

JICA's Regional Cooperation in ASEAN



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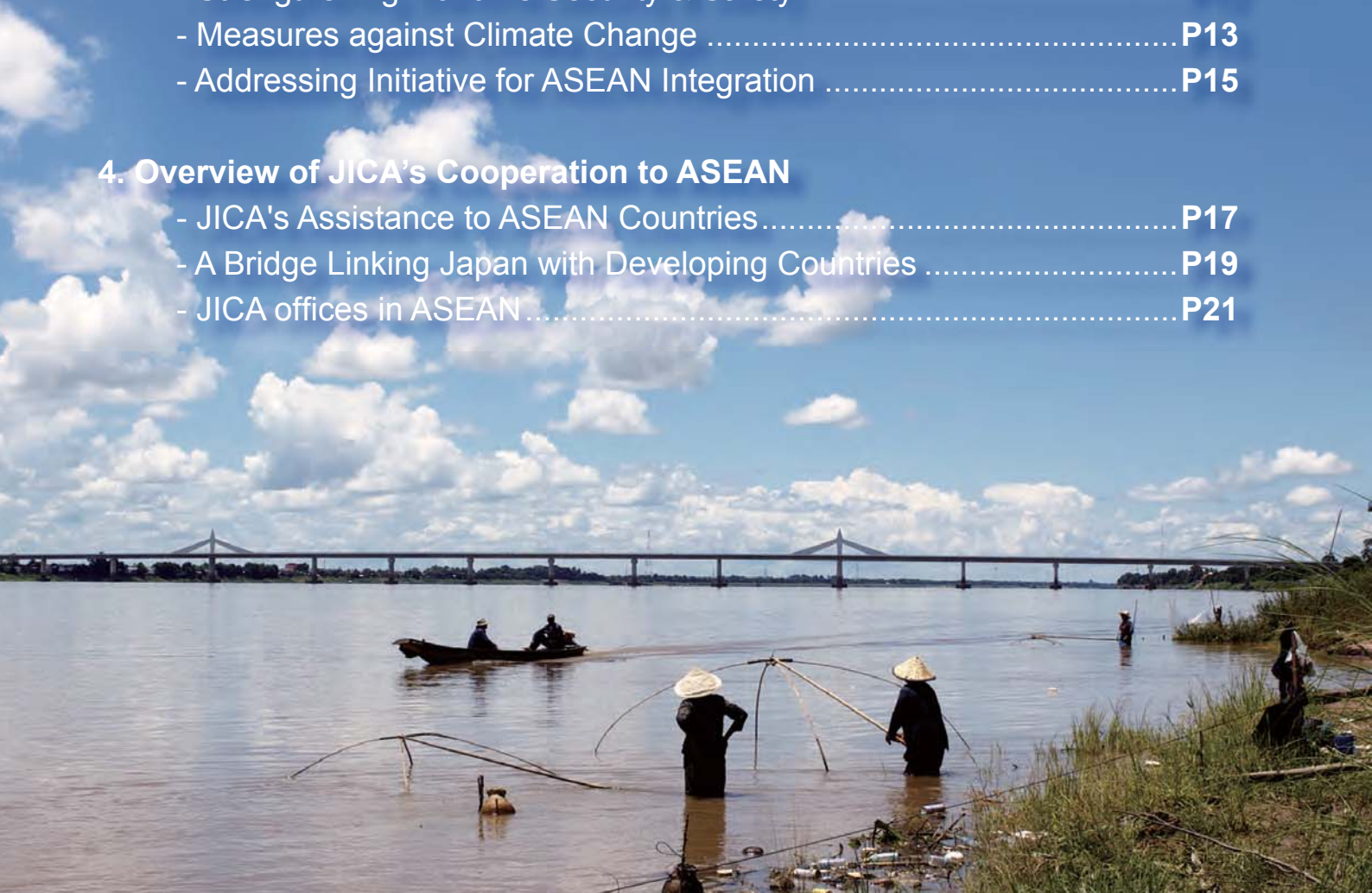
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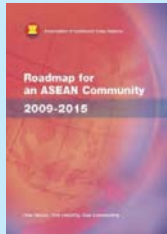
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JICA's Visions towards ASEAN Community Roadmap and ASEAN Connectivity



Establishment of ASEAN Community by 2015



Roadmap for an ASEAN Community 2009-2015

ASEAN Economic Community

ASEAN Socio-Cultural Community

ASEAN Political-Security Community

Initiative for ASEAN Integration (IAI)

Master Plan on ASEAN Connectivity



Physical Connectivity

Institutional Connectivity

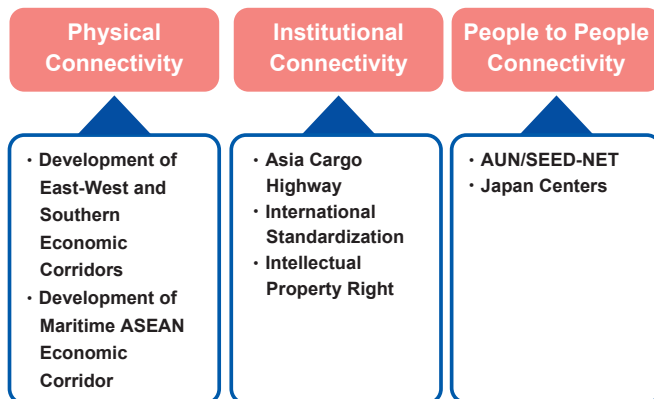
People to People Connectivity

Other Master Plans and Action Plans



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.

Strengthening Physical Connectivity - East-West and

Vision1: “Formation of the Vital Artery for East-West and Southern Economic Corridor”

JICA has contributed to the formulation of Japan’s vision for supporting ASEAN Connectivity, and will play a pivotal role in its implementation.

Japanese government announced “Initial Plan for Cooperation on ASEAN Connectivity” at the occasion of 13th ASEAN-Japan Summit in October 2010, right after the leaders of ASEAN countries agreed on the Master Plan on ASEAN Connectivity at the 17th ASEAN Summit in Hanoi, Vietnam. Furthermore, Japanese government headed start over other countries in establishing a joint committee with the ASEAN Connectivity Coordinating Committee, and in formulating a concrete plan to support the Master Plan: “Japan’s Vision for Supporting ASEAN Connectivity” which was launched at the 14th ASEAN–Japan Summit in November 2011 in Bali, Indonesia. The Vision is composed of two main visions: Vision 1: Formation of the Vital Artery for East-West and Southern Economic Corridor, and

Vision 2: Maritime ASEAN Economic Corridor. JICA has been and will be instrumental in formulating as well as implementing the Vision.

East-West Economic Corridor and Southern Economic Corridor - these two economic corridors run through Mekong region, connecting Vietnam, Laos, Cambodia, Thailand, and Myanmar. As the production network deepens year by year in ASEAN, especially among Mekong countries, these two economic corridors become a vital corridor for the growth of these economies.

JICA has long been contributing to the development of the corridors, by supporting the development of roads, bridges, ports and etc. The economic corridors will continue to be a focus of JICA’s assistance to the region, as it constitutes the integral part of the “Japan’s Vision for Supporting ASEAN Connectivity.”

Vision1 “Formation of the Vital Artery for East-West and Southern Economic Corridor”

To develop the “Southern Economic Corridor” connecting Ho Chi Minh, Phnom Penh, Bangkok and Daweias well as “East-West Economic Corridor” expanding from Da Nang to Mawlamyaing.

To develop both corridors to further facilitate transport across Indochina Peninsula, which leads to better distribution of goods.



1 Bridge on Route 13 Rehabilitation (Grant)



2 2nd Mekong International Bridge (Loan)

Bangkok International Suvarnabhumi Airport (Loan)

Laem Chabang Port (Loan)

Map Ta Phut Industrial Port (Loan)



3 Hai Van Tunnel (Loan)



4 Da Nang Port (Loan)

East-West Economic Corridor

National Road No. 6, 7 (Grant)

Yangon Port (TA)

Southern Economic Corridor

Southern Economic Corridor-

East-West Economic Corridor has its starting point at Da Nang, Vietnam, goes through Lao, Thailand, and reaches to Mawlamyaing, Myanmar. JICA supported the development of such vital infrastructures as: Da Nang Port, the eastern gateway of the Corridor; Hai Van Tunnel which penetrates the bottleneck mountainous area; National Road No.9, a road that cuts across the mid-south part of Laos, connecting Vietnam and Thailand; and 2nd Mekong International Bridge, which enabled the completion of the corridor.

JICA's assistance is also extended to Southern Economic Corridor, which connects the major economic centers of Mekong region, i.e., Ho Chi Minh, Phnom Penh, Bangkok and Dawei, Myanmar. Cai Mep Thi Vai Port, the gateway of the Corridor on Vietnam side, is being developed to accommodate large size vessels. Saigon East-West Highway, which passes through Ho Chi Minh City, and National Road No.1, which connects the Vietnam-Cambodia border and Phnom Penh, are

also currently under construction with assistance of JICA.

The impact of these infrastructure on trade is huge. For example, inauguration of East West Economic Corridor, with the opening of the 2nd Mekong International Bridge, dramatically shortened the travel time between Hanoi and Bangkok from 2 weeks by sea shipping, to 3 days by land transportation. The completion of Neak Loeung Bridge, which spans over Mekong River in Cambodia, is expected to resolve a major bottleneck of transportation between Ho Chi Minh and Phnom Penh. When the corridors within Myanmar developed, the impact of these corridors will be further enhanced by greatly reducing the travel time and costs in comparison with the existing maritime route through Malacca Strait. JICA will continue to support strengthening of physical connectivity by building key infrastructures for trans border transportation.



