



Knowledge Co-Creation Program (Group & Region Focus)

GENERAL INFORMATION ON

ENVIRONMENTALLY SUSTAINABLE
URBAN TRANSPORT PLANNING

課題別研修「環境的に持続可能な都市交通計画」

JFY 2018

NO. J1804293 / ID. 1884560

Course Period in Japan: From November 7, 2018 to December 8, 2018

This information pertains to one of the JICA Knowledge Co-Creation Program (Group & Region Focus) of the Japan International Cooperation Agency (JICA), which shall be implemented as part of the Official Development Assistance of the Government of Japan based on bilateral agreement between both Governments.

‘JICA Knowledge Co-Creation Program (KCCP)’ as a New Start

In the Development Cooperation Charter which was released from the Japanese Cabinet on February 2015, it is clearly pointed out that *“In its development cooperation, Japan has maintained the spirit of jointly creating things that suit partner countries while respecting ownership, intentions and intrinsic characteristics of the country concerned based on a field-oriented approach through dialogue and collaboration. It has also maintained the approach of building reciprocal relationships with developing countries in which both sides learn from each other and grow and develop together.”* We believe that this ‘Knowledge Co-Creation Program’ will serve as a center of mutual learning process.

I. Concept

Background

In many cities in the world, we have seen drastic population growth and economic expansion induced by industrialization and urbanization for the past several decades. The rapid growth has also brought about an expansion of demands in the transport sector, but many of the cities have been developed without well-designed appropriate plans, resulting in serious delays in the development of the required infrastructure and the provision of public services. As a result, many cities have been seriously affected by various socio-economic and environmental problems relating to transport. These range from air pollution, public health, noise pollution and traffic congestion caused by automobiles to the subsequent economic losses such as inefficient use of energy and loss of potential natural habitats and land resources.

While a growth in transport demands is essential socio-economically, the development of environment-conscious transport systems which promote further use of public transport means instead of private automobiles is considered to be increasingly important in association with prevention of global warming. Environmentally Sustainable Transport (EST) based on the concept of satisfying the transport demands in harmony with environmental conservation is one of wholly innovative transport systems capable of meeting fully the needs of the present without spoiling those of the next generation, and is also an important component of sustainable urban planning.

For what?

Environment-friendly transportation system and city planning are becoming increasingly important and considered as the future system in many countries. The program aims to raise awareness for its importance and to call for action to promote environmentally sustainable urban transportation system and city planning based on the concept of "green economy" with the initiatives of the central/local governmental organizations related to urban transport, environment and city planning in the participating countries.

For whom?

This program is offered to mid-level officer in the central or local government in charge of planning and implementing urban transport (mainly public transport) or urban development

How?

Participants will have opportunities to learn about various approaches and strategies to implement EST promotion in Japan. The participants will formulate a proposal describing how to promote EST system and urban development in their countries.

II. Description

1. **Title:** Environmentally Sustainable Urban Transport Planning (J1804293)
2. **Course Period in JAPAN**
November 7 to December 8, 2018
3. **Target Regions or Countries**
Afghanistan, Brazil, Colombia, Ecuador, Indonesia, Laos, Mexico, Morocco, Myanmar, Nigeria, Tanzania, Thailand, Ukraine, Zambia
4. **Eligible / Target Organization**
This program is designed for mid-level officer in the central or local government in charge of planning and implementing urban transport (mainly public transport) or urban development to bring awareness and encourage introducing EST system based on the concept of “Green Economy”.
5. **Course Capacity (Upper limit of Participants)**
12 participants
6. **Language to be used in this program**
English
7. **Course Objective**
Proposal for promoting EST system and urban development will be shared and discussed among the related organizations.
8. **Overall Goal:**
The policies, programs and projects to be formulated shall be implemented to develop EST system and urban development effectively, leading to the capacity building and performance upgrading of those officials engaged in administration of urban transport and urban development.

