

Japan-Sri Lanka Urban
Development Seminar
Keynote Speech

Japan's Cooperation for Urban
Development in Sri Lanka

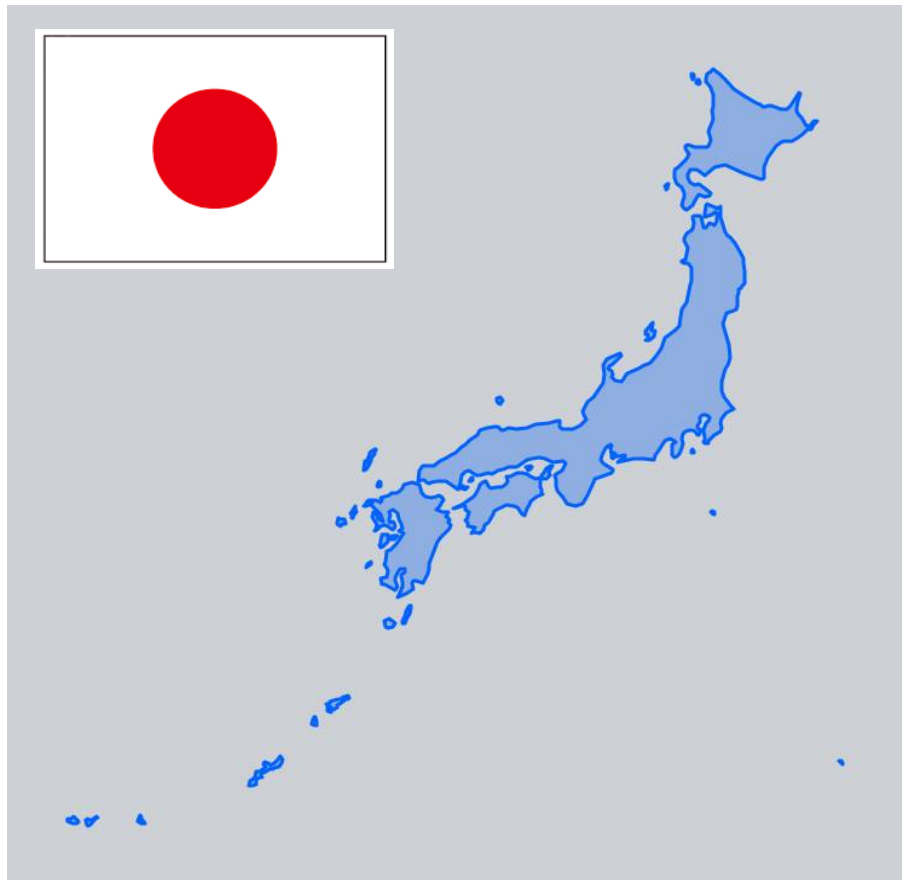
Special Advisor to the Prime
Minister
Hiroto IZUMI

October 10, 2016
Colombo, Sri Lanka

Comparison of Sri Lanka and Japan

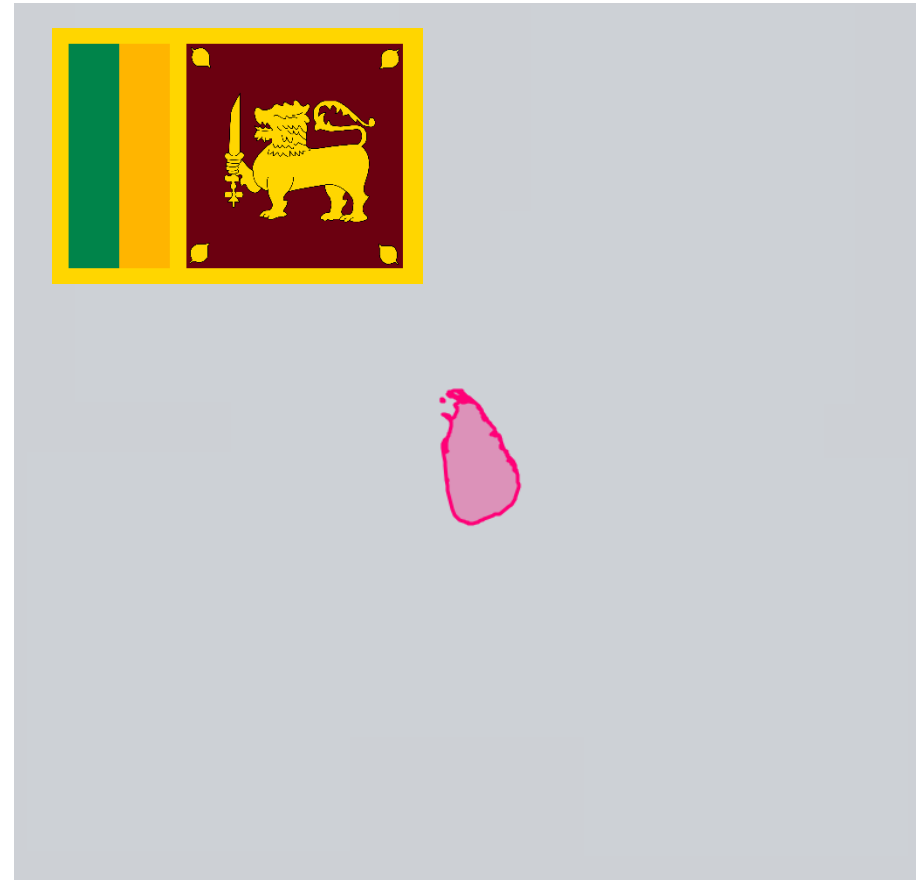
■ Japan

Population	About 127 million
National land area	About 378,000 km ²

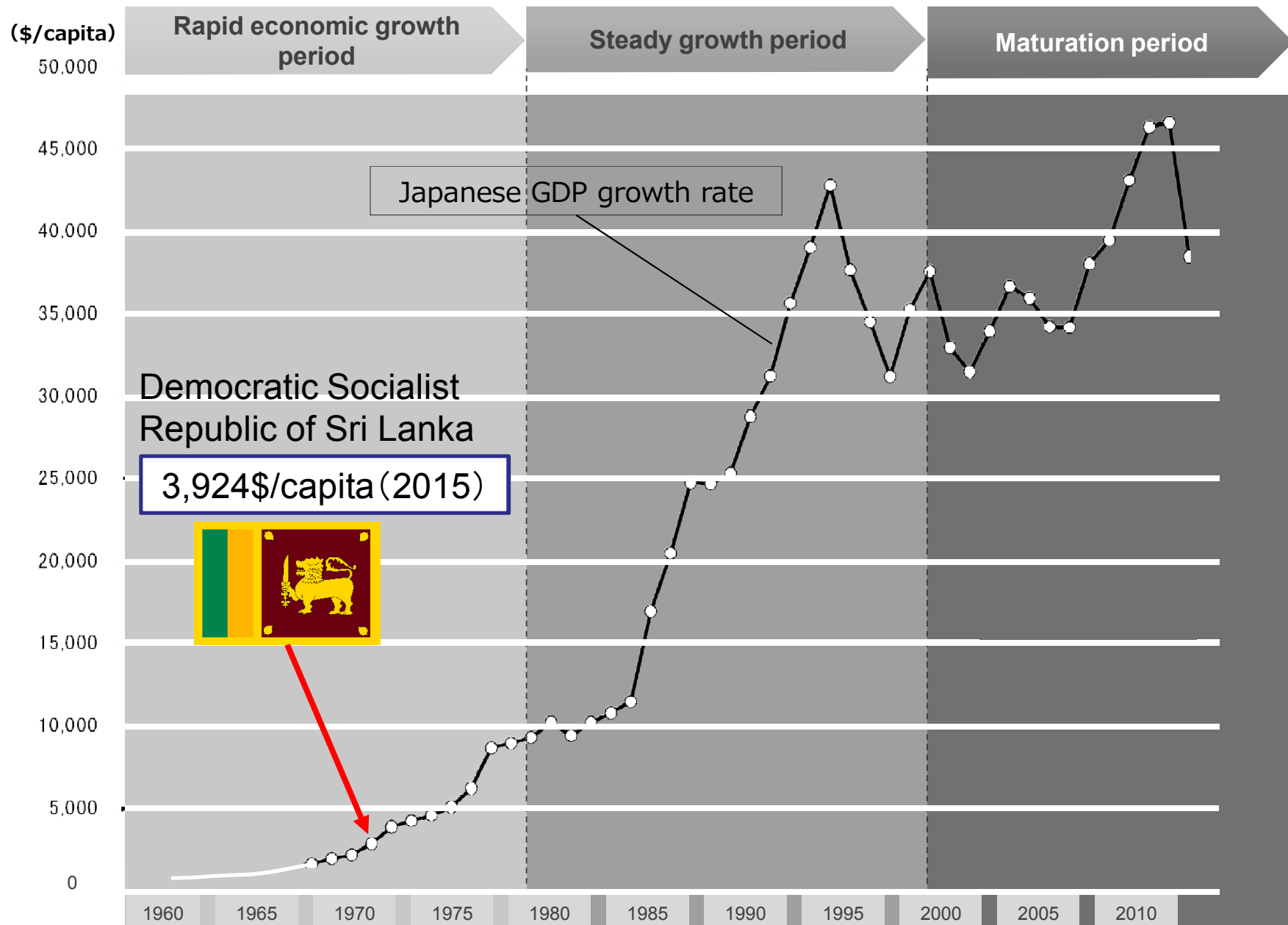


■ Sri Lanka

Population	About 21 million
National land area	About 66,000 km ²

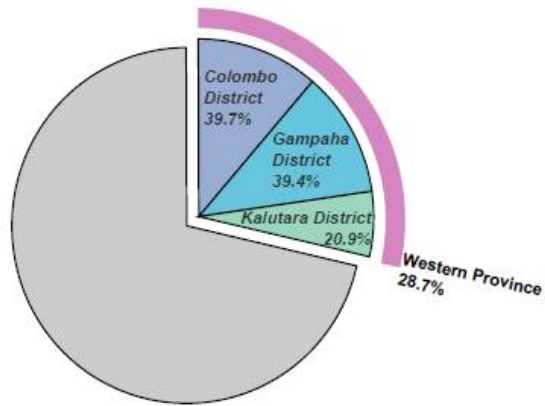


Comparison of GDP between Japan and Sri Lanka

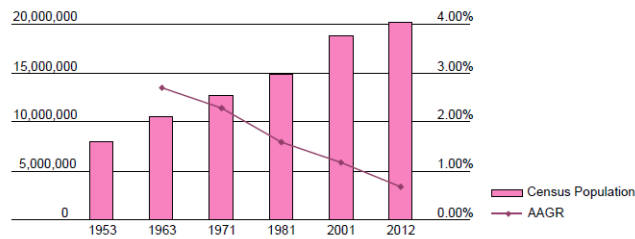


Urban Issue in Sri Lanka --- "Overconcentration of Population"

- About 30% of the total population of Sri Lanka (about 66,000 km²) are concentrated on Western Province (about 3,700 km²).
- Of them, about 80% are concentrated on Colombo District (40%) and Gampaha District (40%).
- In contrast, the population growth in Sri Lanka is slow on the whole, and the annual average population growth rate is on the decline.



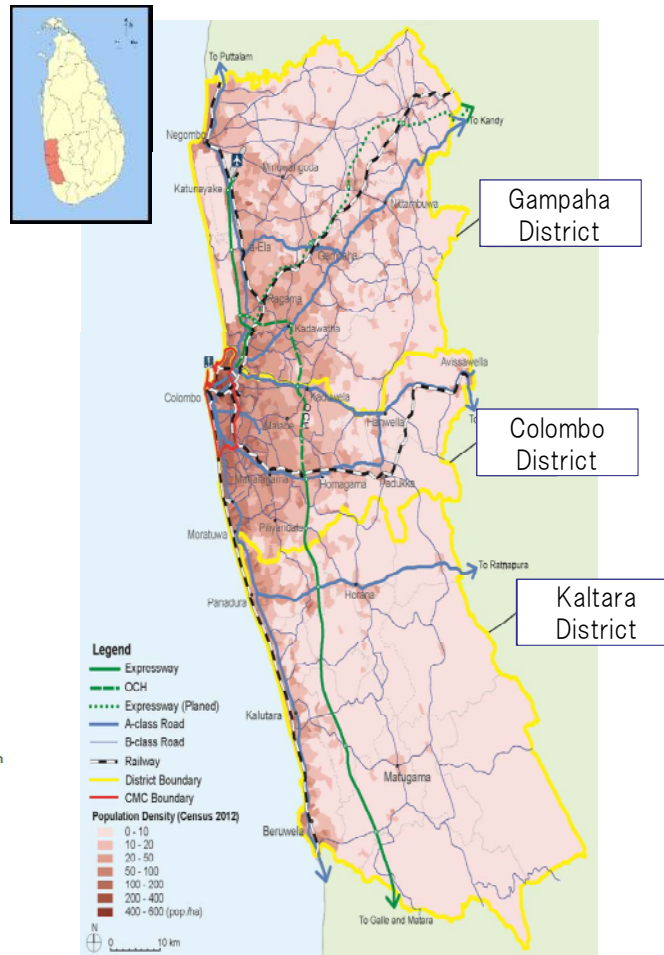
Population Share of Western Province (2012)



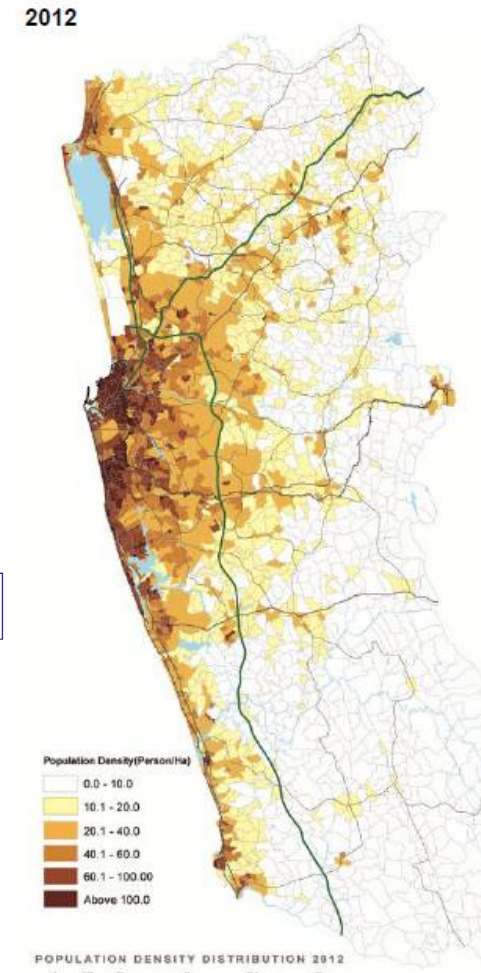
Source: Census of Population and Housing 2001 and 2012, Department of Census and Statistics

