

# Addressing the Issues Facing Developing Countries

## PROSPERITY

### Developing Foundations and Drivers of *Quality Growth*

To achieve inclusive and sustainable *quality growth*, JICA is engaged in (1) building the foundations for such growth with the development of transportation, energy, and other infrastructure as well as integrated urban and regional development; (2) developing drivers of economic growth with private sector development and industrial promotion; and (3) improving agricultural production and farmer empowerment.



Thailand: Bang Sue Grand Station (left), which was constructed under the ODA Loan project titled “Mass Transit System Project in Bangkok (Red Line)” and opened in August 2021, along with the State Railway of Thailand’s existing Bang Sue Station (right). There is a plan to build a smart city revolving around the former, which will serve as a new gateway to Bangkok. JICA is cooperating in formulating and implementing the plan.

#### Overview of the Issue

#### **Quality growth crucial for poverty reduction**

Although some progress has recently been made in poverty reduction, some 700 million people are still in extreme poverty in the world. Recent evidence suggests that the impoverished population increased in 2020 due to the coronavirus pandemic.\* Economic growth is crucial for advancing poverty reduction and eventually creating a society where everyone can enjoy a prosperous life. That in turn requires developing a range of industries—including

agriculture—that provide job opportunities for people and produce goods and services. Also essential is the development of transportation and energy infrastructure that supports economic activity and people’s lives, as well as appropriate responses to rapid urbanization.

JICA addresses these issues to achieve sustainable *quality growth* that benefits all and takes associated environmental impacts into full consideration.

\*World Bank, “Poverty and Shared Prosperity 2020: Reversals of Fortune.”



**3.8 million**  
people

are expected to see their power supply situation improve due to power infrastructure development assisted by JICA in fiscal 2016–2020



**291,000** farmers in  
**35** countries

received JICA’s training on market-oriented farming and rice cultivation in fiscal 2017–2020, including 27,300 leaders of farmer groups such as extension workers



### Strategy 1 Aiming to achieve prosperity and a transition to a low- to zero-carbon economy at the same time

By working to support the development of transportation and energy infrastructure and associated human resources, JICA aims for a society where people can travel safely and freely, goods are delivered smoothly, and adequate and stable supply of electric power is available in an affordable and sustainable manner. It also aims to establish autonomous urban and regional management that involves a wide range of stakeholders, explore new potential for urbanization and its associated prosperity, and revitalize local communities and economies.

To address climate change, JICA promotes a transition to a low- to zero-carbon economy in three sectors: transportation, energy and mining, and urban and regional development.

#### Activities and Achievements 1 Cooperation for people's safety and security

In the transportation sector, JICA cooperates in formulating a global network with the construction of roads, bridges, seaports, and airports as well as in developing and promoting the use of public transport such as urban railways and buses [[see page 7 and the Project on page 38](#)]. JICA also works on road traffic safety while continuing to focus on the maintenance of roads and bridges. Another priority for JICA is to strengthen the functions of maritime security agencies that ensure maritime traffic safety.

With regard to energy and mining development, JICA is engaged in reinforcing power grids, promoting the deployment of new and renewable energy, and encouraging energy conservation. The aim is to improve access to electric power and promote a transition to a low- to zero-carbon economy. JICA also focuses on developing human resources and strengthening their networks for sustainable mineral resource management.

As for urban and regional development, JICA cooperates in formulating urban development master plans and enhancing urban development management systems while also working on smart cities and transit-oriented development (TOD). In addition, JICA promotes the development and utilization of geospatial information, which is increasing its importance in a digital society. JICA has also been supporting regional development and corridor development that reduces regional disparities and promotes economic and social growth.

Apart from these activities, JICA made emergency responses to the pandemic in fiscal 2020. These included distributing masks among public bus users and awareness-raising for bus drivers. JICA also conducted surveys to explore new cooperation approaches by finding out (1) how the pandemic had affected international logistics as well as the economy and people's lives in cities around the world, and (2) how public transit systems had coped with the pandemic.

### Strategy 2 Promoting industries that drive economic growth and reaching out to the rural poor

To help develop private businesses—a foundation of economic growth—in developing countries, JICA supports entrepreneurs who will lead innovation. It also assists in strengthening firm capability, formulating industrial and investment policies, and improving the business environment. To reduce rural poverty, JICA supports the inclusive promotion of agriculture, livestock, and fisheries, as well as related industries such as food processing and distribution. The idea is to achieve rural poverty reduction and food security simultaneously [[see the Project on page 39](#)].

Through these activities, JICA contributes to improving the capability of businesses in both partner countries and Japan in a mutually reinforcing manner.

#### Activities and Achievements 2 Meeting new needs amid the pandemic

Activities in the area of private sector development during fiscal 2020 included an initiative taken by the Japan Centers for Human Development in nine Asian countries. Amid travel restrictions due to the pandemic, these Japan Centers developed online content and used it in remote training in cooperation with Japanese businesses. In Africa, JICA promoted the Kaizen Initiative, providing support and training aimed to improve the efficiency of hospital operators and the manufacturers of medical equipment and supplies.