9. Expected Module Output and Contents :

This program consists of the following components. Details on each component are given below:

<p>(1) Preliminary Phase in a participant's home country <i>Participating organizations make required preparation for the Program in the respective country.</i></p>		
Expected Module Output	Activities	
Preparation of Inception Report.		
<p>(2) Core Phase in Japan <i>Participants dispatched by the organizations attend the Program implemented in Japan.</i></p>		
Expected Module Output	Subjects/Agendas	Methodology
<p>【Module1】 To understand and analyze the current situation and issues of EST system in area of responsibility.</p>	Presentation of Inception Report	Presentation Discussion
<p>【Module2】 To understand actual approaches for EST system by central/local government in Japan</p>	Understanding the Japan's cases /experiences.	Lecture Field visit Discussion
<p>【Module3】 To set the direction of policies, programs and projects for promotion of EST system and urban development.</p>	Considering and analyzing of the issues, and identifying the prioritized activities through exercises and discussions.	Exercise Discussion
<p>【Module4】 To formulate Proposal to promote EST system and urban development in respective countries.</p>	Formulating a proposal on the priority issues.	Exercise Discussion

List of countries participated in the past 5 years

Region	Country	2013	2014	2015	2016	2017	Sub total	Total
Africa and Middle East	Ethiopia	1	1				2	23
	Mozambique	1			1		2	
	Saudi Arabia	3					3	
	Kenya		1				1	
	South Africa		1	1			2	
	Nigeria			1	1	2	4	
	Tanzania			1	1	2	4	
	Ghana				2		2	
	Swaziland				1		1	
	Zambia				1		1	
	Cote d'Ivoire					1	1	
Asia	Cambodia	1	1				2	31
	India	1	1	1			3	
	Pakistan	1	1				2	
	Sri Lanka	3	2	2			7	
	Timor-Leste	1					1	
	Laos		1	1		2	4	
	Myanmar		1	1		1	3	
	Malaysia			2			2	
	Vietnam			1			1	
	Afghanistan				1	1	2	
	Indonesia				1	2	3	
	Tajikistan				1		1	
Europe	Albania				1		1	1
Oceania	Solomon Islands			1			1	1
Latin America	Brazil	2	1				3	10
	Peru	1	1	1	1		4	
	Cuba			1			1	
	Colombia				1	1	2	
Total		15	12	14	13	12	66	

(This Program started in 2004)

Structure of Modules



Module1: Review and analysis of the current situation and issues of EST system.

Module2: Understanding the actual approaches for EST system in Japan.

Lectures (example)

- EST Planning
- Aichi traffic pollution control strategy 2020
- Cost-effect analysis
- Efforts on the highway environment
- Environmental transport measures in Japan
- Clean fuel for automobiles
- Urban transport planning methodology
- Financial policy to promote EST
- TDM
- Urban transportation and environment
- Urban planning and land use
- Green mobility
- Environmental impact assessment system

Field Visits (example)

- Guide-way bus system
- Smart city utilizing ITS (Toyota Ecoful town)
- TOYOTA motor corporation plant
- Road information electric display board
- Toyama compact city with LRT, and share bike
- Traffic control center
- Air quality monitoring system etc

Module3: Setting the direction for EST promotion

Module4: Formulating a proposal

Sharing and implementing the Proposal!!



III. Conditions and Procedures for Application

1. Expectations from the Participating Organizations:

- (1) This program is designed primarily for organizations that intend to address specific issues or problems identified in their operation. Participating organizations are expected to use the project for those specific purposes.
- (2) This program is enriched with contents and facilitation schemes specially developed in collaboration with relevant prominent organizations in Japan. These special features enable the project to meet specific requirements of applying organizations and effectively facilitate them toward solutions for the issues and problems.

2. Nominee Qualifications:

Applying organizations are expected to select nominees who meet the following qualifications.

(1) Essential Qualifications

- 1) **Current Duties:** be a mid-level officer in the central or local government in charge of planning and implementing urban transport (mainly public transport) or urban development to bring awareness and encourage introducing EST system based on the concept of “Green Economy”.
- 2) **Experience in the relevant field:** have more than 5 years’ working experience in this field
- 3) **Educational Background:** be a graduate of university
- 4) **Language:** have a competent command of spoken and written English which is equal to TOEFL iBT 100 or more (This workshop includes active participation in discussions, action plan development, thus requires high competence of English ability. Please attach an official certificate for English ability such as TOEFL, TOEIC etc, if possible.)
- 5) **Health:** must be in good health, both physically and mentally, to participate in the Program in Japan. Pregnant applicants are not recommended to apply due to the potential risk of health and life issues of mother and fetus.