Census Population of Sri Lanka

Source: 「URBAN TRANSPORT SYSTEM DEVELOPMENT PROJECT FOR COLOMBO METROPOLITAN REGION AND SUBURBS」, JICA, MAY 2014



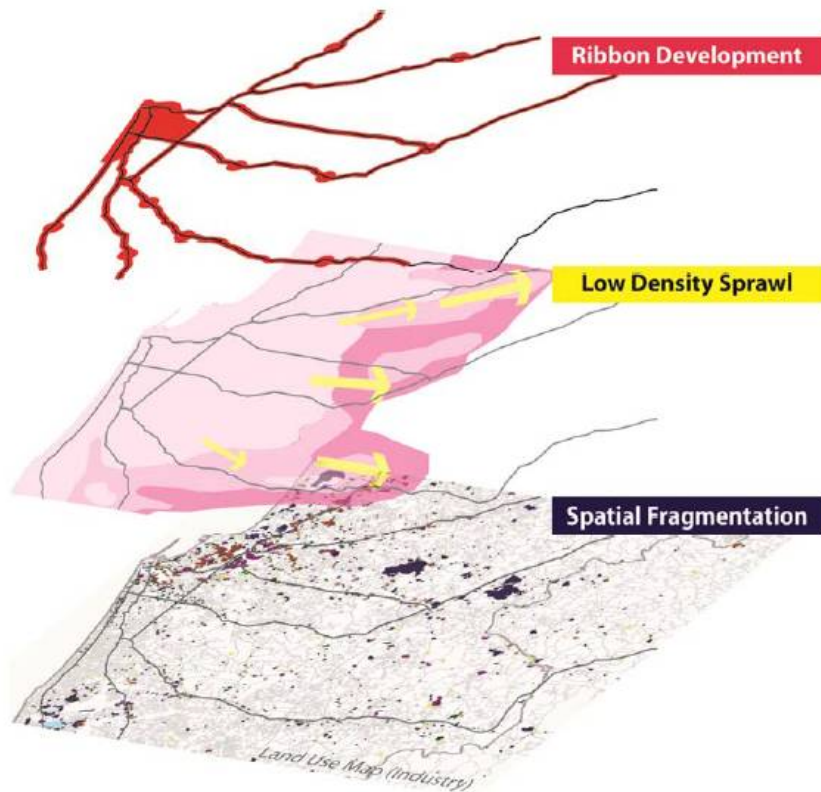
By District of Western Province



Population Share of Western Province (2012)

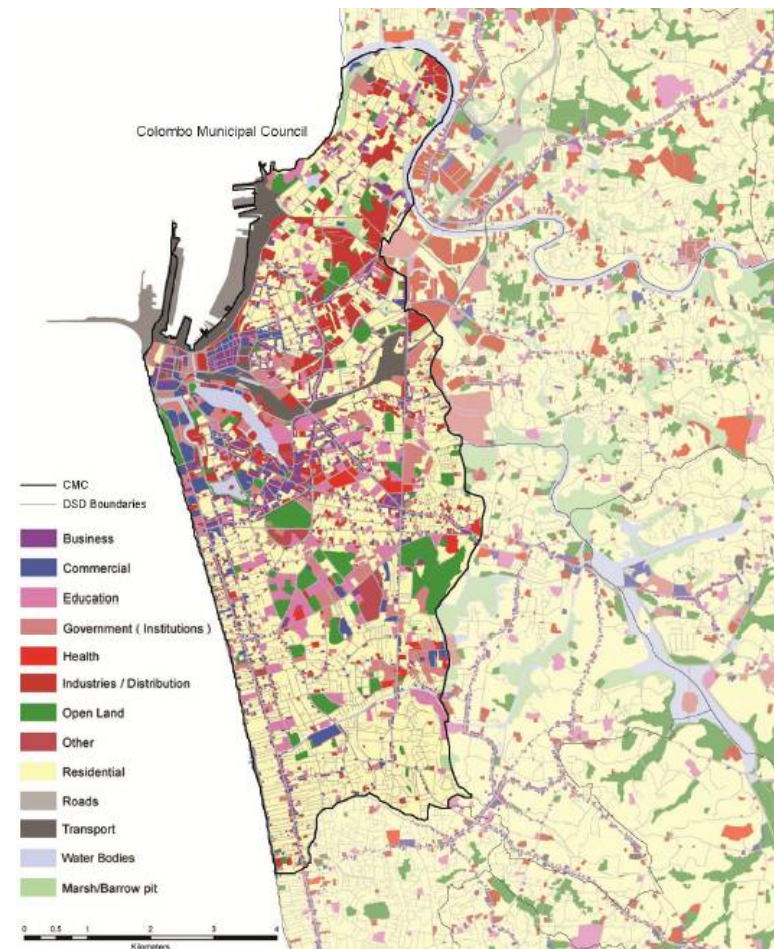
Urban Sprawl

- Low-density housing development is going on in the suburbs according to the rise in housing demand.
- Housing construction is often seen in privately-owned farms, etc., which has consequently caused inefficient expansion of urban area.
- Sri Lanka people tend to prefer a house with a garden, which is contributing to the expansion of housing area to suburban area.



Urban Development Characteristics

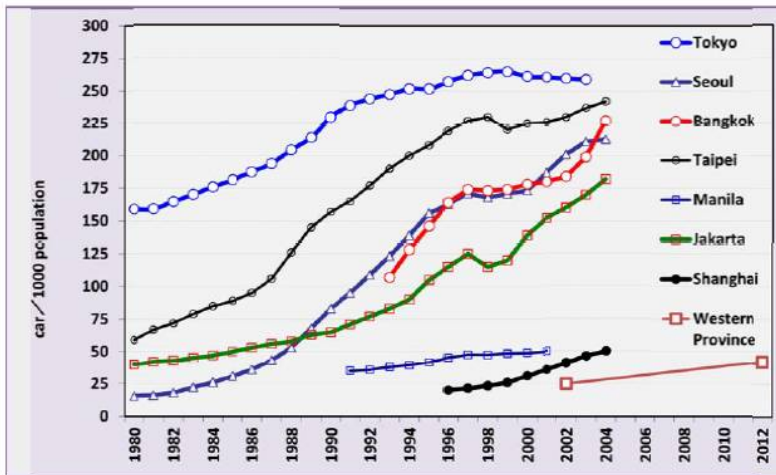
Source: 「URBAN TRANSPORT SYSTEM DEVELOPMENT PROJECT FOR COLOMBO METROPOLITAN REGION AND SUBURBS」, JICA, MAY 2014



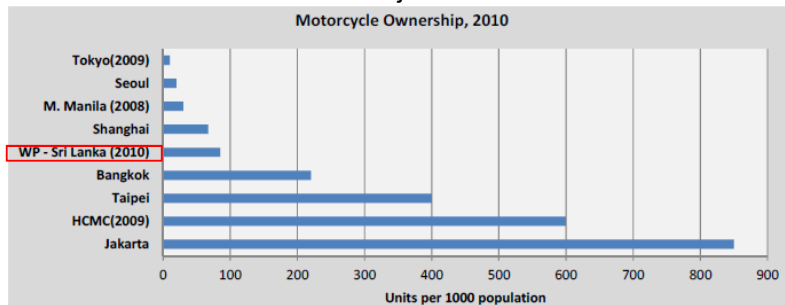
Land Use of Colombo Municipal Council (2013)

Traffic Congestion in Urban Area

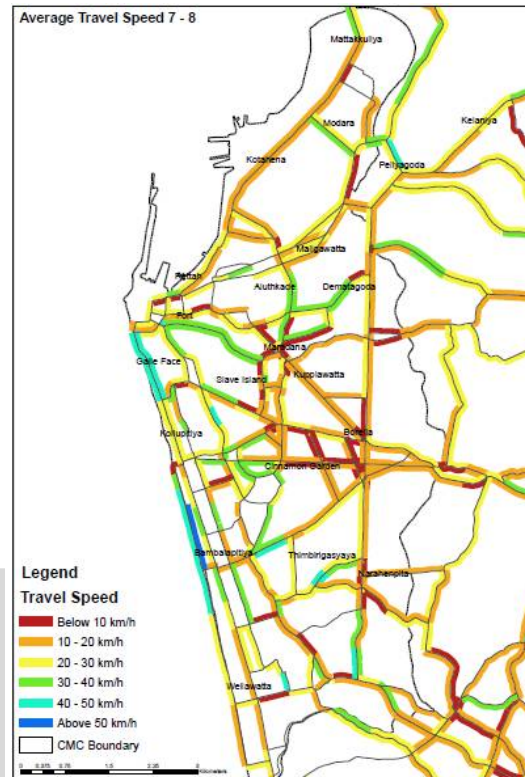
- Traffic congestion on the highways running between downtown and suburban areas is becoming serious in accordance with the increase in automobile ownership and environmental issues including air pollution are also rapidly increasing.
- The number of registered automobiles in Western Province in 2012 is about 1,300,000 (about 40 cars per 1,000 persons), which is about 2.3 times the number in 2002 and is increasing at the annual average rate of about 8.5%.



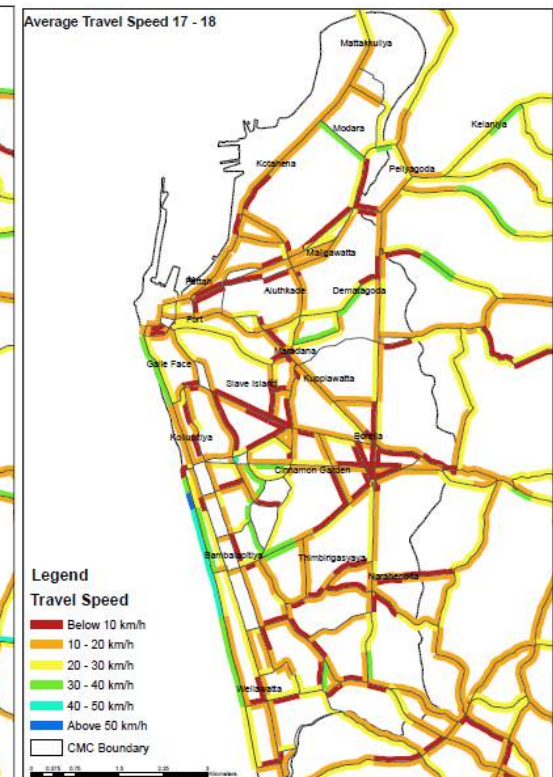
The number of automobile ownership per 1,000 persons in major cities



The number of motorcycle ownership per 1,000 persons in major cities



Travel Speed in CMC in Morning Peak Hour



Travel Speed in CMC in Evening Peak Hour

Source: 「URBAN TRANSPORT SYSTEM DEVELOPMENT PROJECT FOR COLOMBO METROPOLITAN REGION AND SUBURBS」, JICA, MAY 2014

Western Megapolis Master Plan

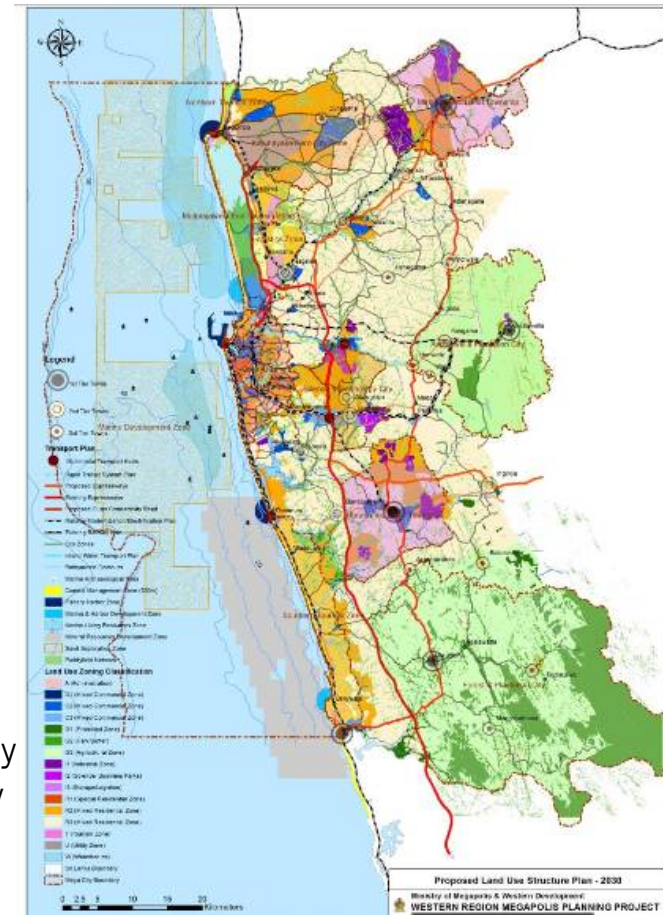
- In January 2016, the Ministry of Megapolis and Western Development announced the Western Region Megapolis Master Plan.
- The Plan summarized 150 development projects up to 2030 in Western Province including Colombo, and total investment amounts to 4 trillion yen.

■ Three major objectives of the Master Plan

- To address the issues resulting from the congestion pressures being exerted on the urban physical infrastructure, urban services & amenities, and the environment, that have been brought about by ‘messy urbanization’ .
- To create the enabling environment for propelling the nation to the status of a high income developed country tunneling through the middle income trap, by way of leveraging the economies of agglomeration, through development and transformation of the physical and institutional infrastructure and the national economic structure.
- To optimally harness the benefits of knowledge-based innovation-driven global economic environment characterized by such developments as the ‘new industrial revolution’ and emergence of ‘smart cities’ .

