



# **Annex to the Regional Investment Framework Implementation Plan: Second Progress Report**

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As of 31 December 2015





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**Transport**

# Cambodia

Investment (as of 31 December 2015)

**Table 1: Project Description—Investment**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
CAM-TRA-01	Sihanoukville Port Access Road Improvements	The project will improve the final 9.5 km of NR4 leading to Sihanoukville Port. It may be included in the Sihanoukville Port Special Economic Zone Project, to be financed by Japan.	Road	40.0	<b>DELETED.</b>
CAM-TRA-02	GMS: Deepening Connectivity of Southern Economic Corridor Project (Redefined by Government as Second Provincial Road Improvement Project II)	The redefined project, SPRIP II will be the rehabilitation of approximately 590 km of roads which are mostly of multimodal transport character and regional integration connecting Cambodia with Viet Nam and Cambodia with Thailand. This will achieve the intended deepening of connectivity by providing hinterland linkages within the GMS Southern Economic Corridor and will also provide multi-modal connectivity with the existing railway.	Road	200.00	The Government redefined the scope of the project to a Second Provincial Road Improvement Project. Feasibility Study is to be completed by November 2015, for planned project approval in 2016.
CAM-TRA-03	Phnom Penh–Sihanoukville Highway Corridor Improvements	The proposed 209 km expressway project is being considered for a build-operate-transfer (BOT) model with a 50-year concession period. The expressway will provide a high-capacity road link between Phnom Penh and the port city of Sihanoukville and the Greater Mekong Subregion Southern Coastal Corridor.	Road	1,000.0	A feasibility study is being undertaken by a possible developer. A legal basis for a project of this nature is to be developed.
CAM-TRA-04	Link road between NR 5 and NR 6 near Kampong Tralach north of Phnom Penh	The proposed link will facilitate traffic movement between the major highways north of Phnom Penh, and also reduce traffic congestion within Phnom Penh. The proposed Project will provide a new road which will shorten the distance between NRs 5 and 6 to 22 km from 64 km of the existing roads connecting NRs 5 and 6, GMS Corridor and Asian Highway, respectively. The project will have a new road of 21 km and a bridge of 1.0 km length across Tonle Sap Lake.	Road	65.0	Project is scheduled for implementation from 2019.

Continued on next page



**Table 1 continued**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
CAM-TRA-05	Construction of Poipet (CAM)–Klong Loeuk (THA) Railway Bridge	The proposed bridge, to be financed by Thailand, will replace an existing unserviceable rail bridge at the Poipet–Aranyaprathet border-crossing point between Cambodia and Thailand. This will link the completed Sisaphon-Poipet railway, part of the Cambodian Railway's northern line. The project will be completed in 2015 by the State Railway of Thailand.	Rail	0.5	Completed in Q4 2015.

**Table 2: Project Progress**

Code	Project	FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	Notes
CAM-TRA-01	Sihanoukville Port Access Road Improvements	N	N	N	N	N	Previously deleted.
	Narrative: No change from 30 June 2015 update.						
CAM-TRA-02	GMS: Deepening Connectivity of Southern Economic Corridor Project (Redefined by Government as <b>Second Provincial Road Improvement Project II</b> )	13-Nov	13-Nov	2016*	2016*	2017*	
	Narrative: No change from 30 June 2015 update.						
CAM-TRA-03	Phnom Penh–Sihanoukville Highway Corridor Improvements	Aug 2014	2015	N	N	N	
	Narrative: No change from 30 June 2015 update.						
CAM-TRA-04	Link road between NR 5 and NR 6 near Kampong Tralach north of Phnom Penh	No	No	2019*	2019*	2019*	
	Narrative: No change from 30 June 2015 update.						
CAM-TRA-05	Construction of Poipet (CAM)–Klong Loeuk (THA) Railway Bridge	2014	2014	2014			
	Narrative: Completed in Q4 2015.						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other).

\*Indicates future planned milestones for the project.

# People's Republic of China

## Investment (as of 31 December 2015)

**Table 1: Project Description—Investment**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
PRC-TRA-01	Yunnan Pu'er Regional Integrated Road Network Development Project	The project includes: (i) Pu'er City rural road construction (upgrading 600 km of rural earthen roads to Class IV highways); (ii) rehabilitation of the Ning'er–Jiangcheng–Longfu road (upgrading 253 km of roads to Class III and IV highways); and (iii) construction of the Simao–Ning'er road (50 km of Class II highways). The project will contribute to inclusive growth and regional integration by connecting isolated rural communities and border areas to the regional road network and by providing infrastructure to support trade and regional cooperation among the PRC, Lao PDR, Myanmar, and Viet Nam.	Road	540.0	Loan Agreement signed June 2015.
PRC-TRA-02	Dali–Ruili Railway	This 330 km railway from Dail to Ruili via Baoshan is connected with the Guangtong–Dali railway, and is an important section of the western route of the Singapore-Kunming Rail Link (SKRL). It is essential for completion of the SKRL's western route and the establishment of the Third Euro–Asia Continental Land Bridge. The line will be Class I, electrified, with a maximum speed of 140 km/h for passenger trains.	Rail	4,500.0	Construction of the section from Dali to Baoshan commenced in 2008, and the section from Baoshan to Ruili commenced second half of 2015. Project scheduled for completion in 2022.

*Continued on next page*

**Table 1 continued**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
PRC-TRA-03	Further Maintenance and Improvement of the Upper Mekong River Navigation Channel from the PRC (at Landmark 243) and Myanmar to Luang Prabang, in the Lao PDR	<p>Under the framework of the Agreement on Commercial Navigation of the Lancang-Mekong River, signed by the PRC, Lao PDR, Myanmar, and Thailand, the PRC Government has provided \$5 million for the improvement of the Upper Mekong River navigation channel—from the PRC (at Landmark 243) and Myanmar to Houayxay, in the Lao PDR. The Lao PDR, Myanmar and Thailand have suggested that the PRC could, under the agreement, extend the navigable channel down to Luang Prabang, in Lao PDR, and continue to offer funding for Phase II of the maintenance and improvement of the channel. The PRC will provide funds to enable the four countries to jointly formulate the mid- and long-term planning for the development of international navigation of the Lancang-Mekong and to study measures for further strengthening navigation safety.</p> <p>The project will ensure the navigational safety of the Upper Mekong River navigation channel, promote the development of international navigation among the four countries, and enhance connectivity within the region.</p>	Inland Waterway	370.0	The first meeting of the Joint Working Group on the preliminary work was held in September 2015 where the 4 countries agreed on work contents and schedule. Public bidding process for the preliminary work is scheduled in Jan 2016.

*Continued on next page*

**Table 1 continued**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
PRC-TRA-04	Yuxi–Mohan Railway	<p>The 511km railway runs from Yuxi to Mohan via Xishuangbanna, linking with the Kunming–Yuxi railway. Once it is connected with railways of other countries in the region, this route will be the most direct from the PRC to the ASEAN countries. As a section of SKRL’s middle route, this line is crucial to the establishment of an ASEAN–China Free Trade Agreement (FTA), the economic development of the GMS subregion, and to the formation of a modern integrated transport network.</p> <p>The line will be Class I, electrified, with a maximum speed of 160 km/h for passenger trains; double track from Yuxi to Xishuangbanna; single track from Xishuangbanna to Mohan, while reserved for upgrade to double track.</p>	Rail	7,400.0	Feasibility study was approved by PRC Government (NDRC) in July 2015. Construction started December 2015 and estimated to be completed 2021.

**Table 2: Project Progress**

Code	Project	FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	Notes
PRC-TRA-01	Yunnan Pu'er Regional Integrated Road Network Development Project		June. 2014		Financing Agreement signed on 25-Jun-2015		NDRC, China
	Narrative: Updates of the three highway construction sub-projects are as follows: 1. Meng'a-Menglian Highway, public bidding process was completed in Nov. 2015, the bidding report was approved by ADB in Dec. 2015 and will be disclosed soon. The construction is expected to be started before mid Feb. 2016. 2. For Ning'er-Jiangcheng-Longfu Highway, public bidding was completed in Dec. 2015. The bidding report is waiting for approval by ADB. 3. Rural road project in preparing for public bidding process.						
PRC-TRA-02	Dali–Ruili Railway		Feb. 2007	NDRC, China	Jun. 2008		
	Narrative: Project was 100% financed by China. The construction of Baoshan-Ruili Section was started in the second half of 2015, and the estimated remaining construction time is 7 years. Project is scheduled for completion in 2022.						

Continued on next page

**Table 2 continued**

Code	Project	FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	Notes
PRC-TRA-03	Further Maintenance and Improvement of the Upper Mekong River Navigation Channel from the PRC (at Landmark 243) and Myanmar to Luang Prabang, in the Lao PDR						
	Narrative: The first meeting of the Joint Working Group on the Preliminary work was held in Kunming in Sept. 2015, at which work contents and schedule were agreed by the four countries. Public bidding process for the preliminary work was started in Jan. 2016.						
PRC-TRA-04	Yuxi–Mohan Railway				End of 2015		
	Narrative: FS was approved by NDRC in July 2015. The project was jointly financed by China and ADB. The construction was started in Dec. 2015, and the estimated construction time is 6 years.						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

# Lao People's Democratic Republic

Investment (as of 31 December 2015)

**Table 1: Project Description—Investment**

Project		Description	Subsector	Cost estimate (\$Million)	Justification/Additional Information
LAO-TRA-01	Vang Tao Border–Crossing Point	This facility is the Lao PDR-Thailand border-crossing point at Vang Tao and Chong Mek, on NR 16. The border-crossing facility does not meet the implementation requirements of the GMS CBTA.	Border crossing	15.0	Implementation progress is at 72% and project is expected to be completed in April 2016.
LAO-TRA-02	Upgrading NR13N and N13S (Portion through Phon Hong–Vientiane Capital–Ban Hai); ASEAN Highway AH11 (NR13S)	NR 13N connects Vientiane to the country's northern provinces, and NR13S connects Vientiane to the southern provinces. Present and projected traffic demand requires the road to be expanded to 4 lanes. The Government is now considering using a public-private partnership (PPP) approach for implementing the project.	Road	320.0	The Ministry of Public Works and Transport (MPWT) is in the process of reporting the final feasibility study findings to the government.
LAO-TRA-03	Mekong Bridge at Bungkan–Paksan (with THA)	The bridge will facilitate transport of goods and passengers from northeastern Thailand through central Lao PDR and central Viet Nam via NR8.	Road & Bridge/ Border Facilities	100.0	Feasibility study completed in August 2014. MPWT is seeking Government approval on the final Detailed Design. Discussions between LAO and THA governments about financing are continuing.
LAO-TRA-04	Thanaleng Border–Crossing Infrastructure Improvement Project	The existing Thanaleng border crossing operates in a very restrictive and inefficient manner for both passenger and freight traffic, and this will become more severe as daily freight traffic grows beyond the present 300 trucks, and 1000 passenger cars and buses. In this regard, there is an urgent need to separate freight traffic from passenger traffic, also to significantly upgrade the road and other infrastructure.	Border crossing	25.0	Financing source for the feasibility study and construction is being sought.

*Continued on next page*

**Table 1 continued**

	Project	Description	Subsector	Cost estimate (\$Million)	Justification/Additional Information
LAO-TRA-05	Hongsa (Xayaboury)– Chomphet (Luang Prabang) Rehabilitation (120 km)	The road is part of the tourism corridor that includes Chiang Rai, Chiang Mai, Luang Prabang (Chiang Thong), and Vientiane. The section rehabilitation will promote trade, investment and tourism.	Road	90.0	Funding from NEDA has been secured. Procurement completed in May 2015. Project implementation commenced in September 2015 and is expected to be completed by end of 2017.
LAO-TRA-06	Upgrading of NR8 East–West Transport Route; ASEAN Highway AH15 (Ban Lao-Nam Phao)	NR8 branches off from NR13S at Ban Lao, passing through the districts of Kamkeuth and Laksao before reaching the Lao-Viet Nam border crossing point at Namphao-Cau Treo; after the point, it connects to Cua Lo Seaport, in Vinh, Viet Nam. The road does not meet ASEAN standards. This portion of the road has been included in the ASEAN Master Plan for Connectivity for upgrading.	Road	80.0	Preliminary study completed with Government of Korea (KOICA) assistance in February 2015. Awaiting KOICA confirmation of financing a detailed feasibility study in 2016.
LAO-TRA-07	Xiengkok River Port	Xiengkok in Luang Namtha Province is located on the Mekong River, and is a suitable location for a river port. Under the quadrilateral Lancang-Upper Mekong River Commercial Navigation Agreement (PRC, Lao PDR, Myanmar, and Thailand), it has been agreed that Xieng Kok Port will be a checkpoint for downstream river traffic from the PRC to Chiang Saen Port, in Thailand. The port is to be equipped with cargo handling equipment, immigration and customs offices, and warehouses.	Inland waterway	15.0	Project included in Sino-Lao Cooperation 2016-2020 Scheme and contract for construction and Memorandum of Understanding were signed on 30 Dec 2015. Pending PRC loan approval, implementation could commence end of 2016.

