

South Asia Transport: March 2021

Gerald Ollivier
Lead Transport Specialist

Content

- **Strategic Areas of Focus for the World Bank in Transport**
- **Country Overview**
- **Snapshot of Transport Portfolio**
- **Projects in Focus**





**STRATEGIC AREAS OF
FOCUS FOR THE
WORLD BANK IN
TRANSPORT**



Climate

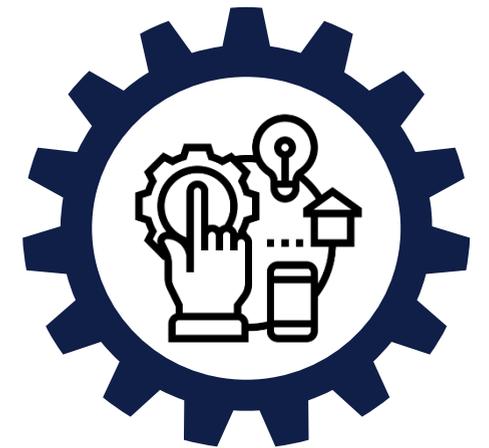
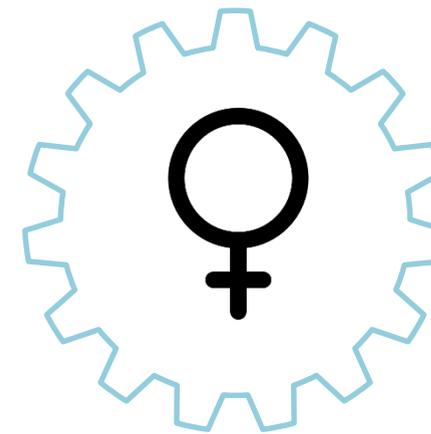
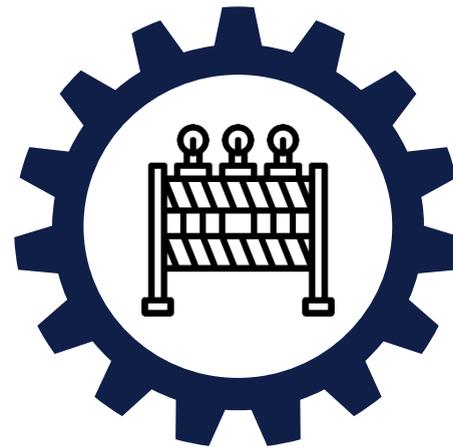
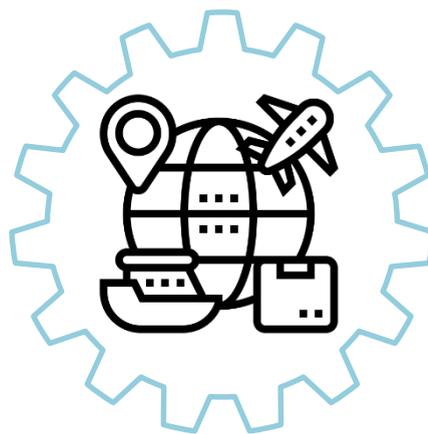
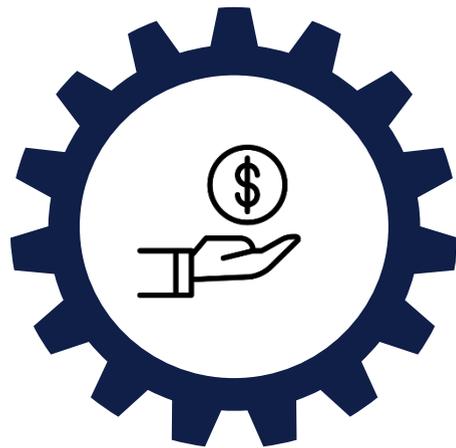
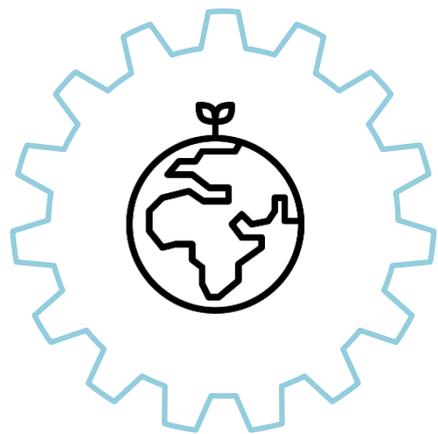
E-mobility, urban mobility, inland waterways, rail and resilience

From infrastructure to services

From roads to economic corridors, logistics policy and intermodal transportation

Gender

Women in the labor force, gender-informed transport planning, safety



Private capital mobilization

Concessions, PPP, access to markets

Road Safety

Regional Integration



Road Safety

With just 10 percent of the world's vehicles, South Asia accounts for over 25 percent of the world's crash fatalities.