5 Pakse Bridge (Grant)



6 KIZUNA Bridge & National Road No.6-7 (Grant)



7 Neak Loeung Bridge (Grant)



8 National Road No.1 (Grant)



9 Cai Mep-Thi Vai Port (Loan)



10 Can Tho Bridge (Loan)

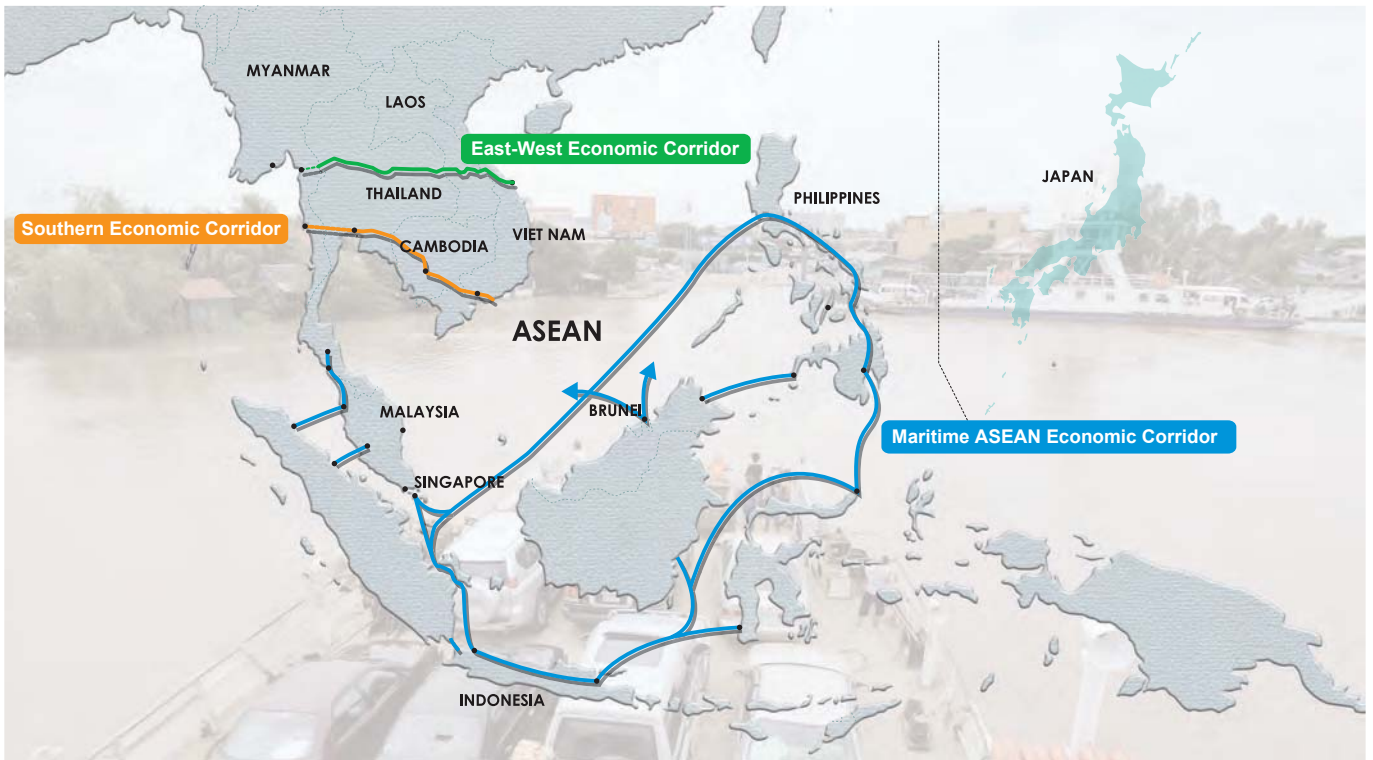


11 Sihanoukville Port (Loan)

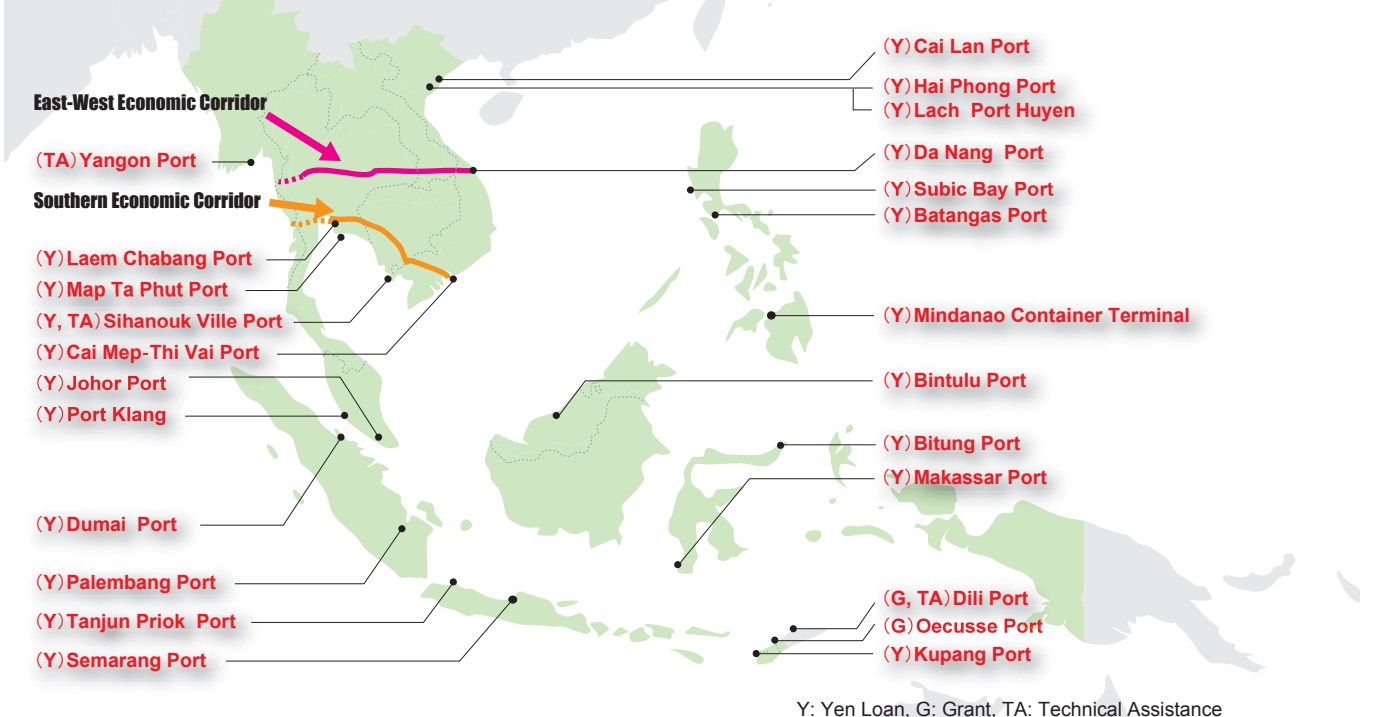
Strengthening Physical Connectivity - Maritime ASEAN

Vision 2: “Maritime ASEAN Economic Corridor”

- ◆ To consolidate connectivity through the development of port, port associated industries as well as power and ICT network, targeting Malaysia, Singapore, Indonesia, Brunei and the Philippines.
- ◆ To support the Vision of Indonesia Economic Development Corridor



JICA's Cooperation on Port Development in Southeast Asia



Establishment of Roll-on/Roll-off (RoRo) Network

JICA supports a Study on “the Roll-on/Roll-off (RoRo) Network and Short-Sea Shipping” which is listed as one of the 15 Priority Projects in the Master Plan on ASEAN Connectivity.

Background

- ◆ ASEAN needs to foster a competitive and efficient interstate shipping service in ASEAN and take advantage of the full potential benefit of seamless integration with the global shipping system.
- ◆ The Study is going to concretize the ASEAN RoRo shipping network development project, which is one of the priority projects listed in the MPAC. It is also planned in the ASEAN Strategic Transport Plan 2011-2015 or the so called ‘Brunei Action Plan’ that a study would need to be conducted to develop an ASEAN RO-RO Network by 2012. The study on ASEAN RO-RO network is also one of the cooperative projects in the ASEAN-Japan Logistics Partnership which was adopted at the 9th ASEAN-Japan Transport Ministers Meeting in Phnom Penh in December 2011.

Objective

- ◆ To establish efficient and competitive shipping routes to connect archipelagic regions in order to enhance intra-ASEAN connectivity
- ◆ To establish a Nautical Highway System (RoRo) and inter-state shipping.



Shanghai Super Express, Hakata Port, Japan.

Roll-on/Roll-off (RoRo) Ship

Ship designed to carry wheeled cargo which does not require cranes to be loaded or off-loaded but is driven on and off the ship's decks. This is in contrast to Lo-Lo (lift on lift off) vessels which use a crane to load and unload cargo.

