



BUSINESS  
OPPORTUNITIES  
FAIR



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# 9<sup>th</sup> ADB Business Opportunities Fair

## Southeast Asia Transport

### Jeffrey Miller

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# Southeast Asia Region



# Indicative Lending Pipeline, 2018-2020

Project	Country	Type	ADB Amount (US\$ M)	Contact
<b>2018</b>				
Rural Roads Improvement Project III	Cambodia	Project	60	T. Fukuyama
GMS Highway Modernization Project	Myanmar	Project	275	A. Veron-Okamoto
Rural Roads and Accessibility Project	Myanmar	Project	50	A. Veron-Okamoto
Davao Public Transport Modernization Project	Philippines	Project	300	S. Kimura
Metro Manila Transport Project. Phase 1	Philippines	MFF	100	S. Kimura
Bangkok Urban Transport Development – South Purple Line	Thailand	Project	240	K. H. Leung
GMS Corridor Connectivity Enhancement	Viet Nam	Project	200	V. Lisack
Ho Chi Minh Metro Line 2 (Additional Financing)	Viet Nam	Project	500	D. Mizusawa
<b>2019</b>				
Railway Modernization Project	Myanmar	Project	60	T. Fukayama
Yangon Urban Transport Project	Myanmar	Project	60	TBD
Malolos-Clark Railway Project	Philippines	MFF	200	T. Fukayama
Airports Improvement	Thailand	Project	250	TBD
Bangkok Urban Transport Development—West Orange Line	Thailand	Project	500	TBD
Central Region Connectivity Enhancement	Viet Nam	Project	110	E. Oyunchimeg
HCMC Traffic Control Center	Viet Nam	Project	125	D. Mizusawa
<b>2020</b>				
Integrated Road Network Improvement	Cambodia	MFF	240	E. Oyunchimeg
GMS EWEC Highway Development Project	Myanmar	Project	150	S. Date
Rural Roads and Accessibility Project (Additional Financing)	Myanmar	Project	100	A. Veron-Okamoto
Central Spine Connectivity Project. Phase 1	Philippines	MFF	100	S. Kimura
Improving Growth Corridors in Mindanao Road Sector Project, Phase 2	Philippines	Sector Loan	300	J. Miller
North-South Commuter Rail - South Line, Tutuban to Los Baños	Philippines	MFF	200	T. Fukuyama
National Railway Improvement	Thailand	Project	300	TBD
Ho Chi Minh Metro Line 2 (Additional Financing)	Viet Nam	Project	500	D. Mizusawa
Ho Chi Minh Metro Line 5	Viet Nam	Project	TBD	D. Mizusawa

Note: Projects are indicative, and are subject to change.