■ The 10 Mega Projects

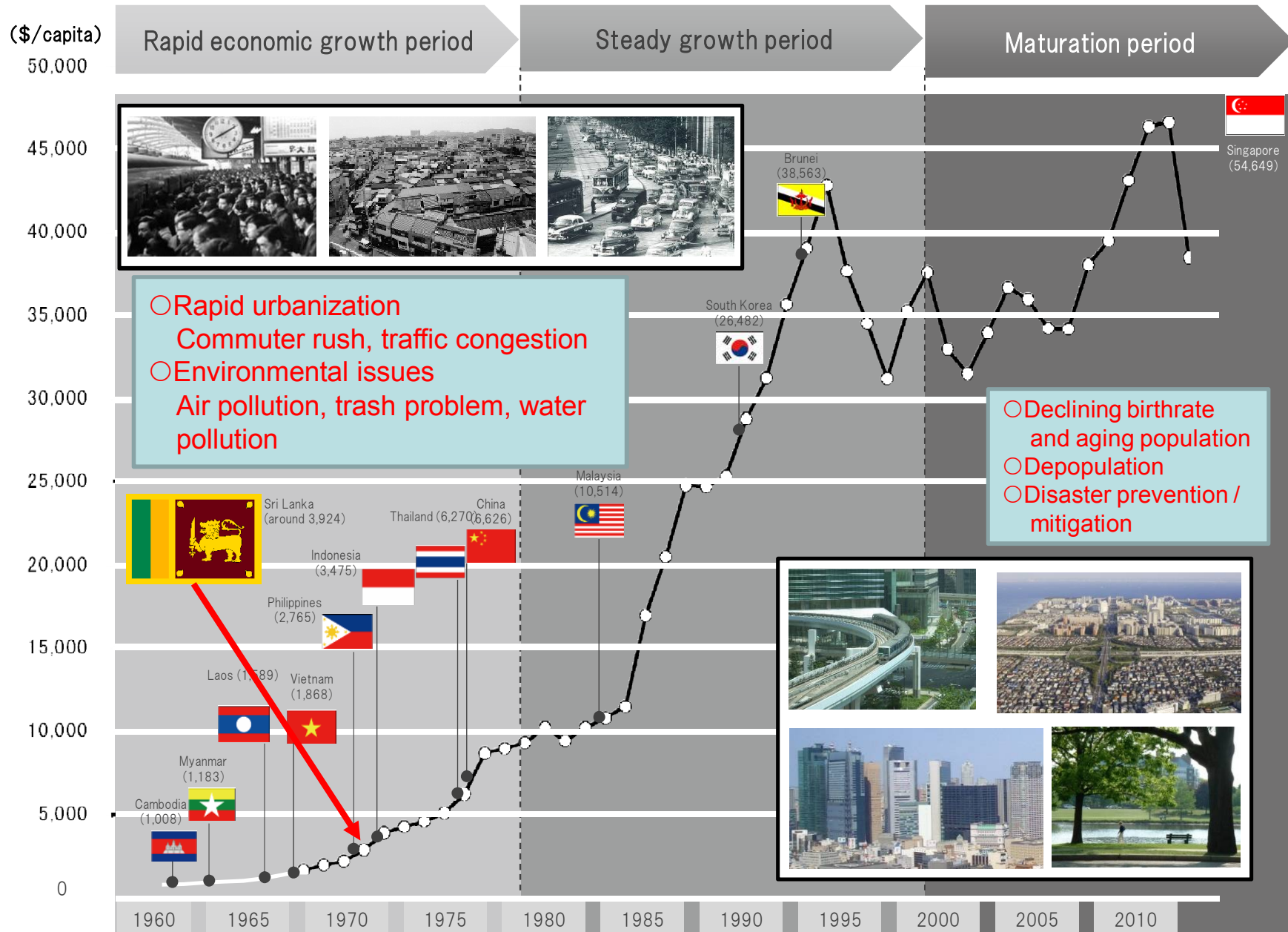
- | | |
|--------------------------------------------------|-------------------------------------------------------------------------------|
| 1. Transport, Energy and Water | 6. Industrial and Tourist Cities-
Mirigama, Horana, Negombo &
Aluthgama |
| 2. Housing and Relocation of
Administration | 7. Science and Technology City |
| 3. Environment and Waste
Management | 8. ‘Eco Habitat’ and Plantation City |
| 4. The Aero Maritime Trade Hub | 9. ‘Smart Nation’ –The Smart City
Development Project |
| 5. ‘The High Rise’ –Central
Business District | 10. ‘Tranquility’ -The Spiritual
Development Facilitation |



Proposed Western Region Megapolis
Land Use Structure Plan 2030

Source: 「WESTERN REGION MEGAPOLIS MASTER PLAN」, Ministry of Megapolis and Western Development, JAN 2016

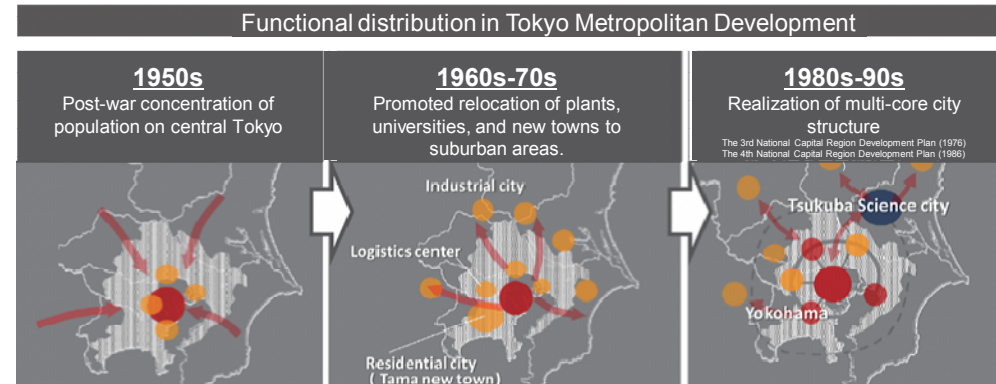
Urban Issues Japan Experienced



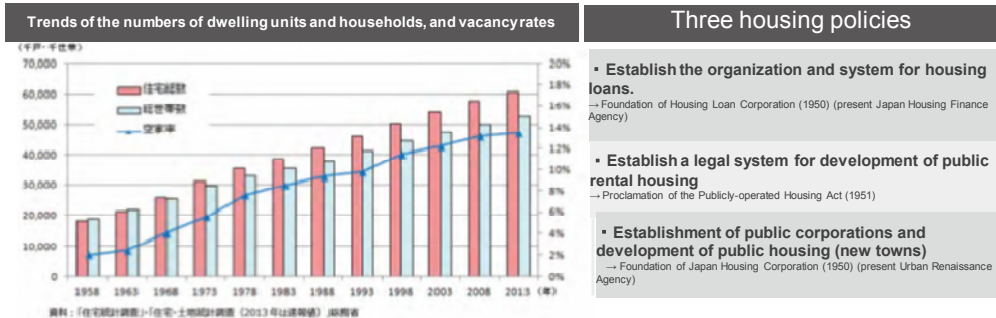
Japan's Experiences in Urban Development

Rapid economic growth period

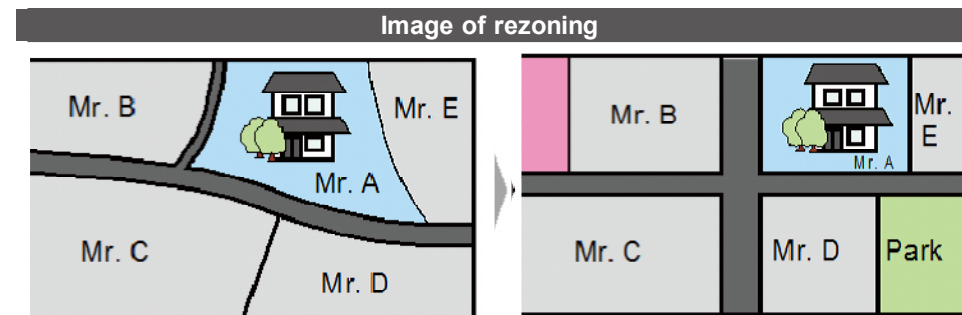
1.
Decentralization of
urban function



2.
Provision of a large
amount of residences



3.
Legal system development for
materializing the urban policies



Japan's Experiences in Urban Development

Steady growth period

4

Improvement of housing performance level

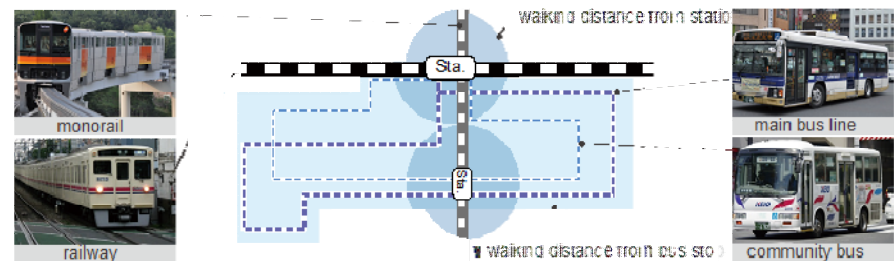
Improvement of the peripheral / indoor environment of housing



5

Enhancement of public transportation

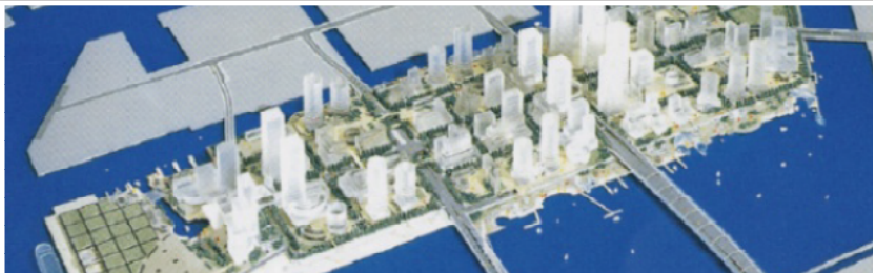
Introduction of various transportation systems



6

Development of Brown Fields

Redevelopment of harbor districts (ex. Harumi)



7

Effort for resource

Introduction of resource recycling equipment (ex. Roppongi Hills)



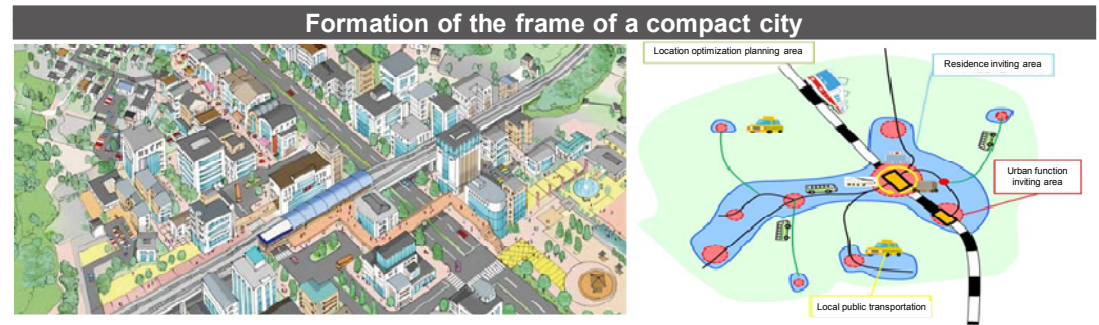
Japan's Experiences in Urban Development

Maturation period

8.
Implementation of a
Smart City



9.
Town development for
compact city plus
network



10.
Revitalization of the
housing stock



Tama New Town

- Urban development by public government.
- New construction of two radial private railways with direct connection to central Tokyo
- New construction of a loop of Tama Intercity Monorail with connection to Tachikawa City

Development of Tama New Town

Urban railway



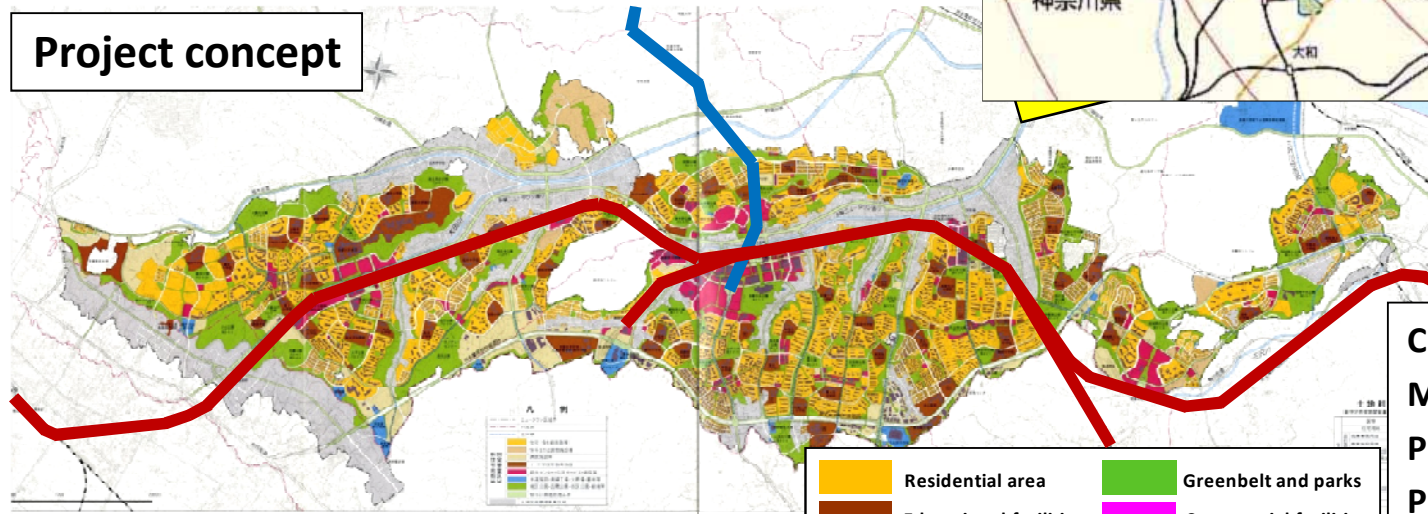
Monorail



Location map



Project concept



Source: Materials submitted by UR

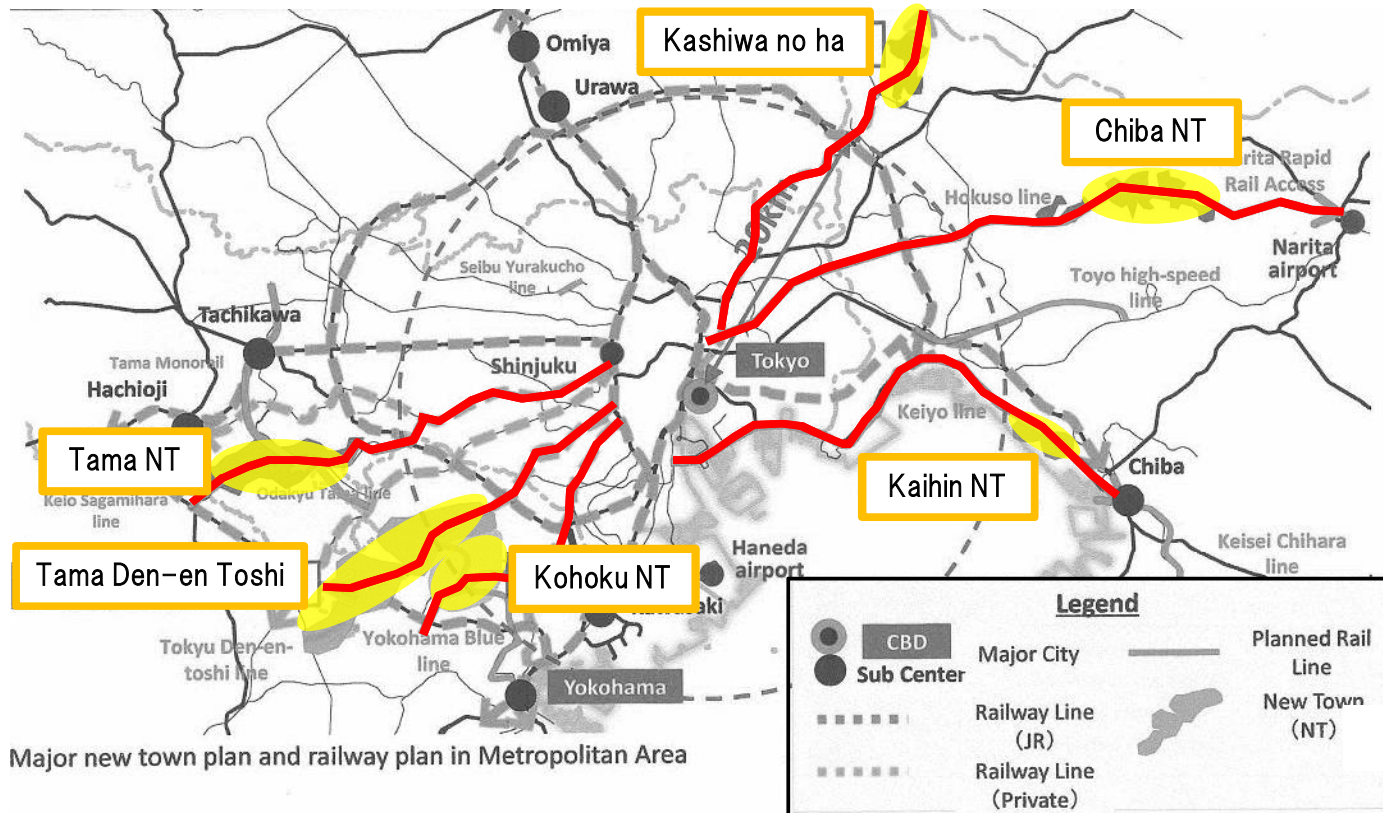
Source: City and Transportation,
Vol. No. 65
(Japan Transportation
Planning Association)