1 litre of fuel can move

24 tonnes
by ROAD



85 tonnes
by RAIL



105 tonnes
on WATER



Climate Change and Resilience

Total Climate Co-Benefits Over Total IDA/IBRD Commitment

National Waterway-1 (CANW1)	99.73%
Kandy Multimodal Transport Terminal Development Project	98.80%
Karachi Mobility Project	97.65%
Madhya Pradesh Rural Connectivity project	89.30%
Assam Inland Water Transport Project	80.38%



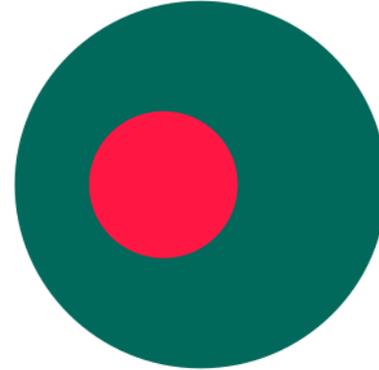
COUNTRY OVERVIEW

Afghanistan



- The WBG has provided a total of over **US\$5.1 billion** for development and emergency reconstruction projects, and eight budget support operations.
- Urban Development projects are:
 - (i) **The Kabul Municipal Development Program** increases access to basic urban services in certain residential areas of Kabul City.
 - (ii) **The Kabul Urban Transport Efficiency Improvement Project** aims to improve road conditions and traffic flow on select corridors of Kabul city.

Bangladesh



- IDA has committed more than **\$30 billion** in grants, interest-free and concessional financing credits.
- The WB technical and financial assistance focuses on accelerating growth by **improving transport connectivity**.
- IDA have funded rural road improvement projects, has improved around **820 km of Upazila and Union roads, maintained almost 4,500 km rural roads** in 26 districts, and dredged of 46 km of rural waterways.
- Additional financing will promote road safety.

Bhutan



- The WBG support CPS FY2015-2019 focuses on (i) **improving fiscal and spending efficiency**, (ii) **increasing private-sector growth and competitiveness**, and (iii) **supporting green development**.
- Under IDA17 (FY2015-17), Bhutan had a total allocation of \$56 million in IDA financing. Under IDA18 (FY2018-20), Bhutan is eligible to receive approximately \$106 million in IDA financing with more favorable terms.

Maldives



- Maldives has a portfolio of eight International Development Agency (IDA) supported projects with a **total net commitment of \$120.6 million**.
- The WBG CPF has three major focus areas: (i) Promoting economic opportunities for Maldivians; (ii) Building resilience to climate change, natural hazards, and other exogenous shocks; and (iii) Strengthening fiscal sustainability.

India



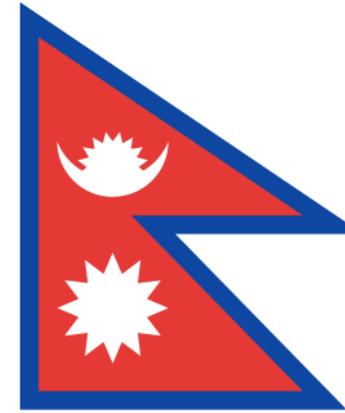
- As of 2019, the WB lending portfolio consists of 105 operations with \$27.1 billion in commitments.
- **Transport and ICT (15 projects totaling \$6.7 billion** in commitments) is the largest portfolio.
- India has been the largest and fast-growing country in **IFC's** investment portfolio for several years.
- The WB supports the transformation of India by developing an **integrated transport system** that meets **sustainably the rapidly growing accessibility and mobility needs** of its population and enterprises.

Sri Lanka



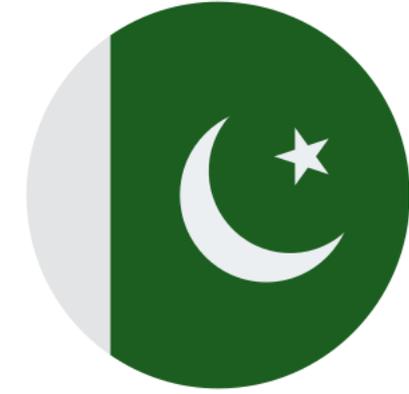
- As of September 2020, the WBG's portfolio comprised of 19 IDA and IBRD projects, with a **total net commitment of \$2.36 billion**. Some **66 percent** of these commitments were for **sustainable development and infrastructure** (urban, climate resilience, agriculture, environment, transport and water).
- **40% Reduction in transportation costs on roads** supported by the Road Sector Assistance Project.

