

Knowledge Co-Creation Program (Group & Region Focus)

GENERAL INFORMATION ON
Urban Public Transport (A)
課題別研修「都市公共交通(A)」

JFY 2016

NO. J1604162 / ID. 1684778

Core Phases in Japan: From July 3 to August 6, 2016

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 (KCC) Program’ as a New Start

In the Development Cooperation Charter which is 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

Due to the population inflow to urban areas, introduction of public transport system has been studied or implemented in developing countries. On the other hand, utilization of automobiles has still been increasing and environmental problems have been growing steadily worse. The reason behind this situation is that systems or policies such as service provision by private sector, regulation policy concerning environmental impacts, intra-city comprehensive transportation policy in collaboration with diversified transportation modes, traffic education and traffic control system are not well-established. In recent years, there are some specific cases of practice, such as new introduction of Rapid Transit System and ITS, however, it is now necessary not only to construct infrastructure but to improve provision system of more efficient and effective public transport services.

In major cities of Japan, many urban public transport systems are being run on a self-paying basis, which is rare in the world and good precedents as well. Therefore, this training program will be implemented with the purpose to provide participants with opportunities to learn specific knowledge concerning urban public transport such as railway and bus transportation and contribute to the introduction of urban public transport and the solution of the urban transportation problems by administrative management in their respective countries.

For what?

This program aims to formulate proposals for improving the strategies/administrative management of urban public transport against issues/problems currently tackling in their respective organizations.

For whom?

This program is offered to **central/local government officials in a city with a population of 1,000,000 or more**, responsible for the policy making or administrative management of urban public transport.

How?

This program “Urban Public Transport” addresses institutional capacity strengthening for participating organizations to develop the appropriate strategies/counter measures against issues/problems currently tackling in their respective organizations, through three phases; 1) preliminary phase in home country, 2) core phase in Japan and 3) finalization phase in home country. All activities are expected to take place in close consultation and discussions between the participants and their governments/organizations.

Especially in the core phase, this program will provide an overview of urban public transport policies and practices, systems and urban public transport modes in Japan. Besides, the participants have opportunities to discuss and make their respective proposals through exchange of views and experiences with Japanese experts. The program combines thematic lectures, site

visits and discussions for report writing.

NOTE(1): The urban public transport modes handled mainly in this training program are railway (rapid rail transit), bus, subway, and light rail transit (LRT). Besides, the program does not cover urban road planning and development.

NOTE(2): JICA Tokyo provides another training course for urban transport sector, namely “Comprehensive Urban Transportation Planning”. The latter course covers comprehensive land- use / transportation planning procedures and related analytical methods including transport demand forecasting methods for urban transport planners and policy makers.

Please check the details of the program including target country at JICA office in your country.

II. Description

1. Title (J-No.): Urban Public Transport (A) (J1604162)

2. Period of program

Duration of whole program: June 2016 to November 2016

Preliminary Phase: June 2016 to July 2016

(in a participant's home country)

Core Phase in Japan: July 3, 2016 to August 6, 2016

Finalization Phase: August 2016 to November 2016

(in a participant's home country)

3. Target Countries:

Cambodia, Cuba, Srilanka, Tajikistan, Turkmenistan, Brazil, Peru, Myanmar, Jordan, Timor

4. Eligible / Target Organization

This program designed for **central/local governments in a city with a population of 1,000,000 or more**, responsible for the formulation of urban public transport policies.

5. Total Number of Participants:

13

6. Language to be used in this program:

English

7. Overall Goal

It makes possible to make proposals for the improvement of urban public transport situation and to disclose to the related organizations/agencies, aiming to the organization reinforcement.

8. Program Objective

Challenges for improving the planning/administrative management of urban public transport are sorted out against issues/problems currently tackling in their respective organizations and the direction of improvement is considered.

9. Expected Output

To achieve the above Program Objective, expected outputs are as follows:

Preliminary Phase

- 1) To analyze current status and major issues in urban public transport system in the respective countries preliminarily,

Core Phase in Japan

- 2) To acquire comprehensive knowledge on urban public transport system in Japan, and to promote better understandings through lectures and case studies,
- 3) To acquire the applied skills to be applicable in the respective countries, and to consider the applicability to their countries, and,

Finalization Phase

- 4) To sort out the challenges for improving the planning/administrative management skills of urban public transport in the respective countries and to consider the direction of improvement.

10. Contents

This program consists of the following components. Especially, selected participants are required to formulate individual reports* in three different phases.