City plan decided : 1965
Moving-in started in : 1971
Planned area : 2,892ha
Projected population: 340,000

Enhancement of public transportation

-Induction of new town development in Tokyo Metropolitan Area-

In conjunction with urban railway development, a large-scale suburban new town development was conducted, such as Tama NT, Tama Den-en Toshi, Chiba NT, Kohoku NT, Kaihin NT, and Kashiwa no Ha. (Transit Oriented Urban Development)



Tsukuba Express

Integration of urban development along railway and urban railway development : Tsukuba Express

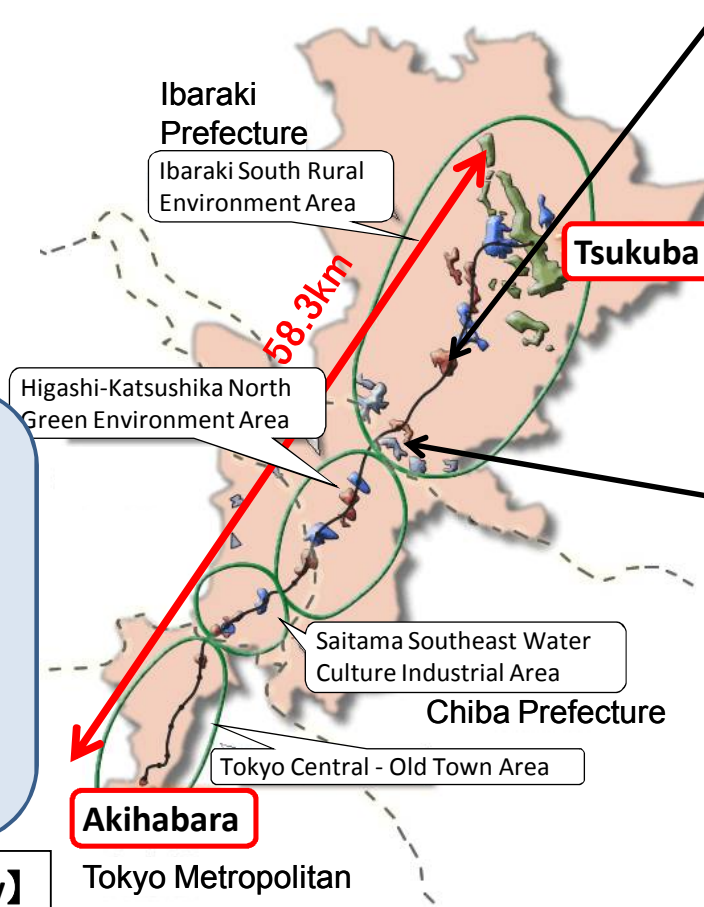


【Metropolitan Intercity Railway Company】

- Start of Operation: Aug. 2005
- Operating Distance: 58.3km
- Line Name: Joban New Line
(Tsukuba Express)
- Number of Stations: 20
- Average Daily Passenger Traffic
Approximately 320,000

【Urban Development along Railway】

- Start of Project : 1993
- Planned area : 3,000ha
- Projected population : 250,000



● Establishment of the three pillars of housing policies

Housing Loan Corporation (established in 1950)

Promote the purchase / construction of housing by lending long-term low-interest funds.

Publicly-operated housing (legislated in 1951)

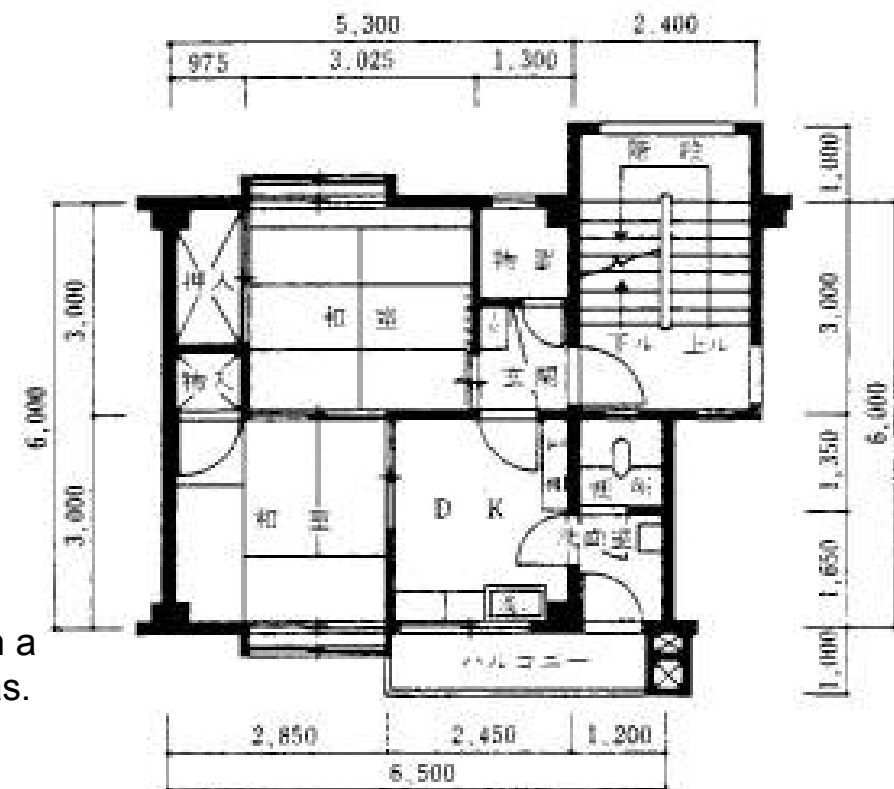
Supply rental housing with low rent to low-income earners who are unable to meet their housing needs.

Japan Housing Corporation (established in 1955)

Construct housing and supply housing land in a massive scale centering on metropolitan areas.

- Reorganized to "Housing and Urban Development Corporation" in 1981,
- "Urban Development Corporation" in 1999, and
- Independent Administrative Institution "Urban Renaissance Agency" in 2004.

5 2 - 4 R R S - 1 - 2 D K₁ - G - 41.6 m²
51CN type



Example of public housing (2DK type)

Experiences of Japan's Housing Policies (2): 1960's: Stipulation of Housing Construction Plan by law and massive supply of public housing

- 1955: Housing Construction 10-Year Program "Solution of the shortage of 2.72 million housing units.

Supply of 250,000 housing units every year"



- 1957: New Housing Construction 5-Year Program



- 1964: Housing Construction 7-Year Program



Establishment of the Housing Construction Planning Act (1966)



1st Term Housing Construction 5-Year Program
(1966-1970)
"Realization of one housing unit for one household"



Soka Matsubara Danchi (housing complex)


Supplied 2.6 million public housing units during the term.

1970's: Shift from Quantity to Quality

Total number of housing units exceeds total number of households in the country (1968).

Total number of housing units exceeds total number of households in all the prefectures (1973).

2nd Term Housing Construction 5-Year Program (1971-1975)

- 
- Aim to live in a housing unit with habitable rooms totaling 9 tatami mats for small households or at least 12 tatami mats according to the number of household members for general households.
 - Aim to construct "a housing unit with a size satisfying one room for every person."

3rd Term Housing Construction 5-Year Program (1976-1980)

Minimum housing standard

- Housing standard for all the public to secure
- Reduce by about half the households living under the standard by 1980.

Average housing standard

- Housing standard for average household to secure
- Aim to ensure that average household secures the standard by 1985.



Tama New Town
(Move-in started in 1971)

Development of Railway Network in Tokyo Area

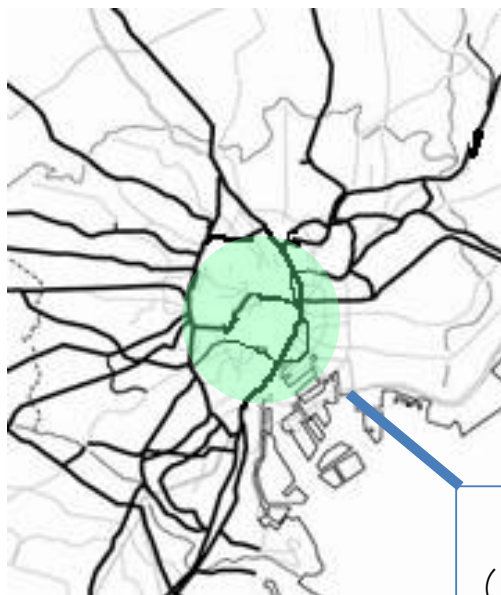
1950

Railway	
Route Length (km)	1,478 (100)
Passengers Carried (million/year)	2,258 (100)



2000

Railway	
Route Length (km)	2,229 (151)
Passengers Carried (million/year)	12,940 (573)



- Construction of New line
- Increase of Tracks
- Introduction of Long train set and Large body car

Tram
(200km)

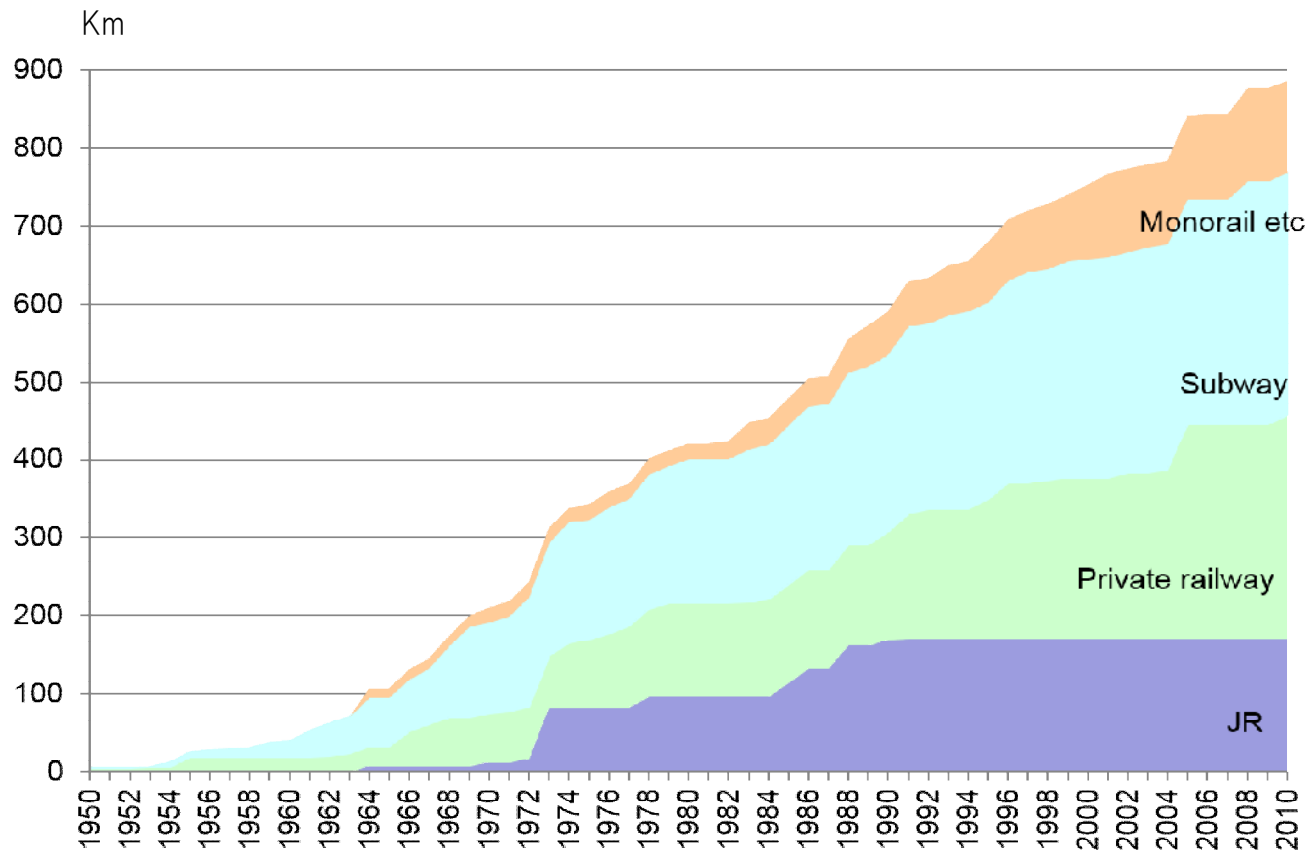


Subway
(300km)

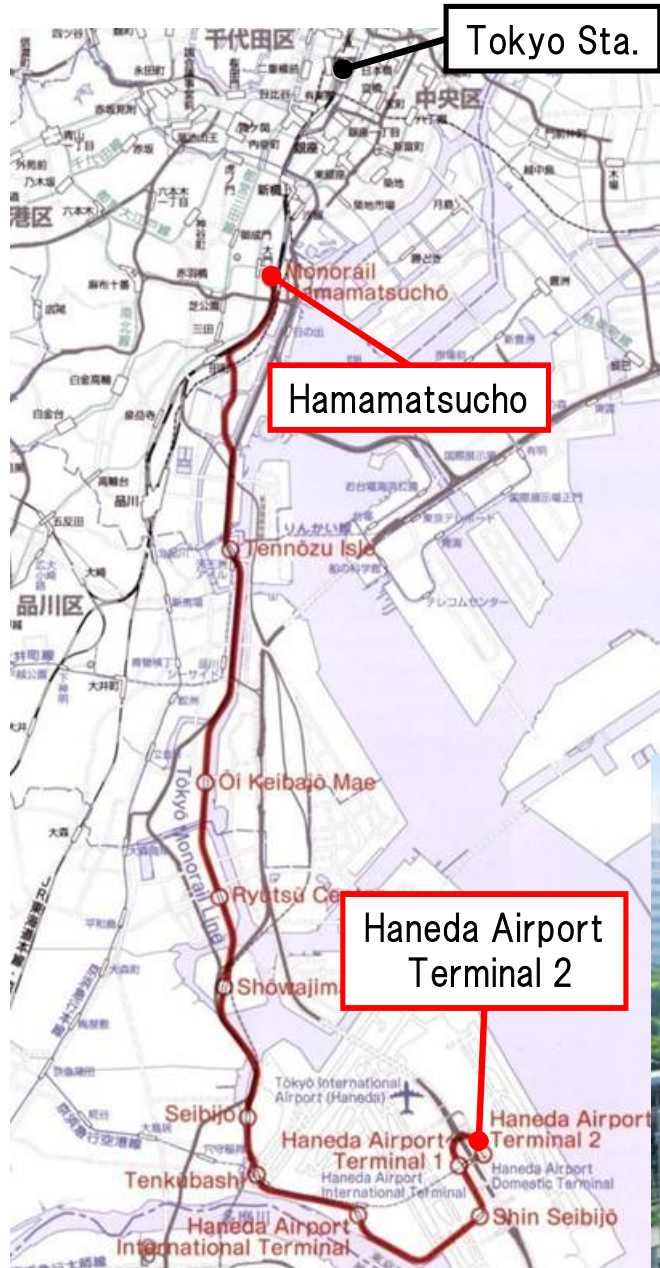
Expanding urban railway network

Railway network in Tokyo has reached approx.2,500km.

