



# Asian Development Bank Opportunities

## Transport Sector Support

November 2021

Pamela Chiang, Senior Transport Specialist, ADB

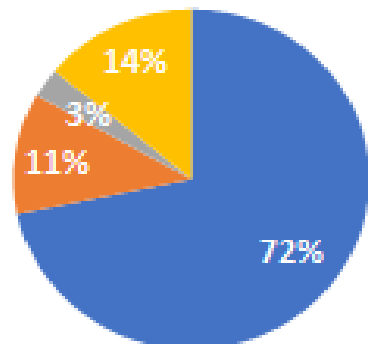
# Transport

ADB assists member countries in developing Asia to building transport infrastructure and services which contribute towards low-carbon, safe, accessible, and affordable transport systems.

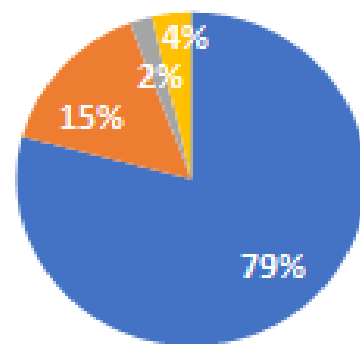


# Transport Sector Portfolio

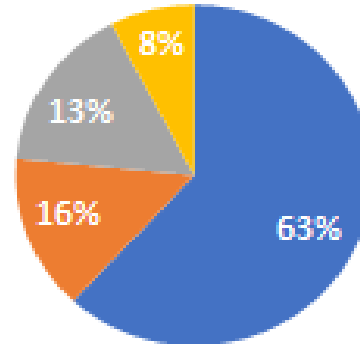
1990s  
Average: \$880 million/year  
16% ADB total



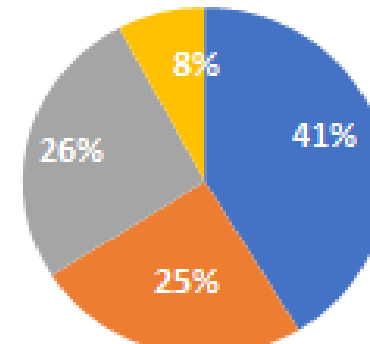
2000s  
Average: \$2 billion/year  
26% ADB total



2010s  
Average: \$4.5 billion/year  
28% ADB total



2020–2023  
Average: \$4.9 billion/year  
21% ADB total



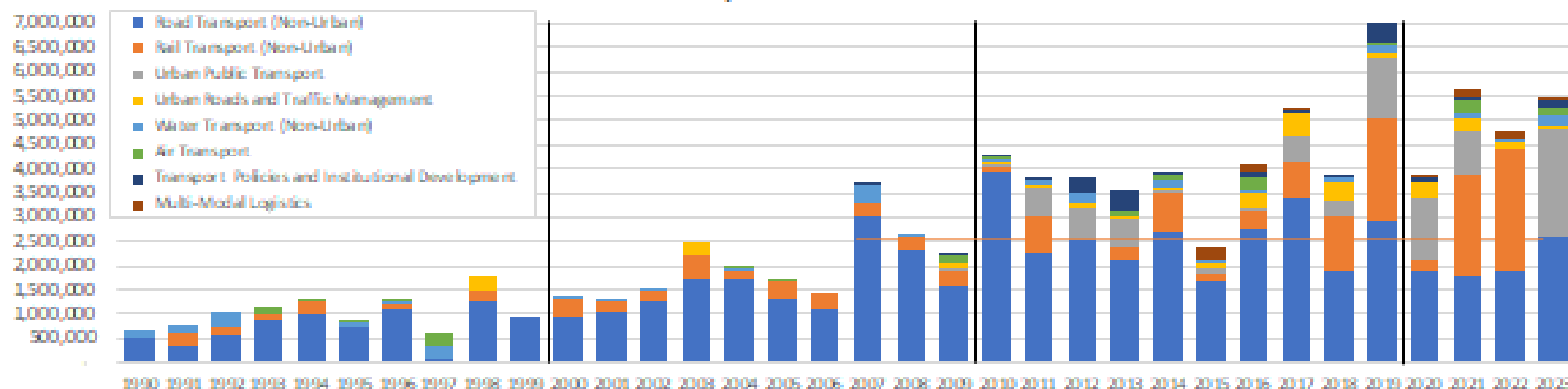
■ Road Transport (Non-Urban)