The Master Plan and Feasibility Study on the Establishment of an ASEAN RO-RO Shipping Network and Short Sea Shipping

1. Study Objectives

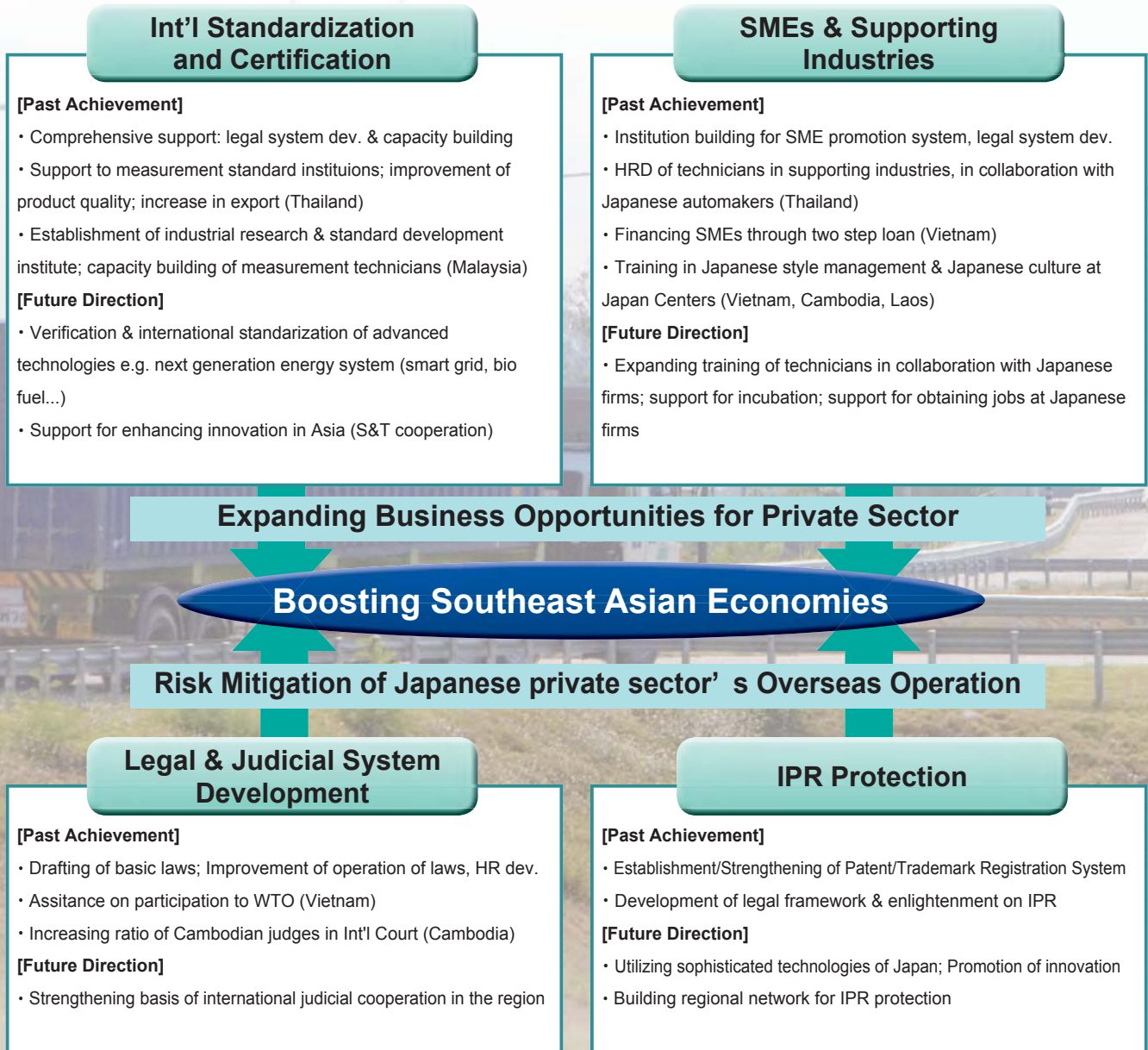
- (1) To collect and analyze a series of regional sea and land transport data/information in ASEAN, Europe and other regions to realize expansion/opening of RO-RO routes with efficient and reliable services.
- (2) To select priority routes (or shortlist in the project) among the routes to be studied and identify development issues and necessary policy recommendations by route.
- (3) To recommend necessary policy initiatives to ensure RO-RO shipping services among ASEAN Member Countries after surveying legal and institutional frameworks in relation with international sea and land transports.

2. Study Period

January 2012 – March 2013

Strengthening Institutional Connectivity - Building

JICA will promote regional cooperation on soft infrastructure in the region, building upon the past achievement in each ASEAN countries.

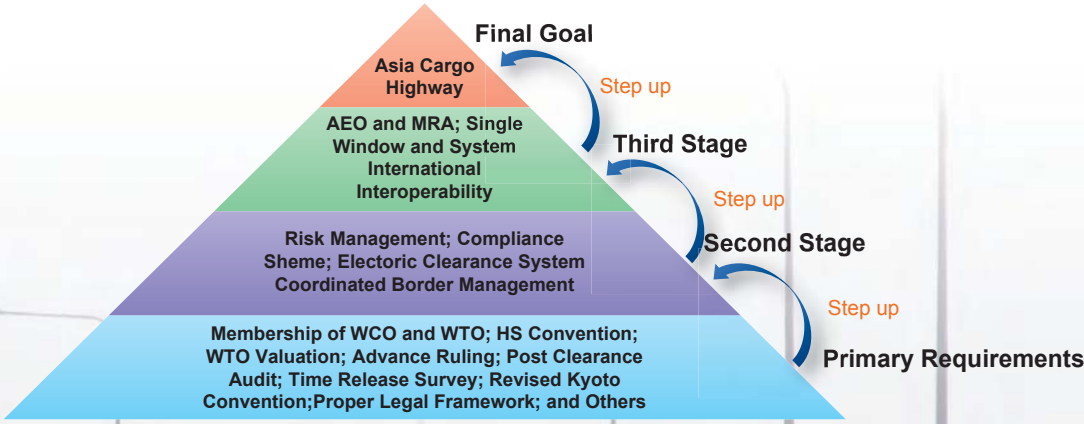


Development of soft infrastructure is indispensable for the growth of ASEAN economies. In line with the Comprehensive Economic Partnership agreements, it is necessary for regional harmonization, to build institution for protection of Intellectual Property Rights, Standardization and Certification, as well as Trade and Investment. In particular, for CLMV countries, capacity building for Small and Medium Enterprises is a key to create better business environment. For industrialized ASEAN economies,

human resource development is also important to avoid “middle-income trap”, and further promotes the economic growth. In order to realize smooth and vigorous economic activities, legal and judicial system should also be harmonized and strengthened. JICA supports the legal infrastructure development and capacity building in the area of economic laws and regulations, as well as harmonization of competition laws and policies in the region.

Soft Infrastructure within the ASEAN Region

Steps and Pathways to “Asia Cargo Highway”



Approach for achieving the Goal

- Provide necessary Capacity Building in Cooperation with ADB, JICA, WCO and other partners on Trade Facilitation
- Promote sub-regional frameworks such as GMS BIMP-EAGA and IMT-GT

Promote Investment of Japanese Companies to ASEAN

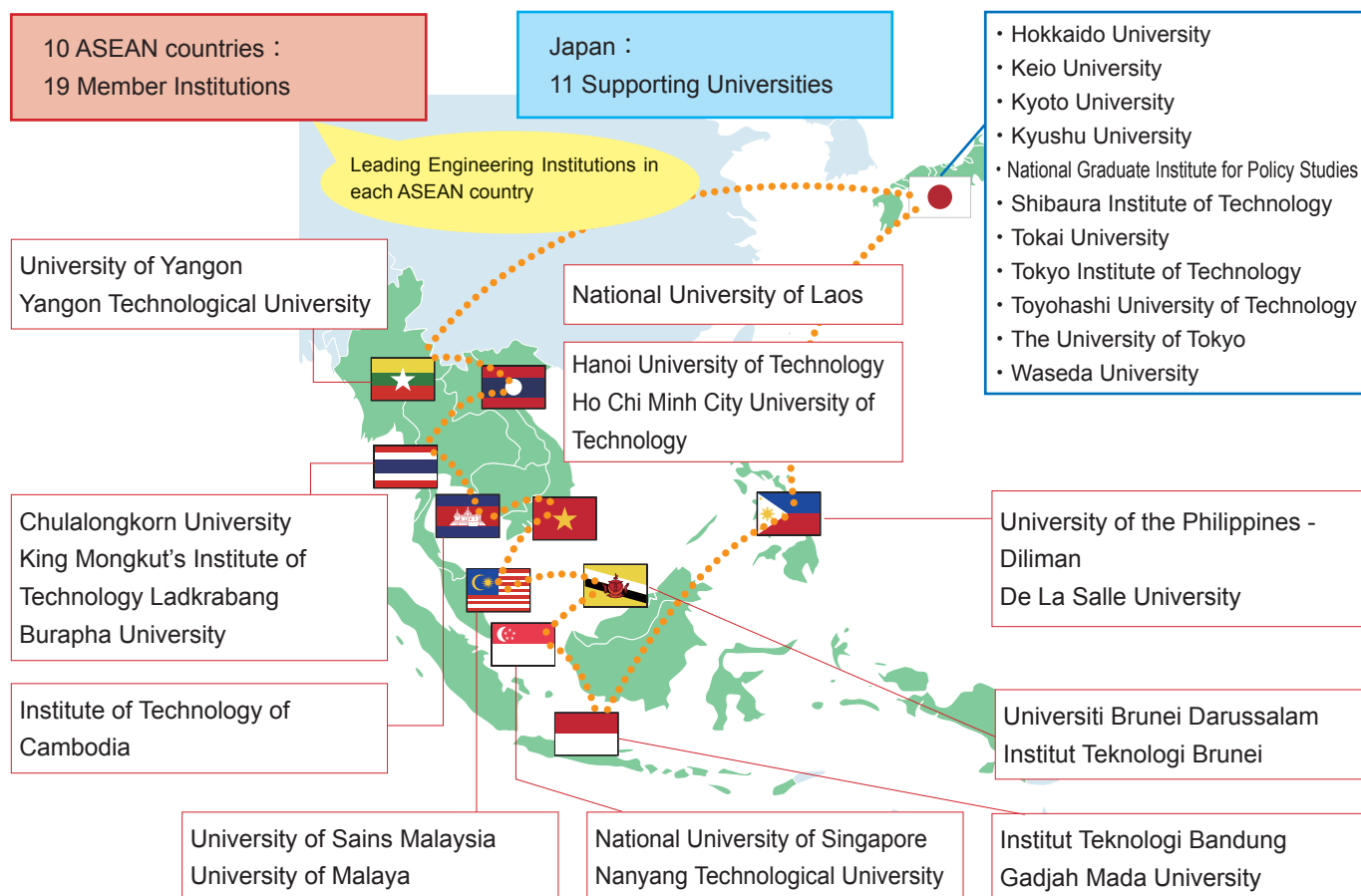


To achieve sustainable growth of the Asian economies, it is important to promote regional cooperation and integration by facilitating and expediting cross-border flow of goods. The Japanese government proposed the concept of an “Asia Cargo Highway” to be shared with other Asian countries as a common goal of trade facilitation and seeks to realize it to create seamless flows of goods in Asia. The Japanese Ministry of Finance, together with JICA, are working closely with the Asian Development Bank (ADB) and the World Customs Organization (WCO), to support enhancement of connectivity in Asia through further trade facilitation.