900km have been added to Tokyo's railway network since 1950.



Access to Transport Hub : Tokyo Monorail



Monorail developed to **access Airport** to and from Central Tokyo

Tokyo Metropolitan



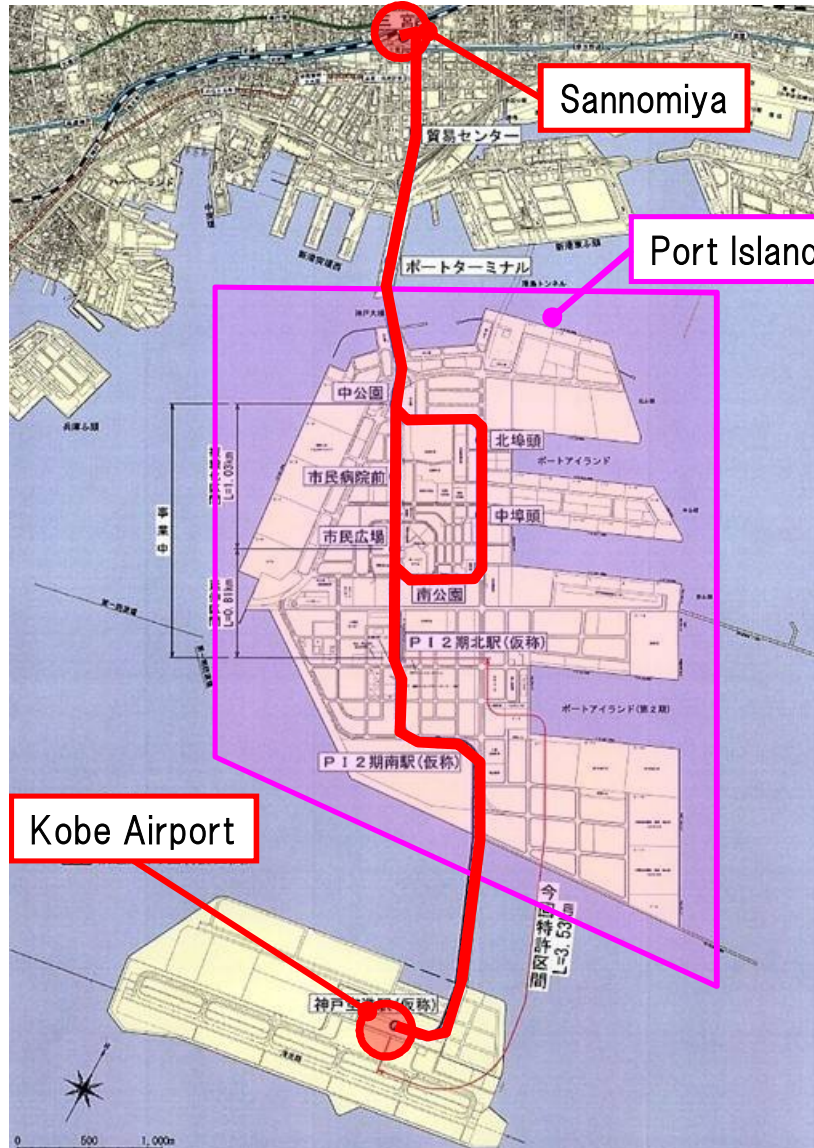
【Tokyo Monorail】

- Start of Operation: Sep 1964
- Operating Distance: 17.8km
- Line Name: Tokyo Monorail Haneda Airport Line
- Number of Stations: 11
- Average Daily Passenger Traffic: Approx. 125,000



Access to Transport Hub : Kobe Port Liner

AGT developed to **access Airport** to and from Central Kobe



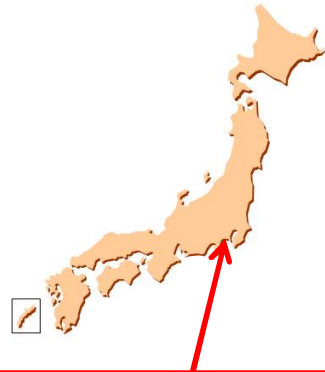
【Kobe New Transport】

- Start of Operation: Feb. 1981, Feb. 2006
- Operating Distance: 10.8km
- Line Name; Port Island Line
- Number of Stations: 12
- Average Daily Passenger Traffic: Approx. 63,000



Access to Urban Centers : Tokyo Yurikamome

AGT developed to **access Central Tokyo** to and from Tokyo Waterfront City



Tokyo Metropolitan



Tokyo Sta.

【Yurikamome】

- Start of Operation: Nov. 1995
- Operating Distance: 14.7km
- Line Name: Tokyo Waterfront New Transit Waterfront Line
- Number of Stations: 16
- Average Daily Passenger Traffic: Approx. 11,5000 (2014)

Use of IC Card in Public Transportation

Touch & go
(0.2 second)



IC card use rate in
Tokyo area
90%
(as of Sep. 2014)



Beep!

Just **lightly touch** the
automatic ticket gate

Note 1: **IC card use rate**: Ratio of IC cards to all tickets used through automatic ticket gates

Introduction of Traffic IC Cards in Railroad Companies

(as of the end of March 2013)

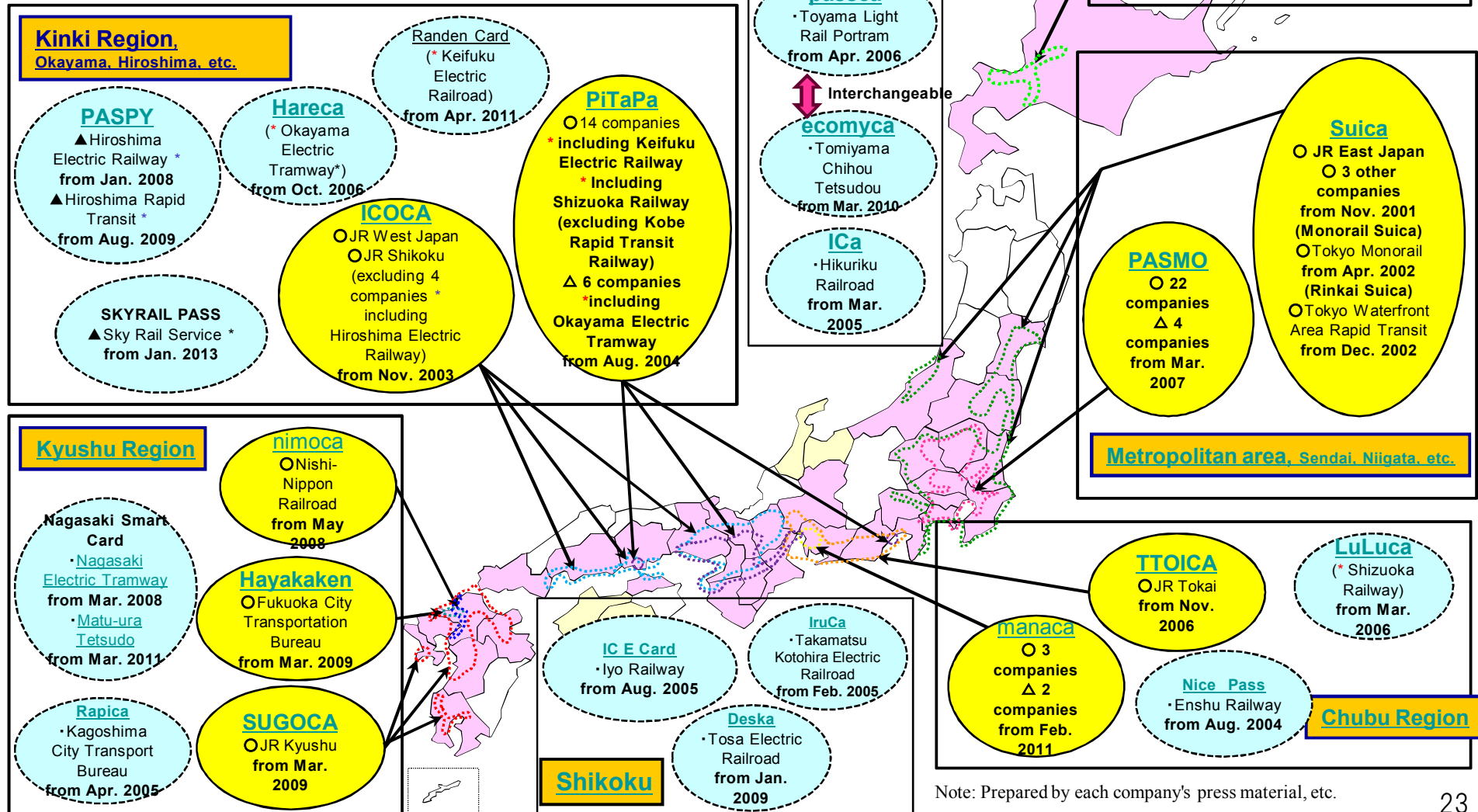
Domestic companies that introduced IC card
[78 companies]

Stations that accept IC card [about 5,000 stations]

Types of IC cards [25 types]

Total number of IC cards issued
[about 87 million cards]

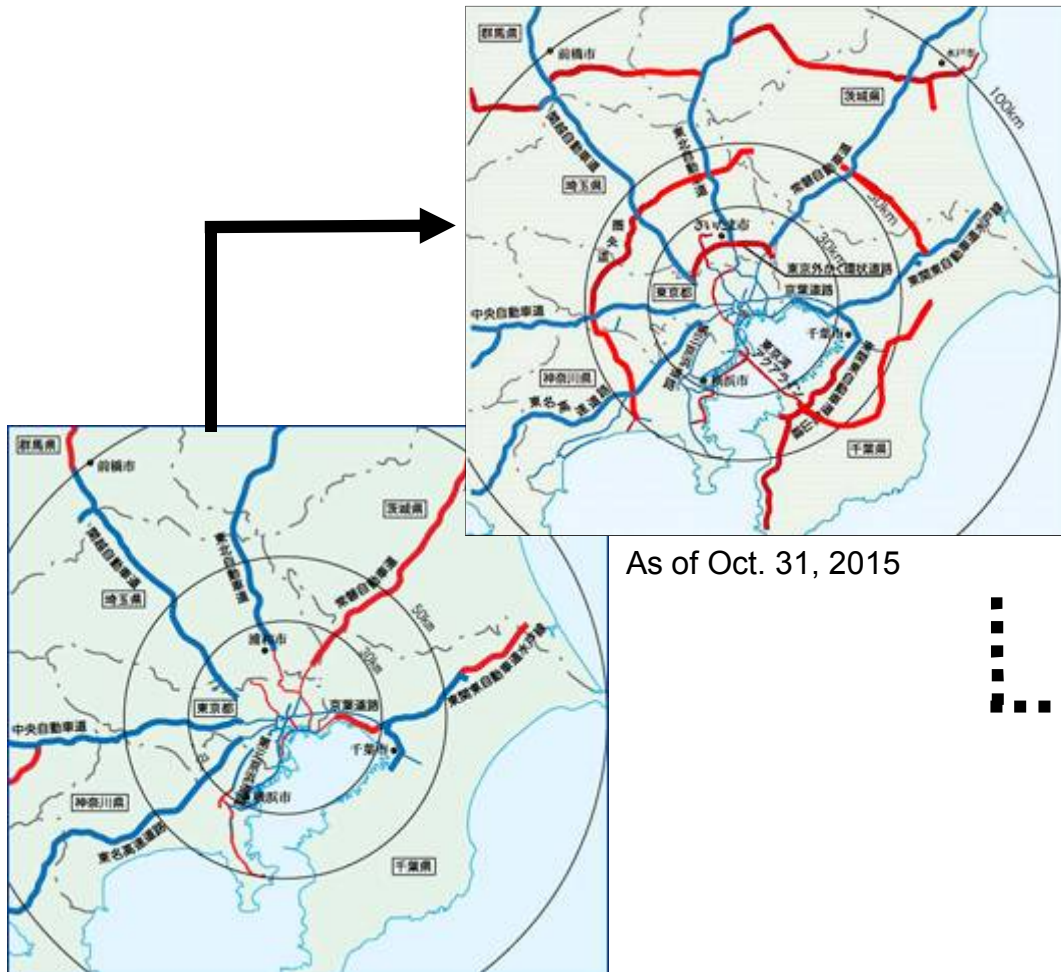
For the symbols etc. of individual IC cards, see "**Legend**" in attached material. Click the **area** to see detailed data.



Note: Prepared by each company's press material, etc.

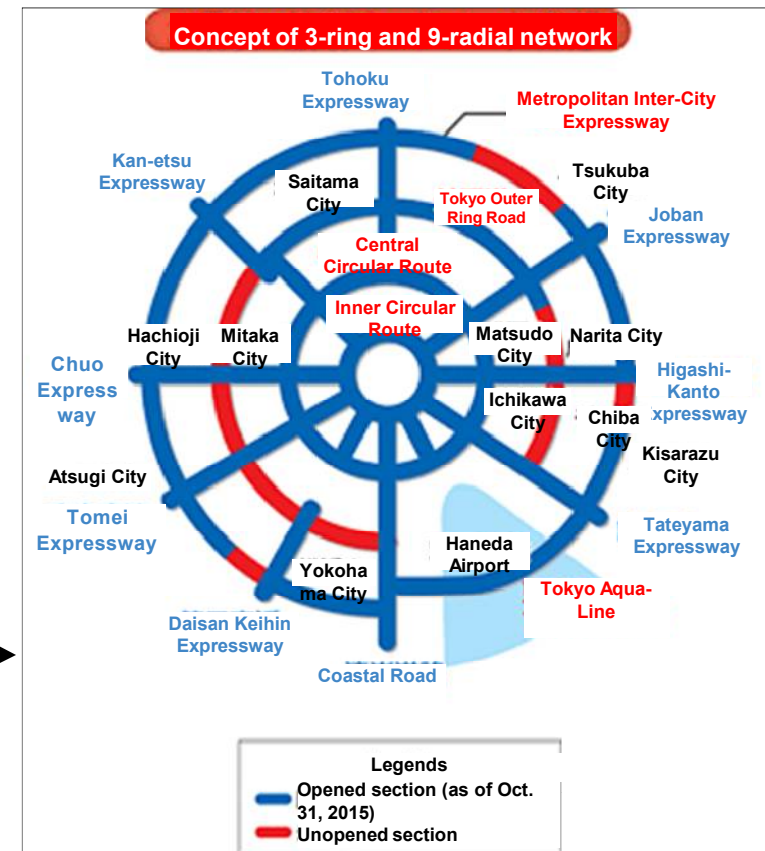
Changes in Traffic Network Development in Metropolitan Area

- In 1963, a traffic network of 3 rings and 9 radials was planned as the basic structure of road traffic in the Metropolitan Area, but delay in development of radial roads has been causing traffic congestion.
- Planned to develop three ring roads (Central Circular Route, Tokyo Outer Ring Road, and Metropolitan Inter-City Expressway), aiming to solve the traffic congestion in central Tokyo.