■ Rail Transport (Non-Urban)

■ Urban

■ Other

By Subsector, 1990–2023



Source: ADB, WPBF 2020–2023





# Transport Project Pipeline

	2020	2021	2022	2023																																								
Number of TRA Projects	28	29	26	29																																								
Lending amount	\$3,898M (13%)	\$5,619M (24%)	\$4,791M (24%)	\$5,433M (26%)																																								
Total Lending	\$31,027M	\$23,330M	\$20,327M	\$21,029M																																								
Sub-sector breakdown	<div><div><div></div><div>Road Transport (Non-Urban)</div></div><div><div></div><div>Rail Transport (Non-Urban)</div></div><div><div></div><div>Total Urban</div></div><div><div></div><div>Total Others</div></div></div> <div><div><table><caption>2020 Sub-sector Breakdown</caption><thead><tr><th>Sub-sector</th><th>Percentage</th></tr></thead><tbody><tr><td>Road Transport (Non-Urban)</td><td>48%</td></tr><tr><td>Rail Transport (Non-Urban)</td><td>6%</td></tr><tr><td>Total Urban</td><td>41%</td></tr><tr><td>Total Others</td><td>5%</td></tr></tbody></table></div><div><div><table><caption>2021 Sub-sector Breakdown</caption><thead><tr><th>Sub-sector</th><th>Percentage</th></tr></thead><tbody><tr><td>Road Transport (Non-Urban)</td><td>32%</td></tr><tr><td>Rail Transport (Non-Urban)</td><td>37%</td></tr><tr><td>Total Urban</td><td>21%</td></tr><tr><td>Total Others</td><td>10%</td></tr></tbody></table></div><div><div><table><caption>2022 Sub-sector Breakdown</caption><thead><tr><th>Sub-sector</th><th>Percentage</th></tr></thead><tbody><tr><td>Road Transport (Non-Urban)</td><td>40%</td></tr><tr><td>Rail Transport (Non-Urban)</td><td>52%</td></tr><tr><td>Total Urban</td><td>3%</td></tr><tr><td>Total Others</td><td>5%</td></tr></tbody></table></div><div><div><table><caption>2023 Sub-sector Breakdown</caption><thead><tr><th>Sub-sector</th><th>Percentage</th></tr></thead><tbody><tr><td>Road Transport (Non-Urban)</td><td>50%</td></tr><tr><td>Rail Transport (Non-Urban)</td><td>0%</td></tr><tr><td>Total Urban</td><td>40%</td></tr><tr><td>Total Others</td><td>10%</td></tr></tbody></table></div></div></div></div></div>				Sub-sector	Percentage	Road Transport (Non-Urban)	48%	Rail Transport (Non-Urban)	6%	Total Urban	41%	Total Others	5%	Sub-sector	Percentage	Road Transport (Non-Urban)	32%	Rail Transport (Non-Urban)	37%	Total Urban	21%	Total Others	10%	Sub-sector	Percentage	Road Transport (Non-Urban)	40%	Rail Transport (Non-Urban)	52%	Total Urban	3%	Total Others	5%	Sub-sector	Percentage	Road Transport (Non-Urban)	50%	Rail Transport (Non-Urban)	0%	Total Urban	40%	Total Others	10%
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Source: WPBF 2020-2023

INTERNAL. This information is accessible to ADB Management and staff. It may be shared outside ADB with appropriate permission.



# ADB Strategy 2030 – Operational Priorities

ADB will focus on seven operational priorities:



## Addressing remaining poverty and reducing inequalities

human development and social inclusion, quality jobs, education and training, better health, social protection



## Accelerating progress in gender equality

scaled-up support for gender equality; women's economic empowerment; gender equality in human development, decision-making, and leadership; reducing time poverty for women; strengthening women's resilience to shocks



## Tackling climate change, building climate and disaster resilience, and enhancing environmental sustainability

low greenhouse gas emissions development, approach to building climate and disaster resilience, environmental sustainability, water–food–energy security nexus



## Making cities more livable

integrated solutions, funding for cities, inclusive and participatory urban planning, climate resilience and disaster management



## Promoting rural development and food security

market connectivity and agricultural value chain linkages, agricultural productivity and food security, food safety



## Strengthening governance and institutional capacity

public management reforms and financial sustainability, service delivery, capacity and standards



## Fostering regional cooperation and integration

connectivity and competitiveness, regional public goods, cooperation in finance sector, subregional initiatives