*Continued on next page*

**Table 1 continued**

Project		Description	Subsector	Cost estimate (\$Million)	Justification/Additional Information
LAO-TRA-08	Ban Mom River Port	Ban Mom in Bokeo Province is located on the Mekong River. Under the Quadrilateral Agreement on the Commercial Navigation on Upper Mekong-Lancang River (PRC, Lao PDR, Myanmar, and Thailand), it has been agreed that Ban Mom Port will be a checkpoint for upstream river traffic from Chiang Saen Port, in Thailand, to the PRC. The port will be equipped with cargo handling equipment, immigration and customs offices, and warehouses.	Inland waterway	12.0	Preliminary survey jointly conducted by Provincial authorities and private sector in November 2015. Financing for the feasibility study being discussed with PRC.
LAO-TRA-09	Lalay Border–Crossing Point (NR15)	This facility is located at the Lao PDR-Viet Nam border-crossing point on NR15 in Salavan Province. The existing border-crossing facilities do not meet the requirements of the GMS CBTA.	Border crossing	6.8	Feasibility study completed in Aug 2013. Financing for implementation is being sought.
LAO-TRA-10	Nam Phao Border–Crossing Point (NR8)	This facility is located at Lao PDR-Viet Nam border crossing point on NR8 in Bolikhamxay Province. The existing border-crossing facilities do not meet the requirements of the GMS CBTA.	Border crossing	8.0	Financing for feasibility study and detailed design was proposed to Mekong-Republic of Korea Cooperation Fund on 28 December 2015.
LAO-TRA-11	Na Phao Border–Crossing Point (NR12)	This facility is located at Lao PDR-Viet Nam border crossing point on NR12 in Khammouane Province. After the Third International Friendship Bridge was opened for transit traffic through Thailand, Lao PDR and Viet Nam, traffic increases. The existing border-crossing facilities do not meet the requirements of the GMS CBTA.	Border crossing	10.0	Financing for feasibility study and detailed design is proposed for NEDA, Thailand consideration.
LAO-TRA-12	Luang Namtha– Xiengkok–Lao–Myanmar Friendship Bridge: NR17	NR17 starts from Luang Namtha town in Luang Namtha Province, passes through Muang Sing and Muang Long, and connects with the Lao-Myanmar Friendship Bridge at Xiengkok. This road is part of the ASEAN-India transport corridor.	Road	150.0	Financing for a pre-feasibility study being discussed with the World Bank. Viet Nam has also participated in meetings. The Government sent a letter to WB in December 2015 to support Viet Nam’s request for financing of the feasibility study. (Also refer to VIE-TRA-06 #42)

Continued on next page



**Table 1 continued**

Project		Description	Subsector	Cost estimate (\$Million)	Justification/Additional Information
LAO-TRA-13	Lao-Myanmar Friendship Bridge over the Mekong at Xiengklok	The governments of Lao PDR and Myanmar have jointly financed (50% each) the construction of the International Friendship Bridge across the Mekong River at Xiengklok (Lao side) and Kainglap (Myanmar side)	Bridge	30.0	The bridge was completed and opened in May 2015. The bridge administration regulations are being prepared jointly by both countries before the bridge's official use can start.
LAO-TRA-14	Vientiane–Boten Railway Project (427.2 km)	The Vientiane-Boten Railway Project will connect the Chinese railway in the north of Laos, Chinese border to Vientiane, and can potentially in the near future connect to Thai rail line via Nong Khai. This standard-gauge railway with a speed of 160 km/h for passenger train and 120 km/h for freight train will form parts of the substantial 3000 km Kunming-Singapore Rail Link.	Rail	7,200.0	Ground breaking ceremony was held on 2 Dec 2015. The actual construction is expected to commence in February 2016.

**Table 2: Project Progress—Investment**

Code	Project	FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	Notes
LAO-TRA-01	Vang Tao Border-Crossing Facility	N/A	N/A	1 Sep 13		14 Dec 13	The project is expected to be completed in April 2016, a couple of months delayed from the plan.
<p><b>Narrative:</b> The project construction has been financed through the provincial government budget which was approved on 14 Dec 2013. As of 31 Dec 2015, the project sees its progress at 72%, and it is expected to be completed in April 2016, a couple of months delayed from the plan, February.</p>							
LAO-TRA-02	Upgrading NR13N and N13S (Portion through Phon Hong–Vientiane Capital–Ban Hai); ASEAN Highway AH11 (NR13S)	Dec-13	Dec-14				Under the process of reporting the final FS to the government
<p><b>Narrative:</b> MPWT is under the process of reporting FS findings to the government.</p>							

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**Table 2 continued**

Code	Project	FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	Notes
LAO-TRA-03	Mekong Bridge at Bungkan–Paksan (with THA)	Jan-14	Aug-14				Seeking financial supports for construction from NEDA
	<b>Narrative:</b> MPWT is under process of requesting an approval on the Final Detailed Design from the government. The Lao Government plans to seek financial supports for construction from the Thai Government through NEDA, and financing modality for it will be further discussed.						
LAO-TRA-04	Thanaleng Border–Crossing Infrastructure Improvement Project						Financing for FS and construction is being sought.
	<b>Narrative:</b> The government established a task force to conduct preliminary study on the needs of improvement for the infrastructure in hard and soft parts. The study was completed, and the financing for FS and construction is being sought.						
LAO-TRA-05	Hongsa (Xayaboury)– Chomphet (Luang Prabang)	Mar-11	Nov-11	Nov-14		Sept 2015	Project is expected to be completed by the end of 2017
	<b>Narrative:</b> The project implementation with the loan from NEDA has been commenced since Sept 2015. It is expected to be completed by the end of 2017.						
LAO-TRA-06	Upgrading of NR8 East–West Transport Route; ASEAN Highway AH15 (Ban Lao-Nam Phao) 132 km						Awaiting a confirmation from KOICA on a financial support for the detailed FS.
	<b>Narrative:</b> After the completion of a preliminary survey in Feb 2015, the Lao Government is awaiting a confirmation from KOICA on a financial support for the detailed FS, which is expected to be carried out this year for 18 months.						
LAO-TRA-07	Xiengkong River Port	Mar-10	Apr-10				The loan processing by PRC is underway.
	<b>Narrative:</b> The project was included in the Sino-Lao Cooperation 2016-2020 Scheme. The contract for construction and MoU were signed on 30 Dec 2015. It is awaiting the loan to be approved by PRC, and the project is expected to be commenced by the end of 2016.						

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**Table 2 continued**

Code	Project	FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	Notes
LAO-TRA-08	Ban Mom River Port						Preliminary survey undertaken
	<b>Narrative:</b> Ban Mom River Port Upgrading Project is in the Development Plan of International Navigation on the Lancang-Mekong River 2015-2025. Provincial authorities and private sector jointly conducted a preliminary survey in Nov 2015. The provincial government is considering of involving private sector to investment on the project.						
LAO-TRA-09	Lalay Border–Crossing Point (NR15)	Aug-12	Aug-13				Financing for project construction is required.
	<b>Narrative:</b> With the provincial government budget, the feasibility study was commenced in Aug 2012 and completed in Aug 2013 with a total cost estimated at \$ 6.8 million. The financing for the construction is being sought.						
LAO-TRA-10	Nam Phao Border–Crossing Point (NR8)						Proposed in Dec 2015 to the government Republic of Korea for financial supports for FS and detailed design.
	<b>Narrative:</b> The FS and detailed design were proposed for financial supports through Mekong-ROK Cooperation Fund on the 28th Dec 2015.						
LAO-TRA-11	Na Phao Border–Crossing Point (NR12)						Financing for FS is being sought.
	<b>Narrative:</b> MPWT is under the consideration of seeking financial supports for FS and detailed design from the government of Thailand through NEDA as there has already been a proposal on NR 12 upgradation.						
LAO-TRA-12	Luang Namtha– Xiengkok–Lao–Myanmar Friendship Bridge: NR17						MPWT officially sent a letter to WB in early Dec 2015 to support Vietnam’s request for a financial support for FS.
	<b>Narrative:</b> MPWT, on behalf of the government sent an official letter to WB in Laos to support Vietnam’s request for a financial support for a preliminary feasibility study of the project.						

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**Table 2 continued**

Code	Project	FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	Notes
LAO-TRA-13	Lao-Myanmar Friendship Bridge over the Mekong at Xianglok	May-12	Dec-12		Dec-12	Feb-13	The bridge administration regulations are being prepared jointly by both sides before an official use will be commenced.
	<b>Narrative:</b> An official opening ceremony was held on 9 May 2015. MoFA, Laos is taking a lead in drafting administration regulations in collaboration with Myanmar authorities.						
LAO-TRA-14	Vientiane–Boten Railway Project	Apr-10	Apr-11		1-Dec-15		Ground Breaking Ceremony held on the 2nd Dec 2015
	<b>Narrative:</b> Lao National Assembly approved the project FS on 01 Dec 2015, and the ground breaking ceremony was held on 02 Dec 2015 with the participation of Lao and China top leaders. The actual construction is expected to be commenced in Feb 2016, and expected to be completed in 5 years.						

FS= Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

# Myanmar

Investment (as of 31 December 2015)

**Table 1: Project Description—Investment**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
MYA-TRA-01	East–West Economic Corridor Eindu–Kawkareik Road Improvement Project	This project focuses on a key route, not only for the GMS, but also for the India–Myanmar–Thailand Trilateral Highway, and the ASEAN and Asian highway networks. It will be reconstructed to ASEAN Class II standard.	Road	150.0	Feasibility study and detailed design have been completed. Approved by ADB and Parliament. Preparing for loan signing. Contract Negotiation for Consulting Service and Financial bid opening will be in Feb. 2016
MYA-TRA-02	Mae Sot–Myawaddy Border Crossing Project and Infrastructure Improvements (with THA)	The Government of Thailand is studying a new bypass road and bridge to the north of the existing border crossing at Mae Sot (THA)–Myawaddy (MYA), which is located in the congested area of the two border cities. This new crossing would be dedicated to cross-border freight traffic. The bypass would link with a newly envisioned special trade zone on the Myanmar side. The overall project would include about 16.9 km of a new four-lane divided highway (13.3 km in Thailand; 3.6 km in Myanmar), a 100 m-long bridge across the Moei River at the border, and associated border-crossing facilities.	Border Crossing	0.0	Construction commenced in August 2015 under grant financing from the Government of Thailand. (\$30 million see <b>THA-TRA-06 #33</b> ).
MYA-TRA-03	Improvement of Inland Ports	The project will construct four inland ports on the Ayeyarwaddy River (Bhamo, Mandalay, Pokokku, and Magway) and two inland ports on the Chindwin River (Monywa and Kalewa). The objective is to improve the transportation and handling of domestic and international cargo and containers.	Inland waterway	60.0	The project is to establish 6 inland ports along Ayeyarwaddy and Chindwin rivers. Feasibility study for Mandalay port completed in March 2014. Financing for its implementation is being sought, for which the Government is seeking JICA support.
MYA-TRA-04	Lao Myanmar Friendship Bridge over the Mekong River at Xiengkong-Kainglap	The governments of Lao PDR and Myanmar have agreed to jointly finance (50% each) the construction of the International Friendship Bridge across the Mekong River at Xiengkong (Lao PDR side) and Kainglap (Myanmar side).	Bridge	30.0	The bridge was completed and opened in May 2015.

**Table 2 continued**

Code	Project	Activity Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
MYA-TR-01	East–West Economic Corridor Eindu–Kawkareik Road Improvement Project	14 Aug 13	30 Jan 15	Feb 15	10 Nov.2015	Aug 16	Procurement is on going
	Narrative: Preparation of FS by <SMEC > ,procurement process for two civil works and construction services consultant ongoing . JICA provided a technical assistance to the preparation of FS for three major bridges one on this section and remaining two on Eindu- Mawlamyine section.						
MYA-TR-02	Mae Sot–Myawaddy Border Crossing Project and Infrastructure Improvements (with THA)	April 2014	Mar 2015	14 Jan 15	9 Oct 14	July 2015	Thai government provides 1000 million Baht grant to Myanmar .
	Narrative: A new bypass road and bridge to the north of the existing border crossing at Mae Sot (THA)–Myawaddy (MYA), which is located in the congested area of the two border cities. This new crossing would be dedicated to cross-border freight traffic. The bypass would link with a newly envisioned special trade zone on the Myanmar side. The overall project would include about 16.9 km of a new four-lane divided highway (13.3 km in Thailand; 3.6 km in Myanmar), a 100 m-long bridge across the Moei River at the border, and associated border-crossing facilities.. The second friendship bridge is being constructed to ease congestion on the existing bridge. Transport infrastructure, shipment and distribution centres, duty-free areas, bonded warehouses, one-stop service facilities, single service inspection and customs checkpoints will be part of the special economic zone.						
MYA-TR-03	Improvement of Inland Ports	Mar 13	Mar 14				
	Narrative: Some of inland water ports have old jetty facilities, however, most of the ports have no mechanical facilities for transfer and the ports rely on manual labor to handle goods. So, establishment of Inland Ports in some significant areas along Ayeyarwaddy and Chindwin River is a priority in Transport sector.						
MYA-TR-04	Lao Myanmar Friendship Bridge over the Mekong River at Xiengkok-Kyainglap					16 Feb 13	
	Narrative:The construction of the 691.6-meter bridge at a cost of 26 million U.S.dollars started in February 2013 . People used the ferry boats to cross the river previously. But now smooth and speedy road transportation after completing of the friendship bridge. This bridged was inaugurated on 9 May 2015.						

# Thailand

## Investment (as of 31 December 2015)

**Table 1: Project Description—Investment**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
THA-TRA-01	Bang Yai–Kanchanaburi Intercity Motorway Project	This expressway, in addition to having a strong national justification, will be part of the Laem Chabang-Bangkok-Dawei (MYA) highway corridor, linking the port at Laem Chabang with the proposed deep-water port at Dawei, and with Myanmar’s highway network connecting with Mawlamyine and Yangon. The proposed expressway is an important component of Thailand’s National Highway Development Plan	Road	2,000.0	The project is now under the process of EIA. The Royal Thai Government (RTG) finalized format of investment in this project, under which RTG will bear the construction cost and private company will be operator. Constuction will commence by end 2016 once the EIA process is finalized.
THA-TRA-02	Tak–Mae Sot Highway Improvement Project	The project will improve highway capacity on the East–West Economic Corridor (EWEC) in Thailand, for the section of the EWEC that connects with the Myanmar section at Myawaddy. The project will upgrade the existing road from two to four lanes; total length is 76 km.	Road	90.0	Implementation is proceeding. Project to be completed by end 2019.
THA-TRA-03	Lomsak–Phetchabun Highway Improvement Project	Upgrade the existing road from 2 to 4 lanes. Total project length is 92 km. Fiscal year 2016 got budget for 11 km. The remaining part is planned in the next 5 year plan.	Road	120.0	Project approved by Government in May 2015. Implementation on the first section (11km) will commence in 2016.
THA-TRA-04	Kalasin–Nakrai–Kamcha I Highway Improvement Project	The project will improve highway capacity on the EWEC in Thailand between Kalasin and Kamcha I. The project will upgrade the existing road from two to four lanes; total length is 107 km.	Road	140.0	Project approved by Government in May 2015. Implementation on the first section will commence in 2016.
THA-TRA-05	Chiang Rai–Chiang Khong Highway Improvement Project	The project will improve highway capacity on the North–South Economic Corridor (NSEC) in Thailand. This project will upgrade the existing road from two to four lanes; total length is 103 km.	Road	80.0	Implementation commenced in 2009. Work is proceeding. Projected to be completed by 2022.