Nepal

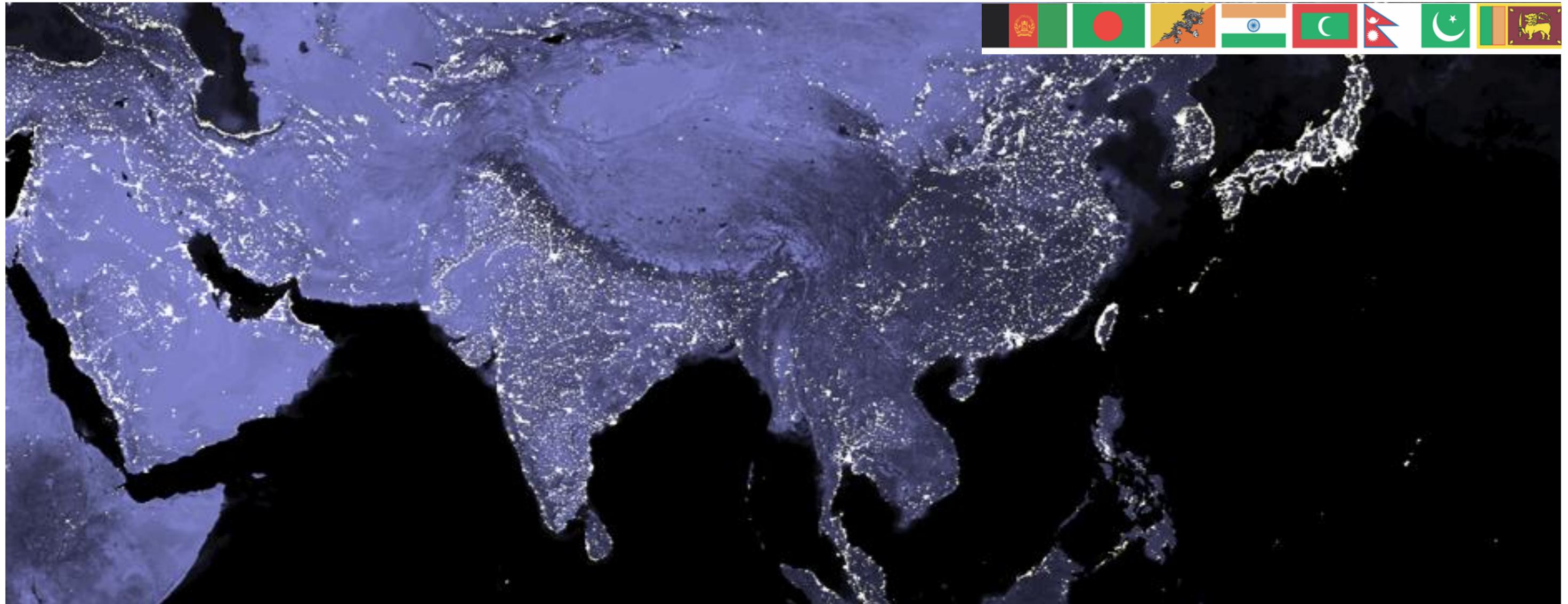


- During the IDA17 period, the WB committed \$1.2 billion. During IDA18 period (FY2018-2020), Nepal may access approximately \$1.3 billion in IDA financing.
- In the early 1970s, Nepal's road network spanned 2,700 kilometers. Today it stretches **over 80,000 kilometers**.

Pakistan



- The WBG has a portfolio of \$11.42 billion in Pakistan (\$7.5bn IDA, \$3.6bn IBRD, \$235mn in Trust funds).
- Improvements in **port operations** and **border post management** are equally important.
- The WBG maintained engagement in the transport sector through contributions to construction activities, support to logistics and trade facilitation.