1990

As of Oct. 31, 2015



History of Japanese Expressways

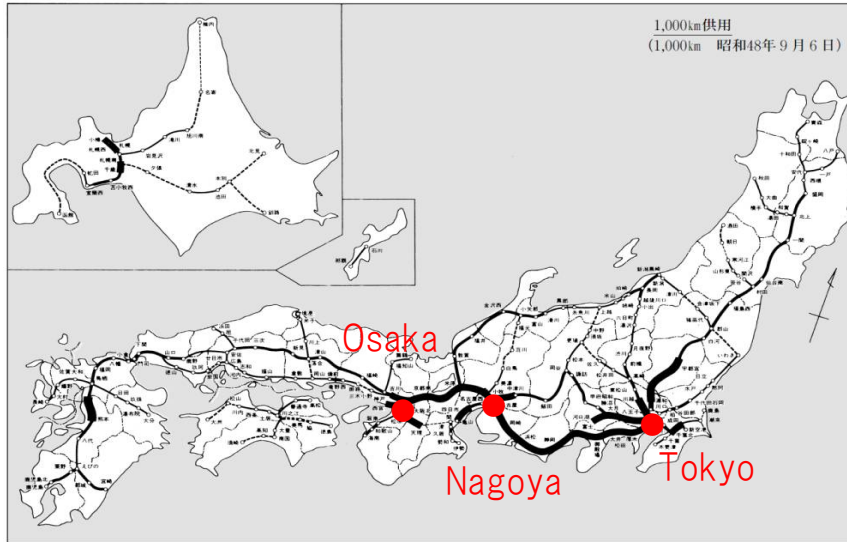
- On July 15, 1963, the first expressway opened in Japan.
(Meishin Expressway, Amagasaki,Hyogo - Kyoto - Ritto,Shiga 71km)
- 1965 Completion of Meishin Expressway (190km)
(Nagoya,Aichi - Osaka - Kobe,hyogo)



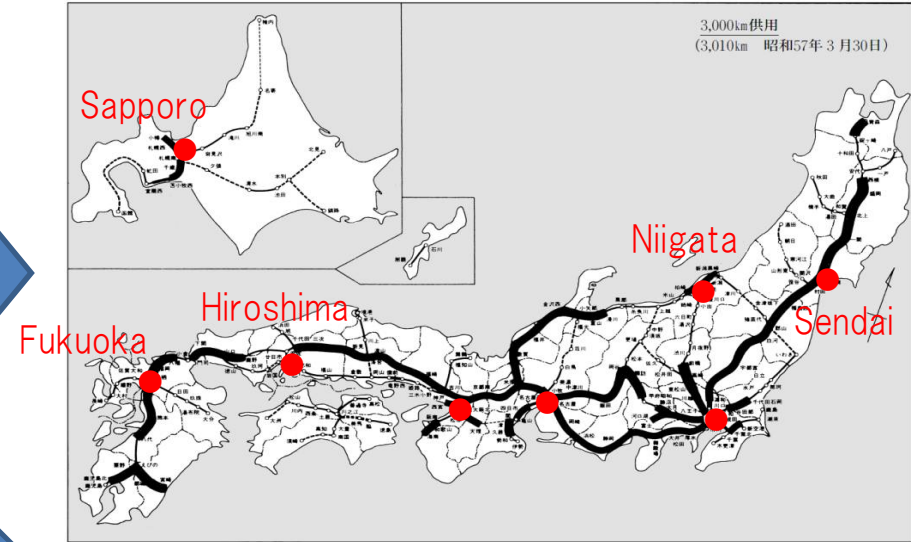
Photo: NEXCO-West

National Expressway Network Development

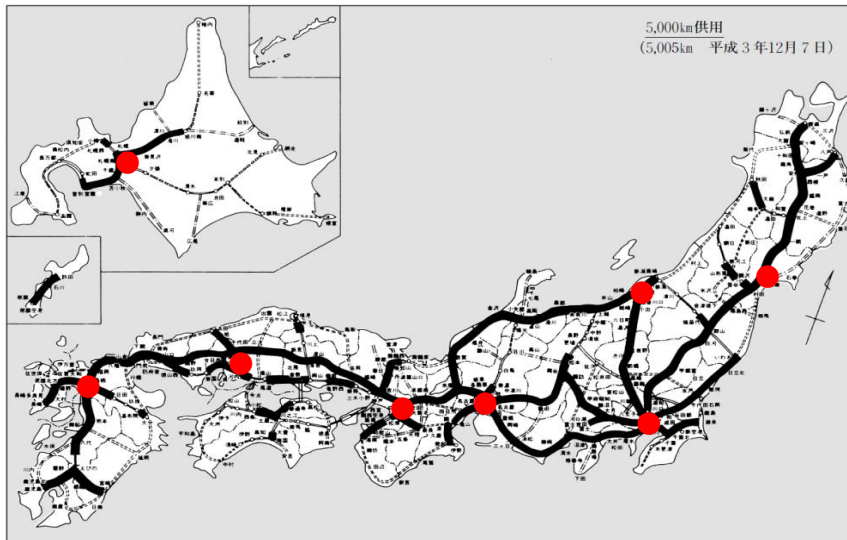
1,000km in service (Sept, 1973)



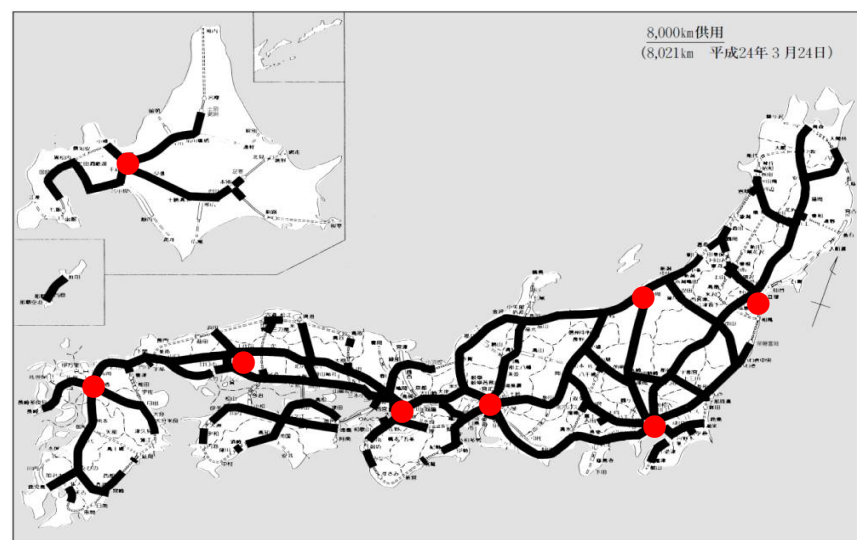
3,000km in service (Mar, 1982)



5,000km in service (Dec, 1991)

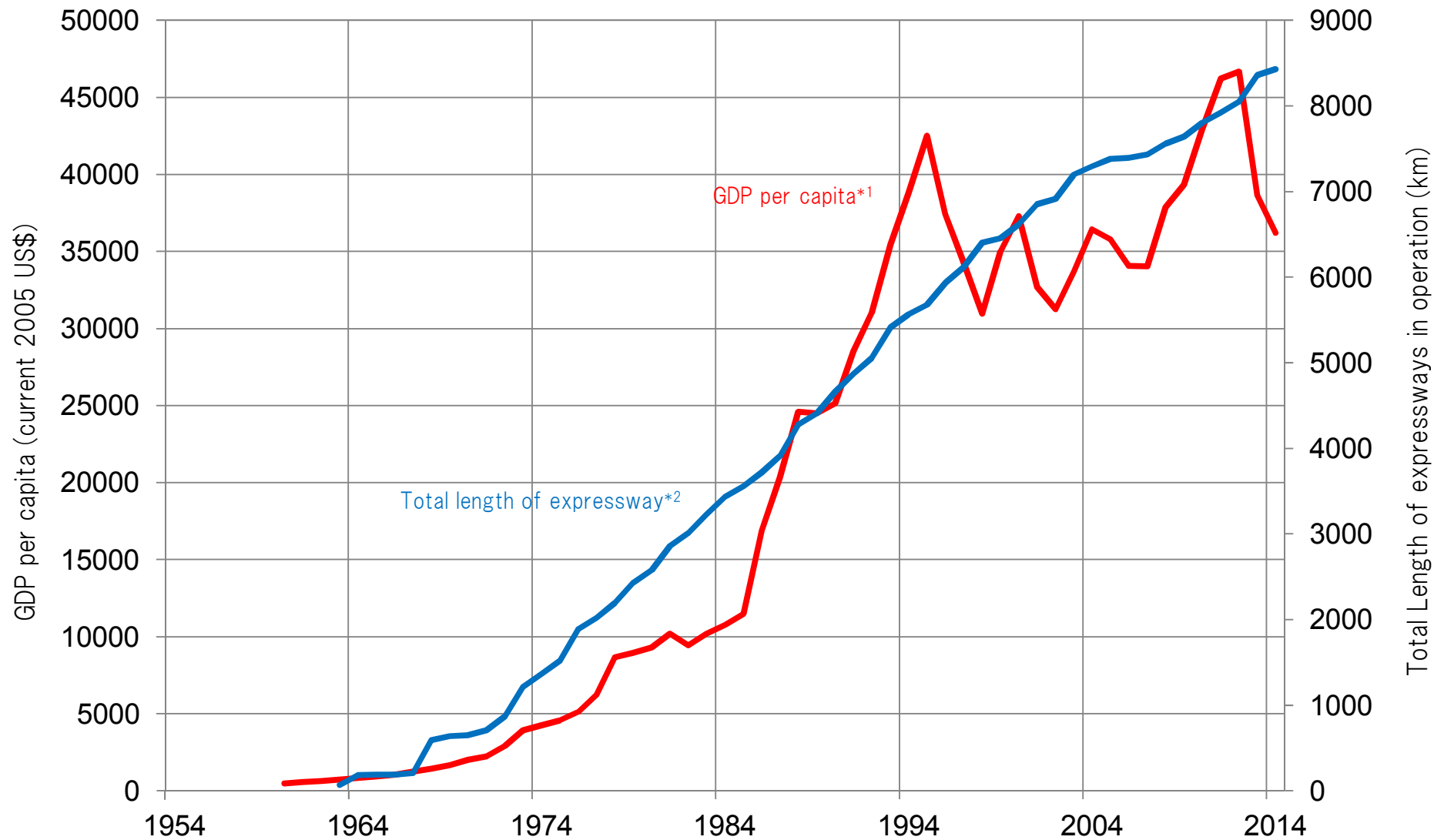


8,000km in service (Mar, 2012)



※ excluding the motorway of national highway

Change in the length of expressways and real GDP



Note:

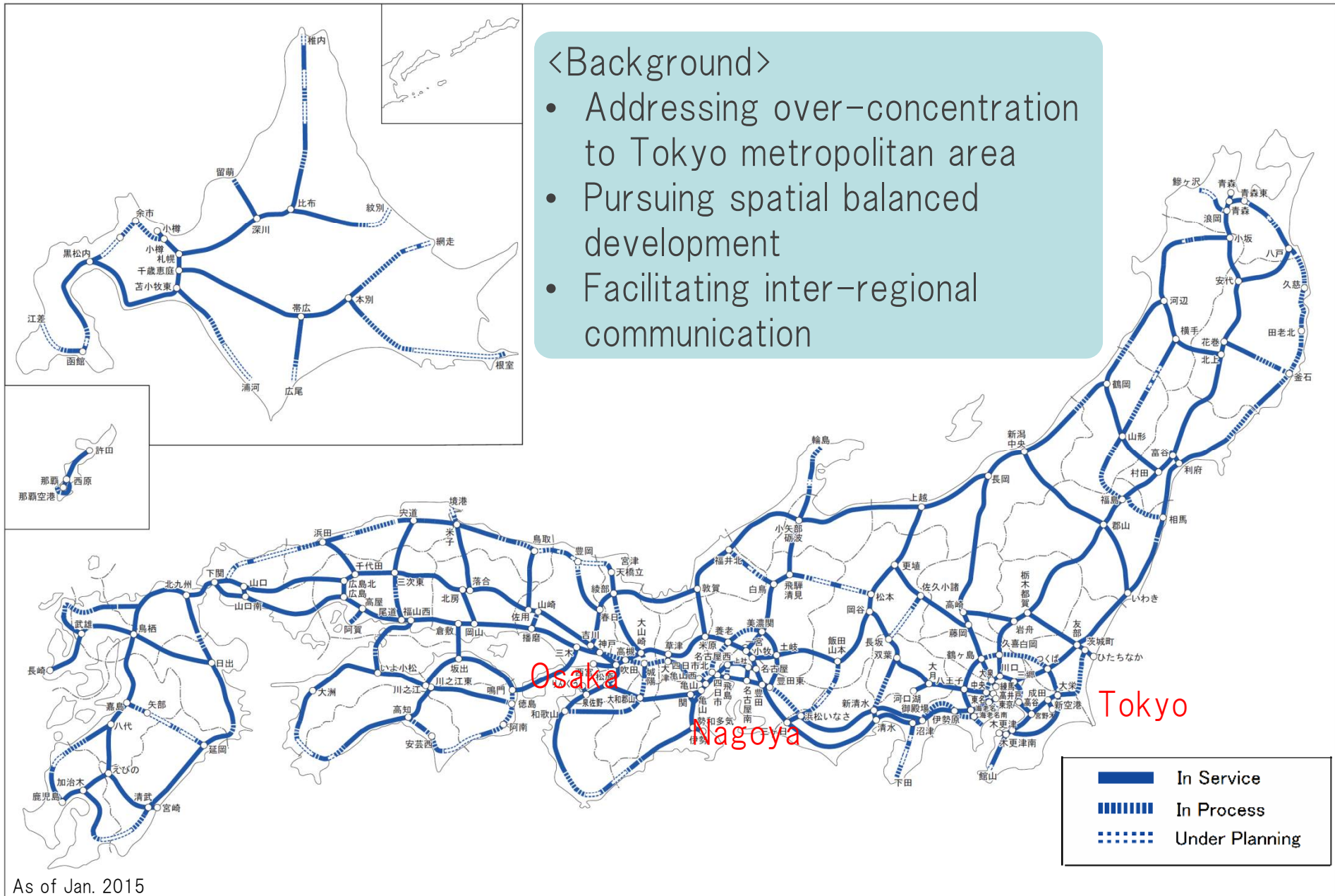
*1: Current US\$, data from the World Bank "World Development Indicators" at <http://data.worldbank.org/country/japan>

*2: Data from MLIT "Annual Road Statistics 2015" at <http://www.mlit.go.jp/road/ir/ir-data/tokei-nen/2015/nenpo02.html>

Current Expressway Network Plan (14,000km)