*Continued on next page*

**Table 1 continued**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
THA-TRA-06	Mae Sot–Myawaddy Border Crossing Project and Infrastructure Improvements (Thailand part)	A new bypass road and bridge to the north of the existing border crossing, currently located in the congested centers of the two border cities, Mae Sot and Myawaddy. This new crossing would be dedicated to cross-border freight traffic, and would avoid the congested urban areas of the cities. The bypass would link with a newly envisioned special trade zone on the Myanmar side. The overall project would consist of about 16.9 km of new four-lane divided highway (13.3 km in Thailand; 3.6 km in Myanmar), a 100 m-long bridge across the Moei River at the border, and associated border-crossing facilities.	Road/ Bridge/ Border Facilities	116.0	Project was approved in July 2014. Implementation commenced in July 2015 under grant financing from the Government of Thailand for the section in Myanmar (\$30 million- see MYA-TRA-02 #25).
THA-TRA-07	Mekong Bridge at Bungkan–Paksan (with LAO)	This bridge will connect Amphoe Muang, Bungkane Province (Thai side), and Muong Paksan, Bolikhamxay Province (Lao side). It will facilitate transport of goods and passengers from northeastern Thailand through central Lao PDR and central Viet Nam via NR8.	Road/ Bridge/ Border Facilities	TBD	Feasibility study completed in Aug 2014. Detailed design is complete. Discussions between LAO and THA governments about financing are continuing.
THA-TRA-08	Laem Chabang Port Development Project, Phase 3 - Feasibility Study	Projections of future demand indicate that the total containers accommodated in Basin I and Basin II will exceed 10 million 20-foot equivalent units (TEUs) per year by 2018, while the maximum capacity of Basin I and Basin II together is approximately 11 million TEUs per year. Given these projections, the development of Basin III will be necessary. The purpose will be to accommodate the increasing throughput and strengthen the port's role as a gateway port to the GMS. The proposed study will present technical and other options for expanding the port.	Port	5.0	The feasibility study is largely complete. Environmental and health impact consultations proceeding. Implementation scheduled to commence in 2025.

*Continued on next page*



**Table 1 continued**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
THA-TRA-09	Single Rail Transfer Operator Development Project for Laem Chabang Port	Currently, approximately 88% of the transport from the Laem Chabang Port to the hinterland is via the road system, with the remainder by rail (9.5%) and inland waterway (2.5%). The proposed project will develop infrastructure and necessary facilities for serving the discharging and loading containers transported by rail to the port area. The project would facilitate rail transfer in the future, in response to the completion of the State Railway of Thailand's double-track construction project. It would increase the handling capacity of rail transport at the port from the current 500,000 TEUs/year to 1–2 million TEUs/year. Objective of the project is to increase the proportion of container traffic moved by rail from 9% of port throughput to 20% of port throughput, in line with the Government's policy to reduce logistics costs.	Port	90.0	Project approved by the Government in September 2015. Implementation to commence in 2018.

**Table 2: Project Progress—Investment**

Code	Project	Activity Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
THA-TRA-01	Bang Yai–Kanchanaburi Intercity Motorway Project	1-Aug-08	1-Aug-09	-	14-Jul-15	-	
	<b>Narrative:</b> The project was approved by the cabinet in July 2015. The project is now under the process of EIA. The Royal Thai Government (RTG) finalized format of investment in this project, under which RTG will bear the construction cost and private company will be operator. The construction will commence by end of 2016 once the EIA process is finalized.						
THA-TRA-02	Tak–Mae Sot Highway Improvement Project	-	-	30-Sep-08	30-Sep-08	5-Feb-09	
	<b>Narrative:</b> Upgrade the existing road from 2 to 4 lanes. Total project length is 76 km. Construction completed for 4-lane 25 km. Under construction is another 24 km. Fiscal year 2016, got budget for 27 km.						
THA-TRA-03	Lomsak–Phetchabun Highway Improvement Project	-	-	12-May-15	12-May-15	-	
	<b>Narrative:</b> Upgrade the existing road from 2 to 4 lanes. Total project length is 92 km. Fiscal year 2016 got budget for 11 km. The remaining part is planned in the next 5 year plan.						
THA-TRA-04	Kalasin–Nakrai–Kamcha I Highway Improvement Project	-	-	12-May-15	12-May-15	-	
	<b>Narrative:</b> Upgrade the existing road from 2 to 4 lanes. Total project length is 107 km. Fiscal year 2016 got budget for 30 km. The remaining part is planned in the next 5 year plan.						
THA-TRA-05	Chiang Rai–Chiang Khong Highway Improvement Project	-	-	30-Sep-07	30-Sep-07	9-Sep-09	
	<b>Narrative:</b> Upgrade the existing road from 2 to 4 lanes. Project length is 103 km. Construction completed 4-lane 55 km. The remaining part is planned in the next 5 year plan.						
THA-TRA-06	Mae Sot–Myawaddy Border Crossing Project and Infrastructure Improvements (Thailand part)	30-Aug-13	Dec-14	2-Jun-15	6-Oct-09	30-Aug-15	
	<b>Narrative:</b> Project is under construction.						
THA-TRA-07	Mekong Bridge at Bungkan–Paksan (with LAO)	26-Sep-13	Oct-14	-	-	-	
	<b>Narrative:</b> Feasibility Study of the Fifth Friendship Bridge between Thailand and Lao PDR was completed since October 2014.						
THA-TRA-08	Laem Chabang Port Development Project, Phase 3 - Feasibility Study	completed 98% excluding EHIA part.			Approved by cabinet	2025	
	<b>Narrative:</b> Currently, This project is under the process of conduction a feasibility study. For the engineering design and economic & financial study, they have been completed already. However, since this project needs to be approved in terms of the environmental aspects as well as the health impact assessment, therefore to convince the local people living nearby the project area is highly concerned. At present, PAT has launched many Corporate Social Responsibility (CSR) measures to make local residents understand and support the Phase III Project development.						

Continued on next page

**Table 2 continued**

Code	Project	Activity Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
THA-TRA-09	Single Rail Transfer Operator Development Project for Laem Chabang Port	21-Dec-10	23-Sep-11	Finance by Port Authority of Thailand, and implement by Laem Chabang port	22-Sep-15	2018	
<b>Narrative:</b> This project aim to handling capacity of rail transport at LCP from the existing of 500,000 TEUs/year to 1-2 million TEUs/year.							

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

# Viet Nam

Investment (as of 31 December 2015)\*

**Table 1: Project Description—Investment**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
VIE-TRA-01	GMS Ben Luc–Long Thanh Expressway Project (Stage 2)	The project will construct a 57.1 kilometer expressway between Ben Luc and Long Thanh, south of Ho Chi Minh City. This is a section of the GMS Southern Economic Corridor.	Road	1607	Project is under implementation with financing from ADB (US\$636m) and JICA (US\$635m).
VIE-TRA-02	GMS Ha Noi–Lang Son Expressway	The project will construct a 156.6 km expressway between Hanoi and Huu Nghi, in Lang Son Province, on the border with the PRC's Guangxi Zhuang Autonomous Region.	Road	1,400.0	ADB financing for the section of the project in Lang Son province (US\$447 million) included in 2016 country program. Other sections are being implemented through PPP or similar financing.
VIE-TRA-03	Second GMS Southern Coastal Corridor	The Second GMS Southern Coastal Corridor Project will construct the missing sections of this GMS road corridor in the southern coastal region of Viet Nam, and complete the connection with Cambodia and Thailand.	Road	373.0	The feasibility study was completed in December 2012. Project is proposed for inclusion in ADB Program for 2016-2018.
VIE-TRA-04	Second GMS Northern Transport Network Improvement (Luang Prabang–Thanh Hoa)	Upgrading Vietnam's National Highway 217 from Do Len to the Na Meo border gate with Lao PDR, and Lao PDR's national highways 6, 6A and 6B.	Road	145.0	The Government approved the project in June 2015. Loan agreement has been signed on 19 Feb 2016. Consultant is implementing design and survey, expected to be completed in May 2016.
VIE-TRA-05	National Highway 14D Improvement Project	The project will improve the highway section (72 km) from Thanh My to the border with the Lao PDR in Quang Nam Province. National Highway 14D is a part of the minimum distance route for freight transportation from Bangkok through Pakse (Lao PDR), to Da Nang (Viet Nam).	Road	130.00	Required report about the need to invest has been submitted to ADB on 31 March 2016. Feasibility study planned for 2016. An ADB loan for the project is proposed in 2016-2019 program.

\*With updates received in April 2016.

*Continued on next page*

**Table 1 continued**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
VIE-TRA-06	Northern East-West Corridor: Son La - Dien Bien - Tay Trang Border Gate (Viet Nam and Laos) section, to connect with the RIF-listed Luang Namtha (LAO) to the Friendship Bridge (LAO/MYA) at Xiengkong-Kainglap	This is the shortest route to connect northern Lao PDR, and the north-east of Myanmar, through the north-west of Viet Nam to the Hai Phong international gateway port	Road	TBD	Discussions with World Bank are proceeding about regional financing for the project. MPWT of Lao PDR and MOT of Viet Nam agreed to submit to their respective Governments to approve for inclusion in their priority project list in 2016-2020. Currently, MPI of Vietnam is reviewing the project for next step.

**Table 2: Project Progress—Technical Assistance**

Code	Project	Activity/ Date		
		FS Completed	Financing Identified	Project Approved/By
VIE-TRA-01	GMS Ben Luc–Long Thanh Expressway Project (Stage 2)	08 October 2010	ADB, JICA and counterpart fund	Decision No. 2925/QĐ-BGTVT dated 8 October 2010; Decision No. 5096/QĐ-BGTVT dated 31 December 2014
<p><b>Narrative:</b></p> <ul style="list-style-type: none"> <li>+ 8/11 contract packages have been implemented and the remains (3/11) under procurement.</li> <li>+ Land acquisition: land acquisition piles have been handed over to local agencies. Compensation and resettlement are approved by local agencies.</li> <li>+ The negotiation of the second loan (ADB) has been completed.</li> </ul>				

*Continued on next page*

**Table 2 continued**

Code	Project	Activity/ Date		
		FS Completed	Financing Identified	Project Approved/By
VIE-TRA-02	GMS Ha Noi–Lang Son Expressway	Intend to complete in quarter II/2016	ADB and counterpart fund	Intend in quarter II/2016
<p><b>Narrative:</b>                      + Ministry of Transport of Viet Nam has issued Decesion No. 827/QĐ-BGTVT dated 12 March 2015 and 07/QĐ-BGTVT dated 5 January 2016 on approval to adjust detailed design.                      + PDO has been compiled by Ministry of Planning and Investment to submit to Prime Minister for considering to approve</p>				
VIE-TRA-03	Second GMS Southern Coastal Corridor			
<p><b>Narrative:</b>                      + Rach Gia - Ha Tien route component:FS funded by ADB (TA-7924 VIE) and contract has been signed between ADB and SMEC, FS not yet approved                      + Ha Tien international border gate component: this component has been put into SCCP2 (Document No. 5779/VPCP-QHQT dated 24 July 2015 of Government’s Office)                      + Ha Tien bridge component: this component has been put into SCCP2 (Document No. 5779/VPCP-QHQT dated 24 July 2015 of Government’s Office)</p>				
VIE-TRA-04	Second GMS Northern Transport Network Improvement (Luang Prabang–Thanh Hoa)	FS commenced: 10 October 2014 FS completed: 4 June 2015	ADB and counterpart fund	Decision No. 2825/QĐ-BGTVT dated 6 August 2015
<p><b>Narrative:</b>                      + Loan agreement has been signed on 19 February 2016.                      + Consultant is implementing design and survey (using surplus capital from Phase 1); the design work is expected to be completed in May 2016; selecting contractors in Q3 and starting construction t in Q4/2016</p>				
VIE-TRA-05	National Highway 14D Improvement Project	Not yet	ADB and counterpart fund	
<p><b>Narrative:</b>                      In February 2016, ADB Review Mission work with MOT about Concept Paper. Report about the need to invest has been submitted to ADB on 31 March 2016 as requirement</p>				

Continued on next page

**Table 2 continued**

Code	Project	Activity/ Date		
		FS Completed	Financing Identified	Project Approved/By
VIE-TRA-06	Northern East-West Corridor: Son La - Dien Bien - Tay Trang Border Gate (Viet Nam and Laos) section, to connect with the RIF-listed Luang Namtha (LAO) to the Friendship Bridge (LAO/MYA) at Xiengkok-Kainglap	Not yet	WB and counterpart fund	
<p><b>Narrative:</b>                      + Ministry of Public Works and Transport of Laos (MPWT) and MOT agreed to submit respective Government to approve this project into Priority project list in 2016-2020. Currently, MPI of Vietnam is reviewing this project for next step</p>				

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

## Technical Assistance (as of 31 December 2015)

**Table 1: : Project Description—Technical Assistance**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
VIE-TR-TA-01	Project Preparatory Technical Assistance for National Highway 14D Improvement	The technical assistance (TA) will prepare a project to improve the highway section (72 km) from Thanh My to the border with the Lao PDR, in Quang Nam Province.	Road	1.0	Feasibility study planned for ADB 2016 programming.
REG-TR-TA-02	Second GMS Northern Transport Network Improvement: Luang Prabang (Lao PDR)–Thanh Hoa (Viet Nam) (LAO, VIE)	The TA will prepare an investment project to upgrade Vietnamese National Highway 217 from Do Len to Na Meo border gate (in Thanh Hoa Province), and Lao PDR's national highways 6, 6A, and 6B.	Road	1.5	Included in ongoing additional financing under two ADB investment projects in LAO and VIE.
VIE-TR-TA-03	Proposed Hoa Lac–Hoa Binh City Expressway Public–Private Partnership Feasibility Study (VIE)	Lang–Hoa Lac–Hoa Binh Expressway is among the seven expressways connecting to Ha Noi. The Lang–Hoa Lac section has been in operation since October 2010. The Hoa Lac–Hoa Binh section of 33.256 km is in the preparatory stage.	Road	1.0	Likely to be financed by a private sector developer.