To help seek solutions to problems due to the pandemic, JICA implemented support programs for entrepreneurs with innovative ideas in IT and other fields in Africa and Asia [[see page 6](#)]. As a result, some startups were able to find partners in terms of funding and technical assistance. As for pandemic-devastated tourism, JICA began to cooperate with international organizations in drawing up early recovery plans.

To promote agriculture and related industries, JICA worked on quality control improvement in terms of access to seeds and fertilizers and proper use of agrochemicals as well as on diversifying sales channels. The aim was to strengthen food value chains and enhance value addition through the stages of production, processing, and distribution. JICA also continued to promote Smallholder Horticulture Empowerment and Promotion (SHEP), an approach to increasing farmers' revenues. In fact, the SHEP approach is gaining popularity with the involvement of private companies and international organizations. During fiscal 2020, JICA offered online training in cooperation with Japanese farmers and agricultural cooperatives. JICA also worked on projects that contribute to doubling rice production in Africa as well as on the promotion of the "One Health" approach (zoonosis control, etc.) through strengthening livestock hygiene.

### Integrated cooperation from construction to human resources development

In July 2021, Chinggis Khaan International Airport was opened in Mongolia. To support the smooth operation and maintenance (O&M) of the new airport, JICA had implemented the Project for Human Resource Development and O&M Capacity Development for New Ulaanbaatar International Airport.

The number of passengers using the old airport, located near Mongolia's capital city of Ulaanbaatar, jumped from 0.47 million in 2005 to 1.1 million in 2012, on the back of the growing service industry and expansion of investment in the country's ample mineral and livestock resources. Because of geographical constraints, however, there was difficulty expanding the existing airport to meet the rapidly growing demand. Therefore, the construction of the new international airport through ODA Loans started in 2013.

The expected demand for the new airport is two million passengers per year. Smooth operation and maintenance of the airport facilities are essential so that the airport can serve the important role of accommodating the large demand. This project was launched in 2014 in cooperation with Japanese airport O&M companies that boast the world's highest on-time flight rate as well as expertise and experience in quality service delivery.

### Transferring quality expertise and experience

JICA has offered capacity building in seven areas: (1) O&M organization planning, (2) maintenance of the runway, etc., (3) maintenance of the fuel supply



A complete view of the newly completed Chinggis Khaan International Airport, Mongolia's first private-operated airport (above)

The departure area on the second floor of the passenger terminal building after the airport was put into operation (right)



system, (4) charge-setting and tenant management, (5) customer satisfaction improvement, (6) relocation to the new airport, and (7) air traffic control.

JICA assigned long-term experts to support both physical and nonphysical aspects of the preparation process. To transfer diverse know-how, JICA also dispatched short-term experts to Mongolia and offered training in Japan. This training allowed Mongolian airport staff to gain hands-on experience at Narita Airport and Haneda Airport. It also provided high-ranking Mongolian government officials in charge of decision-making regarding

the operation of the new airport with opportunities to better understand what preparations and capacity building were needed for relocation and opening of the new airport. These opportunities included visits to Chubu Airport and New Ishigaki Airport, both of which had relocation experiences.

In 2019, a joint-venture company was established by the four Japanese companies and the government of Mongolia to operate the new airport. The new company had been preparing for the opening of the new airport when the global COVID-19 pandemic broke out. The opening was inevitably postponed. Subsequently, further preparations were made to establish an operation framework capable of appropriate management and hygiene safety amid the pandemic toward the long-awaited opening.

Air traffic demand will likely remain low for some time. Once the pandemic comes under control, however, the new airport is expected to contribute to the economic and social growth of Mongolia as an air gateway to the country.

#### VOICE

We drew up 2,224 pages of manuals!



Masatomo Kihara, Deputy Mayor, Oita City

Former JICA Expert, Project for Human Resource Development and O&M Capacity Development for New Ulaanbaatar International Airport

*Make the new airport like the ones in Japan.* That was the motto of the Japan-Mongolia joint team that helped lay the groundwork for relocation and operation of the new airport. Experts from Narita and Haneda airports—two of Japan's leading airports—as well as the Japan Civil Aviation Bureau and air traffic control experts teamed up with Mongolian counterparts to draw up manuals replete with Japanese operational know-how, known for its safety and quality, together with an overall relocation schedule, after much discussion with common goals and passion.