## Transport contributes to all OPs in Strategy 2030

### HOW WILL ADB ADD VALUE?

ADB will add value through

#### FINANCE

Providing own financing while also mobilizing funds from other sources

#### KNOWLEDGE

Focusing on practical value that fits local conditions, identify lessons, and replicate good practices

#### PARTNERSHIPS

Promoting dialogue and collaboration among diverse partners and stakeholders

### WHAT PRINCIPLES WILL GUIDE ADB'S OPERATIONS?

#### USING COUNTRY-FOCUSED APPROACH

Provide customized solutions to each developing member country's (DMC's) specific development needs and challenges

#### PROMOTING THE USE OF INNOVATIVE TECHNOLOGY

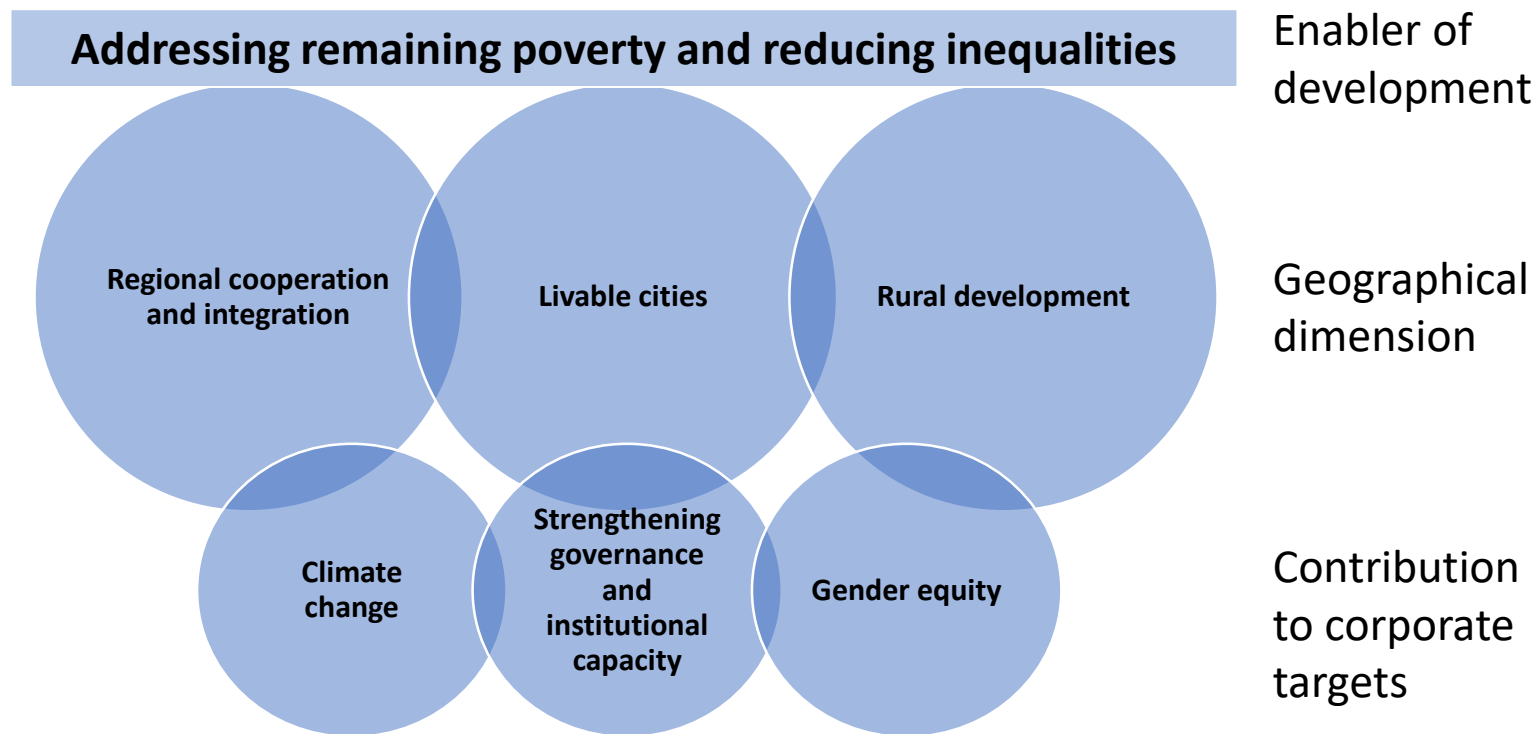
Proactively seek ways to use advanced technologies across operations and provide capacity building support to DMCs