The Asia Cargo Highway will be realized by 2020. Measures include the development of an Authorized Economic Operator (AEO) program in each country and conclusion of mutual recognition arrangements (MRAs) of the AEO programs. Among the other measures will be the establishment of a national single window (NSW) system in each country and expansion of international interoperability between the systems, as well as other basic trade facilitation reforms that are necessary for modern customs administrations.

Strengthening People-to-People Connectivity

AUN/SEED-Net



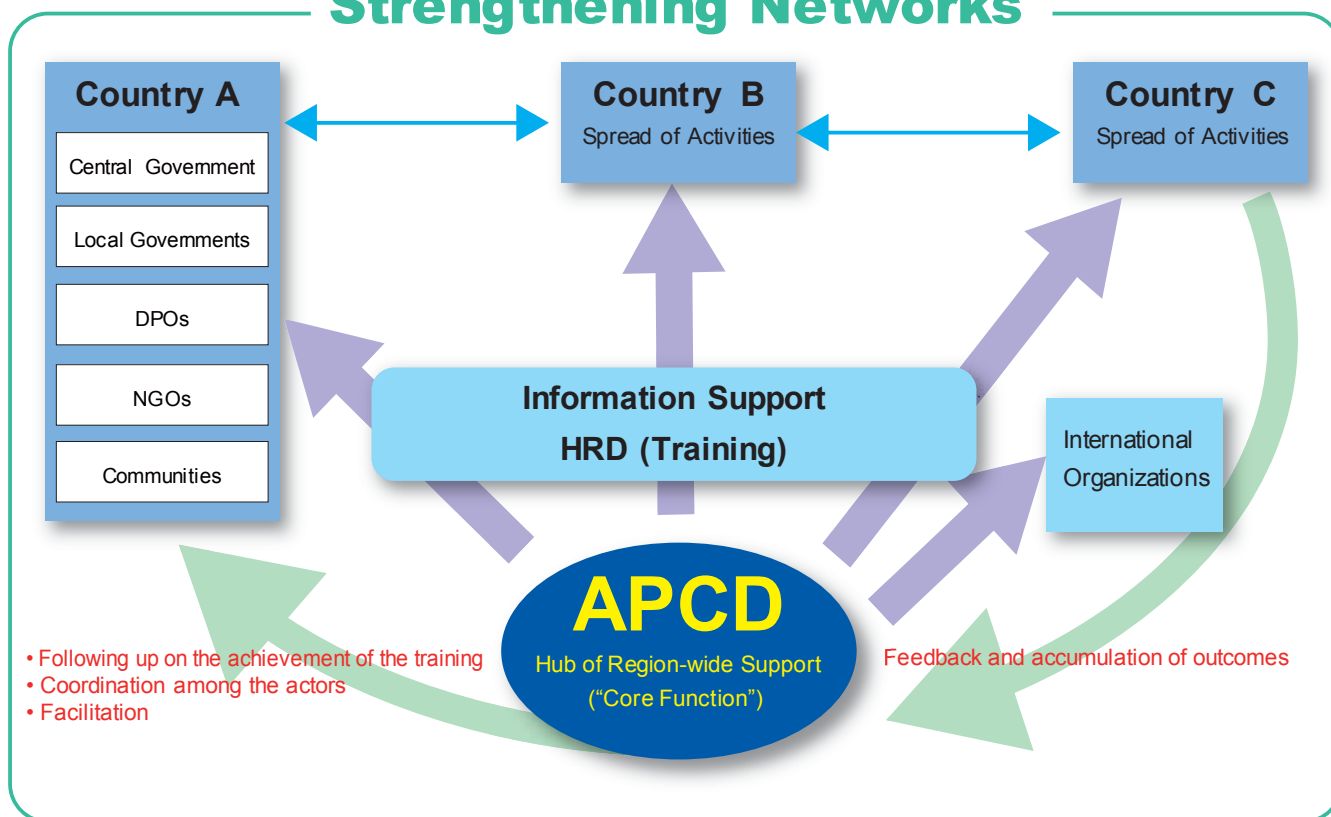
In addition to support for physical and institutional connectivity, JICA's priority is also put on people-to-people connectivity, by developing human resource and establishing networking among ASEAN and with Japan.

AUN/SEED-Net (ASEAN University Network/Southeast Asia Engineering Education Development Network) was established as an autonomous sub-network of the ASEAN University Network (AUN) in April 2001. It aims at promoting human resources development in engineering in ASEAN by establishing and utilizing network of 19 leading institutions from 10 ASEAN countries with the support of 11 leading Japanese Supporting Universities. SEED-Net makes tangible contribution to people-to-people connectivity among ASEAN countries and with Japan through:

- 1) Improvement of Quality of Academic Staff: About 800 academic staff at Member Institutions have obtained opportunities to study for master's degree and/or Ph.D. at leading Member Institutions in the region or Supporting Universities in Japan;
- 2) Improvement of Quality of Research : Research capacity of academic staff at Member Institutions has been strengthened by collaborative research with Supporting Universities in Japan and implementation of academic seminars/conferences. More than 700 collaborative research projects have been undertaken and more than 1000 academic papers have been published; and
- 3) Establishment of Network: A human resources network has been developed by the project, and participated by 400 ASEAN and 200 Japanese academic staff. An international academic journal has been published since 2011.

Asia-Pacific Development Center on Disability (APCD)

Strengthening Networks



Leadership Training of Persons with Disabilities



Workshop held by JICA Short Term Expert with intellectual disabilities

APCD (Asia-Pacific Development Center on Disability) was established in Bangkok, Thailand, as a regional center, which promotes disabled persons' empowerment and "barrier-free society for all" through information sharing and human resource development. APCD has been endorsed by the UNESCAP as a regional cooperative base for its Biwako Millennium Framework for an inclusive

society in the Asian and Pacific Decade of Disabled Persons, 2003-2012. Working with more than 30 countries in the Asia-Pacific region, more than 1,000 persons from ASEAN countries were trained by APCD. A strong network was created among more than 100 affiliate organizations related to persons with disabilities in the region.

Strengthening ASEAN Community Building -Disaster

Disaster Management

As Southeast Asia is prone to suffer from natural disasters, disaster management has been one of the major areas of JICA's cooperation in the region. In response to the Great East Japan Earthquake in March 2011, JICA's cooperation in this field will be further strengthened, by sharing the experience of the unprecedented disaster with ASEAN countries, as well as by supporting regional cooperation mechanism for disaster management in ASEAN region, in which the assets from JICA's past

cooperation will be utilized as a basis for future cooperation.

1. Support Establishment and Enhancement of The ASEAN Coordinating Centre for Humanitarian Assistance (AHA Centre)

- Adviser to help AHA Center implementing action plans and operating programs and to formulate Cooperation Activities
- Information and communication facilities of the Centre

2. Study of ASEAN Regional Collaboration in Disaster Management

- Profiling available resources and information of Disaster Risk Reduction (DDR) in ASEAN member countries in order to enrich the AHA Center Database
- Formulating Cooperation Activities
- Developing regional standard for flood risk assessment



AHA Centre

Japan's Recent Operations on Disaster Management

Philippines

- Pinatubo Hazard Urgent Mitigation Project (TA & Loan) ('96, '97, '07)
- Pasig-Marikina River Channel Improvement Project (Loan) ('99, '07)
- Earthquake Impact Reduction Study for Metropolitan Manila (TA) ('02-'04)
- Improvement of Earthquake and Volcano Monitoring System (TA) ('04-'06)

Vietnam

- Project for Building Disaster Resilient Societies in Central Region (TA) ('09-'12)
- Ho Chi Minh City Water Environment Improvement Project (loan) ('05, '08, '10)

Thailand

- Project on Capacity Development in Disaster Management (TA) ('06-'08, '10-'14)

