

The views expressed in this presentation are the views of the author/s and do not necessarily reflect the views or policies of the Asian Development Bank, or its Board of Governors, or the governments they represent. ADB does not guarantee the accuracy of the data included in this presentation and accepts no responsibility for any consequence of their use. The countries listed in this presentation do not imply any view on ADB's part as to sovereignty or independent status or necessarily conform to ADB's terminology.

SECTOR BREAKOUT: TRANSPORT



Risk	Project	Particulars	Mitigation Plan
Technical Risk	Davao Public Transport Modernization Program (PHL)	Civil Works: Cost Overrun and Time Extension	Increase the density of geotech & increase the contingency funds
	North-South Commuter Railway (PHL)		More robust feasibility study
Institutional Risk	Davao Public Transport Modernization Program (PHL)	System Manager: O&M not operated efficiently	ADB Hired a consultant including the capacity building of personnel
	Padma Bridge Construction Project (BGD)	Change in PIU Personnel (project-based personnel)	<ul style="list-style-type: none"> The appointment of the Project Director was extended in contractual basis to continue the project Capacity building of permanent personnel

“Best Practices are best when they are shared”



- Unified Project Management Unit; Experts to lead the projects (permanent champions)
- Continuous Stakeholder Consultation and engagement (From conception to operations)



- Robust Feasibility Study
- Strategic Transport Master Plan
- Substantial land acquisition prior to project implementation

