Network Connectivity in North-East States

Japan and India Vision 2025 Special Strategic and Global Partnership (extracted)

5. The two Prime Ministers underlined their determination to expand cooperation with other partners, to enhance connectivity in the Indo- Pacific region. Japan and India will work to strengthen regional economic and security forums and coordinate their actions to tackle global challenges including the reform of the United Nations, climate change as well as terrorism.

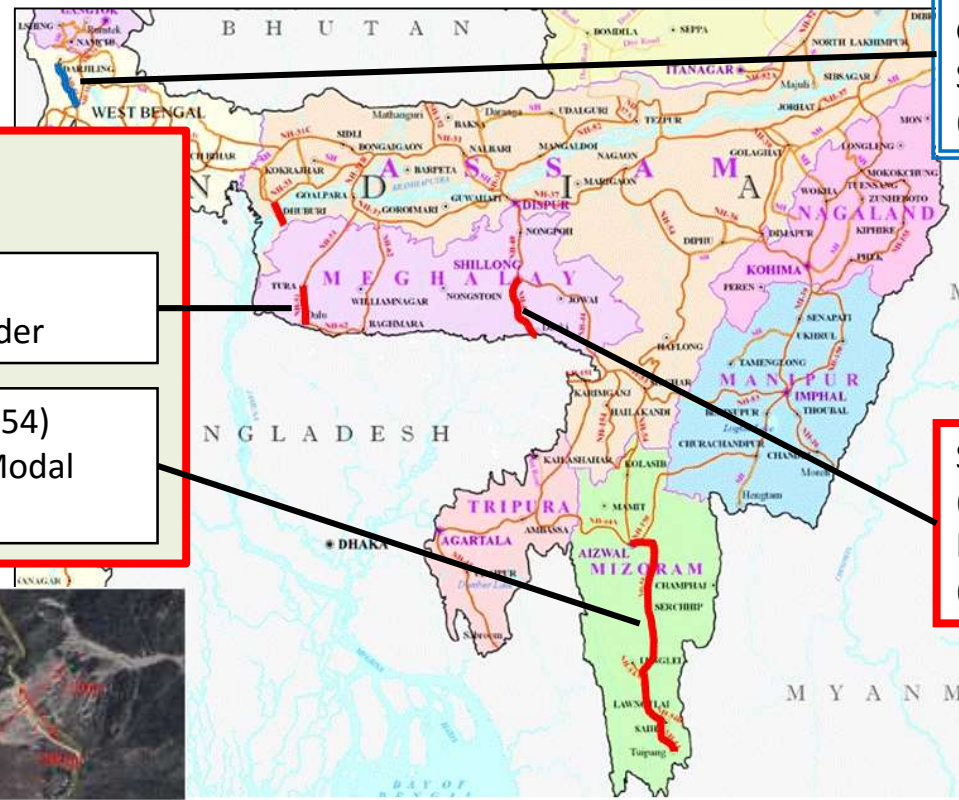
12. Seeking the synergy between India's "Act East" policy and Japan's "Partnership for Quality Infrastructure", the two Prime Ministers decided to develop and strengthen reliable, sustainable and resilient infrastructures that augment connectivity within India and between India and other countries in the region.

INDIA:

“Road Network Improvement in North-East States”

Joint Statement on Japan and India Vision 2025; Special Strategic and Global Partnership (12 Dec. 2015)

“Prime Minister Abe expressed Japan's intention to provide ODA loans for the improvement of road network connectivity in northeastern states of India, the peripheral ring road surrounding Bengaluru, and the horticulture irrigation in Jharkhand.”



