



# South Asia Transport: March 2021

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- **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

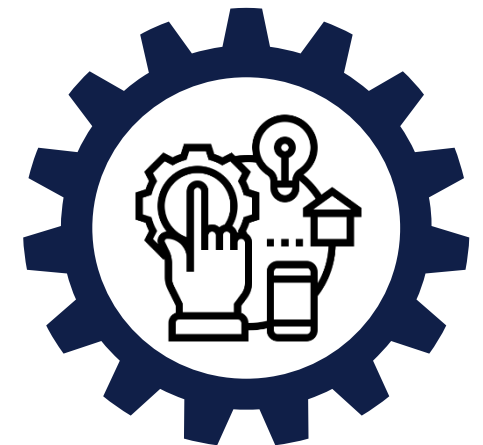
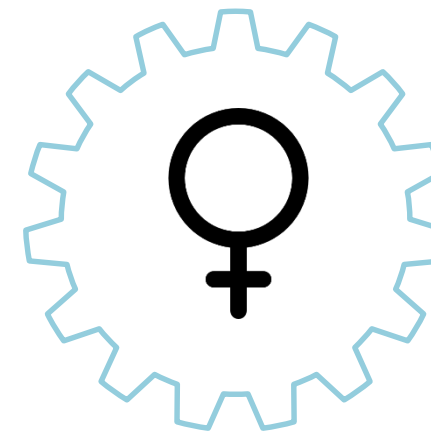
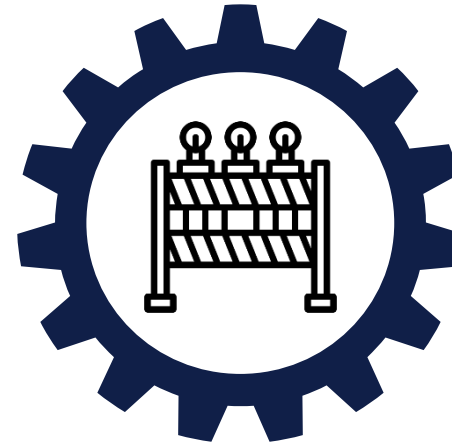
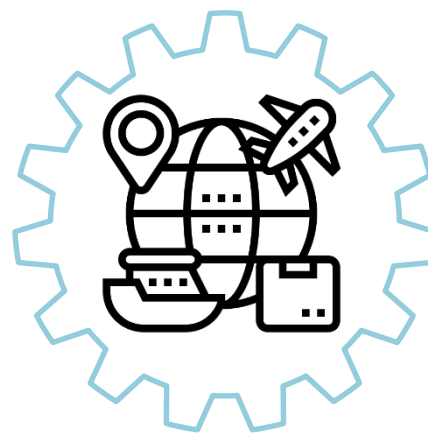
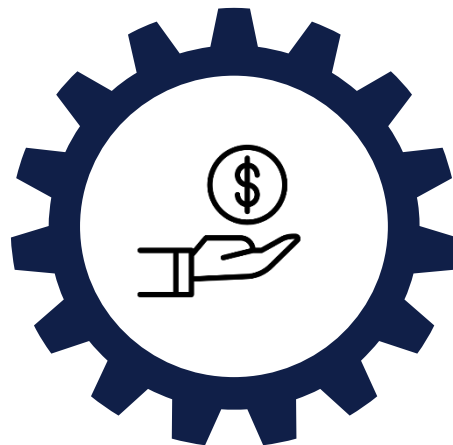
E-mobility, urban mobility,  
inland waterways, rail and  
resilience