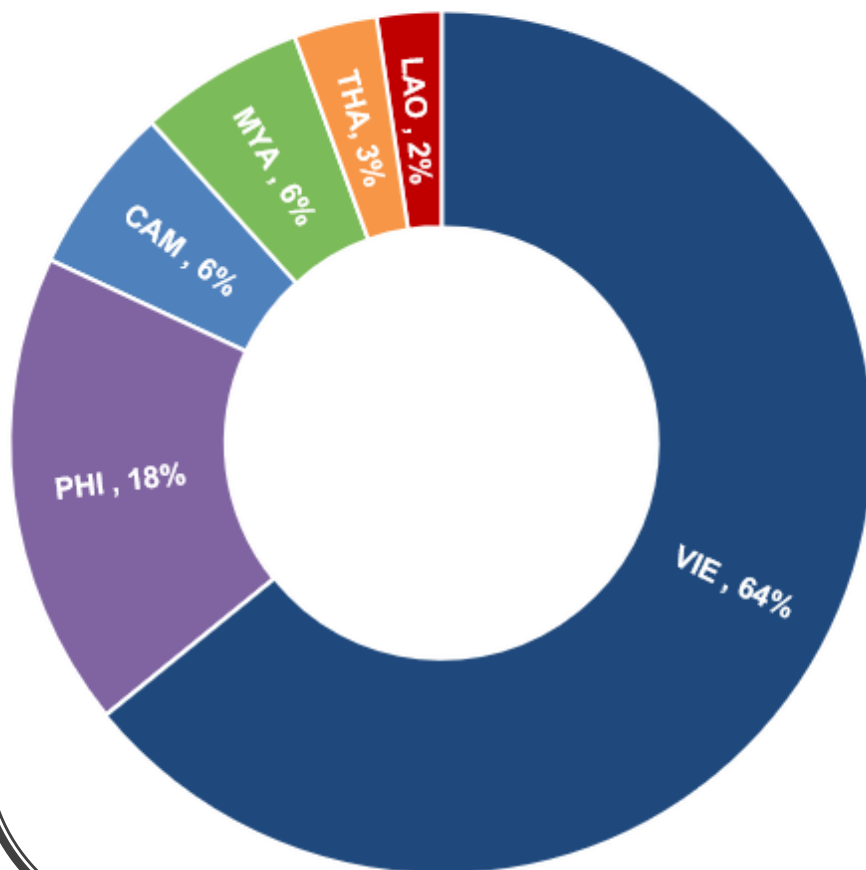
# Indicative Nonlending Pipeline, 2018

Technical Assistance	Country	Type	Amount	Contact
			(US\$ M)	
<b>2018</b>				
Supporting Sustainable Integrated Urban Public Transport Development	CAM	KSTA	1.5	D. Mizusawa
Preparing Transport Sector Projects (Facility)	CAM, LAO , VIE, PHI	TRTA	3.5	TBD
Capacity Building for Vientiane Sustainable Urban Transport	LAO	KSTA	1.0	S. Kimura
Road Safety for Highway Development in GMS East-West Economic Corridor	MYA	KSTA	1.0	S. Date
Improving Road Safety For Sustainable Development in ASEAN	REG	KSTA	2.0	J. Miller
Airports Improvement	THA	TRTA	1.5	KH Leung
Mass Rapid Transit Integration	THA	TRTA	1.5	K. H. Leung
GMS Corridor Connectivity Enhancement Project (Supplementary)	VIE	TRTA	0.3	V. Lisack

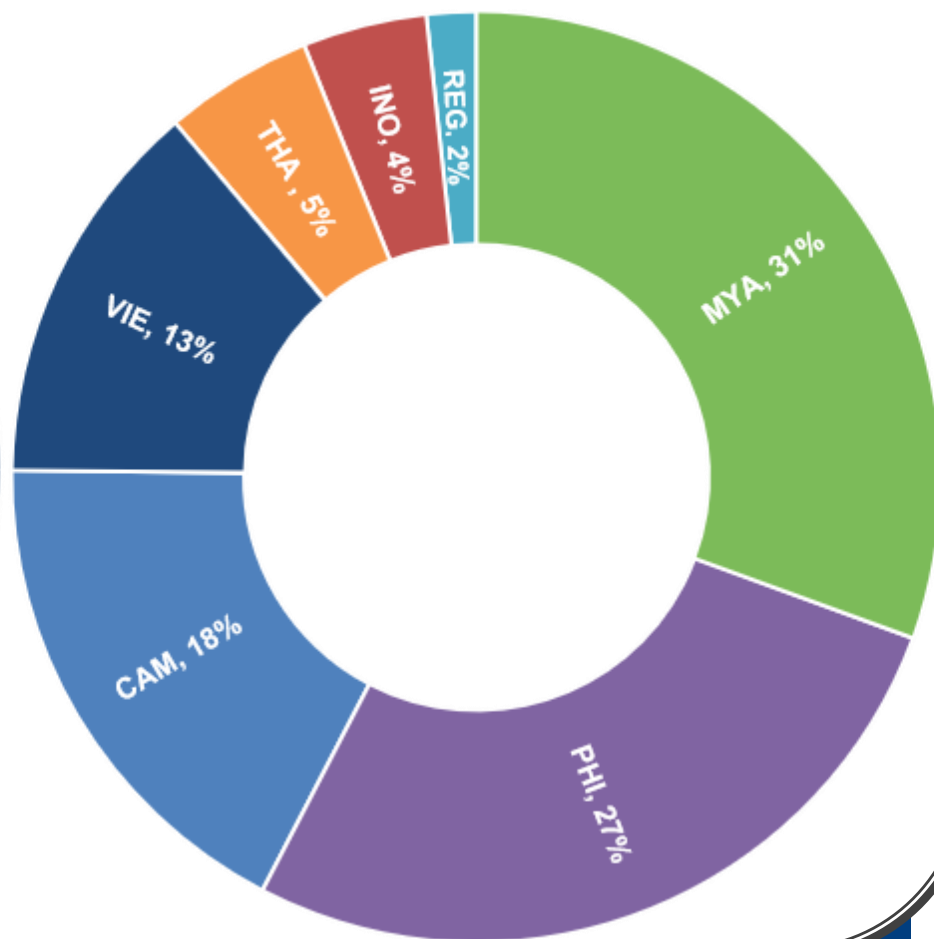
Note: Projects are indicative, and are subject to change. Starting in 2018, SERD is introducing a TA facility to facilitate sharing regional knowledge among different countries through consultants, better quality outputs to clients, faster mobilization of consultants, and better access to latest technologies and innovations.

# Ongoing Portfolio

Ongoing ADB Loans and Grants by Country  
As of 9 Feb 2018



Ongoing Technical Assistance by Country  
As of 9 Feb 2018



# Opportunities

- Civil works
  - transport infrastructure development and improvement/maintenance of assets
- Goods:
  - buses, trains, traffic management systems, axle load control systems, road condition survey equipment
- Consulting services:
  - regional, national, urban, strategy, policy, and issues-oriented sector studies; climate resilient infrastructure design tools and technology; institutional and organizational capacity development; project preparation and implementation support; financial and technical audits in specialized areas (road safety and performance-based maintenance contracts); and procurement support

# Issues for consideration

- Inefficient institutional structure and ineffective devolution of powers
- Inefficient coordination between agencies
- Weak implementing capacity
- Inadequate national transport planning and coordination
- Poor traffic safety conditions and insufficient environmental/social safeguard implementation
- Insufficient maintenance of transport network systems
- Experts with experience in Southeast Asia region
- Understanding of how multilateral development banks work and their regulations
- Importance of innovation (climate resilient infrastructure, axle load control, cross-border transport facilitation)

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