## PROJECT

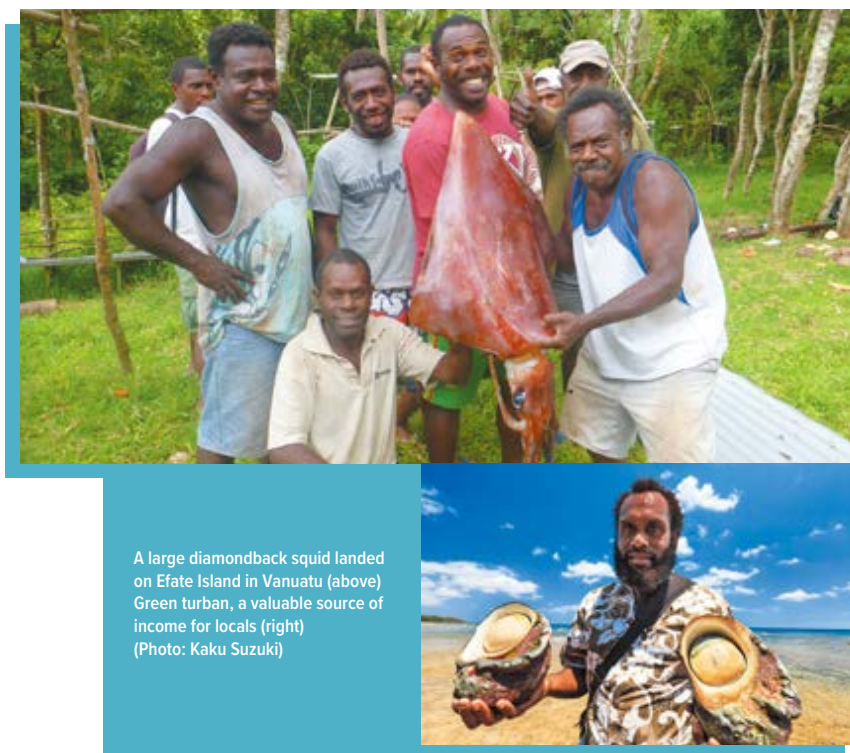
Restoring Rich *Satoumi* in Island Countries**Community-based resource protection that also benefits the economy**

Fishery resources along the coasts of island countries in the Pacific, the Indian Ocean, and the Caribbean provide a valuable source of food and income for local communities. Environmental destruction, climate change, and overfishing are putting these resources at the risk of depletion. For countries made up of numerous isolated islands, however, this challenge cannot be addressed by the government sector alone. Against this background, increased attention is being paid to the Blue Economy, an approach of protecting marine resources and utilizing them for economic growth at the initiative of local communities.

JICA leverages the Japanese traditional system of co-management of fishery resources as well as the expertise it has accumulated in supporting regional revitalization of isolated islands in order to promote this Blue Economy fishery approach in island countries.

**Cooperation in system development and outcome sharing**

The Blue Economy approach is made up of three components: (1) co-management, joint management between authorities and fishers; (2) management of *Satoumi*, coastal ecosystems traditionally managed by communities for environmental conservation and resource management; and (3) regional revitalization linked with food value chains. JICA conducts pilot projects to assess the effectiveness of different strategies for introducing this approach and then allowing officials in countries and regions to select one depending on their local situ-



A large diamondback squid landed on Efate Island in Vanuatu (above) Green turban, a valuable source of income for locals (right)  
(Photo: Kaku Suzuki)

ation as part of efforts to develop systems and share outcomes.

**Experience in Vanuatu shared with other countries**

JICA is cooperating with the Project for Strengthening Sustainable Use and Management of Coastal Fisheries Resource in the CARICOM Countries in six Caribbean countries. The project is promoting joint work with a fishing method that uses set nets and fish-aggregating devices. It is also supporting the establishment of fisheries cooperatives.

In the Project for Promotion of Grace of the Sea in the Coastal Villages (Phase 3),

which is underway in Vanuatu in the Pacific, local communities have been taking the initiative in conserving green turban and other shellfish with the establishment of marine protected areas (fisheries management areas), coupled with creating various livelihoods to make up for the lost income. These activities for community-based coastal resource management (CB-CRM) have proved effective in securing food during a cyclone disaster and supporting the subsequent recovery of such resources. The capacity of the Vanuatu Fisheries Department (VFD) has also been strengthened. Moreover, CB-CRM has been incorporated into the country's fisheries policy and even reflected in the national development plan formulated in 2020.

JICA takes advantage of these outcomes in its development cooperation in the Solomon Islands, a neighboring country. JICA is now working with the regional international organization, based in Melanesia, with which it signed a memorandum of cooperation in 2020 to explore the possibility of introducing the Blue Economy approach in the whole region.

## VOICE

**The establishment of the country's largest fisheries management area has been agreed to by all the villages concerned**



**Dr. Akiya Seko, IC Net Limited**  
JICA Expert, Project for Promotion of Grace of the Sea in the Coastal Villages (Phase 3)

VFD officials working with Japanese experts are succeeding in drawing out proactive attitudes from the communities on seven islands. On one of these islands, they organized a soccer tournament that incorporated resource management elements into the rules of the sport so that young fishermen would better understand CB-CRM and participate in it. Eventually, Vanuatu's largest coral reef was designated as a fisheries management area by consensus of all the villages concerned—something that had not been seen for over two decades.