Continued on next page

**Table 1 continued**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-TR-TA-04	Feasibility Study for the Rail Link between Laem Chabang Port and Dawei Deep Sea Port (MYA, THA)	<p>The governments of Myanmar and Thailand signed a memorandum of understanding on 19 May 2011 to expand their cooperation in promoting sustainable development in the Dawei Special Economic Zone and its related project areas. Since railways play an important role in transporting cargo, the rail links between Laem Chabang Port and Dawei deep sea port will promote the movement of cargo between the two countries.</p> <p>Myanmar and Thailand are recommended to consider the project as joint, as well as to conduct the feasibility study jointly, to create the best outcomes for the GMS and ASEAN.</p>	Rail	3.0	THA Comment: An initial feasibility study commenced in Oct 2014 and was completed in April 2015.
REG-TR-TA-05	Building Institutional Capacity at the Greater Mekong Railway Association (All GMS countries)	<p>At the 18th GMS Ministerial Conference (December 2012), the countries agreed on the establishment of the Greater Mekong Railway Association (GMRA), initially as a nonlegal intergovernmental entity. This is the first important step toward the overall and ultimate objective of increasing railway connectivity in and beyond the GMS; and promoting an efficient, safe, and environmentally sustainable transport mode.</p> <p>Once the memorandum of understanding for the establishment of the GMRA is finalized and signed by all the countries, ADB will process and approve a TA to support the operations of the GMRA for 2 years.</p>	Rail	0.2	TA is ongoing.
REG-TR-TA-06	GMS Road Corridors Maintenance (All GMS countries)	The TA will provide institutional and operational strengthening of the road maintenance.	Road	1.2	ADB will discuss further with the governments.

Continued on next page



**Table 1 continued**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-TR-TA-07	Strategic Study on the Development and Management of the GMS Motorway Network System (All GMS countries) (Proposed by THA)	<p>The improvement and expansion of the existing highway network system, raising it to an advanced highway standard with fully controlled access, is a key aspect of the strategic plan for GMS highway development, to promote cross-border and transit transport. The GMS motorway network system will be the core system of road connectivity to other modes of transport, border areas, special economic zones, and other high-potential development areas in the GMS countries. The whole system will efficiently reduce travel time, improve road safety, and reduce transport logistics costs.</p> <p>The strategic study should view all GMS corridors, and consider how they overlay the GMS motorway network system.</p>	Road	To be determined	No activity to date.
REG-TR-TA-08	Knowledge Transfer between Thailand and the other GMS Member Countries on Highway and Bridge Standards and Specifications, including Transport Facilitation Facilities (All GMS countries) (Proposed by THA)	Thailand's Department of Highways fulfills its role in providing technical experts and training center facilities, and organizing staff to various training courses in the areas of road and bridge engineering. The objective of the TA is to enhance knowledge and exchange experience in road engineering, as well as to brainstorm on road engineering best approaches for better solutions leading to sustainable road development in the GMS.	Road	0.4	No activity to date. Project framework development is pending.
REG-TR-TA-09	Promotion and Application of the Northeast Asia Logistics Information Service Network (NEAL-NET) in the GMS (countries to be determined) (Proposed by PRC)	NEAL-NET is a cooperation mechanism to promote international logistics information interconnection on the basis of the existing mechanism of the China–Japan–Korea Ministerial Conference on Transport and Logistics. It aims at constructing a logistics information sharing platform covering Asia and beyond.	Other Infrastructure	To be determined	The Final Report of the ADB-supported project TA-8482 PRC: Formulation of the Northeast Asia Logistics Information-Sharing Network Development Program and Organizational Mechanism, was completed on 17 December 2015. Initial discussions have taken place between PRC and the other governments. However, PRC is considering dropping the TA from the RIF IP.

*Continued on next page*

**Table 1 continued**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-TR-TA-10	Study on Dry Port Development Plan along International Railway Lines Connecting Thailand with Cambodia, the Lao PDR, and Myanmar (CAM, LAO, MYA, THA) (Proposed by THA)	Thailand aims to develop Laem Chabang Port as a gateway to neighboring countries in the GMS, and to promote a modal shift from road to rail transport. Cross-border railway projects have been emphasized by the Government of Viet Nam, i.e., Nong Khai–Thanaleng–Vientiane, to connect with the Lao PDR; Aranyaprathet–Khlung Luk–Poipet, to connect with Cambodia; and Kanchanaburi–Dawei, to connect with Myanmar. Thailand seeks to formulate a clear development plan for dry ports, which function as cross-border facilities or inland container terminals, connected via GMS economic corridors. The dry ports should also be maximized by considering connections with other important ports in the GMS, such as Dawei, in Myanmar; Sihanoukville, in Cambodia; and Ho Chi Minh City, in Viet Nam.  The TA study will determine the need for dry ports at strategic rail locations on international borders.	Other Infrastructure	0.5	Implementation commenced and scheduled to be completed in Dec 2016. Under process of consultant selection but contract signing is expected in March 2016. State Railway of Thailand will finance the study.

**Table 2: Project Progress—Technical Assistance**

Code	Project	Activity/Date			
		Financing Identified	Project Approved/ By	Implementation Commenced	Project Completed
VIE-TR-TA-01	Project Preparatory Technical Assistance for National Highway 14D Improvement  Narrative: Feasibility study planned for ADB 2016 programming.				
REG-TR-TA-02	Second GMS Northern Transport Network Improvement: Luang Prabang (Lao PDR)–Thanh Hoa (Viet Nam) (LAO, VIE)  Narrative: No change from 30 June 2015 update. Included in ongoing additional financing under two ADB investment projects in LAO and VIE.				

Continued on next page

Table 2 continued

Code	Project	Activity/Date			
		Financing Identified	Project Approved/ By	Implementation Commenced	Project Completed
VIE-TR-TA-03	Proposed Hoa Lac–Hoa Binh City Expressway Public–Private Partnership Feasibility Study (VIE)				
	<b>Narrative:</b> No change from 30 June 2015 update.				
REG-TR-TA-04	Feasibility Study for the Rail Link between Laem Chabang Port and Dawei Deep Sea Port (MYA, THA)				
	<b>Narrative:</b> No change from 30 June 2015 update.				
REG-TR-TA-05	Building Institutional Capacity at the Greater Mekong Railway Association (All GMS countries)				
	<b>Narrative:</b> No change from 30 June 2015 update.				
REG-TR-TA-06	GMS Road Corridors Maintenance (All GMS countries)				
	<b>Narrative:</b> No change from 30 June 2015 update.				
REG-TR-TA-07	Strategic Study on the Development and Management of the GMS Motorway Network System (All GMS countries) (Proposed by THA)				
	<b>Narrative:</b> From THA: No activities undertaken. Pending for a project framework development				
REG-TR-TA-08	Knowledge Transfer between Thailand and the other GMS Member Countries on Highway and Bridge Standards and Specifications, including Transport Facilitation Facilities (All GMS countries); (Proposed by THA)				
	<b>Narrative:</b> From THA: No activities undertaken. Pending for a project framework development				
REG-TR-TA-09	Promotion and Application of the Northeast Asia Logistics Information Service Network (NEAL-NET) in the GMS (countries to be determined) (Proposed by PRC)				
	<b>Narrative:</b> The Final Report of the ADB-supported project TA-8482 PRC: Formulation of the Northeast Asia Logistics Information-Sharing Network Development Program and Organizational Mechanism, was completed on 17 December 2015. Initial discussions have taken place between PRC and the other governments. However, PRC is considering dropping the TA from the RIF-IP.				

Table 2 continued

Code	Project	Activity/Date			
		Financing Identified	Project Approved/ By	Implementation Commenced	Project Completed
REG-TR-TA-10	Study on Dry Port Development Plan along International Railway Lines Connecting Thailand with Cambodia, the Lao PDR, and Myanmar (CAM, LAO, MYA, THA); (Proposed by THA)	SRT's budget (0.5 million USD or 18 million bahts)	July 2015 by SRT's Boards of Commissioners	1) TOR preparing in Aug-Dec 2015 2) Negotiation with an Academic Institute in Jan - Feb 2016 3) Contract signing in March 2016 4) Start of study in April 2016	Ongoing (to be completed in December 2016)
<p><b>Narrative:</b> Implementation commenced and scheduled to be completed in Dec 2016. Under process of consultant selection but contract signing is expected in March 2016. State Railway of Thailand will finance the study.</p> <p><b>From THA:</b> Marketing Division of State Railway of Thailand (SRT) is under process of consultant selection. The selection committee will hold a meeting on 28 December 2015 to finalize the TOR and details of con. Then, in January 2016, the committee will negotiate with an Academic Institute in Bangkok to discuss about contract fee of the study. The contract signing is expected to be held in March 2016.</p>					

Project approved/by = date of project approval/approving authority (Government, financier, other)

**Energy**

# Regional

## Investment (as of 31 December 2015)

**Table 1: Project Description—Investment**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-ENG-01	Lao PDR–Viet Nam Power Transmission Interconnection (Hatxan–Pleiku)	<p>This project will (i) construct a 59-kilometer 500 kilovolt (kV) transmission line and a 230 kV/500 kV substation in Hatxan, in the Lao People’s Democratic Republic (Lao PDR); and (ii) construct a 94-kilometer 500 kV transmission line and expand the existing 220 kV/500kV Pleiku Substation, in Viet Nam.</p> <p>The project will enable the transmission of 3,157 gigawatt-hours/year of electricity to be produced by eight small hydropower plants (with a total capacity of 1,013 MW ) in southern Lao PDR, which will be developed by independent power producers.</p>	Electricity Transmission and distribution	218.0	<p><u>LAO</u>: The construction of the transmission line from Ban Hatxan to the border between Lao PDR and Viet Nam is being implemented by Song Da Group - the Vietnamese investor to the power project. Design has been completed; upgrade of the environmental impact assessment completed.</p> <p><u>VIE</u>: The construction of the transmission line from the Lao PDR - Viet Nam border to new Pleiku 500kV substation will be implemented by Viet Nam’s National Power Transmission Corporation.</p>
REG-ENG-02	Lao PDR-Thailand Nabong 500 kV Substation Transmission Facility	The project aims to construct a 500 kV line from Udon Thani (Thailand) to Nabong (Lao PDR), to transfer power from several hydropower projects in the Central-1 area of the Lao PDR to Thailand. These include the Nam Ngum 2, Nam Theun 1, and Nam Ngiep 1 hydropower projects, which have a total installed capacity of over 1,500 MW, largely for export to Thailand.	Electricity Transmission and distribution	106.0	The private developer Nam Ngum 2 Power Company has finished technical design for the substation. The Government reviewed the design and cost estimate. Construction of the 500kV substation will be timed to meet the evacuation of power from the Nam Nghiep 1 hydropower plant.

*Continued on next page*

**Table 1 continued**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-ENG-03	PRC–Lao PDR–Thailand 600 HVDC Interconnection	The project aims to supply electricity to Thailand from the People’s Republic of China (PRC). Preliminary studies have been undertaken, such as a joint feasibility study to assess the project’s technical and economic viability, a study on ownership models and on the principles of benefit sharing, and a study on technical alternatives. It also included the conduct of project preparation; detailed engineering; construction of the transmission line, including substations; and possibly the distribution of components.	Electricity Transmission and distribution	600.0–800.0	On 3 March 2016, PRC updated that the implementation time of the project is to be further confirmed by Chinese and Thai sides due to changes in energy demand from Thai side, but China Southern Grid (CSG) and the Electricity Generating Authority of Thailand (EGAT) agreed to continue discussions to promote the project in time. <b>Previously deleted</b> due to the report that the project is no longer high priority due to changes in energy demand and will not proceed. <i>To be considered at June 2016 meeting of the RPTCC for re-instatement in the RIF-IP.</i>
REG-ENG-04	Reinvestigation of Thailand–Lao PDR–Viet Nam Interconnection	The project will involve reconsidering an interconnection between Thailand and Viet Nam via the Lao PDR, and the LaoPDR–Viet Nam section. It will introduce a step change in the development of the regional power market; and lead to reduced reserve requirements, lower costs, and enhanced confidence in the regional power market.	Electricity Transmission and distribution	278.0	No activity to date. The countries have agreed not to proceed with the project. <b>Previously deleted.</b>

**Table 2: Project Progress—Investment**

Code	Project	Activity Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-ENG-01	Lao PDR–Viet Nam Power Transmission Interconnection (Hatxan–Pleiku): <a href="#">LAO Part</a>	Yes	Yes	Yes	Yes	Yes	
	<b>Narrative:</b> LAO: The construction of the transmission line from Ban Hatxan to the border between Lao PDR and Viet Nam is being implemented by Song Da Group - the Vietnamese investor to the power project. Design has been completed; upgrade of the environmental impacts assessment completed.						
	Lao PDR–Viet Nam Power Transmission Interconnection (Hatxan–Pleiku): <a href="#">VIE Part</a>	Yes	Yes	Yes	Yes	Yes	
	<b>Narrative:</b> VIE: The construction of the transmission line from the Lao PDR - Viet Nam border to new Pleiku 500kV substation will be implemented by Viet Nam's National Power Transmission Corporation.						
REG-ENG-02	Lao PDR-Thailand Nabong 500 kV Substation Transmission Facility: <a href="#">LAO Part</a>	Yes	Yes	Yes	Yes	Yes	
	<b>Narrative:</b> The private developer Nam Ngum 2 Power Company has finished technical design for the substation. The Government reviewed the design and cost estimate. Construction of the 500kV substation will be timed to meet the evacuation of power from the Nam Nghiep 1 hydropower plant.						
	Lao PDR-Thailand Nabong 500 kV Substation Transmission Facility: <a href="#">THA Part</a>	Yes	Yes	Yes	Yes	Yes	
	<b>Narrative:</b> The private developer Nam Ngum 2 Power Company has finished technical design for the substation. The Government reviewed the design and cost estimate. Construction of the 500kV substation will be timed to meet the evacuation of power from the Nam Nghiep 1 hydropower plant.						
REG-ENG-03	PRC–Lao PDR–Thailand 600 HVDC Interconnection: <a href="#">PRC Part</a>	No	No	No	No	No	
	<b>Narrative:</b> PRC reported on 3 March 2016 that the implementation time of the project is to be further confirmed by Chinese and Thai sides due to changes in energy demand from Thai side, but CSG and EGAT agree to keep in touch and discuss to promote the project in time						
	<b>PREVIOUSLY DELETED.</b> Due to the lower demand according to the revised demand forecast in Thailand, the need for importing power from PRC is not urgent. The project is of low priority.						
	PRC–Lao PDR–Thailand 600 HVDC Interconnection: <a href="#">LAO Part</a>	No	No	No	No	No	
	<b>Narrative:</b>						
	PRC–Lao PDR–Thailand 600 HVDC Interconnection: <a href="#">THA Part</a>	No	No	No	No	No	
	<b>Narrative:</b> Thailand reported that the revised demand forecast shows lower demand than before. In addition, more domestic IPPs come online. So the need for importing power from PRC is not urgent. The project is of low priority.						
REG-ENG-04	Reinvestigation of Thailand–Lao PDR–Viet Nam Interconnection: <a href="#">THA Part</a>	No	No	No	No	No	
	<b>Narrative:</b> No actions so far, countries propose to drop this project since it becomes low priority.						
	Reinvestigation of Thailand–Lao PDR–Viet Nam Interconnection: <a href="#">LAO Part</a>	No	No	No	No	No	
	<b>Narrative:</b> No actions so far, countries propose to drop this project since it becomes low priority.						
	Reinvestigation of Thailand–Lao PDR–Viet Nam Interconnection: <a href="#">VIE Part</a>	No	No	No	No	No	
	<b>Narrative:</b> No actions so far, countries propose to drop this project since it becomes low priority.						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)