## 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

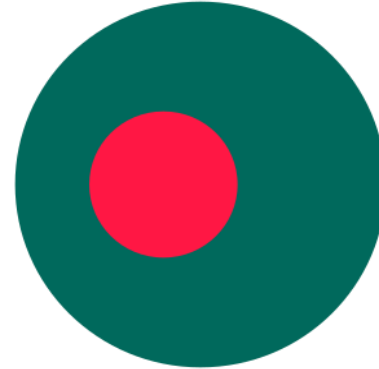


## Afghanistan



- 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

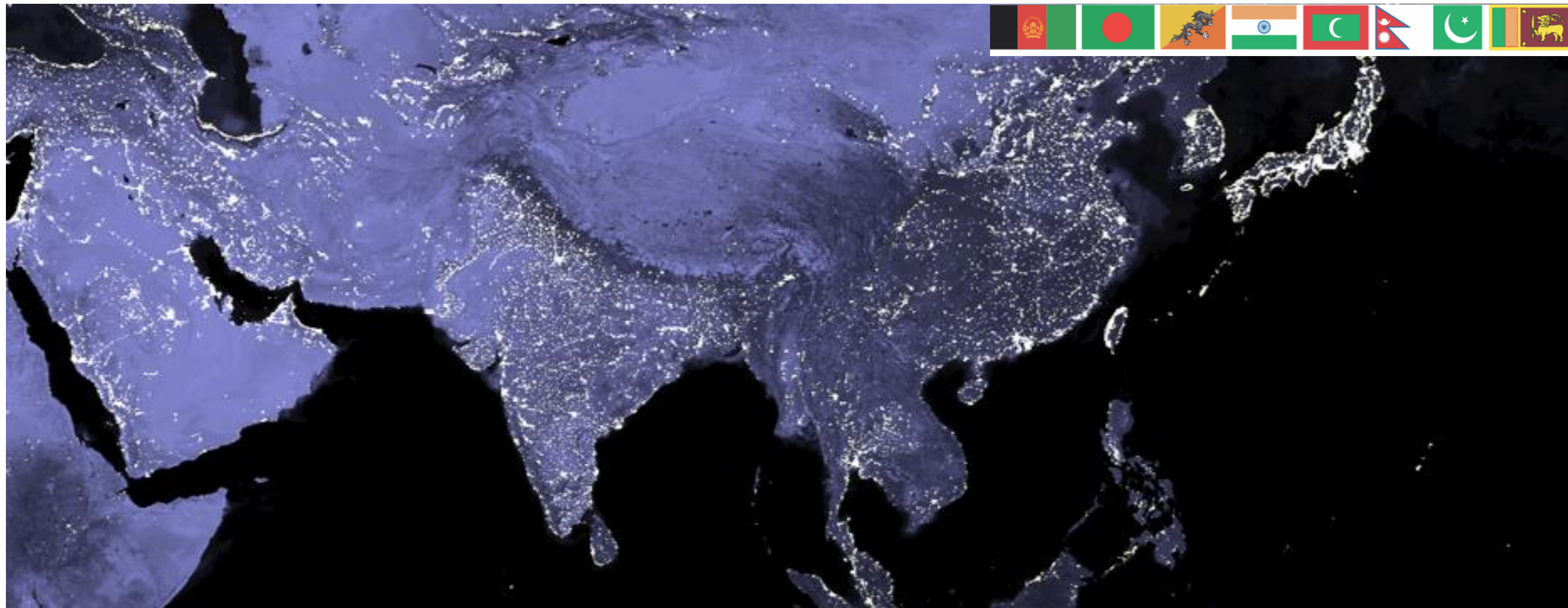


- During the IDA17 period, the WB committed \$1.2 billion. During IDA18 period (FY2018-2020), Nepal may access approximately \$1.3 billion in IDA financing.
- In the early 1970s, Nepal's road network spanned 2,700 kilometers. Today it stretches **over 80,000 kilometers**.