Cambodia

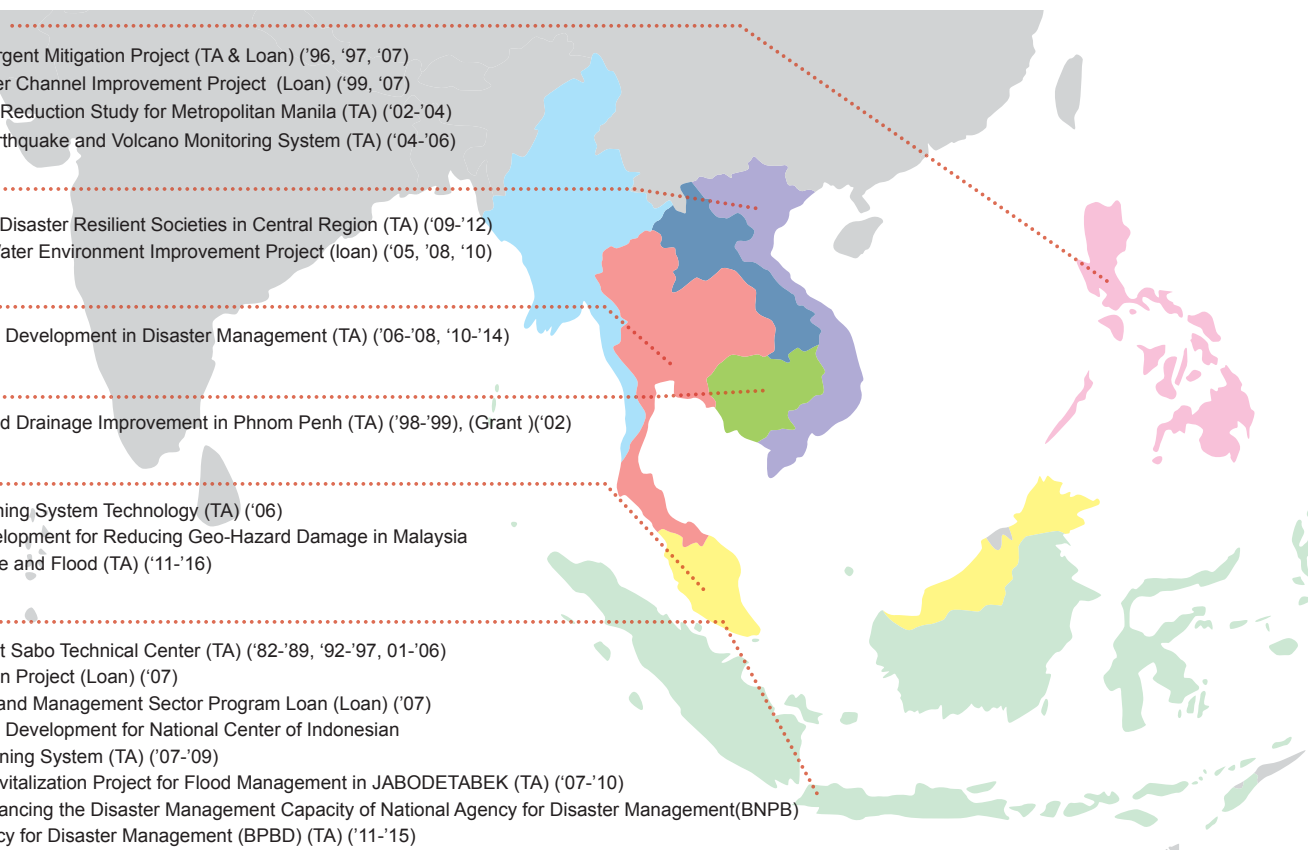
- Flood Protection and Drainage Improvement in Phnom Penh (TA) ('98-'99), (Grant) ('02)

Malaysia

- Tsunami Early Warning System Technology (TA) ('06)
- Research and Development for Reducing Geo-Hazard Damage in Malaysia caused by Landslide and Flood (TA) ('11-'16)

Indonesia

- Series of Projects at Sabo Technical Center (TA) ('82-'89, '92-'97, 01-'06)
- Aceh Reconstruction Project (Loan) ('07)
- Disaster Recovery and Management Sector Program Loan (Loan) ('07)
- Project on Capacity Development for National Center of Indonesian Tsunami Early Warning System (TA) ('07-'09)
- The Institutional Revitalization Project for Flood Management in JABODETABEK (TA) ('07-'10)
- The Project on Enhancing the Disaster Management Capacity of National Agency for Disaster Management(BNPB) and Regional Agency for Disaster Management (BPBD) (TA) ('11-'15)



Management and Maritime Security & Safety

Strengthening Maritime Security & Safety

Southeast Asian sea, especially Malacca Straits, is a prime corridor for the world economy, therefore, maritime security and safety of the region is vital for the region and the world.

JICA's support in this field ranges from institutional, physical, human resource, to harmonization and networking aspects.

1. Capacity Development for Maritime Security and Safety in Philippine, Indonesia and Malaysia

- Dispatch JICA Experts to the three countries for Education System, Vessel Traffic Management System (VTS), Maritime Law Enforcement, and Search and Rescue (SAR)
- Counterpart Training for Arresting Technique, On-board Training in Kojima and many kinds of Training.

2. Data Collection Survey on Maritime Safety and Security in ASEAN

- Collecting Information for ASEAN Regional Cooperation on Maritime Safety and Security

3. JICA Training Course on "Maritime Law Enforcement for countries in Asia and surrounding Somalia"

- Accepting trainees from countries in Asia and Somalia and conducting training for capacity enforcement of coast guard personnel with the full cooperation of Japan Coast Guard. International Human Network has been strengthened through this course.



JICA's Recent Cooperation on Marine Security & Safety

Malaysia
 [Technical Cooperation]
 (1) Project for Capacity Building in Maritime Safety and Security
 (2) Project for Capacity Building in Maritime Safety and Security Phase 2
 [Grant Aid]
 The Project for Improvement of Equipment for Maritime Security Enhancement

Philippines
 [Technical Cooperation]
 Philippine Coast Guard Education and Human Resource Management System Development Project
 [Grant Aid]
 The Project for Enhancement of Communications System for Maritime Safety and Security

Malacca-Singapore Straits
 More than 90,000 vessels/year navigate through the strait.

Trends of Piracy and Armed Robbery in Southeast Asia

Year	Number of Incidents
2002	153
2003	170
2004	158
2005	102
2006	83
2007	70
2008	54
2009	45
2010	70
2011	80

Indonesia
 [Technical Cooperation]
 (1) The Project on BAKORKAMLA Structural Enhancement
 (2) The Project on BAKORKAMLA Structural Enhancement Phase2
 [Grant Aid]
 The Project for Enhancement of Vessel Traffic System in Malacca and Singapore Straits
 [ODA Loan]
 Global Maritime Distress and Safety System) Phase 1~4

Source: The ICC International Maritime Bureau (IMB)

Strengthening ASEAN Community Building - Measures

Climate change is becoming increasingly apparent and is expected to seriously affect our future. In response, it is necessary to reduce greenhouse gas emissions (mitigation), a cause of climate change, in addition to implementing measures to prevent or reduce negative impacts caused by climate change (adaptation). This entails curbing emissions while ensuring sustainable growth. Developing countries, and especially poor people, are the most vulnerable to climate change. It is therefore vital to work towards the creation of societies that are resilient to climate change from the standpoint of human security.

Climate Change Cooperation in Vietnam

Adaptation

Vietnam is said to be one of the most vulnerable to the effects of climate change. JICA has been taking a holistic approach in enabling Vietnam to better cope with and manage the impacts of climate change through projects in disaster risk reduction, Hydro-meteorological observation/weather forecasting and rural development planning that enhances climate change resilience.

Mitigation

Path to low carbon should not be in sacrifice for development; however, low carbon is often economical and has co-benefits, especially for energy efficiency and forestry sectors.



People ravaged by a flood in Central Vietnam

Institutional Development

Support Program to Respond to Climate Change (FA)

MONRE Policy Advisor

GHG Inventory Development (TA)

Mitigation

Energy

EE Master Plan Study (TA)

EE Policy Advisor

EE and RE Two Step Loan (FA)

Solid Waste Management

Hanoi 3R Initiative (TA)

Haiphong Environment Improvement (FA)

Forestry

Afforestation Planning Capacity Development (TA)

Sustainable Forest Management in the Northwest Watershed Area

Forestry Sector Loan (FA)

Forestry Policy Advisor

Adaptation

Disaster Management

Building Disaster Resilient Societies in Central Region (TA)

Enhancing Community Resilience and Livelihood Security to Cope with Natural Disasters in Central Vietnam (Grassroots)

Urban Drainage

Water Environment Improvement Projects in Hanoi, HCMC, Hue, Haiphong, Binh Duong (FA)

AR-CDM Capacity Building (TA)

Afforestation of the Coastal Sandy Area in Potential Forests for Climate Change Study (TA)

Southern Central Vietnam (Phase II) (Grant)

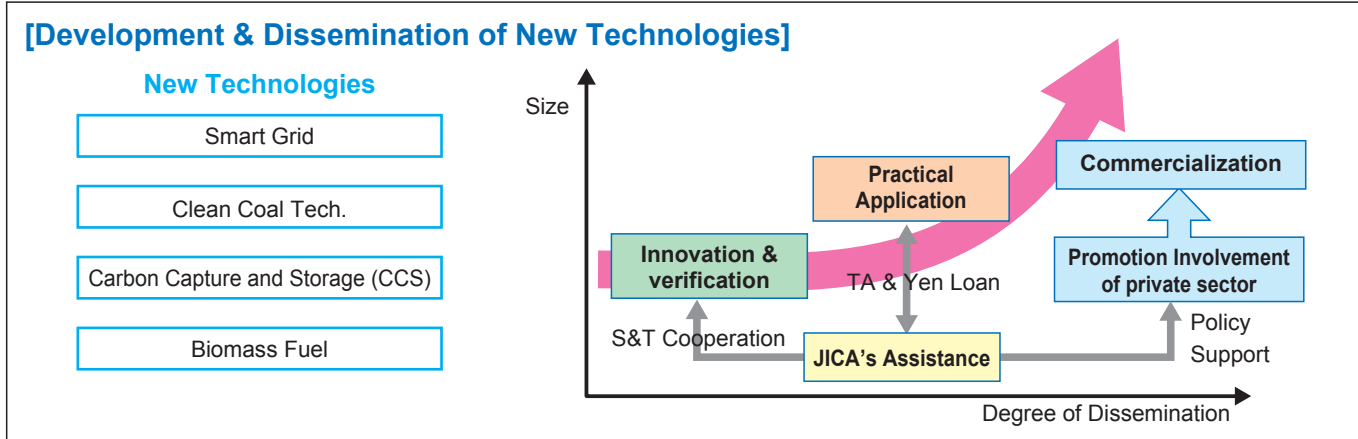
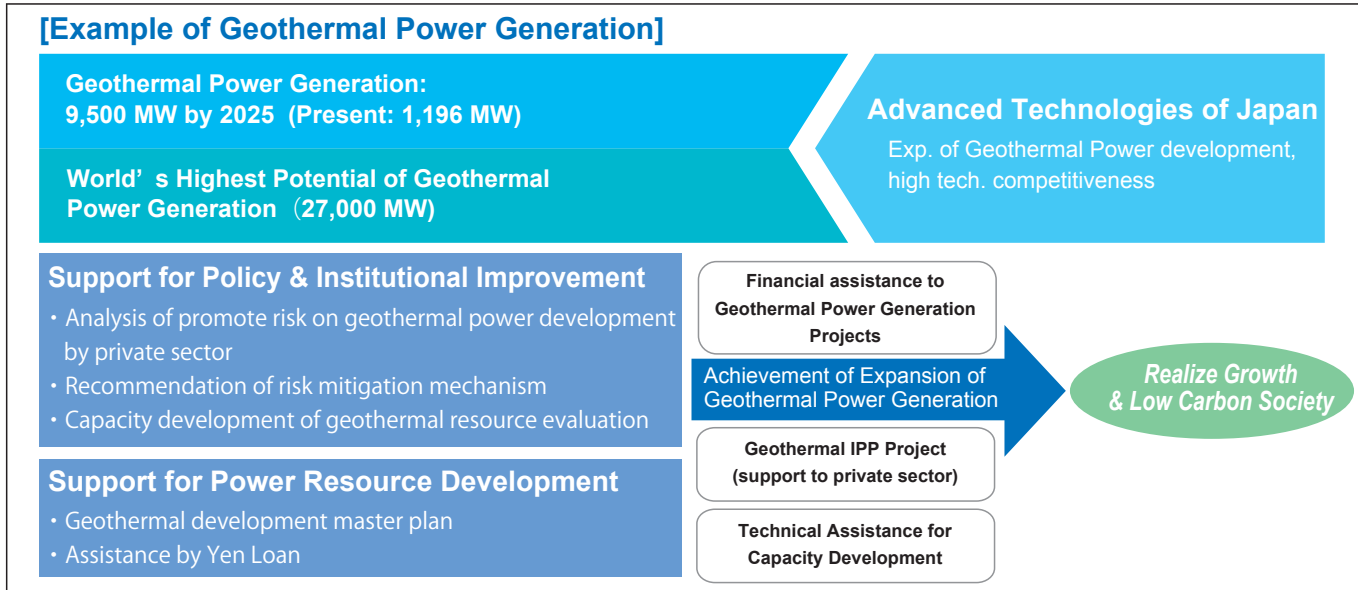
Renewable Energy Project in Indonesia