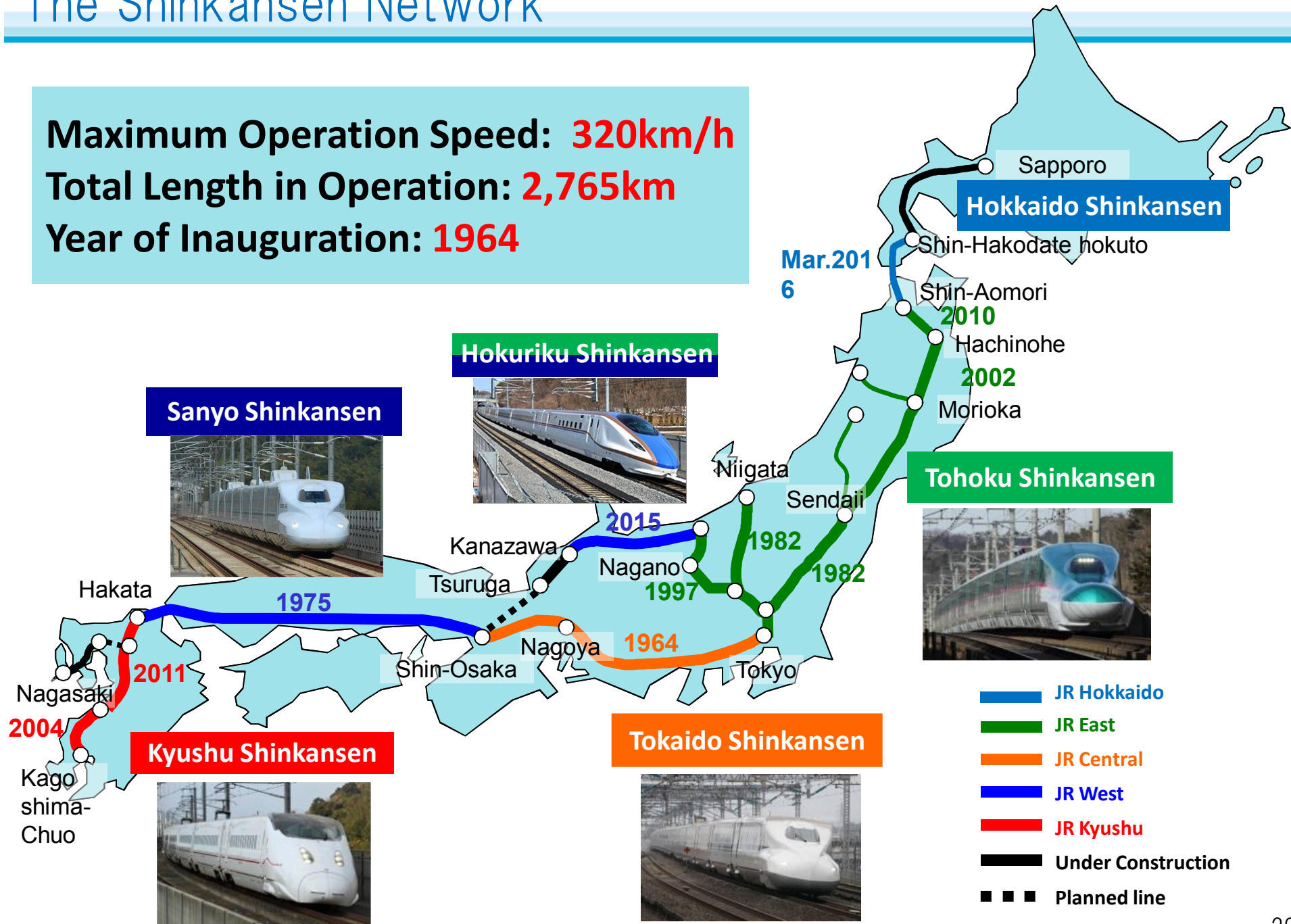
<Background>

- Addressing over-concentration to Tokyo metropolitan area
- Pursuing spatial balanced development
- Facilitating inter-regional communication



The Shinkansen Network

Maximum Operation Speed: **320km/h**
 Total Length in Operation: **2,765km**
 Year of Inauguration: **1964**



Sanyo Shinkansen



Hokuriku Shinkansen



Tohoku Shinkansen



Tokaido Shinkansen



Kyushu Shinkansen



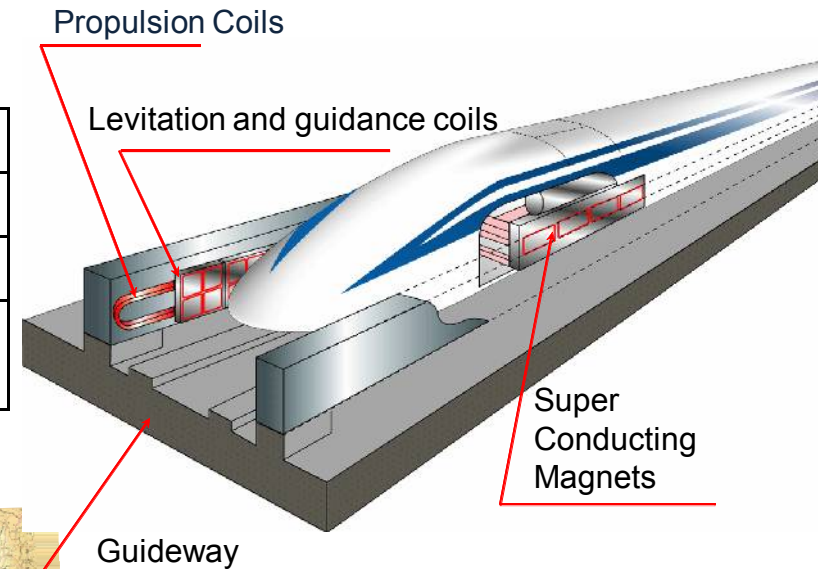
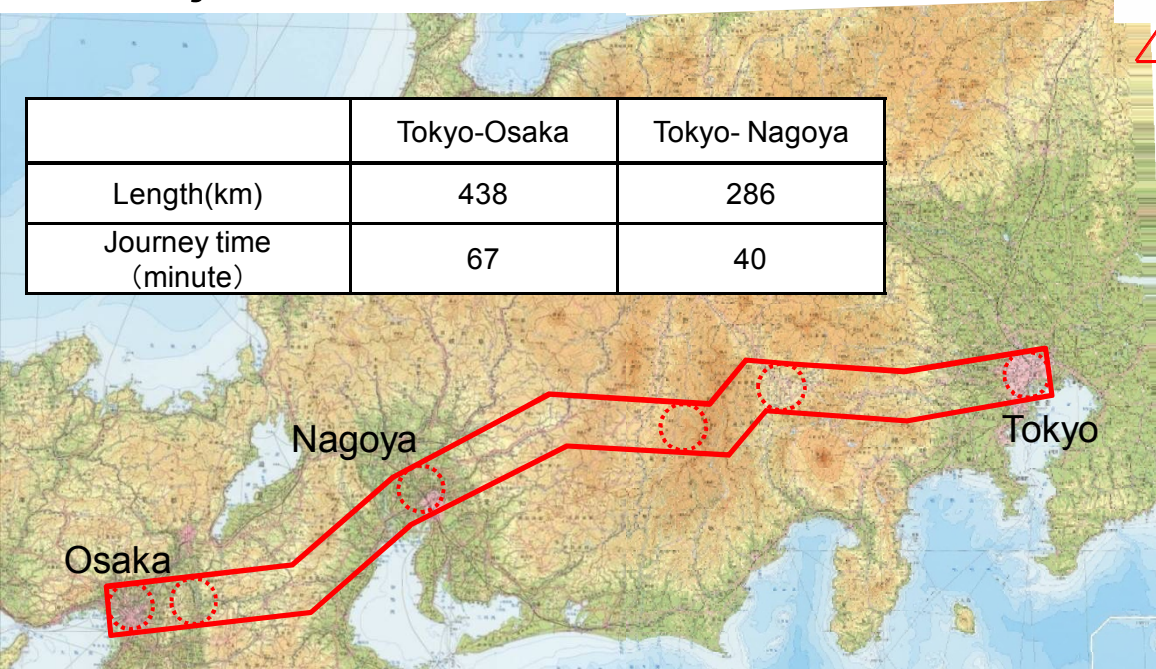
- JR Hokkaido
- JR East
- JR Central
- JR West
- JR Kyushu
- Under Construction
- ■ ■ Planned line

Super-conducting Maglev System

➤ Project Outline

Constructor & Operator	JR Central
Planned Route	Tokyo ~ Osaka
Mode of Maglev	Super-conducting Maglev System
Designed Running Speed(Max)	505 km/h

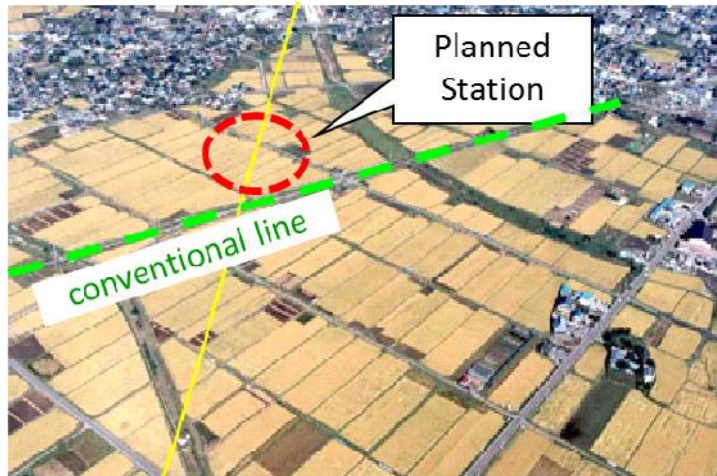
➤ Project Area



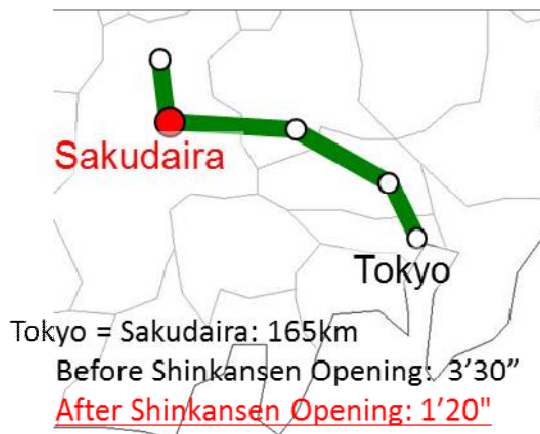
Experimental Train © JR central
at Test Track

Regional Development by the Effect of Shinkansen Development

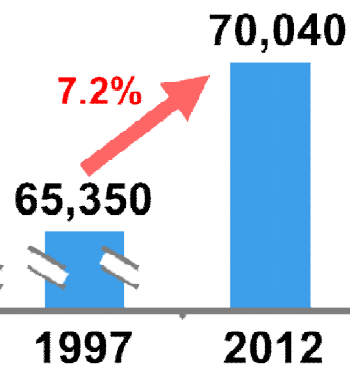
Before(1997)



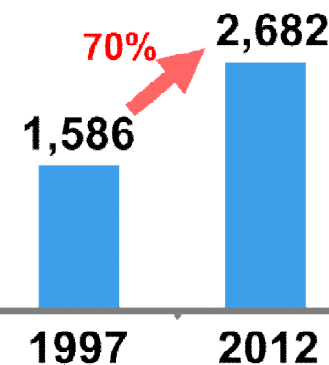
After(2012)



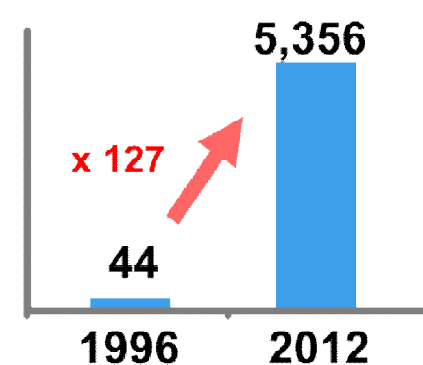
**Population
(Saku City)**



**Passengers
(Sakudaira Sta.)**



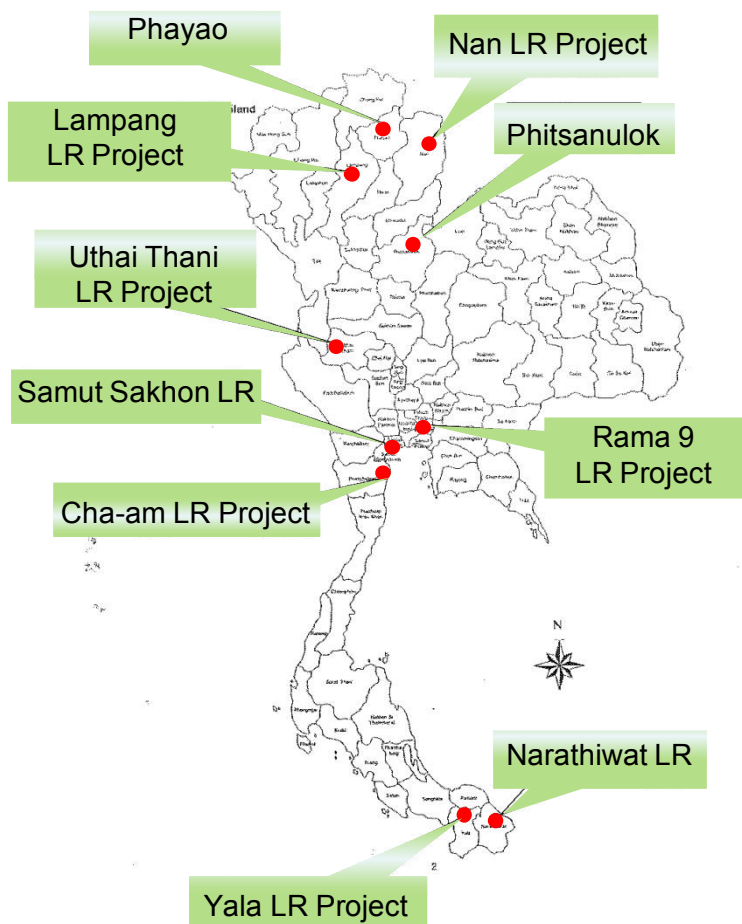
**Asset
tax revenue
(around Sakudaira Sta.)**
\$ thousand



Technical Cooperation in Land Readjustment Projects in Thailand

- Since 1987, Japan has been providing technical cooperation concerning land readjustment methods in the Kingdom of Thailand, which has been faced with serious urban problems including disorderly land use.
- As a result of this cooperation, the Land Readjustment Law was established and a lot of projects were planned and commercialized in Thailand, and technologies provided through this technical cooperation have been firmly established as urban development technologies in Thailand.

Main pilot project sites



■ Main contents of technical cooperation

(1) Development research and technical cooperation project

From 1987	Implemented various development researches
June 1999 to May 2005	Urban development technical improvement project -- Appropriate town planning and introduction of urban development method
Nov. 2005 - Nov. 2009	Land readjustment promotion project -- Development of system structure / Improvement of the project performance of public institutions such as DPT (Department of Public Works and Town & Country Planning, Ministry of Interior, Thailand) (Technical support through implementation of pilot project)
July 2010 to March 2014	Land readjustment system self-sustaining development / dissemination project -- Formation of the completion model of land readjustment projects / Improvement of DPT's abilities to perform projects and support other land readjustment business operators.