#### DELIVERING INTEGRATED SOLUTIONS

Combine expertise across a range of sectors and themes, and through a mix of public and private sector operations

# Transport Sector Group Overview

Transport is an enabler of development  
with direct links to Strategy 2030 Operational Priorities



“Underdeveloped transportation networks restrict the flow of people, goods and service. Rehabilitation and better management and maintenance of infrastructure assets are essential.” (ADB, Strategy 2030)



# Transport Sector Strategy for Central and West Asia Region

- Focus on CAREC Program – Central Asia Regional Economic Cooperation Program
- Rehabilitation of roads and railway network to enhance regional connectivity
- Development of economic corridors
- Development of border infrastructure to enable efficiency in trade
- Road maintenance and road safety
- Some support for urban transport infrastructure and system improvements



# Transport Assistance in South Asia Region

## Mass transit / Urban Transport

- Bangalore Metro (urban transport / mass transit)
- Chennai Metro (urban transport / mass transit)
- Dhaka Metro (urban transport / mass transit)
- Delhi – Meerut Rapid Transit System:
- Karachi mass transit system

## Rail

- SASEC Tongi Akhaura dual gauge project
- SASEC Laksam Chattogram
- SASEC Chittagong-Cox Bazar

## Types of assistance

- Project preparation, planning and design
- Civil works, electrical and mechanical, rolling stock
- Environmental and social protection
- System improvements





# Transport Assistance in Southeast Asia Region

## Regional Cooperation

- Deepen GMS corridor connectivity and developing multi-model transport projects (CAM)
- Improve the ongoing portfolio implementation and continue support to enhancing GMS connectivity and climate change resilient infrastructure (VIE)

## Urban transport

- Address continuing challenges in congestion and pollution (PHI)
- Continue dialogue with the Government for possible lending operations for mass rapid transit development, including PPP opportunities (THA)

## Road and Rail

- Improving the national highway network, railway and building institutional capacity (PHI)

## Multi-sectors

- Continue dialogue with the Government for possible lending operations for transport projects in various sub-sectors (INO)



# Transport Assistance in the Pacific Region

## Roads

- Development and improvement of arterial, provincial roads, and rural roads and bridges (PNG, FIJ, KIR, SOL, VAN)

## Maritime

- Enhancing climate and disaster resilience of international ports, domestic ports, harbors and jetties, shipping, green and smart ports concepts (PNG, SAM, NAU, SOL, TUV, VAN)

## Aviation

- Improving connectivity through domestic aviation (PNG)



# Transport Assistance in East Asia

## People's Republic of China

- Promote inclusive growth and environmental sustainability
- Support public transport, low carbon modes and energy efficient technology

## Mongolia

- Enhance connectivity for regional trade development
- Connect rural population to markets and public services
- Provide an efficient and affordable urban transport system





# THE MobilizeYourCity (MYC) Initiative

- **A global partnership** launched at COP21. **AFD & GIZ, MYC founding partners** with the French & German ministries of Environment
- **Sustainable Urban Mobility is a focus area of ADB-AFD partnership**
- **Objectives:**
  - **Target reduction of transport related GHG emissions in participating cities (>50%)**
  - **Enable transformational changes towards more inclusive, livable, and efficient cities**
  - **Set a knowledge platform, capacity development, trainings**
  - **Prepare priority projects (technical assistance, feasibility study, engineering design)**
  - **Implement pilot projects**
- **Website:** <https://www.mobiliseyourcity.net/node/295>



## Targets

MobiliseYourCity assists local and national partner governments in their efforts to improve urban mobility and cut at least 50% of their urban transport-related emissions by 2050.



## 100 cities

engaged in reducing their emissions by 50% through the development of integrated Sustainable Urban Mobility Plans (SUMPs).



## 20 countries

committed to introducing National Urban Mobility Policies and/or Investment Programs (NUMPs).