An important step the Indonesian Government is taking to meet the increase of power demand and to alleviate negative impacts of climate change is the implementation of an energy diversification policy that includes the promotion of renewable energy. Government of Indonesia targets that 17 percent of primary energy is to be produced by non-fossil fuel sources in the forms of hydroelectric, geothermal and biomass energy by 2025.

To accelerate geothermal development, JICA has supported the formulation of geothermal development master plans in 2007. And also JICA has supported the construction of various geothermal power plans through Yen Loan scheme and technical assistance. For example, JICA supports Lumut Balai Geothermal Power Plant Project, in South Sumatra Province. This will

improve the stability of power supply, the lives of residents and the investment climate in the region.

Not only such government projects, geothermal development by private sector is important to meet the expanding power demand. JICA is, therefore, supporting the Indonesian Government's effort to promote geothermal development by the private sector through a policy recommendation to mitigate potential risks of geothermal development for private companies, for national institutional reforms that will lead to geothermal projects.



Strengthening ASEAN Community Building -Addressing

Initiative for ASEAN Integration (IAI)

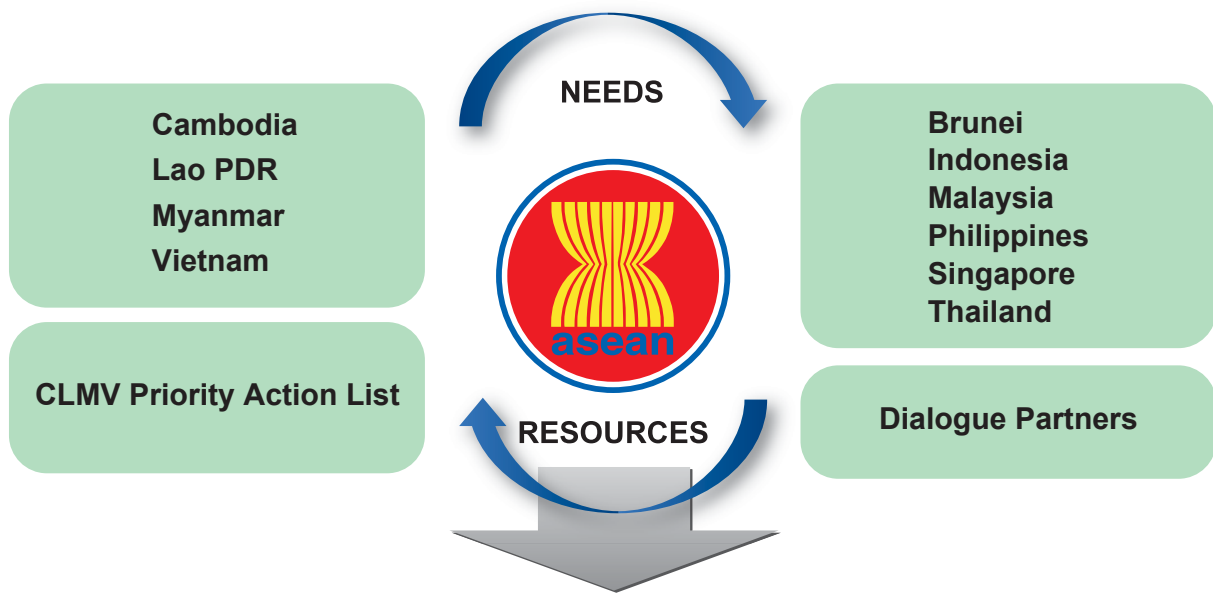
The Initiative for ASEAN Integration (IAI) which aims at narrowing the development gap among ASEAN Member States and enhancing ASEAN's competitiveness was launched in 2000. The IAI Work Plan II (2009-2015) has been implemented by Member States.

In April 2011, "IAI Priority List" being extracted from IAI Work Plan 2 by CLMV countries was endorsed by IAI Task Force. JICA subsequently assisted the IAI Unit of the ASEAN Secretariat compile "CLMV Priority Action List" based on the "IAI Priority List" and organized 2nd CLMV Regional Workshop to

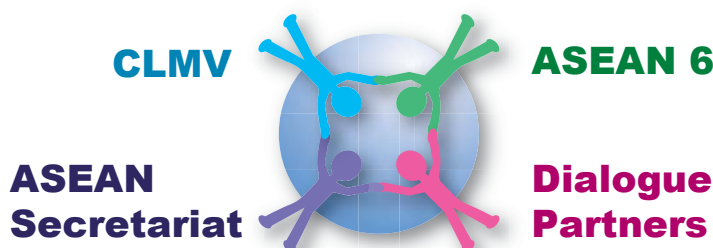
discuss a new modality of IAI cooperation among ASEAN Member States together with dialogue partners including Japan.

In September 2011, during 39th IAI Task Force, the "CLMV Priority Action List" was approved and immediate needs of CLMV countries were confirmed. It is expected that the "CLMV Priority Action List" will be updated periodically by CLMV countries and that dialogue partners and partners will pledge their assistance in accordance with the List.

NEEDS-RESOURCES Matching



Regional Cooperation



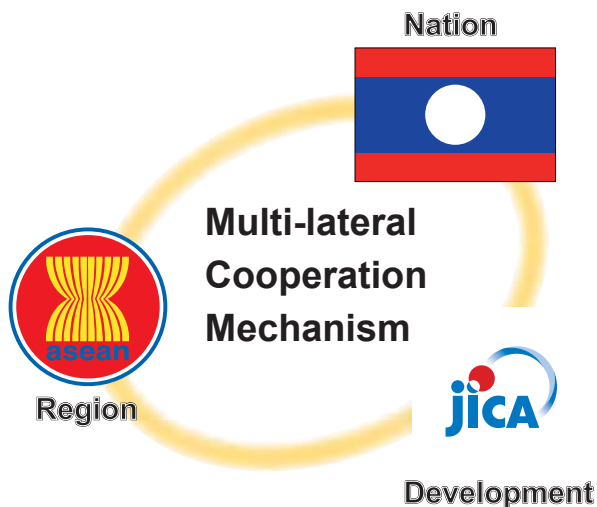
Initiative for ASEAN Integration-

Laos Pilot Program (LPP)

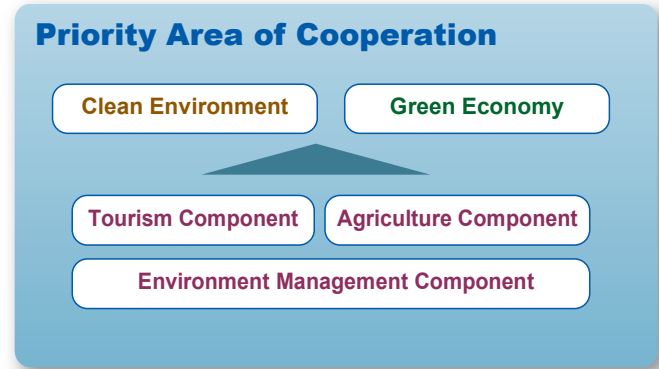
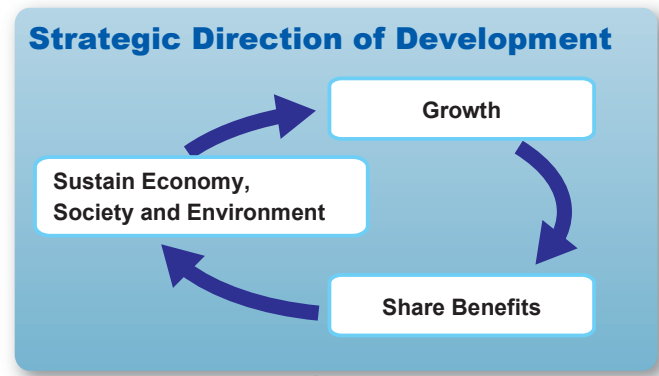


Laos Pilot Program (LPP) for Narrowing the Development Gap towards ASEAN Integration is a pilot program for multilateral cooperation mechanism (Laos-ASEAN-JICA), which is a new modality for IAI Work Plan 2 in particular.