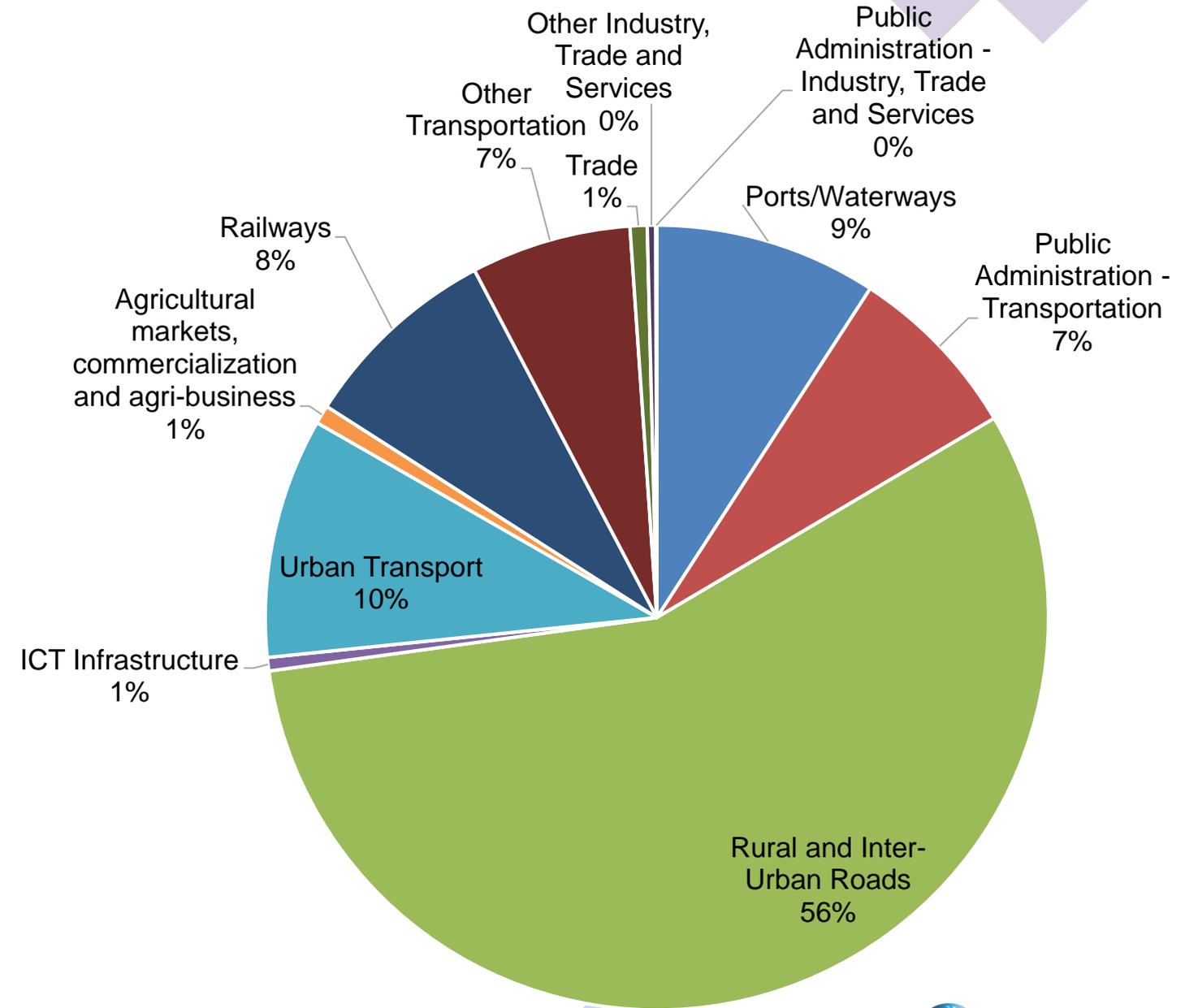
