Infrastructure Development and Cross-Border Connectivity

– JICA’s Operation in India and beyond –

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Outline

(1) JICA and India

(2) Infrastructure Development

(3) Cross-Border Connectivity
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About JICA

✓ JICA is the world’s largest bilateral development agency
✓ India is the largest and the oldest partner of JICA

Japan’s Official Development Assistance (ODA)

ODA (Official Development Assistance)

- bilateral assistance
- multilateral assistance
- international authority

Grant

Grant Aid*

Technical Cooperation

ODA Loan / PSIF (Private Sector Investment Finance)

* Part of grant aid is provided by the Ministry of Foreign Affairs.
India - Japan Political Relations

- Both established **Special** Strategic and Global Partnership.
- For India, Japan is the **largest** donor of official assistance.
- For Japan, India is the **largest** recipient of ODA Loan support.

- 1952.4 Established official diplomatic relations
- 1958 Japan's first ODA Loan in the world extended to India.
- 2000.8 "Japan-India Global Partnership in the 21st Century"
- 2005.4 Japanese PM Koizumi visited India. Annual based PMs mutual visits started.
- 2006.12 "Joint Statement Towards Japan-India Strategic and Global Partnership"
- 2014.9 Indian PM Modi visited Japan. "Tokyo Declaration for Japan-India Special Strategic and Global Partnership"
  a) Doubling Japan’s foreign direct investment in India within five years.
  b) Doubling the number of Japanese companies in India within five years.
  c) JPY 3.5 trillion (Rs.2 trillion) of public & private investment and financing to India from Japan, including ODA, within 5 yrs.
- 2015.12 Japanese PM Abe visited India (Delhi and Varanasi).
- 2016.11 Indian PM Modi visited Japan (Tokyo and Hyogo).
- 2017.9 Japanese PM Abe visited India (Gujarat).
India is JICA’s Largest Partner in the World

Accumulated Commitment by FY2016/17:
- JPY 4.9 trillion in total
  (equivalent to about Rs. 3 lakh crore)

Operational Results in FY2017/18:
Commitment: JPY 398 billion
Disbursement: JPY 246 billion

Terms and conditions: (as of 11th Oct, 2017)
- General terms: Interest rate 1.2%, repayment period
- STEP: Interest rate 0.1%, repayment period 40 years (including 12 years grace period)

Grant Aid
One on-going project in health sector in Chennai

Technical Cooperation
- Results in FY 2016/17
  JPY 16.0 billion (about Rs. 850 crore)
About 1100 Japanese experts to India
About 250 Trainee from India to Japan

Citizen Partnership / Public-Private Partnership
- Japanese Volunteers
- Japanese NGO activities
- Partnerships with Private-Sector Activities
(1) JICA and India

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Government of India (GoI) has identified 7 potential corridors for construction of HSR.

During the Two Prime Ministers’ meeting in May 2013, Japan and India agreed to conduct a Joint Feasibility Study on Mumbai Ahmedabad HSR.

Framework of the Joint F/S is as follows;
- JICA for Japan and Ministry of Railways (MoR) for India as the nodal agencies
- Joint Monitoring Committee comprising of relevant ministries from both countries will be established to monitor the outcome of the study
- Cost of the study will be borne by GoI and GoJ
- The depth of the study will be equivalent to Detail Project Report (DPR)

JICA and MoR has signed an MoU on the Terms of Reference of the study in October 2013 and commenced the study in December 2013. The study was conducted by the consultants hired by JICA and completed in July 2015.
High Speed Railway (HSR)
JICA is supporting metro projects in 6 major cities in India

**Delhi Metro**
- Project Cost: 1,273.8 bn. JPY (Loan Amount: 683.7 bn. JPY)
- Completion Year: 2017 (Full)
- Total Length: Phase 1 (65 km)
  - Phase 2 (125 km)
  - Phase 3 (139 km)

**Kolkata Metro**
- Project Cost: 140.2 bn. JPY (Loan Amount: 81.7 bn. JPY)
- Completion Year: 2019 (Full)
- Total Length: 14 km

**Mumbai Metro**
- Project Cost: 346.9 bn. JPY (Loan Amount: 187.9 bn. JPY)
- Completion Year: 2018 (Full)
- Total Length: 33 km

**Ahmedabad Metro**
- Project Cost: 246.2 bn. JPY (Loan Amount: 112.7 bn. JPY)
- Completion Year: 2020 (Full)
- Total Length: 38 km

**Bangalore Metro**
- Project Cost: 306.8 bn. JPY (Loan Amount: 64.5 bn. JPY)
- Completion Year: 2017 (Full) (Already fully opened)
- Total Length: 42 km

**Chennai Metro**
- Project Cost: 277.0 bn. JPY (Loan Amount: 146.3 bn. JPY)
- Completion Year: 2018 (Full)
- Total Length: 43 km

※ As to the loan amount described here, the estimated amount is included.
Recent Energy Sector Projects

- Haryana Transmission System Project (2007)
  - Haryana Distribution Upgradation Project (2013)
- Maharashtra Transmission System Project (2007)
- Bangalore Distribution Upgradation Project (2006) (Karnataka)
- Tamil Nadu Transmission System Improvement Project (2012)
- Odisha Transmission System Improvement Project (2015)
- Bakreswar Thermal Power Station Project (2002)
- Transmission System Modernization Project in Hyderabad (2006)
- AP Rural High Voltage Distribution System Project (2010)

<More than two States>
- Rural Electrification Project (2005)

- Generation
- Transmission & Distribution

- Maharashtra Transmission System Project (2007)
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Phase 3: Under Project Formulation

Dhubri/Phulbari (20km, New Bridge)

The two Prime Ministers expressed their strong commitment to work together to enhance connectivity, and welcomed the progress of the projects to enhance road connectivity in North Eastern India. (Japan-India Joint Statement, Nov. 2016.)

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.”

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

Phase 2: JPY52,247mil (Total Project Cost)

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

Aizawl–Tuipang(NH-54) Building 4 new bypass

Phase 2: JPY32,247mil (Total Project Cost)
Domestic trade dominates over cross-border trade in the supply to NER.

Source: Data Collection Survey on Transport Infrastructure Development for Regional Connectivity in and around South Asia JICA (2014.3)

(Unit: million metric tons)
Wider Vision
Projected Goods Flows in 2030

(Unit: million metric tons)

Source: Data Collection Survey on Transport Infrastructure Development for Regional Connectivity in and around South Asia JICA (2014.3)
Road Situation in NER
Road Situation in NER
2. Kaladan Multi-Modal Transit Transportation

- The plan for the development of connectivity of ocean routes from Kolkata to Sittwe and from Sittwe to Paletwa, and a land route from Paletwa to Mizoram in India.

- The land route from Paletwa to Mizoram is going to be connected to the National Highway 54 in Mizoram in India, being constructed in Phase 2.
Hydropower related revenue accounts for approximately 20% of government revenue and 15% of GDP. Most of the produced hydropower is sold to India.

Bhutan is preparing new power masterplan towards 2040 with Technical Assistance from JICA (2017-2019)

A) Reassess the overall hydropower potential including the techno-economic potential considering the availability of the detailed hydrological data based on the hydrological network and advanced planning technologies.

B) Ensure judicious identification and selection of the most optimal projects and rank them in the order of viability by undertaking Multi Criteria Analysis (MCA) or other criteria
Thank you!

धन्यवाद