The program provides a strategic overview of urban public transport policy, institution and practice, in light of urban growth and development in Japan, and an opportunity to discuss particular issues. The program thus combines topical lectures and site visits, with opportunity for participant discussion.

* For more details, please see section V.

Preliminary Phase in a participant's home country June 2016 to July 2016 <i>Selected participants make required preparation for the Program in the respective countries.</i>	
Modules	Activities
Inception Report Self-learning	<ul style="list-style-type: none"> - Formulation of Inception Report - Study pre-training materials which will be sent in advance

Core Phase in Japan July 3, 2016 to August 6, 2016 <i>Participants dispatched by the organizations attend the Program implemented in Japan</i>	
Modules	Subject
(1) Presentation for newly plan making <ul style="list-style-type: none"> - Inception Report Presentation - Interim Report Preparation and Presentation 	<ul style="list-style-type: none"> - Share/discussion on urban public transport issues - Exchange of views and experience on urban public transport issues with Japanese experts - Proposal for improving strategy/administrative management of urban public transport by respective participants
(2) Overview of Urban Public Transport Policy in Japan	<ul style="list-style-type: none"> - Urban transport planning - Development of urban transport facilities - Outline of railway policy - Outline of road transport policy - Traffic management in cities - Anti-global warming measures for transport sector
(3) Various transportation systems in Tokyo metropolitan area	<ul style="list-style-type: none"> - Urban railway master plan in Tokyo - Railway services and its characteristics - Bus system - Light Rail Transit (LRT) - New transit system in Japan - Project management of commuter line
(4) Transportation Policy and its Characteristics (Site Observation)	<ul style="list-style-type: none"> - Comprehension of urban public transport and their characteristics in several cities - Outline of transport condition in Nagoya, Kyoto and Hiroshima - Subway and bus system in Nagoya - Astram Line (New Transit System) and Tramcar in Hiroshima

NOTE: The above contents and visiting places are subject to changes.

Finalization Phase in a participant's home country August 2016 to November 2016 <i>Participants make a presentation of their Interim Reports to their organizations. Each participating organization assesses or reviews the proposal made in the Interim Report and considers its viability. This phase marks the end of the Program.</i>	
Modules	Activities
Final Report	Formulation and submission of Final Report

III. Conditions and Procedures for Application

1. Expectations for 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 this program 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 program to meet specific requirements of applying organizations and effectively facilitate them toward solutions for the issues and problems.
- (3) As this program is designed to facilitate organizations to come up with concrete solutions for their issues, participating organizations are expected to ensure enough time for the participants to carry out the activities of the Preliminary Phase described in section II-10.
- (4) Participating organizations are also expected to make the best use of the results achieved by their participants in Japan by carrying out the activities of the Finalization Phase described in section II-10.

2. Nominee Qualifications

Applying Organizations are expected to adequately select nominees. Nominees must;

- (1) have university degree or equivalent, with more than **five (5) years of professional experiences in urban transport planning and management** in principle,
 - (2) be administrative officers in charge of planning and implementing urban transport policies in a competent ministry or in a local autonomy **with a population of 1,000,000 or more** (Engineers and researchers are excluded),
 - (3) be expected to find a position of responsibility in an above-mentioned organization after returning home and ultimately become one of the executives, who decides policy in the field of urban public transport,
 - (4) be in principle **forty five (45) years of age or under**,
 - (5) have a high level of English language ability in speaking and writing,
- (Note: If you provide evidence of language ability as tested by a registered body, your

application would be prioritized against others.)

- (6) be both physically and mentally fit for the training. Pregnant applicants are not recommended to apply due to the potential risk of health and life issues of mother and fetus.

3. Required Documents for Application

(1) Application Form

The Application Form is available at the respective countries' JICA offices or the Embassies of Japan.

(2) Questionnaire (Annex 1)

Each nominee is required to prepare a Questionnaire in accordance with the format indicated in the Annex. The Questionnaire, which will be used for screening the nominees, should be submitted with the Application Form.

(3) Nominee's English Score Sheet

If nominees have any official documentation of English ability (e.g., TOEFL, TOEIC, IELTS), please attach it (or a copy) to the Application Form.

- (4) **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.

4. Procedure for Application and Selection

(1) Submitting the Application Documents:

Closing date for application to the JICA Tokyo International Center in JAPAN, which organizes this program: **May 9, 2016**

Note: Please confirm the closing date set by the respective countries' JICA offices or Embassies of Japan of your countries to meet the final date in Japan.