Darjeeling (NH-55)
Grant Assistance for
Slope Protection
(Candidate)

Shillong – Dawki
(80km, NH-40)
Incl. Dawki Bridge
(Candidate)

Map Source: MDONER (web)

Phase 1: JPY 125,544 mil
(Total Project Cost)

Tura-Dalu (51.5km, NH-51)
Connecting to Bangladesh Border

Aizawl–Tuipang (350.7km, NH-54)
Connecting to Kaladan Multi Modal
Transportation Corridor



BANGLADESH: “BIG-B” (BIG-B: Bay of Bengal Industrial Growth Belt)

2014 – 2017/18 (4/5 Years)
600 Billion JPY ODA Loans

Power and Energy

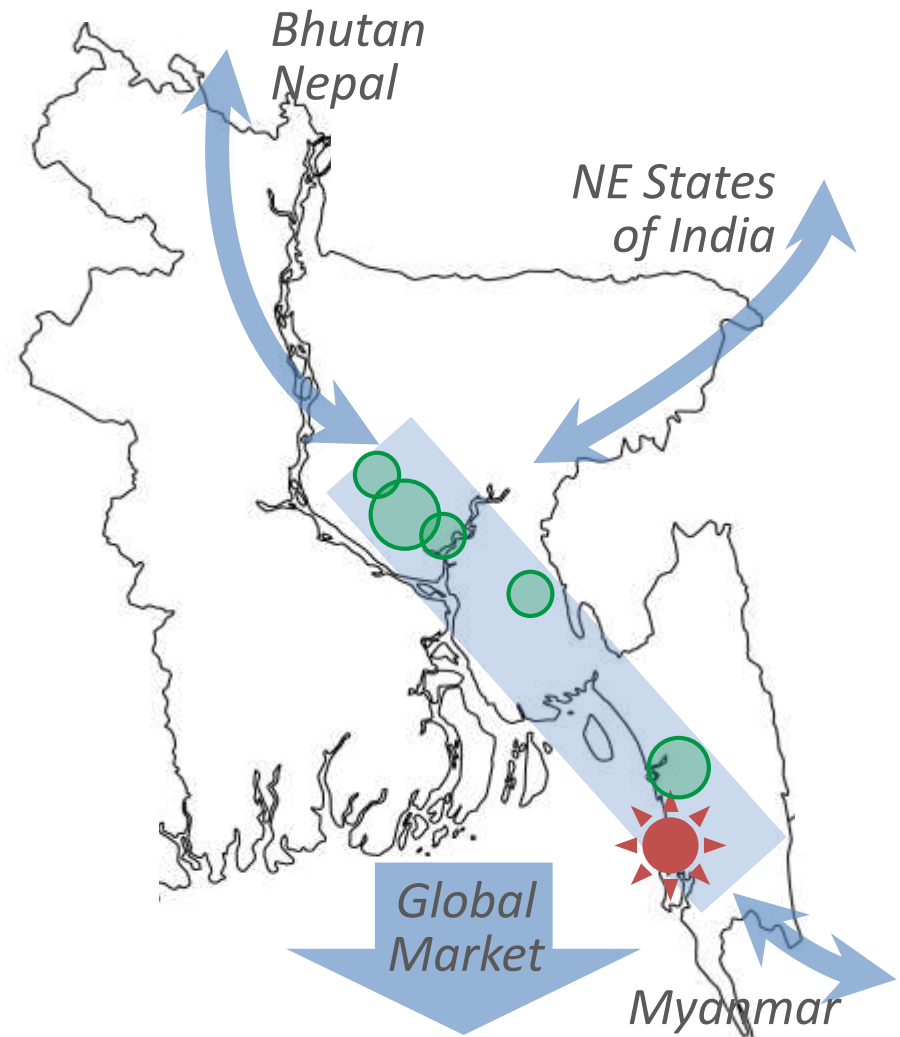
Reliable Power for Industries

Transport

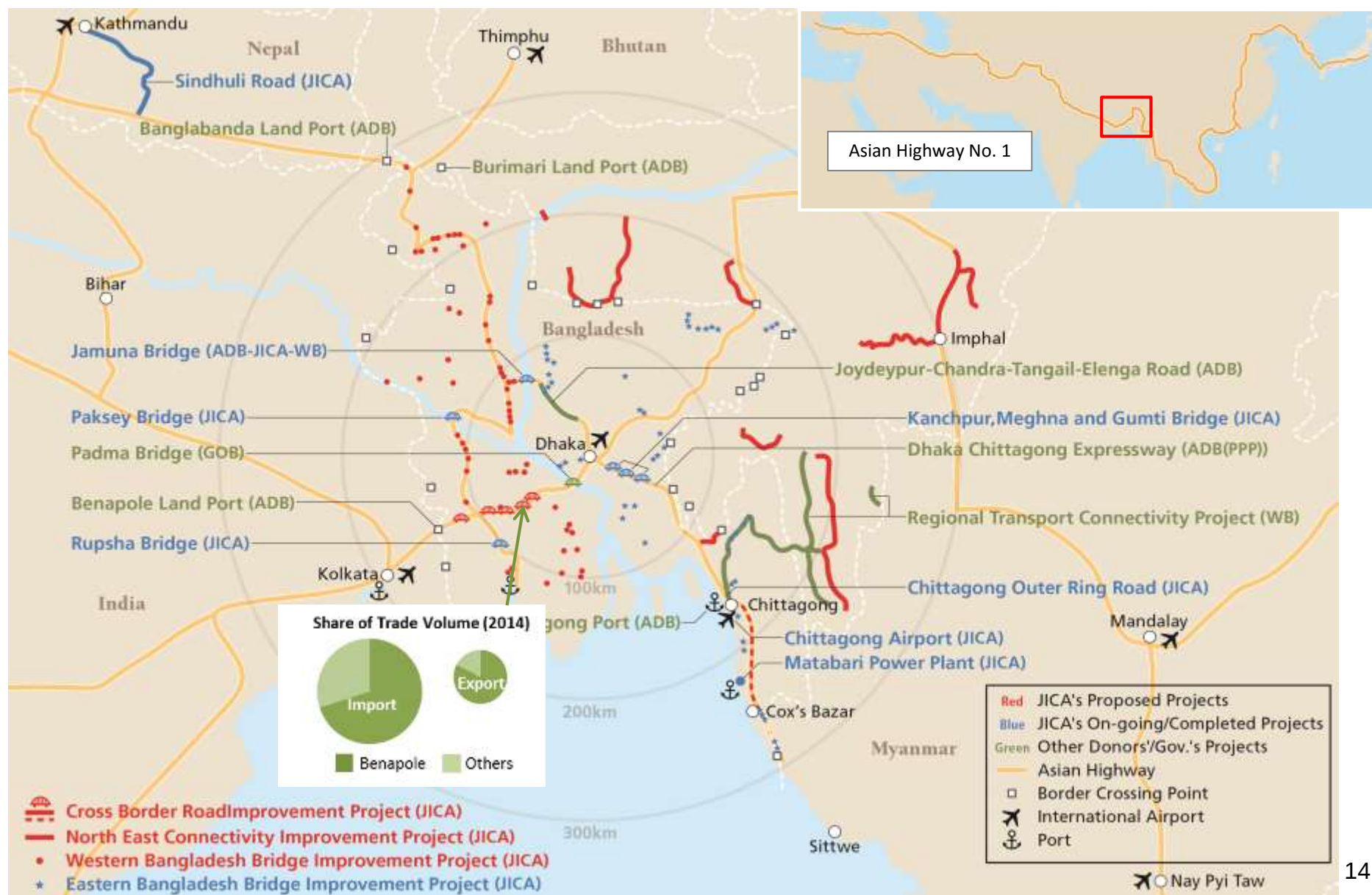
Regional Logistics Hub

Invest Promotion

Enabling Environment



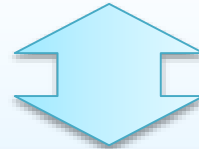
SOUTH ASIA: Cross Border Road Network Development



3. Possible Cooperation area in Regional Connectivity

Possible Cooperation area in Regional Connectivity

- Development of Industrial Corridor Concept
 - Master Plan
- Development of Transport Infrastructure
 - Road and Railway Connectivity
 - Maritime and Civil Aviation
 - Custom: One Stop Border Posts
- Promotion of Regional Power Supply
 - Generation using energy source with comparative advantage
 - Transmission and distribution to meet energy demand and reduce loss



- **MAKE IN INDIA**
- **REGIONAL INTEGRATION**



Thank you for your attention!