(2) Recommendable Qualifications

Age: be between the ages of thirty (30) and fifty (50) years

3. Required Documents for Application

- (1) **Application Form:** The Application Form is available at the JICA office (or the Embassy of Japan). Please submit a type-written application form.
- (2) **Photocopy of passport:** to be submitted with the application form, if you possess your passport which you will carry when entering Japan for this program. If not, you are requested to submit its photocopy as soon as you obtain it.

*Photocopy should include the followings:

Name, Date of birth, Nationality, Sex, Passport number and Expire date

(3) **Nominee's English Score Sheet:** to be submitted with the Application Form. If you have any official documentation of English ability (e.g., TOEFL, TOEIC, IELTS)

(4) **Inception Report:** Each nominee is requested to prepare a report explaining the present situation of her/his own job in her/his home country (organization), as well as to introduce her/his job description and own interest. This report should be typed in the attached form at ANNEX 1 and submitted with the application form. The report will be a reference for selecting training participants.

Note: Accepted participants are required to make presentation material based on the report in order to share it at beginning of training program.

4. Procedure for Application and Selection

(1) Submitting the Application Documents

Closing date for applications: Please inquire to the JICA office (or the Embassy of Japan).

After receiving applications, the JICA office (or the Embassy of Japan) will send them to the JICA Chubu Center in JAPAN by September 10, 2018.

(2) Selection

After receiving the documents through proper channels from your government, the JICA office (or the Embassy of Japan) will conduct screenings, and then forward the documents to the JICA Chubu Center in Japan. Selection will be made by the JICA Chubu Center in consultation with concerned organizations in Japan. The applying organization with the best intention to utilize the opportunity of this program will be highly valued in the selection. Qualifications of applicants who belong to the military or other military-related organizations and/or who are enlisted in the military will be examined by the Government of Japan on a case-by-case basis, consistent with the Development Cooperation Charter of Japan, taking into consideration their duties, positions in the organization, and other relevant information in a comprehensive manner.

(3) Notice of Acceptance

Notification of results will be made by the JICA office (or the Embassy of Japan) **not later than October 5, 2018.**

5. Conditions for Attendance:

- (1) to strictly adhere to the program schedule.
- (2) not to change the program topics.
- (3) not to extend the period of stay in Japan.
- (4) not to be accompanied by family members during the program.
- (5) to return to home countries at the end of the program in accordance with the

travel schedule designated by JICA.

- (6) to refrain from engaging in any political activities, or any form of employment for profit or gain.
- (7) to observe Japanese laws and ordinances. If there is any violation of said laws and ordinances, participants may be required to return part or all of the training expenditure depending on the severity of said violation.
- (8) to observe the rules and regulations of the accommodation and not to change the accommodation designated by JICA.

IV. Administrative Arrangements

1. Organizer:

(1) Name: JICA Chubu

(2) Contact: Ms. SAITO Mihoko [cbictp1@jica.go.jp]

※Please insert “training course number & the title” in the subject when emailing.

For instance, “J1804293 & Environmentally Sustainable Urban Transport Planning”

2. Travel to Japan:

(1) Air Ticket: The cost of a round-trip ticket between an international airport designated by JICA and Japan will be borne by JICA.

(2) Travel Insurance: Coverage is from time of arrival up to departure in Japan. Thus traveling time outside Japan will not be covered.

3. Accommodation in Japan:

JICA will arrange the following accommodations for the participants in Japan:

JICA Chubu Center (JICA Chubu)

Address: 4-60-7 Hiraike-cho, Nakamura-ku, Nagoya 453-0872, Japan

TEL: +81-52-533-0220 FAX: +81-52-564-3751

(where “81” is the country code for Japan, and “52” is the local area code)

If there is no vacancy at JICA Chubu, JICA will arrange alternative accommodations for the participants.

4. Expenses:

The following expenses will be provided for the participants by JICA:

(1) Allowances for accommodation, meals, living expenses, outfit, and shipping

(2) Expenses for study tours (basically in the form of train tickets).

(3) Free medical care for participants who become ill after arriving in Japan (costs related to pre-existing illness, pregnancy, or dental treatment are not included)

(4) Expenses for program implementation, including materials

For more details, please see “III. ALLOWANCES” of the brochure for participants titled “KENSU-IN GUIDE BOOK,” which will be given before departure for Japan.

5. Pre-departure Orientation:

A pre-departure orientation will be held at the respective country’s JICA office (or Japanese Embassy), to provide participants with details on travel to Japan, conditions of the workshop, and other matters.