(2) Selection

After receiving the document(s) through due administrative procedures in the respective governments, the respective countries' JICA offices (or Embassies of Japan) shall conduct screenings, and send the documents to the JICA Tokyo International Center. Selection shall be made by the JICA Tokyo International Center in consultation with the organizations concerned in Japan based on submitted documents according to qualifications. The organization with 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 shall be made by the respective countries' JICA offices (or Embassies of Japan) to the respective Governments by **not later than June 3, 2016.**

5. Document to be submitted by selected participants:

Inception Report (Annex 2) -- to be submitted by July 1, 2016

Before coming to Japan, only selected participants are required to prepare Inception Report. The Report should be sent to JICA Tokyo by July 1, 2016, preferably by e-mail to **ticttee@jica.go.jp.**

6. Conditions for Attendance:

- (1) to observe the schedule of the program,
- (2) not to change the program subjects or extend the period of stay in Japan,
- (3) not to bring any members of their family,
- (4) to return to their home countries at the end of the program in Japan according to the travel schedule designated by JICA,
- (5) to refrain from engaging in political activities, or any form of employment for profit or gain,
- (6) 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,
- (7) to observe the rules and regulations of their place of accommodation and not to change the accommodation designated by JICA, and
- (8) to participate the whole program including a preparatory phase prior to the program in Japan.

IV. Administrative Arrangements

1. Organizer: JICA Tokyo International Center (JICA TOKYO)

2. Implementing Partner:

Policy Bureau, Ministry of Land, Infrastructure, Transport and Tourism , Japan (MLIT)

3. 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:** Term of Insurance: From arrival to departure in Japan.

*the traveling time outside Japan shall not be covered.

4. Accommodation in Japan

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

JICA Tokyo International Center (JICA TOKYO)

Address: 2-49-5 Nishihara, Shibuya-ku, Tokyo 151-0066, Japan

TEL: 81-3-3485-7051 FAX: 81-3-3485-7904

(where “81” is the country code for Japan, and “3” is the local area code)

If there is no vacancy at JICA TOKYO, JICA will arrange alternative accommodations for the participants. Please refer to facility guide of TIC at its URL:

<http://www.jica.go.jp/english/contact/domestic/pdf/welcome.pdf>

5. Expenses

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

(1) Allowances for accommodation, 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

(5) For more details, please see the brochure for participants titled “KENSU-IN GUIDE BOOK,” which will be given to the selected participants before (or at the time of) the pre-departure orientation.

6. Pre-departure Orientation

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

V. Other Matters

1. Formulation of the Reports

Participants are required to formulate specific proposals in order to solve issues/problems regarding urban public transport tackled by participants or their organizations. For that purpose, participants are required to formulate reports by three different steps.

(1) The first step: Inception Report

Inception Reports should state overview of urban transportation and the current issues/problems which participants and their organizations are now facing in their countries.

Selected participants are required to prepare Inception Report (detailed information is provided in the ANNEX 2 "Inception Report Form"). The Inception Report should be sent to JICA Tokyo by **July 1, 2016**, preferably by e-mail to ticttee@jica.go.jp.

Contents of Inception Report are as follows:

- a. About your organization, responsibilities
- b. Overview of urban public transport policy and its system/method including statistical data of urban area and existing transport (master) plan maps/drawings
- c. Problem/Issues to be addressed

At the beginning of this program in Japan, participants should present their Inception Reports within about 20 minutes. Participants are requested to prepare visual material such as MS Power Point for the presentation and bring it to Japan.

(2) The second step: Interim Report

Interim Report should be formulated at the end of Core Phase in Japan and participants should give presentation within about 20 minutes as they presented Inception Report.

Interim Report includes specific and feasible proposals for improving the strategies/administrative management of urban public transport.

The Report is prepared through the training programs. Some consultation for drafting the report will be offered by Japanese advisors at the middle of the program in Japan.

(3) The third step: Final Report

After returning to home countries, participants are requested to present their proposals shown in the Interim Reports to their respective organizations and to get their assessment/review of the proposals.

The Final Report is made by adding the supplemental information on viability of proposal, which is reflected the result of this assessment/review by the organization, into the original proposal mentioned in the Interim Report.

The supplemental information is as follows:

- a. The result of assessment/review of participant's proposal by his/her organization
 - The way of participant's presentation (to whom, how and when)
 - Persons who assess or review the proposal
 - Opinions/comments
- b. The next step to realize the proposal in line with the organization's opinions

The participants' organizations are requested to submit the Final Report by the end of May 2016.