## 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.

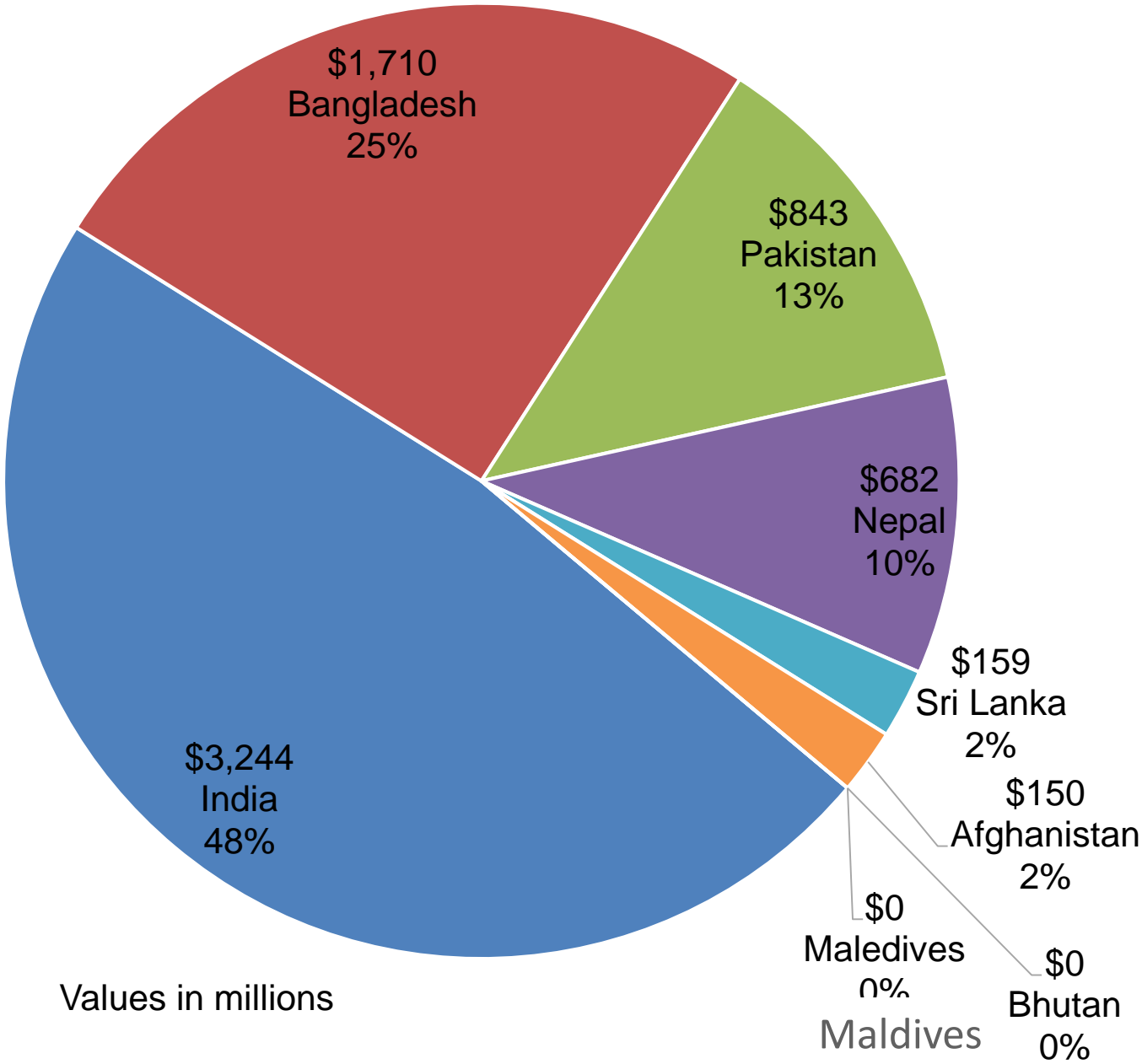


# SOUTH ASIA TRANSPORT PORTFOLIO SNAPSHOT

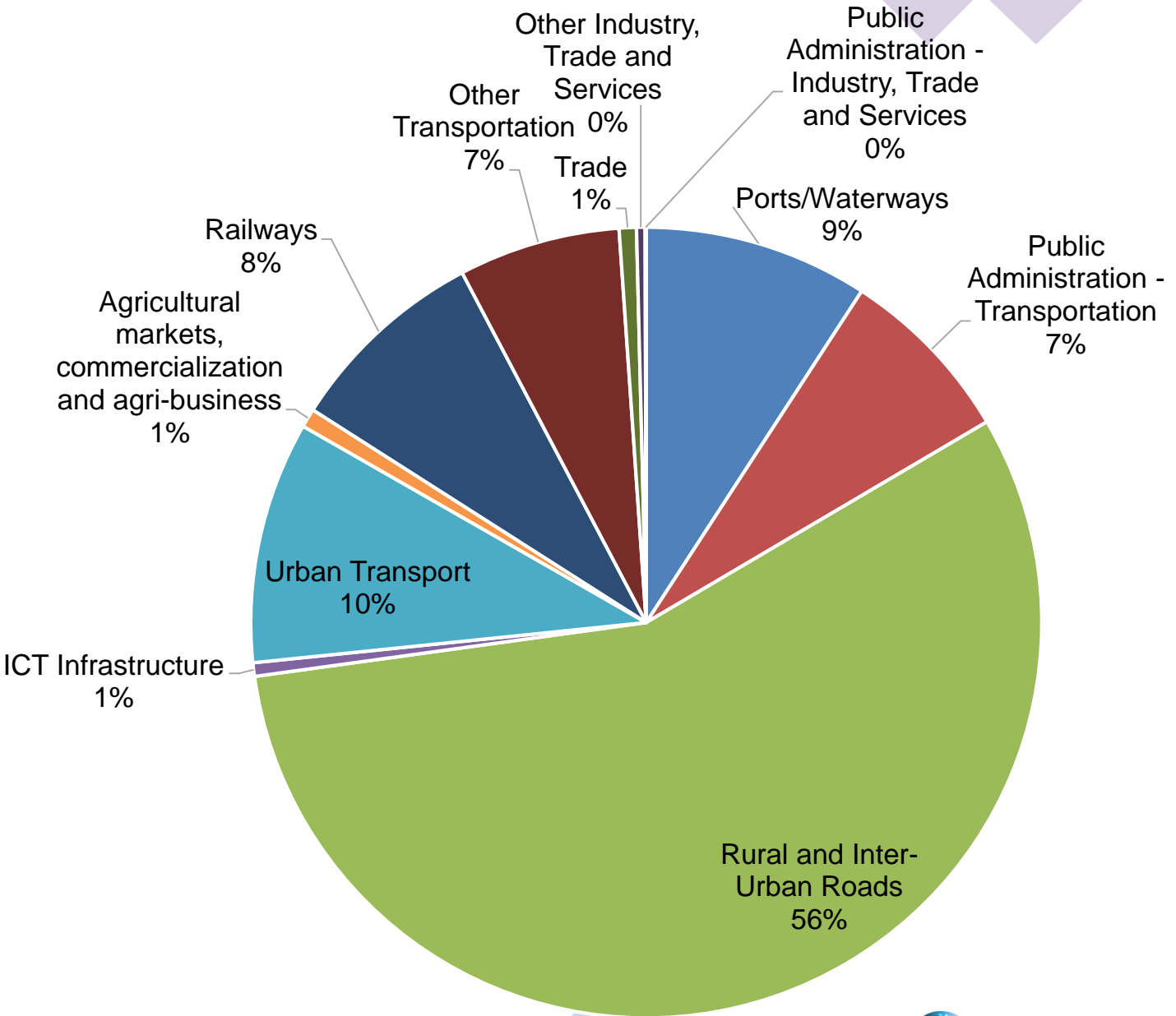


# Total SAR Transport Active Investment Projects: US\$6.788B

Budget per Country

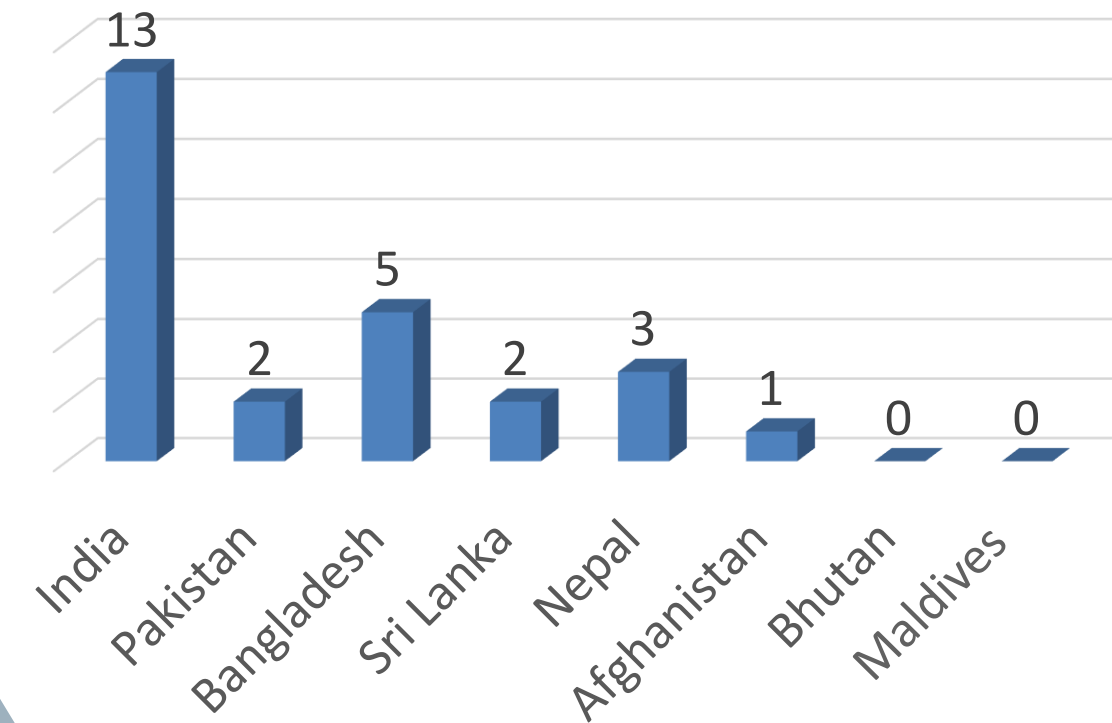


Budget per Sub-Sector



# Projects by Sub-Sector

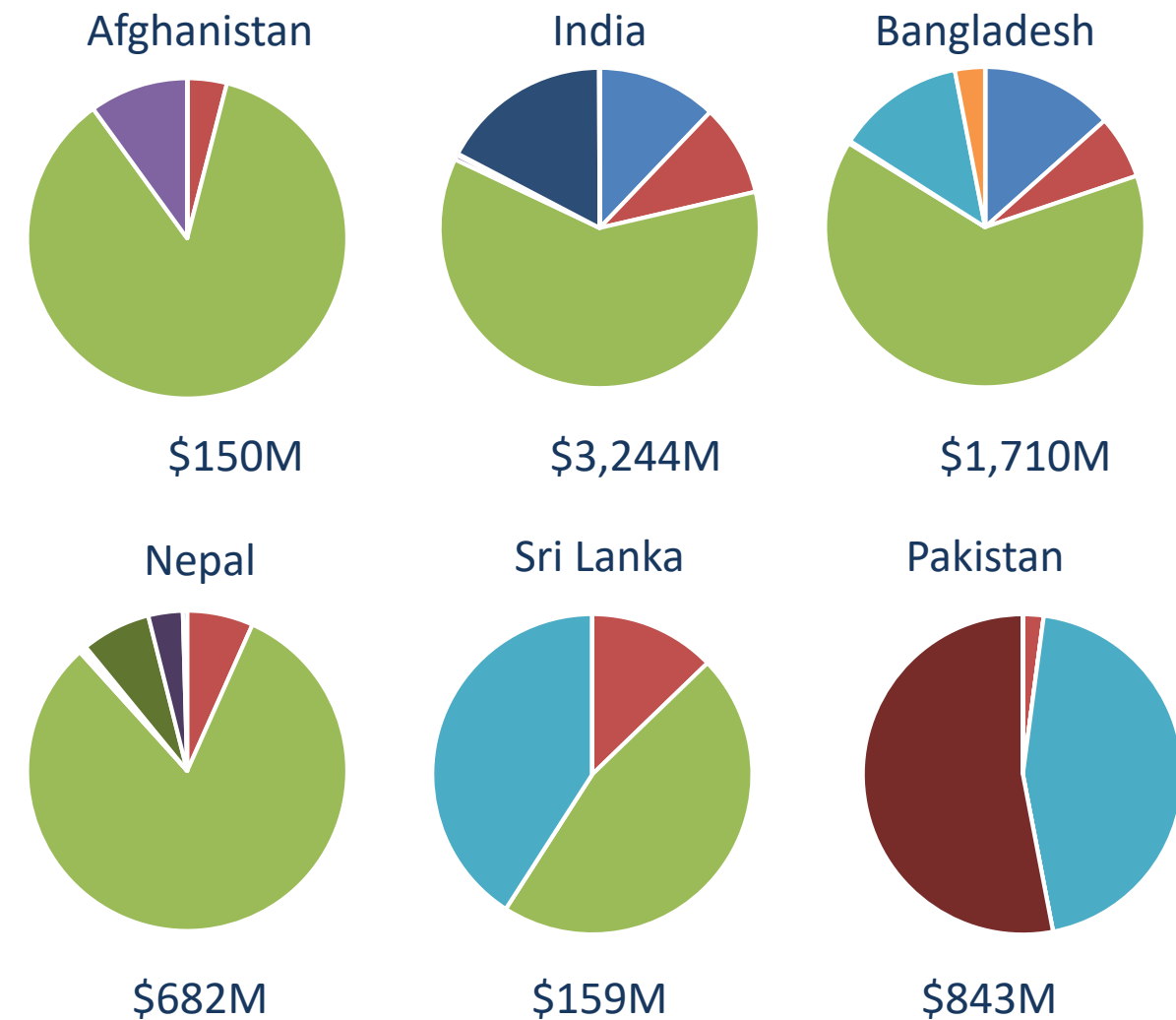
## Number of Projects per Country



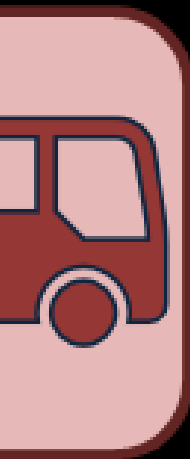