## Technical Assistance (as of 31 December 2015)

**Table 1: Project Description—Technical Assistance**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-EN-TA-01	Harmonizing GMS Power Systems to Facilitate Regional Power Trade (formerly Support to Regional Power Trade Coordination Committee in the Completion of Performance Standards, Grid Codes, Market Rules, and Subregional Transmission Expansion Plan) (All GMS Countries)	The technical assistance supports the reaching of a clear basis for regional market rules comprising agreed rules and indicative planning of interconnections. It will result in a more functional regional market with genuine exchanges of electricity, leading to an improved reliability and quality of power supply and lower costs. It is a critical project, and should be well resourced. It will be best organized around a full-time (or nearly full-time) consultant with substantial access to short-term experts for specific tasks and capacity building. National experts should be seconded under national funding. Office space and administration are assumed to be covered under another budget. An initial support for 5 years will be appropriate to provide continuity, and should begin as soon as feasible.	Energy sector development and institutional reform	1.5	ADB/PRC financed technical assistance (RETA 8830) was approved in Dec 2014. Two international individual consultants have been engaged. The international power transmission specialist is supporting the Working Group on Performance Standards and the international regulatory and power pricing specialist is supporting the Working Group on Regulatory Issues. The consultants have visited 6 GMS countries and held discussions with focal institutions/persons in the two respective working groups. Draft reports are being prepared to be circulated to GMS countries for in-depth discussion.
REG-EN-TA-02	Ensuring Sustainability of Greater Mekong Subregion Regional Power Development (Phase 2) (All GMS Countries)	The technical assistance will support efforts of the Regional Power Trade Coordination Committee to forge agreements among the Greater Mekong Subregion (GMS) countries on the technical, institutional, and operational aspects of the GMS Regional Power Market; and ensure that these comply with environmental sustainability requirements.	Energy sector development and institutional reform	1.0	The technical assistance is financed by AFD France. The RETA was approved. Implementation plan will be discussed at the next RPTCC meeting in June 2016.

*Continued on next page*

**Table 1 continued**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-EN-TA-03	Development of GMS Coordination Center for Regional Power Trade (All GMS Countries)	The project will help set up the Regional Power Coordination Center (RPCC); and build the capacity of national and subregional bodies. They will work with the RPCC in implementing and overseeing cross-border power exchanges; coordinating regional power planning; and developing transmission facilities of regional importance through (i) technical and equipment support and staffing, (ii) training of staff, and (iii) support for specific studies (e.g., on tariff structures, operational standards, etc.) and activities (e.g., power planning, database maintenance, etc.).	Energy sector development and institutional reform	3.0	No decision to date on the selection of the host location for the proposed center. The project has been deferred to 2016.
REG-EN-TA-04	Provision of Continuing Institutional Support for the Subregional Energy Forum (All GMS Countries)	<p>The project will establish a secretariat that will support the Subregional Energy Forum (SEF) through position papers, analyses, proposals for communication to political institutions, dialogue with donors, and monitoring. It will also promote improved design, finance, and management of SEF energy sector programs.</p> <p>The total cost of the studies is about \$10 million over 5–6 years. It is scarcely feasible that the SEF can manage the activities effectively without full-time administrative support. The costs of administrative support will depend on whether activities are located within the GMS Environment Operations Center or the RPCC, or in an independent institution. In the first case, the initial staffing would need a senior administrator with some junior support.</p>	Energy sector development and institutional reform	1.0	Project has been dropped. <b>Previously deleted.</b>

**Table 2: Project Progress—Technical Assistance**

Code	Project	Activity/Date			
		Financing Identified	Project Approved/By	Implementation Commenced	Project Completed
REG-EN-TA-01	Harmonizing GMS Power Systems to Facilitate Regional Power Trade <b>Narrative:</b> ADB/PRC financed technical assistance (RETA 8830) was approved in Dec 2014. Two international individual consultants have been engaged. The international power transmission specialist is supporting the Working Group on Performance Standards and the international regulatory and power pricing specialist is supporting the Working Group on Regulatory Issues. The consultants have visited 6 GMS countries and held discussions with focal institutions/ persons in the two respective working groups. Draft reports are being prepared to be circulated to GMS countries for in-depth discussion.	Yes	Yes	Yes	No
REG-EN-TA-02	Ensuring Sustainability of Greater Mekong Subregion Regional Power Development (Phase 2) <b>Narrative:</b> The technical assistance is financed by AFD France. The RETA was approved. Implementation plan will be discussed at the next RPTCC meeting in June 2016.	Yes	No	No	No
REG-EN-TA-03	Development of GMS Coordination Center for Regional Power Trade <b>Narrative:</b> No decision to date on the selection of the host location for the proposed center. The project has been deferred to 2016.	No	No	No	No
REG-EN-TA-04	Provision of Continuing Institutional Support for the Subregional Energy Forum <b>Narrative:</b> Project is dropped.	No	No	No	No

Project approved/by = date of project approval/approving authority (Government, financier, other)



# Agriculture

# Regional

Investment (as of 31 December 2015)

**Table 1: Project Description—Investment**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-AGR-01	Climate-Friendly Agri-Business Value Chains in the GMS	<p>The project will promote activities under pillars 2 and 3 of the Core Agriculture Support Program (CASP) II on climate-friendly agriculture and bioenergy. The project will invest in climate-friendly pro-poor agri-business value chains development in the Greater Mekong Subregion (GMS). It will focus on the creation of agribusiness centers (ABCs) near GMS corridor towns and rural growth clusters to effectively link farming communities and urban centers along the corridors by developing upstream and downstream linkages. Key infrastructure investments will include</p> <ul style="list-style-type: none"> <li>(i) efficient roads that provide access to markets;</li> <li>(ii) renewable and bio-energy systems that can meet growing energy needs of rural communities and ABCs; and</li> <li>(iii) efficient storage, processing and aggregation, grading, and marketing and logistics infrastructure to ensure the delivery of safe and quality food products.</li> </ul> <p>The project will promote public-private partnerships (PPPs) and private sector investments in agribusiness, focusing on high-value products of smallholder farmers. It will establish backward and forward linkages with the corridor-town investments to leverage the advantages of consolidation, lower input costs, and efficient value chain management.</p>	Agriculture production, agro-industry, marketing and trade	250.0	<p>The associated project preparatory technical assistance was approved in May 2015 and kick off meeting held in early December 2015. ADB to finance 3 separate loans in 2017 for Cambodia, Lao PDR, and Myanmar. The indicative financing plans (loans) are as follows: CAM - \$95 M (ADB \$50 M and cofin \$45 M); LAO - \$40 M (ADB \$30 M and cofin \$10 M); and MYA - \$40 M (ADB \$20 M and cofin \$20 M).</p>

Continued on next page

**Table 1 continued**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-AGR--02	Enhancing Competitiveness and Trade Facilitation of Agri-Food Products in the GMS	<p>The project promotes activities under Pillar 1 of CASP II concerning food safety and agricultural trade modernization to promote GMS corridors as regional hubs for safe agri-food trade development. Key investments include</p> <ul style="list-style-type: none"> <li>(i) infrastructure development to enhance cross-border agri-trade logistics including agro-processing and cold storage;</li> <li>(ii) strengthening of regional information-technology-based traceability and certification systems to improve food safety and food quality;</li> <li>(iii) capacity development; and</li> <li>(iv) strengthening of relevant policies, regulations, and standards.</li> </ul> <p>The project will promote PPPs and private sector investments that focus on promoting the GMS as a regional hub for efficient cross-border trade and regional sourcing. To achieve this, the project will</p> <ul style="list-style-type: none"> <li>(i) reduce cross-border transporting and processing time and costs for agri-food products;</li> <li>(ii) promote the harmonization of food safety standards, practices, and regional certification and accreditation systems (particularly group-based certification systems) to create better market access for smallholders; and</li> <li>(iii) promote private- sector-led cross-border contract farming.</li> </ul>	Agriculture production, agro-industry, marketing and trade; information and communication technology (ICT) industries and ICT-enabled services	200.0	The associated project preparatory technical assistance is planned for 2018 and thus investment projects may be scheduled for 2019-2020.

**Table 2: Project Progress—Investment**

Code	Project	Activity Date					Notes
		FS Commenced (1)	FS Completed (2)	Financing Identified (3)	Project Approved/By (4)	Implementation Commenced	
REG-AGR-01	Climate-Friendly Agri-Business Value Chains in the GMS						<b>Narrative:</b> Participating countries: Cambodia, Lao PDR, Myanmar. 3 separate loans; loan approval target: (i) Cambodia - 2017 firm; (ii) Lao PDR - 2017 firm; (iii) Myanmar - 2017 firm. The associated R-PPTA covering all 3 countries was approved on 12 May 2015. Ongoing implementation of R-PPTA. Consultants have been recruited. Kick-off meeting held in early December 2015. The meeting agreed on project scope, time frame, and institutional arrangements.
REG-AGR-02	Enhancing Competitiveness and Trade Facilitation of Agri-Food Products in the GMS						<b>Narrative:</b> Participating countries: All GMS countries. The associated R-PPTA planned for 2018 will be included in the participating countries' COBP.

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

Notes

1 Initial study to identify project viability or similar, as financed by ADB/World Bank, or as undertaken by governments to initiate a project.

2 Financing included in an ADB or similar development partner country program, or included in a government's budget.

3 Project approved by ADB or similar development partner, or by a government; approving authority to be included in the Narrative field.

4 Initial project implementation commenced, for example appointment of consultants, award of works or supply contracts, some physical activity. Brief details to be provided in the Narrative field.

5 Narrative field to briefly describe project financing arrangements, implementation status, and other relevant project status information. Text to be limited to the size of the cell visible on-screen.



## Technical Assistance (as of 31 December 2015)

**Table 1: Project Description—Technical Assistance**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-AGR-TA-01	PPTA for Climate-Friendly Agri-Business Value Chains in the GMS (All GMS Countries)	The regional project preparatory technical assistance (R-PPTA) will help design the proposed investment project.	Agriculture production, agro-industry, marketing and trade	2.5	The ADB-financed project preparatory technical assistance covering all 3 countries was approved in May 2015 and is now being implemented. Kickoff meeting held in December 2015 agreed on project scope, time frame, and institutional arrangements.
REG-AGR-TA-02	PPTA for Enhancing Competitiveness and Trade Facilitation of Agri-Food Products in the GMS (All GMS Countries)	The R-PPTA will help design the proposed investment project to enhance the competitiveness and facilitation of trade in agri-food products in the GMS.	Agriculture production, agro-industry, marketing and trade, ICT industries, and ICT-enabled services	2.5	The ADB-financed project preparatory technical assistance is programmed for 2018.
REG-AGR-TA-03	PATA for Implementing Core Agricultural Support Program II	The regional policy and advisory technical assistance (R-PATA) will fund the activities of the Working Group on Agriculture including annual and semi-annual meetings and Secretariat support.	Agricultural production	5.3	Planned for 2016; proposed for NDF funding.
REG-AGR-TA-04	PATA for Development of Core Agricultural Support Project III	The R-PATA will support follow on phase of CASP II.	Agricultural policy, institutional and capacity development	8.5	Planned for 2017; proposed for SIDA funding.

**Table 2: Project Progress—Technical Assistance**

Code	Project	Activity Date			
		Financing Identified (1)	Project Approved (2)	Implementation Commenced (3)	Project Completed (4)
REG-AGR-TA-01	PPTA for Climate-Friendly Agri-Business Value Chains in the GMS <b>Narrative:</b> Participating countries: Cambodia, Lao PDR, Myanmar. This R-PPTA covering all 3 countries was approved on 12 May 2015. Ongoing implementation of R-PPTA. Consultants have been recruited. Kick-off meeting held in early December 2015. The meeting agreed on project scope, time frame, and institutional arrangements.		12-May-15		
REG-AGR-TA-02	PPTA for Enhancing Competitiveness and Trade Facilitation of Agri-Food Products in the GMS <b>Narrative:</b> Participating countries: All GMS countries. Planned for 2018; will be included in the participating countries' COBP.				
REG-AGR-TA-03	PATA for Implementing Core Agricultural Support Program II <b>Narrative:</b> Participating countries: All GMS countries. Planned for 2016; proposed additional funding from the Nordic Development Fund; will be included in the participating countries' COBP. The additional financing will support the biomass activities where implementation arrangements are already in place (RCI Pipeline for Southeast Asia 2015-2017, April 2015). Guidance to be provided by the findings and recommendations of the ongoing CASP 2 Midterm Review.				
REG-AGR-TA-04	PATA for Development of Core Agricultural Support Project III <b>Narrative:</b> Participating countries: All GMS countries. Planned for 2017; will be included in the participating countries' COBP.				

Notes

- 1 Project included in an ADB or similar development partner country program, or included in a government's budget.
- 2 Project approved by ADB or other development partner, or by a government; approving authority to be included in the Narrative field.
- 3 Project implementation commenced, for example appointment of consultants, some physical activity. Brief details to be provided in the Narrative field.
- 4 Project implementation completed, with all reports and outputs accepted by the government and ADB.
- 5 Narrative field to briefly describe project financing arrangements, implementation status, and other relevant project status information. Text to be limited to the size of the cell visible on-screen.