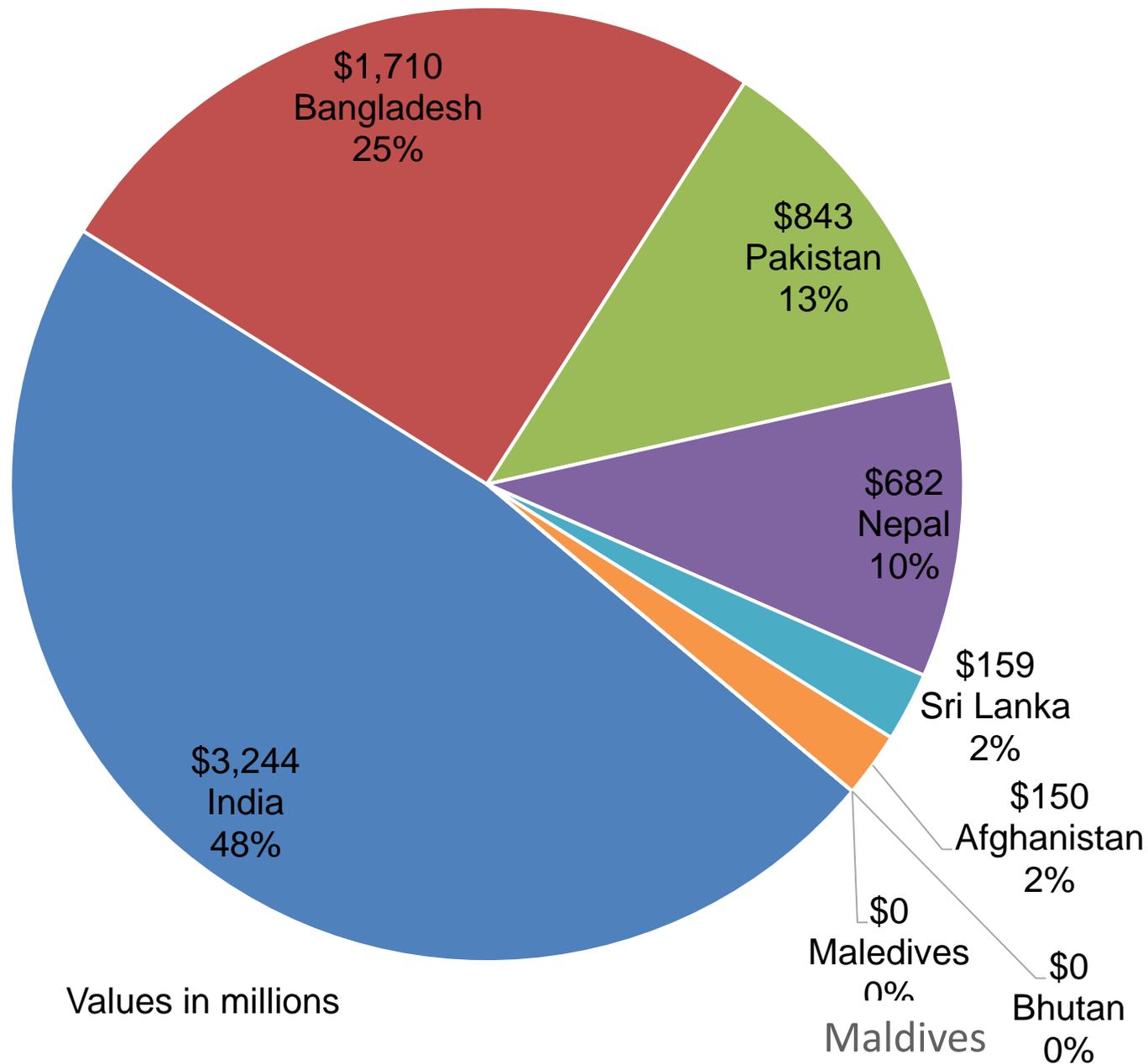