**26 On-going Projects  
in SAR**

- 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**



## Project Management and Implementation (IPF - PBC 50%)

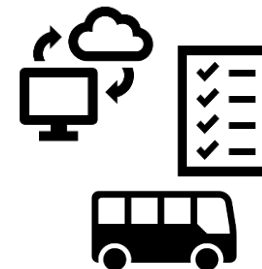


## Response to COVID-19 – economic recovery:

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



*Hilly roads in Meghalaya*



## 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



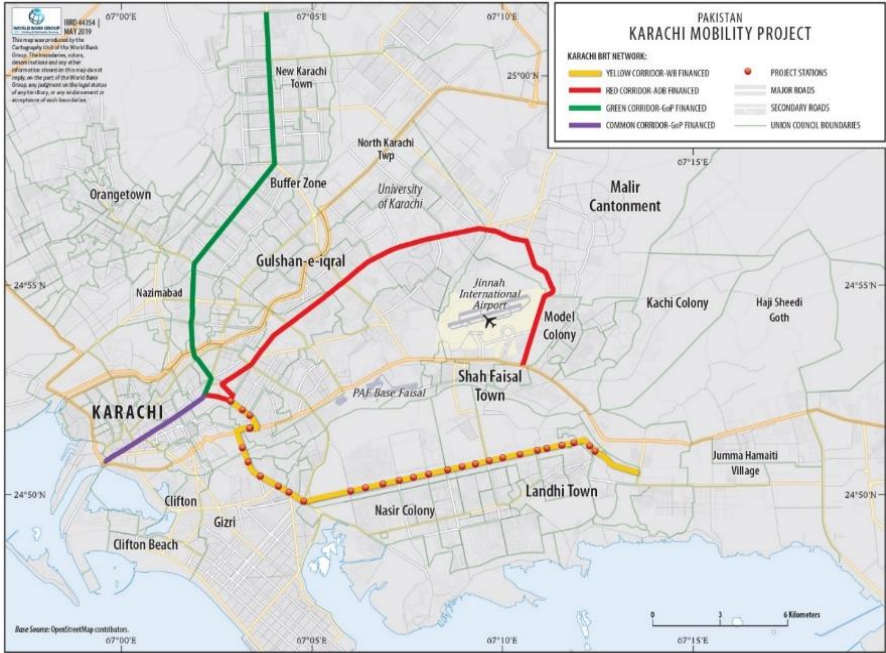