ADB



1

ADOPT A USER-ORIENTED  
PLANNING APPROACH



2

PLAN URBAN MOBILITY  
TO IMPROVE LIVING CONDITIONS



3

PLAN URBAN MOBILITY  
TO PROTECT THE PLANET



4

PLAN URBAN MOBILITY  
TO SUPPORT LOCAL ECONOMY



5

CONSIDER URBAN MOBILITY  
AS A KEY COMPONENT  
OF YOUR URBAN PLANNING



6

TAKE ADVANTAGE OF  
INNOVATIVE APPROACHES AND  
DIGITAL TRANSFORMATION



7

AIM AT MAXIMUM  
TRANSPORT EFFICIENCY



8

EMPHASIZE EFFECTIVE  
GOVERNANCE AS A KEY  
SUCCESS FACTOR



9

ESTABLISH A SUSTAINABLE  
FINANCING SCHEME



10

ENSURE THE PARTICIPATION OF  
CITIZENS AND STAKEHOLDERS



11

DEVELOP HUMAN CAPACITIES



12

MANAGE THE CONTINUOUS  
COLLECTION AND USE OF DATA

# Key messages

- Sub-sector focus:
  - Roads still important (Regional connectivity, Asset Management, Road Safety)
  - Rail (National rail systems, institutions and operations)
  - Urban transport (metro, bus, NMT)
- Changing demands from clients:
  - System approach
  - Efficiency gains
  - Value addition
- Incorporate new technologies and applications:
  - Systems management
  - Use of data (operators and users)
  - Emerging technologies (e-vehicles, advanced digital technologies)
- Increased attention to private sector support
- Broader use of financial services to meet demands

\*All information on ADB-supported projects disclosed on ADB website  
[<https://www.adb.org/work-with-us/business-opportunities>]



# Selected Flagship and innovative Projects

## **PAK: Peshawar Sustainable Bus Rapid Transit Corridor Project**

Approved in 2017, project cost \$580 million, operational since 2020.

3<sup>rd</sup> generation BRT, institutional reforms, financial sustainability, “façade-to-façade” and NMT, bicycle lanes, universal accessibility and low-emission vehicle technology (hybrid).





# Selected Flagship and innovative Projects

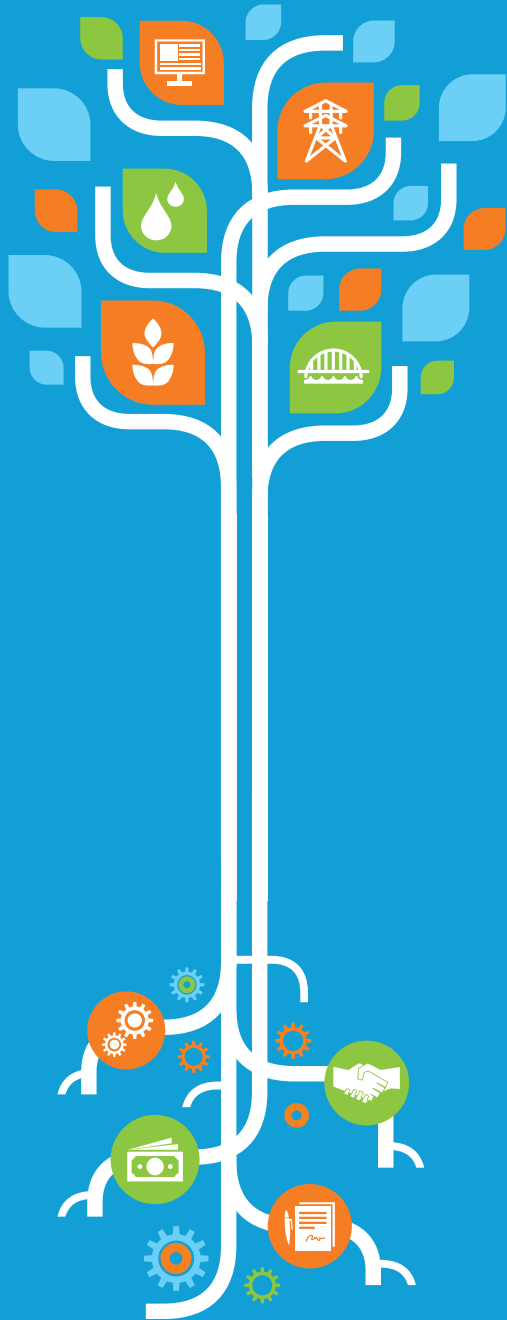
## **IND: Delhi–Meerut Regional Rapid Transit System Investment Project**

Approved in 2020, project cost \$3,950 million, completion in 2027

The investment project will finance prioritized rail corridors of the planned regional rapid transit (RRTS) network in India's National Capital Region (NCR).

The 82-km corridor is expected to reduce journey times from 3-4 hours to about 1 hour.





# THANK YOU!

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