# Environment

# Regional

Investment (as of 31 December 2015)

**Table 1: Project Description—Investment**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-ENV-01	Global Environment Fund Regional Biodiversity and Forestry Program	The program aims to enhance biodiversity and forest conservation in Greater Mekong Subregion (GMS) transboundary landscapes. Interventions will focus on the following four areas: (i) increasing the capacity of GMS countries to manage transboundary landscapes, (ii) strengthening protected area management, (iii) promoting ecosystem-based climate change adaptation, and (iv) developing innovative conservation financing.	Land-based Natural Resource Management	20.0	
REG-ENV-02	Low-Carbon Freight Corridors	The project aims to reduce greenhouse gases from freight transport by developing financial mechanisms to upgrade fleet technologies and renew fleets. The interventions will include three components: (i) development of financing for small and medium-sized enterprises in the road transport sector (revolving funds, credit lines) to increase access to low-carbon technologies for trucks, (ii) driver training and capacity building for eco-driving and safety, and (iii) development of national logistics-management systems to reduce empty running.	Land-based Natural Resource Management	60.0	

**Table 2: Project Progress—Investment**

Code	Project	Activity Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-ENV-01	Global Environment Fund Regional Biodiversity and Forestry Program						Report is to provide the status of each country part of the project
<p><b>Narrative:</b> Comprised of 5 projects-- 4 GEF country projects (national) under the GMS Forest and Biodiversity Program and 1 regional support project, i.e. additional funding subsumed under RETA 7987: Core Environment Program and Biodiversity Conservation Corridors Initiative in the Greater Mekong Subregion Phase II. Refer to separate sheet named 'GEF' for more details. Participating countries: All GMS countries. <b>CAM:</b> Management of the fund is being transferred to UNDP. Initial advance work done, e.g. developing TOR, etc, (\$1.2m). <b>LAO:</b> The World Bank is the implementing agency and the Lao PDR counterpart is the Ministry of Natural Resources and Environment. Implementation progress included recruitment of staff, capacity building activities and preparation of subproject proposals (\$6.8m). <b>THA:</b> UNDP is the implementing agency, with Thailand's Wildlife Conservation Office and Ministry of Natural Resources and Environment. The project was signed in July 2015 after Thai Cabinet endorsement. The project manager was recruited and on board in October 2015. Now in inception phase since November 2015 till March 2016. (\$7.3m). <b>VIE:</b> ADB and MONRE are the implementing agencies. The Prime Minister's and the President's approval were obtained in July 2015 and September 2015, respectively. Kick off workshop is planned for later part of Q1 of 2016. (\$3.8m). <b>REG: ADB</b> is the implementing agency. Re-scoping has been done to cover only 2-3 landscapes compared to original plan of 6. Various project activities are ongoing. (\$0.9m).</p>							
REG-ENV-02	Low-Carbon Freight Corridors						Report is to provide the status of each country part of the project
<p><b>Narrative:</b> To be renamed "Low Carbon Freight Initiative". Initiated preliminary discussions for collaboration between Core Environment Program (CEP) and the ADB's Sustainable Development and Climate Change Department (through the proposed Asia Climate Finance Facility)-- to explore jointly funding the pre-feasibility assessment building on the CEP Phase II's Green Freight Initiative; to be followed up and confirmed as soon as agreement has been reached. Depending on the results, additional work on financing modalities, appropriate sector linkages, and COBP alignment will be examined for possible inclusion as an R-PPTA in 2017, with a follow-on investment. Subsequent to this, need to table the project for discussion during the CPM of relevant GMS countries so that it can be included in the RCI pipeline. Participating countries: Cambodia, Lao PDR, Thailand, and Viet Nam.</p>							

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

## Technical Assistance (as of 31 December 2015)

**Table 1: Project Description—Technical Assistance**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-ENV-TA-01	Core Environment Program and Biodiversity Conservation Corridor Initiative Phase II Regional Technical Assistance – Additional Funding (All GMS Countries)	<p>Core Environment Program (CEP) Phase II aims to consolidate the achievements of Phase I toward preserving and utilizing the subregion's vital natural capital and ensuring the subregion's sustainable development. CEP Phase II has four components:</p> <ul style="list-style-type: none"> <li>(i) improved environmental planning systems, methods, and safeguards;</li> <li>(ii) improved management of transboundary biodiversity conservation landscapes and enhanced local livelihoods;</li> <li>(iii) developed climate-resilient and low-carbon strategies; and</li> <li>(iv) strengthened institutions and financing for sustainable environmental management.</li> </ul> <p>The project may consider suggestions for scaling up the integration of environmental planning, biodiversity conservation, and climate-resilience measures; and strengthening environmental cooperation among GMS countries.</p>	Land-based Natural Resource Management	6.8	<p>Phase II ongoing since 2012. No cost extension is being processed to extend completion date to December 2017. Incorporation of the PRC Funding in the RETA is underway.</p> <p>Not likely to get additional funding from ADB e-Asia and Knowledge Transfer Fund and the Government of the Republic of Korea, bringing the total down to \$6.8M (from original estimate of \$7.6M).</p>
REG-ENV-TA-02	Low-Carbon Freight Corridors (Cambodia, Lao PDR, Thailand, Viet Nam)	This regional project preparatory technical assistance will assess the technical, financial, and institutional feasibility of reducing greenhouse gases emissions from freight transport through investments in cleaner technology and logistics management.	Land-based Natural Resource Management	1.0	To be renamed “Low Carbon Freight Initiative”.

**Table 2: Project Progress—Technical Assistance**

Code	Project	Activity Date			
		Financing Identified	Project Approved/By	Implementation Commenced	Project Completed
REG-ENV-TA-01	Core Environment Program and Biodiversity Conservation Corridor Initiative Phase II Regional Technical Assistance – Additional Funding		\$5.3M from NDF approved in April 2013; \$1.0M from GEF approved in October 2014; \$0.5M from PRC Fund granted by PRC MoF in June 2014; memo to the VP for minor change in scope and implementation arrangements to be submitted.	On-going CEP Phase II implementation since 2012; TA completion in December 2016. No cost extension is being processed to extend completion date to December 2017.	
	<b>Narrative:</b> Ongoing implementation of CEP activities including those funded by NDF and GEF. Processing of PRC Fund to be incorporated under CEP RETA (7987) is underway. Participating countries: All GMS countries.				
REG-ENV-TA-02	Low-Carbon Freight Corridors				
	<b>Narrative:</b> To be renamed “Low Carbon Freight Initiative”. Initiated preliminary discussions for collaboration between Core Environment Program (CEP) and the ADB’s Sustainable Development and Climate Change Department (through the proposed Asia Climate Finance Facility)-- to explore jointly funding the pre-feasibility assessment building on the CEP Phase II’s Green Freight Initiative; to be followed up and confirmed as soon as agreement has been reached. Depending on the results, additional work on financing modalities, appropriate sector linkages, and COBP alignment will be examined for possible inclusion as an R-PPTA in 2017, with a follow-on investment. Subsequent to this, need to table the project for discussion during the CPM of relevant GMS countries so that it can be included in the RCI pipeline. Participating countries: Cambodia, Lao PDR, Thailand, and Viet Nam.				

Project approved/by = date of project approval/approving authority (Government, financier, other)





# Human Resource Development

# Regional

Investment (as of 31 December 2015)

**Table 1: Project Description—Investment**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-HRD-01	GMS Communicable Disease Control Project (Phase III) . New Project Title: <b>GMS Health Security Project</b>	The project will (i) improve the surveillance, risk assessment, and response capacity in Cambodia, the Lao People's Democratic Republic (Lao PDR), Myanmar, and Viet Nam; (ii) support cross-border cooperation for communicable disease control with the People's Republic of China (PRC) and Thailand; (iii) enhance regional food and drug safety; and (iv) help mitigate the impact of climate change on communicable diseases.	Health, Disease control of communicable diseases	60.0	ADB Board approval for the investment project is expected on 15 September 2016. Project preparation technical assistance commenced in May 2015.
REG-HRD-02	GMS Technical and Vocational Education and Training Development	This project will develop skilled labor by strengthening formal and non-formal technical and vocational education and training (TVET) institutions, adopting competency-based training modules, and promoting public-private partnerships in skills development in Cambodia, the PRC, the Lao PDR, and Myanmar. The focus will include skills areas in hospitality and tourism and/or logistics and marketing in the Greater Mekong Subregion (GMS). The project will also help TVET institutions deliver high quality training in strategic locations along the economic corridors. The project will have a framework for the mutual recognition of technical and vocational skills and a system for the mutual recognition of TVET teacher training standards in the GMS, which will be developed with the support of the proposed regional technical assistance for Implementing the GMS Human Resource Development (HRD) Strategic Framework and Action Plan (SFAP), 2013–2017 (Phase 2).  The project will further support the development of curricula and TVET staff training according to regional standards.	Education; Technical and vocational education and training	155.4	No progress reported on any of the 4 country components.

**Table 2: Project Progress—Investment**

Code	Project	Activity Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-HRD-01	<b>GMS Health Security Project</b> (formerly GMS Communicable Disease Control Project (Phase III) : <a href="#">CAM Part</a> )						
	<b>Narrative:</b> ADB Board approval for the investment project is expected on 15 September 2016. Project preparation technical assistance commenced in May 2015 (see REG-HRD-TA-01 status as of 31 Dec 2015).						
	<b>GMS Health Security Project</b> (formerly GMS Communicable Disease Control Project (Phase III) <a href="#">LAO Part</a> )						
	<b>Narrative:</b> ADB Board approval for the investment project is expected on 15 September 2016. Project preparation technical assistance commenced in May 2015 (see REG-HRD-TA-01 status as of 31 Dec 2015).						
	<b>GMS Health Security Project</b> (formerly GMS Communicable Disease Control Project (Phase III): <a href="#">MYA Part</a> )						
	<b>Narrative:</b> ADB Board approval for the investment project is expected on 15 September 2016. Project preparation technical assistance commenced in May 2015 (see REG-HRD-TA-01 status as of 31 Dec 2015).						
REG-HRD-02	<b>GMS Health Security Project</b> (formerly GMS Communicable Disease Control Project (Phase III): <a href="#">VIE Part</a> )						
	<b>Narrative:</b> ADB Board approval for the investment project is expected on 15 September 2016. Project preparation technical assistance commenced in May 2015 (see REG-HRD-TA-01 status as of 31 Dec 2015).						
	GMS Technical and Vocational Education and Training Development: <a href="#">CAM Part</a>						
	<b>Narrative:</b> N/A						
	GMS Technical and Vocational Education and Training Development: <a href="#">PRC Part</a>						
	<b>Narrative:</b> N/A						
REG-HRD-02	GMS Technical and Vocational Education and Training Development: <a href="#">LAO Part</a>						
	<b>Narrative:</b> N/A						
	GMS Technical and Vocational Education and Training Development: <a href="#">MYA Part</a>						
	<b>Narrative:</b> N/A						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

## Technical Assistance (as of 31 December 2015)

**Table 1: Project Description—Technical Assistance**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-HRD- TA-01	Greater Mekong Subregion Health Security Project (48118-001) PPTA 8842-REG	<p>The project impact is proposed as enhanced GMS health security for emerging diseases and other communicable diseases of global relevance.</p> <p>The project outcome is proposed as improved public health security systems in CLMV countries, including for MMPs and other vulnerable groups. Proposed outputs are (i) strengthened national surveillance, investigation and response capacity for EID and other communicable diseases of global relevance, (ii) improved infection control in 7 provinces including laboratory capacity, IPC, and case management for EID and specific diseases if required, (iii) extended CDC in hotspots in border districts along economic corridors, and (iv) strengthened regional cooperation for notifiable diseases.</p>	Health, control of communicable diseases	0.8	Implementation commenced on 18 May 2015 and preparatory activities ongoing in 4 participating countries.
		The first output will support the expansion, improvement, and linkages of the national HIMS and surveillance systems, including internet connectivity, equipment and maintenance, IT training, community reporting, applied field epidemiology training, outbreak investigation including PPE, logistic support and emergency funds, and risk communication.			
		The second output will assist border provinces/states in 8 clusters to (i) improve laboratory services including support for biosafety, quality improvement and assurance, bacteriology and testing for drug resistance, malaria and dengue outbreak control, facilities, equipment and supplies, laboratory manager training, and selective support for referral central laboratories; and (ii) improve infection prevention and control (IPC) in hospitals and health centers, including improvement of basic infection control facilities, equipment, supplies, training, system development, and mainstreaming IPC.			

**Table 1 continued**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
		The third output, will assist, within these provinces/states, border districts that have been identified with hotspots along economic corridors, high concentrations of MMPs and vulnerable groups, and low CDC coverage. In these hotspots, CDC will be expanded to vulnerable groups, including for EID awareness and other health hazards, TB active case finding and referral and children screening, HIV VCCT and PMTCT, malaria and dengue control, NTD control, and immunization.			
		The fourth output brings GMS countries together for regional capacity building in outbreak control and CDC capacity building more generally. Support will be provided to the regional steering committee, regional projects workshops, regional forums, other knowledge management products, information sharing, exchange visits, cross-border cooperation, and the regional coordination unit. Project management may be budgeted under this output.			
		The project preparatory technical assistance will support the preparation of projects which will (i) improve the surveillance, risk assessment, and response capacity in Cambodia, the Lao PDR, Myanmar, and Viet Nam; (ii) support cross-border cooperation for communicable disease control with the PRC and Thailand; (iii) enhance regional food and drug safety; and (iv) help mitigate the impact of climate change on communicable diseases.			

Continued on next page

**Table 1 continued**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-HRD- TA-02	Project Preparatory Technical Assistance (PPTA) for GMS Technical and Vocational Education and Training Development (Cambodia, PRC, Lao PDR, Myanmar)	The project preparatory technical assistance will support the preparation of projects which will develop skilled labor by strengthening formal and nonformal TVET institutions, adopting competency-based training modules, and promoting public-private partnerships in skills development in Cambodia, the PRC, the Lao PDR, and Myanmar. The focus will include skill areas in hospitality and tourism, and/or logistics and marketing in the GMS. The project will also help TVET institutions deliver high-quality training in strategic locations along the economic corridors. The project will have a framework for the mutual recognition of technical and vocational skills and a system for the mutual recognition of TVET teacher training standards in the GMS, which will be developed with the support of the proposed regional technical assistance for implementing the GMS HRD SFAP 2013-2017 (Phase 2). The project will also support the development of curricula and TVET staff training according to regional standards	Education, technical and vocational education and training	3.2	There has been no action taken to date for the technical assistance. However, national-level activities are proceeding in support of technical and vocational education and training development, including those that support mutual recognition of skills.