(2) Dispatch of experts

Since 1987, a total of 26 long-term experts and over 70 short-term experts were dispatched to BMA (Bangkok Metropolitan Administration), DPT, and other organizations to promote the aforementioned various researches and projects.

■ Main results

(1) Development of related laws

A total of 25 relevant laws including the Land Readjustment Law (promulgated in 2004) were established.

Institutional infrastructure for advancing land readjustment projects in Thailand was developed.

(2) Development of a technical standards etc.

Various types of technical standards, manuals, and guidelines were developed, including land evaluation / replotting design standards for site selection, project plan formulation, and replotting design, project implementation standards, etc. Coverage of all the project phases concerning land readjustment projects.

(3) Implementation of pilot projects

- Since 2005, pilot projects were launched (targeting 10 districts at first) to conduct research / consensus building / planning for commercialization.
- As of the end of February 2014, 12 districts were approved for pilot project and 8 districts are preparing for approval.
- Land readjustment master plan, which determines project area, were formulated in 52 out of 77 prefectures and approved by the Land Readjustment Central Committee. Pilot projects are also being prepared or planned by 25 prefectures.

Support for Development / Dissemination of Construction-related Systems in Newly Emerging Countries

Content of measures

- Introduce systems related to Japan's construction and real estate industries to ASEAN countries, etc.
- Hold seminars, dispatch experts, develop human resources, etc. in response to requests from the governments and private enterprises of newly emerging countries.

Objectives

- Contribute to efficient development of infrastructure in newly emerging countries.
- Improve the business environment of local enterprises and local Japanese construction / real estate companies.

Activities to date and policy for future activities

Activities in Cambodia

- Held "Construction Industry Systems Seminar" jointly with the Ministry of Land Management in June 2015.
- * Seminar program
 - Constructor's license system
 - Construction industry engineer system
- Held "Information exchange meeting concerning the draft of Construction Law" in November 2015.



Activities in Vietnam

- Held "Land / Real Estate Legal System Seminar" jointly with the Ministry of Natural Resource and Environment.
- * February 2014 seminar program
 - Real estate appraisal system
 - Land expropriation system
 - Real estate transaction system
- * October 2014 seminar program
 - System and practice for acquisition of land for public use and compensation
 - Land evaluation system and practice
 - Practice in the Vietnam local government
- Providing support for studies on land policies through provision of "Policy Collaboration Strengthening Program" by National Graduate Institute for Policy Studies and JICA.

Activities in Myanmar

- Held "Construction Industry Systems Seminar" jointly with the Ministry of Construction in January 2015.
- * Seminar program
 - Constructor's license system
 - Public works bidding qualification system
 - Public works guarantee system
 - System for acquisition of land for public use and compensation

[Future policy]

- Grasp of the trend in revision of related laws in Myanmar
- Sharing of knowledge in the construction field in collaboration with other related organizations.

Grasp of needs for system development in other emerging countries including Laos.

Future commitment

In the countries about which Japan's construction and real estate companies have major concerns, we grasp specific institutional issues, needs, etc. and approach to such countries to realize system development / dissemination there. (Conduct bilateral meetings, seminars, site surveys, etc.)

Overseas Deployment / International Cooperation in the Housing and Building Fields

In the housing and building fields, in order to promote overseas deployment of private enterprises in accordance with international cooperation for establishment of housing and building systems between the governments, we are implementing activities including (i) research, analysis, and issue identification of housing and building systems in newly emerging countries, (ii) public-private cooperation with technical criteria / standards formulation (by holding training, seminars, workshop, site tour, etc.), and (iii) response to international standardization, by exchanging opinions widely with various enterprises and industrial associations in the housing and building fields including design, construction, and building materials.

Major activities by country

Myanmar: Held the Japan-Myanmar Building and Housing Meeting, etc. in the year before last to start a cooperative relationship. After the Meeting, we have been exchanging opinions through the official level meeting, etc. **At present, we are particularly supporting the urban housing policy, etc.** by dispatching a housing policy advisor (long-term expert).

Cambodia: **Started cooperation in public housing systems, etc. including publicly-operated housing** based on the agreement between the ministers of both countries.

Turkey: **Introducing / disseminating the standards for quake-resistance / seismic isolation / seismic control structure** by accepting the government personnel as trainees and holding seminars in Turkey.

China: Implementing **model housing construction projects in China** through the Japan-China Housing Industry Association with involvement of both the Japanese and Chinese governments.



Japan-Myanmar Building and Housing Meeting



Courtesy visit of the Housing Bureau personnel to Senior Minister Yim, Kingdom of Cambodia (June 25, 2015 in Cambodia)
* Received a request for supporting the housing field.

Promotion of Overseas Deployment of Infrastructure Systems

- In March 2013, under the prime minister's direction, a ministers meeting chaired by Chief Cabinet Secretary (Ministerial Meeting on Strategy relating Infrastructure Export and Economic Cooperation) was launched to discuss export of infrastructure, economic cooperation, etc. comprehensively.
- In the same Meeting held in May 2013, "Infrastructure system export strategy" was decided. The target is to receive orders for infrastructure totaling 30 trillion yen in 2020 (10 trillion yen for 2010). Centering on the following five pillars, specific measures are promoted.

(1) Promote public-private cooperation in order to strengthen the global competitiveness of enterprises.

- Effective use of policy support tools
- Support for area-wide / broad-based activities
- Consistent support for activities from upstream to downstream
- Promotion of various and powerful top sales and strategic PR
- Strengthening of public-private cooperation system, etc.

(2) Support for exploitation / development of enterprises, local governments, and human resources who are expected to lead overseas deployment of infrastructure.

(3) Acquisition of international standards using advanced technologies, knowledge, etc.

(4) Support for entry into the infrastructure field expected to be a new frontier

(5) Promotion of securing stable and inexpensive supply of energy mineral resources from overseas

Support for Area-wide / Broad-based Activities

Strategic development of various support tools for economic cooperation

Support for M/P and F/S projects

Utilization of technical cooperation and grant aid

Utilization of yen loans

Support for strengthening of public finance

- ◆ Support formulation of a comprehensive master plan necessary for community development, system development, etc. in the target county.
- ◆ Support F/S, etc. for large-scale infrastructure projects, etc.

- ◆ Speed up the procedure of yen loan
- ◆ Introduce yen loan to be repaid with foreign currency
- ◆ Yen loan for sub-sovereigns
- ◆ Introduce US\$-denominated yen loan, etc.

- ◆ Expand the target of overseas investment and financing
- ◆ Strengthen JBIC function
- ◆ Expand the international trade insurance system
- ◆ Establishment of JOIN and JICT, etc.

Examples of Area-wide Development

Traffic infrastructure, such as rapid transit / urban railways, and peripheral development

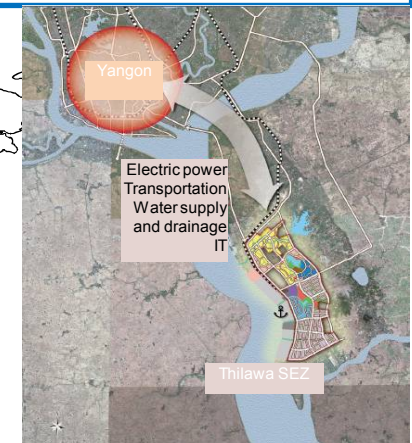
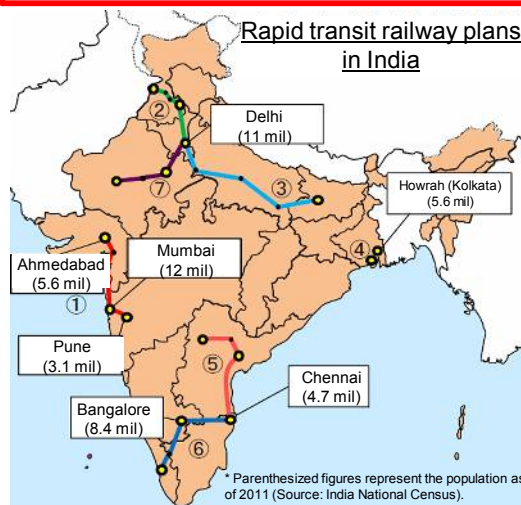
[India] Mumbai-Ahmedabad rapid transit railway, urban railway

- Rapid transit railway construction plan for connecting Mumbai and Ahmedabad (about 500 km, almost equal to the distance between Tokyo and Osaka) in about 2 hours. Total project cost is about 1.3 trillion yen (according to the media report). Of the seven routes of the rapid transit railway plan, this route was first considered.
- India also has a large number of construction plans for urban railway (metro etc.). Japan supported metro construction projects in Delhi, Chennai, Kolkata, etc. through ODA (yen loan, technical cooperation).

Basic infrastructure development and urban development

[Myanmar] Thilawa Special Economic Zone Development

- Newly developed a special economic zone (about 24 km²) in Thilawa, about 20 km of south of central Yangon. A Japan-Myanmar joint venture developed the zone and Japan's ODA supported the development of peripheral infrastructure.



Industrial development of resources etc. and development/operation of oceanfront areas including port of shipment

[Mozambique] Nacala Corridor Development

- In Nacala Corridor, development of distribution infrastructure is under way to support coal development and agricultural development in inland areas. Japan is supporting the functional strengthening of container terminals including Nacala Port, which is the entrance of Nacala Corridor, with yen loan, grant aid, and technical cooperation.
- Japanese companies have determined to invest and participate in the development / operation projects for Nacala Railroad and Coal Terminal, which are under development by railroad and port operating companies.



Nacala Port

Japan Overseas Infrastructure Investment Corporation for Transport & Urban Development (JOIN) invests in and provides hands-on support to local entities that undertake projects for overseas transport infrastructure and urban development together with Japanese entities, utilizing the knowledge, technologies, and experiences accumulated in Japan. (Founded on Oct. 20, 2014)

Japan Overseas Infrastructure Investment Corporation for Transport & Urban Development: abbreviated to JOIN

《Background of foundation》

- The world, including newly emerging countries, has huge demand for infrastructure projects.
- A type of project that utilizes private sectors is increasing, expecting their funds and know-how.
- It is difficult for private sectors to enter into transport / urban development projects by themselves due to the characteristics including time-consuming development, demand risk in the operation stage, and influence of the local government.
- Included infrastructure system export strategy etc. in the governmental policy.

[Government policy]

- Infrastructure system export strategy (decided by the Ministerial Meeting on Strategy relating Infrastructure Export and Economic Cooperation on May 17, 2013)
- Prime Minister Abe's speech on infrastructure system (Jan. 24, 2014)
- High quality infrastructure partnership (May 21, 2015)
- Follow-up measures for high quality infrastructure partnership (Nov. 21, 2015)
- Initiative to expand the export of high-quality infrastructure (May 23, 2016)
- "Japan Restoration Strategy" revised in 2016 (June 2, 2016, Cabinet Decision)

《Main operations》

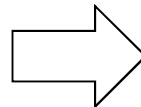
- **Investment (joint investment with private sectors)**
- **Hands-on support (dispatch of officers and engineers, etc.)**
- **Negotiation with the target country**

《Support projects》

- **Transportation projects**
 - Passenger / cargo transport projects by railroad / vessel / airplane
 - Maintenance and management of railroads, roads, ports, and airport facilities, etc.
- **Urban development projects**
 - Construction of buildings including housing, hotels, and offices.
 - Operation and maintenance of parks and sewerage, etc.
- **Projects that support the above-mentioned projects**

《Effects of support》

- Take in growth in the world market by entry into overseas markets.
- Expand the opportunity for related industries to obtain orders by participation in project operation.
- Improve the overseas business environment of Japanese enterprises by infrastructure improvement.



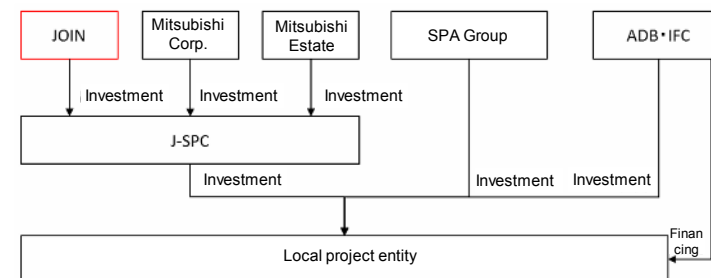
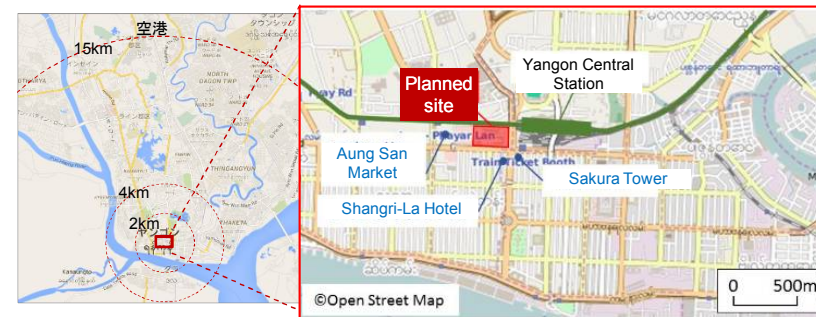
Contribute to the sustainable growth of Japanese economy.

Reference: Projects that decided to receive support from Japan

(i) Vietnam Thivai Port Terminal Development / Operation Project (approved by the Minister on Oct. 2015), (ii) USA Texas Rapid Transit Railway Project (approved by the Minister on Nov. 2015), (iii) Brazil Urban Railway Development / Operation Project (approved by the Minister on Dec. 2015), (iv) Myanmar Complex City Development Project (approved by the Minister on July 2016)

<JOIN's Urban Development Project> Myanmar Yangon Landmark Project


- A project for constructing and operating complex facilities including offices as the landmark of Yangon near Yangon Central Station, which is the center of business and commerce, with the investment by Japan Group, consisting of Mitsubishi Corp. *1, Mitsubishi Estate *2, and JOIN, and Myanmar SPA Group *3.
 - Investment and financing from international financial institutions --- ADB (Asian Development Bank) and IFC (International Finance Corporation) -- are also planned.
 - The first project of JOIN in the urban development field.
- *1 Mitsubishi Corp.: A general trading firm developing multilateral operations in broad industrial fields with the corporate framework consisting of 7 groups (Global Environment & Infrastructure Business, Industrial Finance, Logistics, & Development, Energy Business, Metals, Machinery, Chemicals, and Living Essentials) and Business Service Group.
- *2 Mitsubishi Estate: General real estate developer undertaking a lot of projects, including town planning in Marunouchi, Tokyo, and development / operation projects for office buildings, commercial facilities, housing, hotels, etc. and actively entering into overseas markets as well.
- *3 SPA Group: Serge Pun & Associates Ltd. A major enterprise group developing the business mainly in Myanmar centering on development projects, as well as the businesses of finance, automobiles, healthcare, tourism, etc.



* From the left, office building, office building, hotel / service / apartment building, condominium building

* The low-rise building in front is a hotel development project to renovate the existing building, which is different from this project.

Project Scheme Figure



Taking today's opportunity, I sincerely hope for realization of the promotion of urban development here in Sri Lanka in close cooperation between the governments and businesses of Sri Lanka and Japan

Thank you very much for your attention.