Both ASEAN (Member States and the ASEAN Secretariat) and Japan provide Laos with necessary technical assistance in 3 priority areas – tourism, agriculture, and environmental management.



Clean, Green, and Beautiful Laos

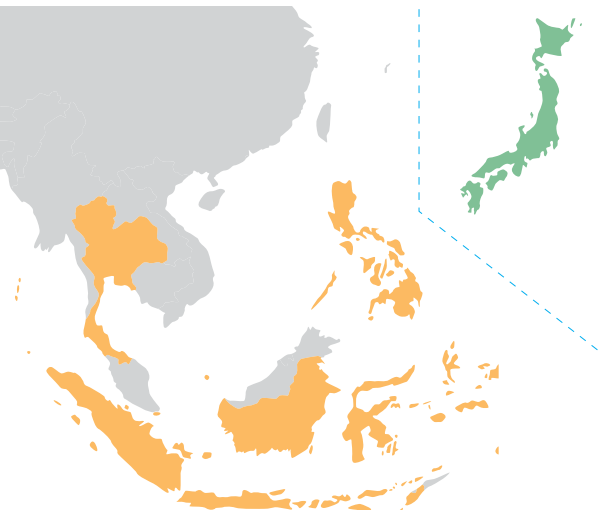


What is Multi-lateral Cooperation Mechanism?

1. A new approach to connect two different dimensions: a nation in the region and a nation for development
2. Utilization of Japan-ASEAN Resources
3. Enhancement of Japan-ASEAN Network

Partnership Program

The Partnership Program is a strategic and comprehensive framework in which JICA and counterpart organizations in partner countries jointly implement technical cooperation activities efficiently and effectively for the beneficiary countries. JICA also shares its knowledge and experience on aid management with its counterpart organization. As of November 2009, Japan has concluded Partnership Programs with 4 countries in ASEAN: Singapore('94), Thailand('94), Philippines('02), and Indonesia('03).



JICA's Assistance to ASEAN Countries

Overview of JICA's Assistance to ASEAN Countries (Cumulative Amount as of JFY 2011)



Brunei

Technical Cooperation : 3.94 Billion (JPY) / 50 Million (USD)
 Acceptance of Trainees : 1,235 Persons
 Dispatch of Experts : 114 Persons



Cambodia

Loan Aid : 42.5 Billion (JPY) / 534 Million (USD)
 Grant Aid : 153.04 Billion (JPY) / 1,921 Million (USD)
 Technical Cooperation : 63.66 Billion (JPY) / 800 Million (USD)
 Acceptance of Trainees : 11,058 Persons
 Dispatch of Experts : 3,231 Persons
 Japan Overseas Cooperation Volunteers : 352 Persons



Indonesia

Loan Aid : 4.55 Trillion (JPY) / 57,109 Million (USD)
 Grant Aid : 269.99 Billion (JPY) / 3,390 Million (USD)
 Technical Cooperation : 321.34 Billion (JPY) / 4,034 Million (USD)
 Acceptance of Trainees : 40,313 Persons
 Dispatch of Experts : 13,953 Persons
 Japan Overseas Cooperation Volunteers : 636 Persons



Laos

Loan Aid : 23.10 Billion (JPY) / 290 Million (USD)
 Grant Aid : 128.86 Billion (JPY) / 1,618 Million (USD)
 Technical Cooperation : 57.47 Billion (JPY) / 722 Million (USD)
 Acceptance of Trainees : 7,616 Persons
 Dispatch of Experts : 2,758 Persons
 Japan Overseas Cooperation Volunteers : 662 Persons



Malaysia

Loan Aid : 923.80 Billion (JPY) / 11,598 Million (USD)
 Grant Aid : 13.87 Billion (JPY) / 175 Million (USD)
 Technical Cooperation : 111.91 Billion (JPY) / 1,405 Million (USD)
 Acceptance of Trainees : 15,896 Persons
 Dispatch of Experts : 3,162 Persons
 Japan Overseas Cooperation Volunteers : 1,273 Persons



Myanmar

Loan Aid : 410.0 Billion (JPY) / 5,148 Million (USD)
 Grant Aid : 188.75 Billion (JPY) / 2,370 Million (USD)
 Technical Cooperation : 43.22 Billion (JPY) / 524 Million (USD)
 Acceptance of Trainees : 5,589 Persons
 Dispatch of Experts : 1,940 Persons



Philippines

Loan Aid : 2.27 Trillion (JPY) / 28,467 Million (USD)
 Grant Aid : 258.16 Billion (JPY) / 3,242 Million (USD)
 Technical Cooperation : 203.77 Billion (JPY) / 2,559 Million (USD)
 Acceptance of Trainees : 33,099 Persons
 Dispatch of Experts : 6,697 Persons
 Japan Overseas Cooperation Volunteers : 1,496 Persons



Singapore

Loan Aid : 1.2 Billion (JPY) / 15 Million (USD)
 Grant Aid : 3.12 Billion (JPY) / 39 Million (USD)
 Technical Cooperation : 21.76 Billion (JPY) / 274 Million (USD)
 Acceptance of Trainees : 4,820 Persons
 Dispatch of Experts : 1,273 Persons



Thailand

Loan Aid : 2.16 Trillion (JPY) / 27,174 Million (USD)
 Grant Aid : 161.57 Billion (JPY) / 2,029 Million (USD)
 Technical Cooperation : 216.25 Billion (JPY) / 2,716 Million (USD)
 Acceptance of Trainees : 29,503 Persons
 Dispatch of Experts : 9,024 Persons
 Japan Overseas Cooperation Volunteers : 603 Persons



Vietnam

Loan Aid : 1.86 Trillion (JPY) / 23,386 Million (USD)
 Grant Aid : 137.1 Billion (JPY) / 1,721 Million (USD)
 Technical Cooperation : 107.3 Billion (JPY) / 1,347 Million (USD)
 Acceptance of Trainees : 19,776 Persons
 Dispatch of Experts : 5,705 Persons
 Japan Overseas Cooperation Volunteers : 336 Persons



ASEAN (Total)

Loan Aid : 10.1 Trillion (JPY) / 153,720 Million (USD)
 Grant Aid : 1.31 Trillion (JPY) / 16,503 Million (USD)
 Technical Cooperation : 1.15 Trillion (JPY) / 14,446 Million (USD)
 Acceptance of Trainees : 168,905 Persons
 Dispatch of Experts : 47,857 Persons
 Japan Overseas Cooperation Volunteers : 5,358 Persons

* USD amount is calculated at the JPY/USD exchange rate (\$1=¥79.65 as of November 2012)

** Amount provided under newly concluded Grant Agreement (G/A basis)

Source: JICA Annual Report(2012), MOFA ODA Data Book (2011)

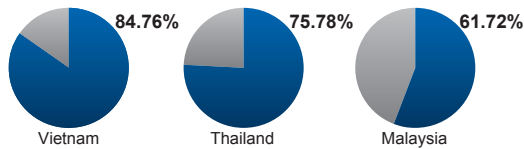
Impact on Major Sectors

JICA's assistance has major impact on infrastructure development in ASEAN Countries

Transport

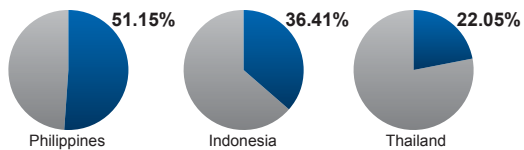
Airport

Passengers
(Number/Day)



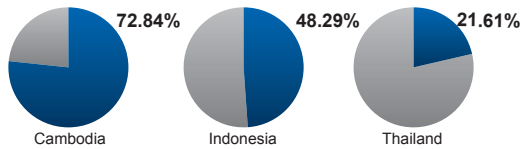
Railroad

Railroad
(km)

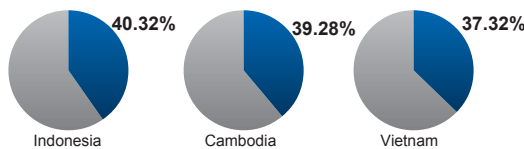


Port and Harbor

Container Freight
(TEU/Day)



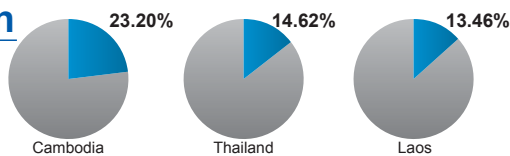
Cargo Handling
(t/Day)



Communication

Communication

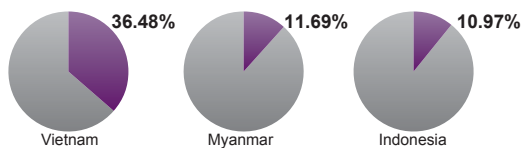
Circuit Switch
(Line)



Electricity

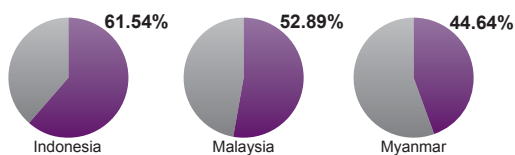
Thermal Power

Power Generation
(GWh/Year)



Hydraulic Power

Power Generation
(GWh/Year)



Suvarnabhumi International Airport in Thailand



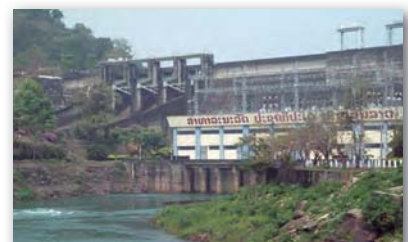
The Jakarta Fishing Port in Indonesia



JABODETABEK Urban Transportation in Indonesia



O Mon Thermal Power Plant in Vietnam



The Nam Ngum I Hydropower Station in Laos

Source: JICA

Note: The percentages shown in the pie charts indicate JICA's contribution in the selected sector.