SOUTH ASIA TRANSPORT PORTFOLIO SNAPSHOT

Total SAR Transport Active Investment Projects: US\$6.788B

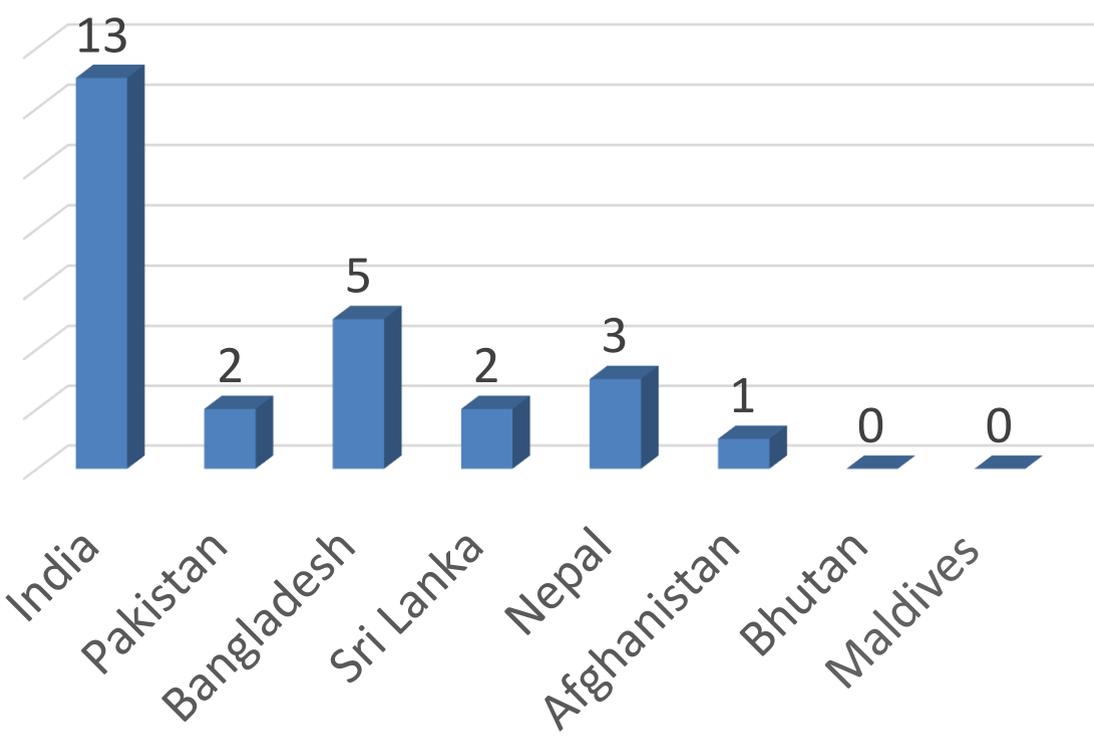
Budget per Country

Budget per Sub-Sector



Projects by Sub-Sector

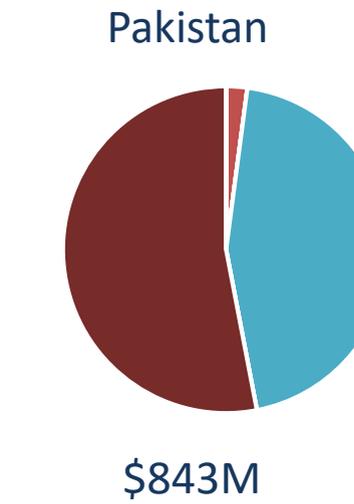
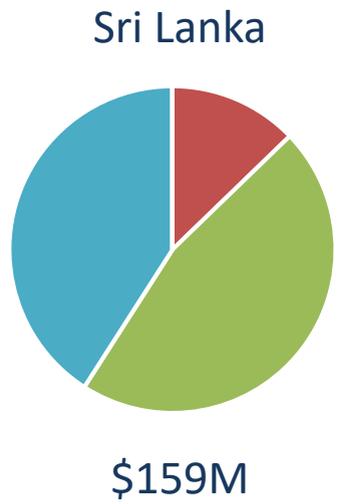
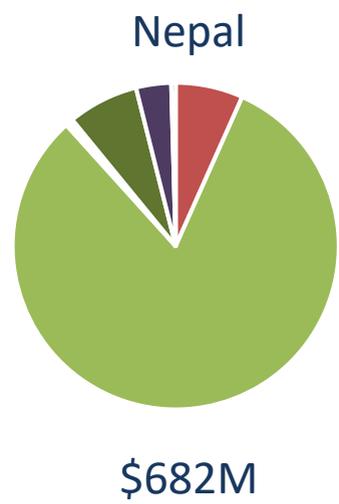
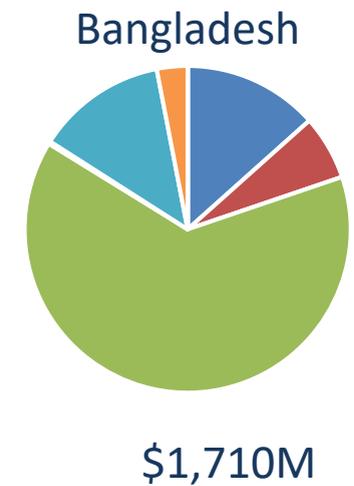
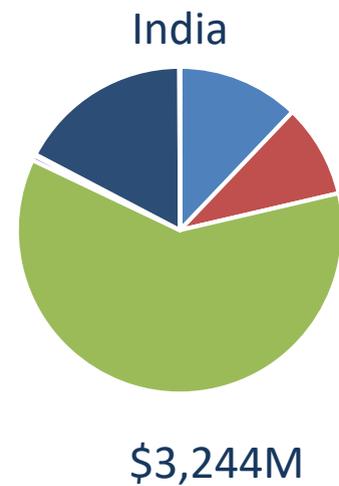
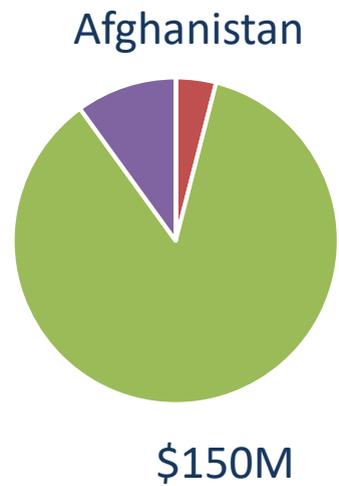
Number of Projects per Country



26 On-going Projects in SAR

- Ports/Waterways
- Public Administration - Transportation
- Rural and Inter-Urban Roads
- ICT Infrastructure
- Urban Transport

- Agricultural markets, commercialization and agri-business
- Railways
- Other Transportation
- Trade
- Other Industry, Trade and Services





SELECTED PROJECTS



India: Meghalaya Integrated Transport Project

PDO: To improve transport connectivity and efficiency in project districts and to modernize transport sector management in Meghalaya.