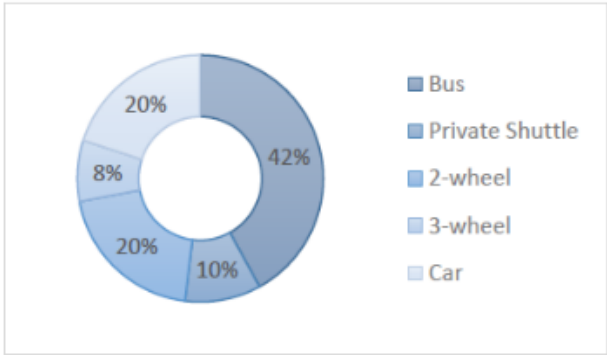
Component II: **Development  
& Operationalization of a BRT  
System** (median of the corridor)



Component I: **Urban Road  
Infrastructure** (façade to façade)



Component III: **Capacity Building  
& Technical Assistance**



Transport in Karachi

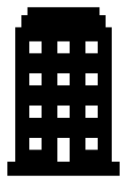
**Financing: US\$ 382 million (2019-2025)**  
Total Project Cost: US\$ 438 million  
Total Government Contribution: US\$ 18.5 million  
Total Non-World Bank Group Financing: US\$ 37.5 million

## 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

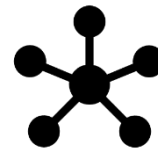
# Nepal: Strategic Road Connectivity and Trade Improvement Program (SRCTIP)

**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



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worldbank.org/sar

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

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