V. Other Information

1. Development Education and Exchange with Local Communities:

For the promotion of mutual friendship, JICA Chubu encourages international exchange between the JICA participants and local communities including students as part of development education program. You are expected to contribute by attending such activities and will possibly be asked to introduce the society, economy and culture of your home country. The participant's ethnic costume on such exchange programs will be highly welcomed by school children as well as local residents.

2. Climate in Nagoya

Monthly Average

	October	November
Average Temperature (°C)	12.2	7.0
- High (°C)	17.0	11.6
- Low (°C)	8.1	3.1
Average Rainfall (mm)	79.7	45.0
Average Humidity (%)	66	65

3. Personal Computer

We strongly recommend you to bring your personal computer, if available, for your convenience on your responsibility.

4. Halal food for Muslims

Halal food is available at dining halls in JICA Centers.

VI. ANNEX:

Annex 1

Environmentally Sustainable Urban Transport Planning (J1804293) Inception Report

This report should be typed in English, and be (A4 size) 4 pages or less.

1. Basic Information

Name of Nominee	
Country	
Organization	
Position	
E-mail	

2. Organization Chart

3. Job Description

(1) Your Duties
(2) Activities of urban transport or urban development you have been tasked
(3) Difficulties in performing your activities
(4) Do you have any urban transport or urban development project which is conducted by international organizations, such as JICA, World Bank etc.? (Your work area)

4. Current Situation of your work area

(1) Transport infrastructure
(2) Environmental problems in the transport sector
(3) Strategy of your organization on urban environment and transportation
(4) Project in progress (by your organization)

5. Purpose of participation in the program in Japan

(1) Reason for participating and your mission
(2) Subject you're interested in (choose 3 subjects)
(3) Expectation to the Program

END

For Your Reference

JICA and Capacity Development

The key concept underpinning JICA operations since its establishment in 1974 has been the conviction that “capacity development” is central to the socioeconomic development of any country, regardless of the specific operational scheme one may be undertaking, i.e. expert assignments, development projects, development study projects, training programs, JOCV programs, etc.

Within this wide range of programs, Training Programs have long occupied an important place in JICA operations. Conducted in Japan, they provide partner countries with opportunities to acquire practical knowledge accumulated in Japanese society. Participants dispatched by partner countries might find useful knowledge and re-create their own knowledge for enhancement of their own capacity or that of the organization and society to which they belong.

About 460 pre-organized programs cover a wide range of professional fields, ranging from education, health, infrastructure, energy, trade and finance, to agriculture, rural development, gender mainstreaming, and environmental protection. A variety of programs are being customized to address the specific needs of different target organizations, such as policy-making organizations, service provision organizations, as well as research and academic institutions. Some programs are organized to target a certain group of countries with similar developmental challenges.

Japanese Development Experience

Japan was the first non-Western country to successfully modernize its society and industrialize its economy. At the core of this process, which started more than 140 years ago, was the “*adopt and adapt*” concept by which a wide range of appropriate skills and knowledge have been imported from developed countries; these skills and knowledge have been adapted and/or improved using local skills, knowledge and initiatives. They finally became internalized in Japanese society to suit its local needs and conditions.

From engineering technology to production management methods, most of the know-how that has enabled Japan to become what it is today has emanated from this “*adoption and adaptation*” process, which, of course, has been accompanied by countless failures and errors behind the success stories. We presume that such experiences, both successful and unsuccessful, will be useful to our partners who are trying to address the challenges currently faced by developing countries.

However, it is rather challenging to share with our partners this whole body of Japan’s developmental experience. This difficulty has to do, in part, with the challenge of explaining a body of “tacit knowledge,” a type of knowledge that cannot fully be expressed in words or numbers. Adding to this difficulty are the social and cultural systems of Japan that vastly differ from those of other Western industrialized countries, and hence still remain unfamiliar to many partner countries. Simply stated, coming to Japan might be one way of overcoming such a cultural gap.

JICA, therefore, would like to invite as many leaders of partner countries as possible to come and visit us, to mingle with the Japanese people, and witness the advantages as well as the disadvantages of Japanese systems, so that integration of their findings might help them reach their developmental objectives.



CORRESPONDENCE

For enquiries and further information, please contact the JICA office or the Embassy of Japan. Further, address correspondence to:

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