Effective Delivery and Maintenance of Transport Infrastructure:

- Improvement, rehabilitation, and heavy periodical maintenance of about **300 km of SH, MDRs and urban roads**
- Pilots on **last mile connectivity, innovative bridges, ropeways and spot improvement** – urban mobility using walkways, flyovers and helipad terminal
- Pilots on **innovative maintenance contracts**



Hilly roads in Meghalaya



Project Management and Implementation (IPF - PBC 50%)



Response to COVID-19 – economic recovery:

- Increased **employment opportunities** to local population
- Improved **transport connectivity** for local population
- Improved **performance of construction industry**
- **Emergency response component**



Asset Management, Institutional Effectiveness & Transport Services:

- **Asset Management**
- **Investment Effectiveness** - network development plans, climate-resilient & green growth strategy, Institutional Effectiveness – strengthening of institutions, human resource professional development strategy, transport sector Vision 2030
- **Transport Services** – Urban mobility, transport services and road safety management

Financing: US\$ 150 million (2021-2026)

Total Project Cost: US\$ 112 million

Total Government Contribution: US\$ 30 million

India: Himachal Pradesh State Roads Transformation Project

PDO: To enhance the efficiency of the transportation and road safety institutions and improve selected roads in Himachal Pradesh.



Building HP's Transport Institutions and Resilience:

- Reorganizing and operationalizing Himachal Pradesh Road and Infrastructure Development Corporation (HPRIDC)
- Commercializing the **direct labor operations** and promoting Output and **performance-based maintenance contracting** (OPBMC)
- Establishing HP **Motor Vehicle Administration** (HPMVA) and strengthening **Department of Transport** (DOT)
- Developing **logistics system and strategy** for horticultural and overall economic growth
- **Mainstreaming resilience** in Himalayan mountain roads and protecting the natural and social environment



Enhancing Road Safety:

- Promoting “**the Safe System**”
- Promoting “**The Safe Corridor initiative**”- Pilot Corridor



Hilly roads in Himachal Pradesh



Improving Select Roads stimulating Himachal Pradesh's horticultural and overall economic growth:

- Upgrading **34 km** of Baddi Sai Ramshahar road
- Upgrading **13.5 km** Dadhol Ladrour road
- Upgrading **2.7 km** part of the Mandi Rewalsar Kalkhar road and Raghunathpura-Mandi-Harpura-Bharari

Financing: US\$ 82 million (2020-2026)

Total Project Cost: US\$ 112 million

Total Government Contribution: US\$ 30 million

Bangladesh: WeCARE MPA - An integrated corridor development approach

PDO: To **provide efficient, safe, and resilient connectivity** along a Section of a regional **transport corridor** in western Bangladesh and **reduce post-harvest losses** in the hinterland of the Section.



Corridor Development: Upgrade 260km of national highway from two-lane single carriageway to four-lane climate-resilient four lane dual carriage way - with separate service lanes to improve road safety. OFC to be deployed along corridor



Economic Infrastructure enhancement: Upgrade markets, logistics infrastructure and services along Program corridor



COVID-19 Relief and Recovery: Foster employment opportunities for vulnerable local populations; emergency response plan for road agency; business continuity support



Corridor Feeder Road Improvement: Upgrade 600km of secondary and tertiary roads connecting to the corridor and serving markets in project Program districts

Financing: US\$ 1,400 million (2020-2030)

Phase 1: US\$ 500 million (FY20)

Phase 2: US\$ 240 million (FY22)

Phase 3: US\$ 500 million (FY24)

Phase 4: US\$ 160 million (FY25)

Pakistan: Karachi Mobility Project

PDO: To improve mobility, accessibility and safety along selected corridors in Karachi.