**Table 2: Project Progress—Technical Assistance**

Code	Project	Activity Date			
		Financing Identified (1)	Project Approved/By (2)	Implementation Commenced (3)	Project Completed (4)
REG-HRD-TA-01	Greater Mekong Subregion Health Security Project (48118-001) PPTA 8842-REG	28-Nov-14	18-Dec-14	18-May-15	
	<b>Narrative (5):</b> Registered with OSFMD for fund commitment (TASF) on 28 November 2014. Implementation commenced on 18 May 2015 when TA confirmation letter from Viet Nam was received. Consultant for the PPTA was fielded on 08 July 2015. Preparation in Cambodia, Lao PDR, Myanmar and Viet Nam is on-going. Board approval is expected on 15 September 2016.				
REG-HRD-TA-02	PPTA for GMS Technical and Vocational Education and Training Development				
	<b>Narrative (5):</b> There has been no action regarding the PPTA. However, national-level activities are proceeding in support of technical and vocational education and training development, including those that support mutual recognition of skills.				
Notes					
1 Project included in an ADB or similar development partner country program, or included in a government's budget.					
2 Project approved by ADB or other development partner, or by a government; approving authority to be included in the Narrative field.					
3 Project implementation commenced, for example appointment of consultants, some physical activity.					
4 Brief details to be provided in the Narrative field. Project implementation completed, with all reports and outputs accepted by the government and ADB.					
5 Narrative field to briefly describe project financing arrangements, implementation status, and other relevant project status information. Text to be limited to the size of the cell visible on-screen.					





# Urban Development

# Regional

Investment (as of 31 December 2015)

**Table 1: Project Description—Investment**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-URB-01	CAM, LAO, VIE: Corridor Towns Development Project II	<p>The proposed Second Greater Mekong Subregion (GMS) Corridor Towns Development Project will be implemented in six to seven towns in Cambodia, the Lao People’s Democratic Republic, and Viet Nam from 2015 to 2022. The project will include activities on institutional capacity building for the management of public investments, livelihood support, and development of climate resilience. The participating GMS countries have requested expanded support for additional strategic towns (i.e., border towns, towns with special growth prospects like export processing zones, and tourist areas). The project will apply the following criteria for selecting the towns and cities:</p> <ul style="list-style-type: none"> <li>(i) economic growth and investment potentials,</li> <li>(ii) potential for cross-border trade and presence of special economic and industrial zones,</li> <li>(iii) potential for tourism development, and</li> <li>(iv) potential for public–private partnerships (PPPs) for selected public investments.</li> </ul> <p>The project will be more innovative, with its orientation toward green growth and climate resilience, and activities that will encourage the private sector to take part in selected public investments.</p> <p>The expected impact of the project will be that towns become centers of economic activity in the GMS economic corridors. The outcome will be improved urban infrastructure that supports economic linkages, strengthens the green-growth potentials of participating GMS towns and corridors, and enhances the climate resilience of the towns and corridors.</p>	Water Supply and Sanitation, Waste Management, Other Urban Services	CAM- 38.1 million LAO- 47.0 million VIE- 121.67 million	ADB loans for Cambodia and Lao PDR approved 13 Nov 2015 while for Viet Nam on 1 Dec 2015. New cost estimate breakdown: CAM- 38.1 million LAO- 47.0 million VIE- 121.67 million

Continued on next page

**Table 1 continued**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-URB-02	MYA: Corridor Towns Development Project III	The Third GMS Corridor Towns Development Project will expand the geographical scope and include Myanmar. Key investments will be in urban environmental infrastructure, economic infrastructure, and logistics. The emphasis of investments will be on strengthening towns that have intensive cross-border economic activity, cross-border tourism, industrial development (e.g., export- processing zones); and have a high potential for private sector investments and PPPs. Aspects of inclusive and green growth will be prioritized.	Water Supply and Sanitation, Waste Management, Other Urban Services	80.0	The proposed loan is programmed for 2017 approval. ADB is in discussions with NEDA and TICA of Thailand for co-financing of the project.

**Table 2: Project Progress—Investment**

Code	Project	Activity Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-URB-01	CAM, LAO, VIE: Corridor Towns Development Project II: CAM Part	16-Jan-14	30-Jun-15	3-Jun-15	13-Nov-15		
	<b>Narrative:</b> Feasibility study was completed on 30 June 2015. ADB project financing for Cambodia and Lao PDR was approved on 13 Nov 2015 and on 1 Dec 2015 for Viet Nam. Implementation is ongoing.						
	CAM, LAO, VIE: Corridor Towns Development Project II: LAO Part	16-Jan-14	30-Jun-15	27-May-15	13-Nov-15		
	<b>Narrative:</b> Feasibility study was completed on 30 June 2015. ADB project financing for Cambodia and Lao PDR was approved on 13 Nov 2015 and on 1 Dec 2015 for Viet Nam. Implementation is ongoing.						
	CAM, LAO, VIE: Corridor Towns Development Project II: VIE Part	16-Jan-14	30-Jun-15	10-Jun-15	1-Dec-15		
	<b>Narrative:</b> Feasibility study was completed on 30 June 2015. ADB project financing for Cambodia and Lao PDR was approved on 13 Nov 2015 and on 1 Dec 2015 for Viet Nam. Implementation is ongoing.						

Continued on next page

**Table 2 continued**

Code	Project	Activity Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-URB-02	MYA: Corridor Towns Development Project III	1-Mar-15	<b>15-Dec-15</b>				
	<p><b>Narrative:</b> The proposed loan is programmed for 2017 approval. ADB is in discussions with NEDA and TICA of Thailand for co-financing of the project. From Myanmar: ADB technical assistance (TA ) draft final review mission was fielded from 3 to 11 Dec 2015 to review the progress of the TA to Prepare the GMS corridor town development project. The mission participated in the TA draft final meeting held in Mawlamyine on 8 December and in Hpa-an on 9 December 2015. Debriefing meetings were organized with the DUHD, the foreign Economic Development and Ministry of Finance (MOF)in Naypyitaw on 11 December 2015.</p>						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

## Technical Assistance (as of 31 December 2015)

**Table 1: Project Description—Technical Assistance**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-UD-TA-01	CAM, LAO, VIE: PPTA for Corridor Towns Development Project II	<p>The project preparatory technical assistance (PPTA) will formulate the Second GMS Corridor Towns Development Project. The proposed subprojects will include studies of their feasibility, and all safeguard requirements will be assessed. The PPTA will help participating towns to consolidate their urban planning and investment plans into a strategic local economic development plan, and prepare capacity development and training plans for the local or provincial authorities involved.</p> <p>The PPTA will support the identification of potential private sector investment projects through build-operate-transfer (BOT), build-own-operate (BOO), or other concession arrangements.</p>	Water Supply and Sanitation, Waste Management, Other Urban Services	1.8	The TA commenced in January 2014 and completed on 30 June 2015.

Continued on next page

**Table 1 continued**

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-UD-TA-02	MYA: PPTA for Corridor Towns Development Project III	<p>The PPTA will formulate the Third GMS Corridor Towns Development Project. The proposed subprojects will include studies of their feasibility, and all safeguard requirements will be assessed. It will help the participating towns to consolidate their urban planning and investment plans into a strategic local economic development plan. The PPTA will also prepare capacity development and training plans for the local or provincial authorities involved.</p> <p>The PPTA will support identifying potential private sector investment projects through BOT, BOO, or other concession arrangements.</p>	Water Supply and Sanitation, Waste Management, Other Urban Services	1.35	The TA commenced in February 2015 and will be completed in May 2016.
REG-UD-TA-03	CAM, PRC, LAO, MYA, THA, VIE: Greater Mekong Subregion : Capacity Development for Economic Zones in Border Areas <b>Proposed to be added.</b>	The technical assistance will improve the capacities of GMS border towns in the development and management of economic zones in border areas. These are towns close to the boundary between two countries. It will strengthen the capacity of institutions working in the border areas ahead of the fourth corridor towns development project (CTDP) in 2018, while contributing to GMS initiatives in various sectors (e.g., human resource development).	Water Supply and Sanitation, Waste Management, Other Urban Services	0.9	The Capacity Development Technical Assistance was deemed approved on 11 December 2015 by 5 GMS countries,
REG-UD-TA-04	CAM, LAO,VIE: PPTA for Corridor Towns Development Project IV <b>Proposed to be added.</b>	The technical assistance will formulate the Fourth GMS Corridor Towns Development Project. The proposed subprojects will include studies of their feasibility, and all safeguard requirements will be assessed.	Water Supply and Sanitation, Waste Management, Other Urban Services	2.5	The TA is proposed for ADB funding in 2016.

**Table 2: Project Progress—Technical Assistance**

Code	Project	Activity Date			
		Financing Identified	Project Approved/By	Implementation Commenced	Project Completed
REG-UD-TA-01	CAM, LAO, VIE: PPTA for Corridor Towns Development Project II	29-Nov-12	13-Aug-13	16-Jan-14	30-Jun-15
	<b>Narrative:</b>				
REG-UD-TA-02	MYA: PPTA for Corridor Towns Development Project III	Nov-14	17-Nov-14	27-Feb-15	
	<b>Narrative:</b> The TA commenced in February 2015 and will be completed in May 2016.				
<b>Proposed to be added:</b>					
REG-UD-TA-03	CAM, PRC, LAO, MYA, THA, VIE: Greater Mekong Subregion : Capacity Development for Economic Zones in Border Areas	Nov-15	12-Nov-15		Sep-18
	<b>Narrative:</b> CDTA deemed approved on 11 December by 5 GMS countries, Viet Nam to send no objection.				
REG-UD-TA-04	CAM, LAO VIE : PPTA for Corridor Towns Development Project IV	Dec-15	30-Sep-16	1-Apr-17	Sep-18
	<b>Narrative:</b> The TA is proposed for ADB funding in 2016..				

Project approved/by = date of project approval/approving authority (Government, financier, other)

# **Tourism Development**

# Regional

Investment (as of 31 December 2015)

**Table 1: Project Description—Investment**

Code	Project	Description	Subsector	Cost Estimate (\$ Million)	Justification/ Additional Information
REG-TOR-01	GMS Tourism Infrastructure for Inclusive Growth CAM, LAO, VIE	<p>The project will accelerate inclusive economic growth in targeted segments of the Greater Mekong Subregion (GMS) economic corridors by improving tourism-related access infrastructure and environmental conditions in cross-border tourism centers, and strengthening the capacity of public and private destination management organizations.</p> <p>The project will support the</p> <ul style="list-style-type: none"> <li>(i) improved last mile tourism access infrastructure,</li> <li>(ii) improved environmental services in cross-border tourism centers,</li> <li>(iii) strengthened institutional capacity to promote and manage inclusive tourism growth, and</li> <li>(iv) effective project implementation and knowledge management.</li> </ul> <p>Project areas will include contiguous segments of the Southern Coastal Corridor in Cambodia and Viet Nam; Southern Corridor in Viet Nam; Central Corridor in the Lao People’s Democratic Republic; Eastern Corridor in northern Viet Nam.</p>	<p>Industry and trade = trade and services, small and medium-sized enterprises development; Water and other urban infrastructure and services = urban sanitation, wastewater treatment, and other urban services</p> <p>Transport = water transportation and rural roads</p>	ADB approved \$108 million (ADF loans) in 2014	

Continued on next page



**Table 1 continued**

Code	Project	Description	Subsector	Cost Estimate (\$ Million)	Justification/ Additional Information
REG-TOR-02	Construction of the Sino–Vietnamese Detian–Ban Gioc Waterfalls International Tourism Cooperation Zone	<p>The project aims to develop tourism infrastructure and supporting service facilities in the Sino–Vietnamese Detian–Ban Gioc Waterfalls International Tourism Cooperation Zone, in the GMS Northern Economic Corridor. The project includes the construction of river ports, frontier mutual trade points, highways for the zone, water supply systems, renewed electricity supply systems, sewage and garbage disposal systems, and village-based development within the Detian Tourism Area.</p> <p>The People’s Republic of China has suggested to include in the project scope the improvement of the local rural environment and ecosystem; and the construction of a tourist center, parking lots, sightseeing pathways, green roads for bicycling, Sino–Vietnamese museum, and center for Sino–Vietnamese intercultural communication.</p>	Industry and trade, Trade and services, Small and medium-sized enterprises development Water and other urban infrastructure and services. Renovation and protection of cultural heritage, Urban sanitation. Waste management	200.0	
REG-TOR-03	Second GMS Tourism Infrastructure for Inclusive Growth	The project will improve urban-rural connectivity, environmental services, and capacity to boost tourism receipts, jobs and environmental performance in secondary destinations situated in the GMS economic corridors. It will also support implementation of ASEAN Tourism Standards.	Industry and trade, trade and services	130.0	

**Table 2: Project Progress—Investment**

Code	Project	Activity Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-TOR-01	GMS Tourism Infrastructure for Inclusive Growth: <u>CAM Part</u>		Aug-14	Y=\$18.77	24-Nov-14	30-Mar-15	Implementation is scheduled to complete on 31 December 2019.
	GMS Tourism Infrastructure for Inclusive Growth: <u>LAO Part</u>		Aug-14	Y=\$43.5	8-Sep-14	14-Jan-15	Implementation is scheduled to complete on 31 December 2019.
	GMS Tourism Infrastructure for Inclusive Growth: <u>VIE Part</u>		Aug-14	Y=\$55.08	27-Sep-14	30-Mar-15	Implementation is scheduled to complete on 31 December 2019.
<p><b>Narrative:</b> Project start-up activities (e.g. consultant recruitment, appointment of counterpart staff, and establishment of project officers) is complete in the Lao PDR and ongoing in Cambodia and Viet Nam. The first meeting of the subregional project steering committee was held in Da Nang, Viet Nam on 17 June 2014. At the meeting Cambodia agreed to lead the subregional program on tourism statistics harmonization; Lao PDR agreed to lead the subregional marketing program; and Viet Nam agreed to lead the program to implement ASEAN tourism standards. Capacity building activities to strengthen tourism destination management commenced in Lao PDR and Cambodia in Q4 2015, with good progress made in developing destination management plans for 8 project provinces. Lao PDR successfully organized a GMS Food and Craft Fair in Luang Prabang in December 2015, with participation of Viet Nam, Thailand, and the Lao PDR.</p>							
REG-TOR-02	Construction of the PRC-VIE Detian–Ban Gioc Waterfalls International Tourism Cooperation Zone: <u>PRC Part</u>	N/A	N/A	N/A	N/A	N/A	
<p><b>Narrative:</b> During Chinese President Xi Jinping’s state visit to Viet Nam in November 2015, a new cooperation agreement on the project was signed between PRC and Viet Nam and was mentioned in the Sino-Vietnamese Joint Statement. In December 2015, Guangxi government discussed with Vietnamese counterparts on how to implement the State agreement on the project. Key consensus was reached on the follow-up actions at the provincial level. At the provincial level, the infrastructure for PRC’s part of the International Tourism Cooperation Zone is ongoing, and Guangxi province has issued government documents to regulate domestic self-driving tours on the Sino-Vietnamese border.</p>							
	Construction of the PRC-VIE Detian–Ban Gioc Waterfalls International Tourism Cooperation Zone: <u>VIE Part</u>	N/A	N/A	N/A	N/A	N/A	
<p><b>Narrative:</b> (As above)</p>							

