

# Towards CBTI Development

## Points to note in CBTI Development

For CBTI development it is necessary to note of the following critical aspects:

### Consider the role of infrastructure in both target country and region

It is essential to clarify the role of infrastructure from the viewpoint of regionalization by looking at the impact of this infrastructure on the development of regional alliances, and on bilateral relation.

### Build CBTI with a focus on creating a wide-range transportation network

It is vital to increase overall regional attraction by improving such distributed networks as ports/airports and promoting trade in landlocked and regional countries as well as setting up a broad tourism network

### Build CBTI with consideration for the establishment of international transportation

It is important to provide infrastructure that meets international standards or offers versatility and continuity since CBT should be conducive to the creation of a wide-range transportation network. Coordination over non-physical infrastructure, including regional wide-ranging system and procedures, and unifications is also required. In addition, major domestic transportation networks, which are expected to accept

influx of CBT, also requires compliance with international systems and standards.

### Implement CBTI conducive to regional development and improvement

Although its contribution to formulation of wide-range transportation network is important, coordination with the development of the border area is also indispensable. The way that CBT relates to regional development is crucial. CBTI should have an emphasis on correlation with regional needs by setting up a special economic zone in border areas to create job opportunities or by building regional centers such as Michi-no-Eki to expand the market of local industries.

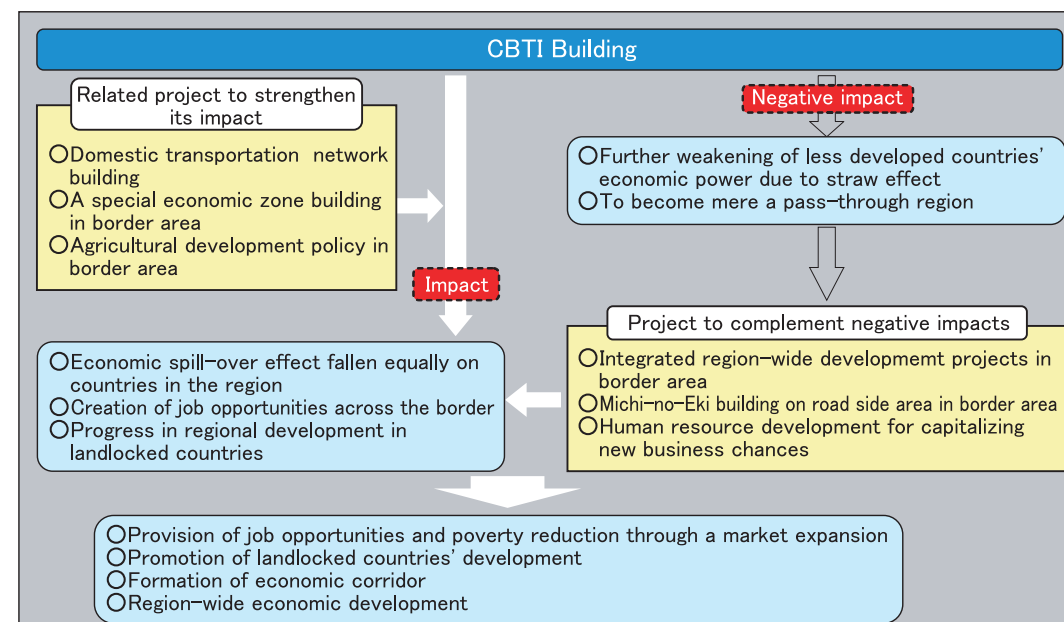
### Integrate operational framework in post-construction period

It is necessary to establish various kinds of operational framework in order to realize the desired impact during the post construction period. This framework includes maintenance of facilities, operation of such public transportation as railways and buses, road safety measures through establishment of operating organization, securement of budget, reform for existing organization, and human resources development, etc.

## Coordination of CBTI projects with Other Projects

Assistance to CBTI related areas should not be considered independently, but should be expected to have a synergistic effect by integral building of domestic transportation networks or a wide range of other developments.

In addition, active coordination with other projects is also necessary to avoid negative impact.



Outline of comprehensive cooperation approach for CBTI

## Considerations for assistance in CBTI

### ① Stretching across the Borders:

- Build an economic corridor
- Promote development in cooperation with regional countries
- Develop landlocked countries that are geographically disadvantaged

### ② Considering when impacts become visible:

- Consider that impacts may be visible in short or medium/long term.
- Develop as regional common facilities.

### ③ Expanding functions and its impacts:

- Ascertain features and functions of border

- regions.
- Promote a strong impact on development in coordination with regions and industries.
- Implement projects to counter negative impacts.

### ④ Assisting capacity building necessary for infrastructure development, operation and maintenance:

- Promote capacity building for operation and maintenance of facilities
- Training of transportation operators necessary for better performance of CBT

## Points to note for each stage of the CBTI project

### Project Formulation Stage

- Study the historical background and regional cooperation
- Clarify the long-term goals of the CBTI
- Clarify its role in the transportation network of the region

### Planning Stage

- Draw a plan adopting a comprehensive approach
  - Facility building
  - Systems and standards
  - Operation and maintenance
  - Human-resource development and capacity building (for management and maintenance)

- Related projects to maximize the CBTI impacts
- Related projects to mitigate negative impacts

### Implementation Stage

- Consider country risk caused by involvement of multiple countries
- Adjust the plan according to the situation
- Hold discussions with related countries for smooth project implementation

### Operation or Post Construction Stage

- Monitor maintenance, operating status, and impact of the CBTI building
- Review the programme including the implementation of related projects

## Issues to be addressed in the future

### A regional transportation model and data base

There is a strong need demand for developing a regional-based transportation model and a data base for enabling network demand forecast and decision making for investment priorities and for impact assignments

### Regional cross-border project policies

Necessary CBTI varies depending on the regional context, for instance the difference between Asia and Africa. Thereby, a region-by-region CBTI building policy should be formulated to be used as a guideline for specific project implementation.

### All sectors' cooperation (e.g. industry, public sector, academic institutions, and NGOs)

The CBTI building is new challenge to JICA and Japan's development assistance. It should not be implemented single-handedly by JICA. Considerations for cooperation with other institutions and sectors including foreign/international institutions are required.

### Case studies and pilot studies

In order to explain necessity and significance

of the CBTI, it is essential to conduct an analysis and an evaluation of existing facilities and a pilot study to utilize experiences acquired from them for future project development.

### Public Relation (PR) activities

PR activities, targeting a wide spectrum of people ranging from government to the private sector, are necessary to improve awareness of the CBTI's necessity and significance.

### A comprehensive approach

It is important to implement a comprehensive approach in order to promote regionalization which leads to improvement of living environment and economic development of the region.

This approach includes not only single CBTI building but also multi-sectoral infrastructure, promotion of cross-border investment, promotion of private sector's participation, human resource development, environmental protection, tourism development, and others.

The comprehensive approach, which materializes measures and means for achieving this goal should be promoted.