Over 15 million people



5,000 aging fleet
VS. 15,000 required, 267 routes



Avg 100 fatalities/year along
the corridor



Fragmented institutional setup
for transport



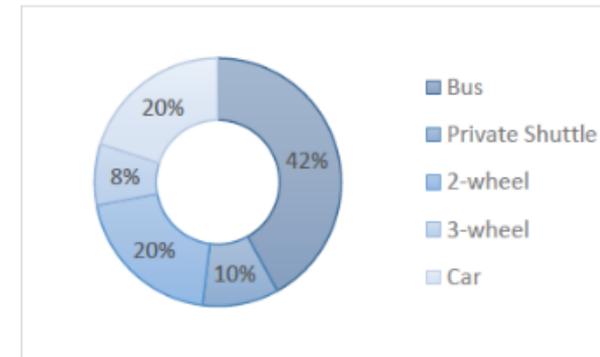
Component I: Urban Road Infrastructure (façade to façade)



Component II: Development & Operationalization of a BRT System (median of the corridor)



Component III: Capacity Building & Technical Assistance



Transport in Karachi

Financing: US\$ 382 million (2019-2025)

Total Project Cost: US\$ 438 million

Total Government Contribution: US\$ 18.5 million

Total Non-World Bank Group Financing: US\$ 37.5 million

The Project Target



PMT under SMTA



IBRD US\$ 382 million



21 km long
(Yellow Corridor)



50% reduction in
fatalities



30,000 tons/year
reduced



60 min commute
by walking and
PT system



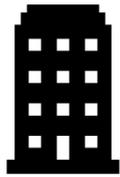
300,000 pass./day
by 2023



32.9
million VKT
reduced

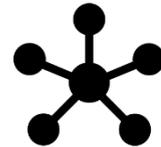
Nepal: Strategic Road Connectivity and Trade Improvement Program (SRCTIP)

PDO: To improve the **efficiency** and **safety** of select transport infrastructure, improve the **efficiency of cross-border trade**, and strengthen **capacity** for Strategic Road Network management in Nepal.



Component I: Trade Facilitation

- Augmentation of infrastructure/facilities at select cross-border points
- Sanitary and Phyto-Sanitary Management
- Knowledge support and capacity building



Component II: Regional Connectivity Enhancement

- Nagdhunga-Naubise-Mugling (**95 km**) – 2-laning with paved shoulders
- Kamala-Dhalkebar-Pathlaiya (**130 km**) – upgrading from 2- to 4-lane
- Safe Corridor Demonstration Program (SCDP) – **covering 250 km**



Component III: Institutional Strengthening

- Support to **National Road Safety Council (NRSC)**
- Capacity enhancement to **Department of Roads (DoR)**
- Periodic Maintenance Program – **3,400 lane-km of Core Road Network**

COVID-19: Contribution to Recovery and Resilience



- **NNM road and periodic maintenance works generating employment and demand for local materials and services; and**
- **Better screening of goods and people at border facilities and developing procedures and training for special working arrangements.**

Other Salient Features

| Safety | Climate resilience | Road asset management |
| Gender equality & Social inclusion | Citizen engagement |
| New Contracting Approach |
| Complementing Initiatives of Other Partners, ADB, JICA |

Financing: US\$ 450 million (2020-2027)

Total Project Cost: US\$ 801.5 million

Total Government Contribution: US\$ 351.5 million

Pakistan: Khyber Pass Economic Corridor Project

PDO: To expand economic activity between Pakistan and Afghanistan by improving regional connectivity and promoting private sector development along the Khyber Pass corridor.

Component I: Expressway Development



- PTEX will **reduce transit time and costs** for regional and international trade transiting the Khyber Pass and will extend the Karachi – Lahore – Islamabad – Peshawar Trans-Pakistan Expressway System and form an integral part of the planned Peshawar – Kabul – Dushanbe Motorway.
- The design will be subject to **road safety audits** to identify opportunities for improving road safety.



A file photo taken in March 2017 shows trucks carrying goods from Pakistan to Afghanistan through the Torkham crossing. [Adeel Saeed]



Component II: Development of the Khyber Pass Economic Corridor

- **Technical assistance:** (i) a Spatial Master Plan for Western Greater Peshawar (SMPWGP); (ii) feasibility studies and engineering designs; (iii) document, preserve, and promote the cultural heritage of the Khyber Pass; and (iv) impact evaluation
- **Infrastructure investments and institutional improvements** to promote the integration of local producers into global value chains



Component III: Project Management

- Including incremental operating costs and the competitive hiring of a firm/individual consultants for support in project implementation.

Financing: US\$ 460.6 million (2018-2023)

Total Project Cost: US\$ 482.75 million

Total Government Contribution: US\$ 22.15 million

Thank you



WorldBankSouthAsia



WorldBankSasia



worldbank.org/sar

<https://www.worldbank.org/en/projects-operations/products-and-services/procurement-projects-programs>

<https://devbusiness.un.org/>