2. Country Data/Information, Map and Personal Computer

Since the participants will be required to make individual Reports and presentations during the program in Tokyo, it is requested that participants bring the following items from home countries.

- Statistical data concerned
- Existing urban transport (master) plan, with "City Planning Map", "City Map" and/or photos, if any

Please note that personal computers are available for the use of participants at JICA Tokyo, but the number is limited. **It is advised that participants bring own computers from home countries.**

3. Self-learning of the pre-training materials described below.

Technical Cooperation Contents for Urban Transportation Program

(https://jica-net-library.jica.go.jp/jica-net/user/lib/contentDetail.php?item_id=864)

VI. Annexes

1. Questionnaire
2. Inception Report Form

Questionnaire

Urban Public Transport (A)

Purpose of application of the applying organization and expectation on this program of the nominee will be written in “Application Form for the JICA Training and Dialogue Program”.

In addition to this information, each nominee is requested to attach completed questionnaire as a preparatory report on the following information to the Application Form.

The completed Questionnaire will be used for screening the nominees.

Contents of Questionnaire:

1. Detailed professional carrier
 - 1) Urban Transport Policy () years
 - 2) Transportation Planning () years
 - 3) Transport Service(s) or Management(s)
 - a. Railway () years
 - b. Subway () years
 - c. Bus () years
 - d. Traffic Control () years
2. Urban public transport problems to be solved in your country/city
3. Brief description of policy and/or program (project) you are responsible for
(e.g. goals and objective, main activities and outputs, work plan)
4. Improvement needs of policies related to urban public transport
5. How you and your organization are addressing the issues mentioned above

(Note)

- ✓ The answer should be typewritten in English on A4 size paper (21 cm by 30 cm). The maximum length is 5 pages (35 lines per page in 12-point font with margins of at least 2.5 cm on all sides).
- ✓ The above contents need to be discussed from the viewpoint of nominee’s and applying organization’s responsibilities.
- ✓ Please be specific as much as possible.

Inception Report

Urban Public Transport (A)

Participants are required to prepare and submit the Inception Report, providing the information on subjects mentioned below, by **July 1, 2016**, preferably by e-mail to ticttee@jica.go.jp. The purpose of the Inception Report is as follows:

- 1) To define the issues of urban public transport that you face in the work you are in charge of. This will be your objectives of the participation in this program and should be lead to the Interim Report which proposes the solution of the issues.
- 2) All participants can share your issues and backgrounds each other through the presentation.

You are also requested to make a 20-minute presentation with visual material (e.g. MS Power Point) in the beginning of the Program.

Contents of Inception Report:

1. Your Name / Organization / Country
2. About your organization
 - (1) Roles and responsibilities of the organization
 - (2) Organization chart
 - (3) Your responsibilities
 - 1) Your post
 - 2) Outline of the job you are in charge of
3. Overview of urban public transport in your country/in the city you work for
 - (1) Introduction of characteristics of your country and city
 - (2) Network of urban transportation and its type (i.e. length of main road network, bus network, urban highway network and urban railway)
 - (3) Traffic volume and composition for each mode of transport for passenger and freight, number of motor vehicles
 - (4) Basic fares (minimum fares) of each public transportation mode in U.S. Dollars (e.g. bus, taxi, railway, subway)
 - (5) Transportation organizations (e.g. bus operation company)
4. Urban transport plans and measures
 - (1) Outline of the urban transportation master plan (e.g. forecast of future traffic growth and volume, road network plans, public transportation plans, TDM measures, etc.)
 - (2) Urban transportation projects funded by national agencies, international agencies and private sector
 - (3) Existing policy and on-going/planned program (projects) to alleviate the congestion
5. Problem/Issues to be addressed
 - (1) The issues and problems regarding urban public transport including issues you are currently tackling

- (2) The causes and backgrounds of the issues and problems
- (3) Your idea as measures against above-mentioned issues and problems

Format:

(1) The Report

The report should be typewritten in English on A4 size paper (21 cm by 30 cm), formatted in digital data, within 20 pages.

(2) MS Power Point presentation

The presentation should focus on “Section 5. Problem/ Issues to be addressed”. You need to avoid the presentation on just the mere introduction of your country.

(3) Other presentation materials

You can use maps, figure/table, pictures whatever you like at the time of presentation.

(Note)

- The presentation should focus on “Section 5. Problem/ Issues to be addressed”. You need to avoid the presentation on just the mere introduction of your country.

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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Japan International Cooperation Agency
(JICA TOKYO)

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