Photo : Thailand (Yasuhiko OKUNO) , Indonesia (Shinichi KUNO)

Economic Impacts

JICA's assistance has notable effects on pushing up GDP of ASEAN Countries, e.g. 4.98% in Thailand, 3.86% in Indonesia and 6.47% in Vietnam.



Source: Economic Impact Assessment of the Official Development Assistance (ODA) , JICA (2011)

A Bridge Linking Japan with Developing Countries

JICA assists and supports developing countries as the executing agency of Japanese ODA. In accordance with its vision of “Inclusive and Dynamic Development,” JICA supports the resolution of issues of developing countries by using the most suitable tools of various assistance methods and a combined regional-, country- and issue-oriented approach.

ODA and JICA

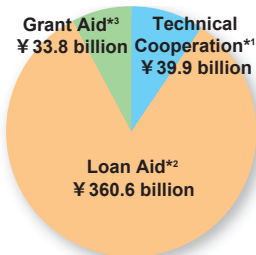
Since joining the Colombo Plan^{*1} in 1954, Japan has been providing financial and technical assistance to developing countries through ODA, aiming to contribute to the peace and development of the international community and thereby help ensure Japan’s own security and prosperity^{*2}.

JICA is in charge of administering all ODA such as technical cooperation, ODA loans and grant aid in an integrated manner, except contributions to international organizations. JICA, the world’s largest bilateral aid agency, works in over 150 countries and regions and has some 100 overseas offices.

^{*1} The Colombo Plan is an international organization established in 1950 to support economic and social development of countries in South Asia, Southeast Asia and the Pacific region. Its head office is in Colombo, Sri Lanka.

^{*2} Taken from the ODA Charter, which was revised in August 2003.

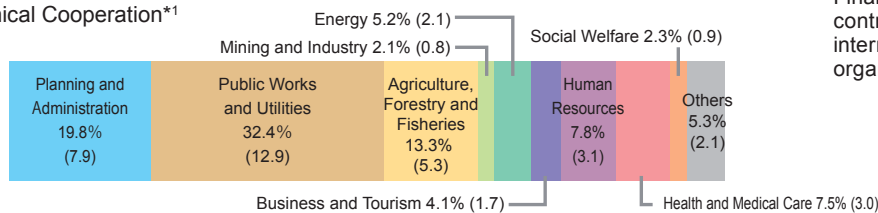
■ Fiscal 2011 JICA's Operation Scale in ASEAN Countries



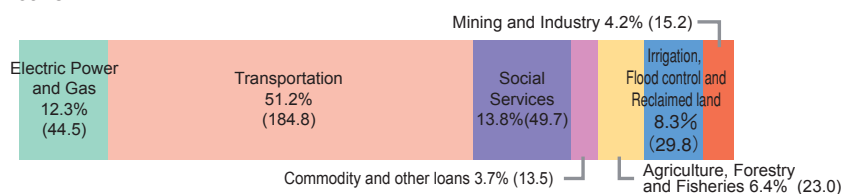
^{*1} Technical Cooperation expenses excluding management expenses
^{*2} Amount of loan agreements (L/A basis)
^{*3} Amount provided under newly concluded Grant Agreements (G/A basis)

■ Distribution by Sector (Unit: %, ¥ billion)

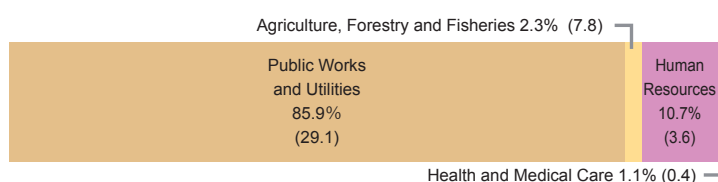
Technical Cooperation^{*1}



ODA Loans^{*2}



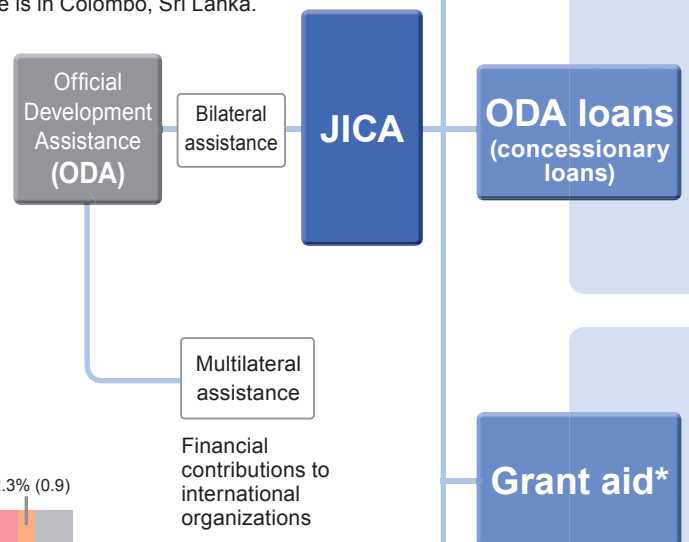
Grant Aid^{*3}



^{*1} Expenses that also include expenses required for dispatching volunteers and emergency aid groups.

^{*2} Amounts are based on loan agreements (L/A basis).

^{*3} Itemization of ¥33.8 billion (newly concluded Grant Agreements) for projects to be implemented and managed by JICA.



Technical cooperation

ODA loans (concessional loans)

Grant aid*

*Except grant aid programs that Japan's Ministry of Foreign Affairs continues to implement independently as dictated by specific diplomatic policy.



For human resources development and formulation of administrative systems of developing countries, technical cooperation involves the dispatch of experts, provision of necessary equipment and training of personnel from developing countries in Japan and other countries. Cooperation plans can be tailored to address a broad range of issues.

Agricultural assistance for Myanmar
(Photo by Kenshiro IMAMURA)

Dispatch of experts



Japanese expert (left) teaching water purification technique in Cambodia

This cooperation tool contributes to human resources development and institutional and systematic formulation by dispatching experts to developing countries, providing technology required by respective countries and making recommendations to key administrators and technicians for economic and social development in respective countries.

Acceptance of trainees



Trainees learning agricultural technique in Japan

This program involves the transfer of Japanese specialized knowledge and technology through the training of administrators, technicians and researchers from developing countries, and contributes to resolving issues of respective countries. Training programs are implemented with the cooperation of Japan's national and local governments, universities, private enterprises, non-governmental organizations (NGOs) and other relevant parties.



ODA loans support developing countries above a certain income level by providing low-interest, long-term and concessional funds (in Japanese yen) to finance their development efforts. ODA loans are used for large-scale infrastructure and other forms of development that require substantial funds.

Tansonnhat International Airport in Vietnam
(Photo by Shinichi KUNO)



Grant aid is the provision of funds to developing countries which have low income levels, without the obligation of repayment. Grant aid is used for improving basic infrastructure such as schools, hospitals, water-supply facilities and roads, along with obtaining health and medical care, equipment and other requirements.

Cambodia and Japan Friendship Bridge in Cambodia
(Photo by Kenshiro IMAMURA)

Disaster relief



Japan Disaster Relief team in Indonesia
(Photo by Kenshiro IMAMURA)

In case of the occurrence of a large-scale disaster overseas, JICA dispatches Japan Disaster Relief teams in response to requests from the governments of affected countries or international organizations and in accordance with the decision of the Japanese government. These teams search for missing people, engage in rescue efforts, provide first aid and medical treatment for victims with injuries or illnesses, as well as guidance on how best to achieve recovery. JICA also provides shipments of emergency relief supplies such as blankets, tents and medicines.

Cooperation through citizen participation



JICA Global Plaza in Tokyo

JICA dispatches volunteers such as Japan Overseas Cooperation Volunteers (JOCV), manages donation projects via the JICA Fund and enhances development education (education for international understanding) to assist in understanding issues faced by developing countries. JICA cooperates in diverse ways with NGOs, local governments, universities and other organizations that participate in international cooperation activities.

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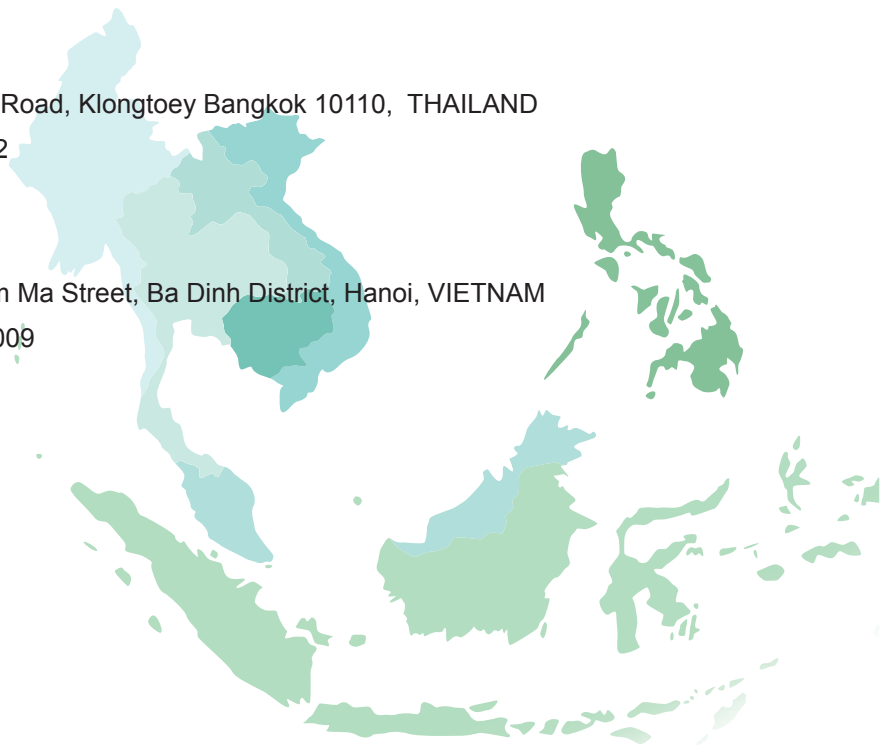
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