Continued on next page

**Table 2 continued**

Code	Project	Activity Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-TOR-03	Second GMS Tourism Infrastructure for Inclusive Growth: <u>CAM, LAO, MYA, VIE</u>	-	-	-	-	-	In ADB's Southeast Asia RCI pipeline for processing in 2016–2017 and approval in 2018. ADB internal Departmental Review Meeting on Concept Paper completed in December 2015.
<p><b>Narrative:</b> The project scope is expected to cover urban-rural connectivity, environmental services, and capacity building to boost tourism receipts, jobs, and environmental performance in secondary destinations situated in the GMS economic corridors. It will also support implementation of ASEAN regional tourism standards. Preparation of the project is expected to commence in late Q4 2016.</p>							

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

## Technical Assistance (as of 31 December 2015)

**Table 1: Project Description—Technical Assistance**

Code	Project	Description	Subsector	Cost Estimate (\$ Million)	Justification/ Additional Information
REG-TOR-TA-01	Strengthening the Mekong Tourism Coordinating Office (All GMS Countries)	The capacity development technical assistance will aim to strengthen the institutional capacity of the Mekong Tourism Coordinating Office (MTCO) to support subregional tourism cooperation activities as directed by the GMS Tourism Working Group (TWG). The TA will strengthen knowledge management regarding sustainable tourism in the GMS; and it will boost the TWG's subregional marketing program, which promotes thematic, multi-country tour circuits along the GMS economic corridors and in secondary destinations.	Industry and trade, Trade and services	0.2	Implementation commenced in Oct 2013 and is to be completed by March 2016.
REG-TOR-TA-02	Preparing the New GMS Tourism Sector Strategy 2016-2026 (All GMS Countries)	The TA will support the updating of the GMS Tourism Sector Strategy 2005-2015 to the GMS Tourism Sector Strategy 2016-2026.	Industry and trade, Trade and services, Small and medium-sized enterprises development, Water and other urban infrastructure and services. Renovation and protection of cultural heritage, Urban sanitation. Waste management	0.8	The project will be included in the scope of the project preparation TA.
REG-TOR-TA-03	Preparing the Second GMS Tourism Infrastructure for Inclusive Growth (CAM, LAO, MYA, VIE)	The TA will support the preparation of a project to help complete the transformation of the Southern Economic Corridor into a thematic, multi-country tour circuit, and will address the need to develop a model GMS approach for sustainable tourism development in coastal marine areas.	Industry and trade, Trade and services, Small and medium-sized enterprises development, Water and other urban infrastructure and services. Renovation and protection of cultural heritage, Urban sanitation. Waste management	1.50	

**Table 2: Project Progress—Technical Assistance**

Code	Project	Activity Date			
		Financing Identified	FS Completed Project Approved/By	Implementation Commenced	Project Completed
REG-TOR-TA-01	Strengthening the Mekong Tourism Coordinating Office	ADB Technical Assistance Special Fund \$0.225 September 2013	ADB on 14 October 2013	14-Oct-13	Ongoing. Completion date is 31 March 2016
	<p><b>Narrative:</b> The TA helped the GMS Tourism Working Group (TWG) prepare the GMS Tourism Marketing Strategy and Action Plan 2015-2020, endorsed by the GMS National Tourism Organizations in Q3 2015 and later submitted as a deliverable to the 20th GMS Ministerial Conference, held in Nay Pyi Taw in September 2015. The TA also assisted the TWG (i) prepare a draft legal agreement and operations plan needed to establish the Mekong Tourism Coordinating Office as an inter-governmental organization; and (ii) update MTCOs website www.mekongtourism.org. In recognition of the website's innovative design and effective use of cutting-edge technology it was selected for a 2015 Adrian Award by Hospitality Sales &amp; Marketing Association International, from over 1,300 entrants.</p>				
REG-TOR-TA-02	Preparing the New GMS Tourism Sector Strategy 2016-2026				
	<p><b>Narrative:</b> The project has been merged and included as an activity in TA-03: Preparing the Second GMS Tourism Infrastructure for Inclusive Growth Project (below). <b>Proposed to be dropped since it has been merged with TA-03.</b></p>				
REG-TOR-TA-03	Preparing the Second GMS Tourism Infrastructure for Inclusive Growth	ADB \$1.5	-	-	-
	<p><b>Narrative:</b> The PPTA will support preparation of the GMS Tourism Sector Strategy 2016 – 2026 and related public investment project to improve urban-rural connectivity, environmental services, and capacity to boost tourism receipts, jobs and environmental performance in secondary destinations situated in the GMS economic corridors. The advertisement for expressions of interest for a consulting firm to assist the GMS Tourism Working Group prepare the updated strategy was advertised on 16 December 2015 and it is expected the firm will be mobilized in Q2 2016.</p>				

Project approved/by = date of project approval/approving authority (Government, financier, other)



# **Transport and Trade Facilitation**

# Regional

Investment (as of 31 December 2015)

**Table 1: Project Description—Investment**

Code	Project	Description	Subsector	Cost Estimate (\$ Million)	Justification/ Additional Information
REG-TTF-01	CAM, LAO PDR: Modernization of Sanitary and Phytosanitary (SPS) Agencies for Trade Facilitation Project in GMS	The project is a follow-up to the first phase of the Greater Mekong Subregion (GMS) Sanitary and Phytosanitary (SPS) Project for Cambodia and the Lao People’s Democratic Republic. It will aim to streamline border release procedures and processes related to agriculture products and food, including the potential for automating the business processes of SPS agencies; promote export of priority agriculture products through strengthening the public sector capacities required to enable export, mainly focusing on improving risk based annual surveillance programs for priority agriculture products; and selectively upgrade SPS laboratories. The project may also cover strengthening of SPS agencies linkages with other trade agencies, including increased information sharing, to improve trade efficiency. This second phase will continue the main objective of the first regional SPS project, to strengthen institutions and operational capacities in Cambodia and the Lao PDR to operate cost-effective SPS systems that facilitate trade and protect health.	Industry and Trade	31.5	CAM: Per mid-term review of the First SPS project held in November 2015, the Preparatory Technical Assistance of this project may be shifted to 2017 and the project loan to 2018. LAO: Per midterm review of the First SPS held in Oct 2015, the executing agency is very keen for the first project to be extended for another 3 years with the funding of additional activities in lieu of a Phase II.



**Table 2: Project Progress—Investment**

Code	Project	Activity Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-TTF-01	CAM, LAO: Modernization of Sanitary and Phytosanitary (SPS) Agencies for Trade Facilitation Project: <a href="#">CAM Part</a>						
	<b>Narrative:</b> Per mid-term review of the first SPS project held in November 2015, it was tentatively discussed with the Executing Agency and ADB Cambodia Resident Mission the possibility for the Regional Project Preparatory Technical Assistance (R-PPTA) be shifted to 2017, and for the project loan to 2018.						
	CAM, LAO: Modernization of Sanitary and Phytosanitary (SPS) Agencies for Trade Facilitation Project: <a href="#">LAO Part</a>						
	<b>Narrative:</b> Per midterm review of the first SPS project held in October 2015, the executing agency is very keen for the first project to be stepped up for another three years with the funding of additional activities (2018-2020), in lieu of a phase II. The amount of additional financing under consideration is \$10 million. Additional financing is proposed for approval by ADB in 2017.						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

## Technical Assistance (as of 31 December 2015)

**Table 1: Project Description—Technical Assistance**

Code	Project	Description	Subsector	Cost Estimate (\$ Million)	Justification/ Additional Information
REG-TTF-TA-01	CAM,LAO,MYA,THA,VIE:Trade Facilitation through Partnership with the Private Sector	The regional policy and advisory technical assistance (TA) outcome will be improved trade facilitation through the simplification, standardization, and harmonization of customs procedures and operations in the participating countries. The outputs of the TA include (i) a business perception survey for private sector stakeholders engaged in international trade (e.g., industry sector, freight forwarders, and trade brokers in the region); (ii) the promotion of public–private sector dialogue on trade facilitation through the organization of joint workshops to be participated in by the government sector and private sector stakeholders, including the GMS Business Forum and representatives of small and medium-sized enterprises; and (iii) capacity building for improved private sector outreach through reviews of the current provisions and practices on customs’ private sector outreach and security standards, and organization of capacity building workshops.	Trade and services	1.5	Implementaton commenced in August 2014 and is expected to close in August 2016.
REG-TTF-TA-02	Support for Implementing the Action Plan on Transport and Trade Facilitation in the GMS (Subprojects 2 and 3)	The cluster regional policy advisory TA is aimed at supporting the implementation of the GMS Trade and Transport Facilitation Action Plan, which was endorsed by the 16th GMS Ministerial Conference in August 2010, in Ha Noi. The TA has the following expected outputs that fall under three components: (i) Transport Facilitation: (1) Exchange of traffic rights;	Trade and services	4.1	Implementation commenced with financing support from the Australian Department of Foreign Affairs and Trade (DFAT) in October 2014 and is ongoing. Scheduled completion date is December 2016.

Continued on next page

**Table 1 continued**

Code	Project	Description	Subsector	Cost Estimate (\$ Million)	Justification/ Additional Information
		<p>(ii) Trade Facilitation: (1) Coordinated border management, (2) Enhanced SPS regime, (3) Strengthened national and subregional transport and trade facilitation (TTF) institutions, and (4) Regional trade logistics strategy;</p> <p>(iii) Capacity Building and Regulatory Reform: (1) Capacity development, and (2) Legal and regulatory improvements and harmonization.</p> <p>The TA is implemented through a cluster approach, with Subproject 1 (amounting to \$2 million) implemented from 2011 to 2013; and Subprojects 2 and 3, amounting to \$4.1 million, from 2014 to 2016.</p> <p>The cluster approach was adopted to</p> <p>(i) incorporate the flexibility needed for the successful TTF outcomes, and</p> <p>(ii) allow fine-tuning of activities based on outcomes of preceding efforts and the evolving context of TTF initiatives as the countries implement the Association of Southeast Asian Nations (ASEAN) Economic Community Blueprint.</p>			
REG-TTF-TA-03	CAM,LAO,MYA:Modernization of SPS Agencies for Trade Facilitation Project	<p>The regional project preparatory TA will complete the follow up to the first phase of the GMS SPS project for Cambodia and the Lao PDR, and the expansion to Myanmar. It will prepare project investment components to further build/strengthen an effective SPS system, by focusing on introducing information technology in SPS management for risk management and procedural streamlining in plant health, animal health, and food safety in Cambodia, the Lao PDR, and Myanmar.</p>	Trade and services	1.5	<p>The preparatory technical assistance for Cambodia is shifted to 2017 approval. For Lao PDR, the use of existing TA will be explored to detail the additional financing and 3 year extension of SPS I project.</p>

Continued on next page

**Table 1 continued**

Code	Project	Description	Subsector	Cost Estimate (\$ Million)	Justification/ Additional Information
REG-TTF-TA-04	Strengthening Bilateral Cross-Border Trade Agreements and Coordination Mechanism	The TA will cover (i) comprehensive review of existing bilateral policies and agreements, and coordination mechanisms for cross-border trade; (ii) assistance for the drafting and revising of bilateral cross-border trade agreements(CBTAs); and (iii) facilitating bilateral negotiations for CBTAs.		2.0	Already covered by existing TTF Tas. <b>Previously deleted.</b>

**Table 2: Project Progress—Technical Assistance**

Code	Project	Activity Date			
		Financing Identified	FS Completed Project Approved/By	Implementation Commenced	Project Completed
REG-TTF-TA-01	CAM,LAO,MYA,THA,VIE:Trade Facilitation through Partnership with the Private Sector	31-May-14	22-Aug-14	22-Aug-14	
	<p>Narrative: Project is ongoing and is expected to close in August 2016. Among its accomplishments are the following: 1. Trade survey was conducted in Myanmar, and the report is in progress. Based on the survey findings, a work program has been agreed with Myanmar Customs to undertake relevant measures to improve trade facilitation. Similar surveys are planned for other participating countries as appropriate.</p> <p>2. Capacity building programs for trade-related private sector, Customs officers and Other Government Agency officials to strengthen their understanding and coordination to facilitate international trade supply chains are identified and developed, including possible training, testing and licensing schemes for Customs brokers.</p> <p>3. The development or strengthening of Authorised Economic Operators (AEO) schemes are being planned, with complementing capacity building programs to be delivered to ensure their efficient and effective implementation.</p>				

Continued on next page

**Table 2 continued**

Code	Project	Activity Date			
		Financing Identified	FS Completed Project Approved/By	Implementation Commenced	Project Completed
REG-TTF-TA-02	Support for Implementing the Action Plan on Transport and Trade Facilitation in the GMS (Subprojects 2 and 3)	26-Nov-10	28-Oct-14	31-Oct-14	
	<p><b>Narrative:</b> Project is ongoing and has delivered, among others, the following outputs/activities: (i) An introductory workshop on preparations to implement the ASEAN Customs Transit System (ACTS) with Myanmar Dept. of Customs on 19-20 Feb 2015 and similar activities in Cambodia on 4-5 May 2015 , 7-8 May in Viet Nam and 11-12 May in Lao PDR followed by a second round of technical discussions/workshops in Viet Nam (5-9 October 2015), Lao PDR (12-15 October 2015), Cambodia (9-12 November 2015) and Myanmar (16-12 November 2015); (ii) collected information on CLMV's relevant planned IT system from ongoing mapping of Development Partners' activities in relation to risk management (iii) site visits conducted in May to prepare support for coordinated cross border management initiatives along EWEC and Southern Economic Corridor; (iv) consultations/discussions were also held in July/August 2015 after site visits to conduct a review of single-stop inspection (SSI) at Lao-Bao-Dansavanh border and assessment of new SSI sites at Savannakhet-Mukdahan and Bavet-Moc Bai border crossing points. Subsequently, joint task force working group meetings were held in August-November 2015 between Lao PDR and Thailand to discuss work plans and agree on joint procedures for SSI at the Savannakhet-Mukdahan BCP;(v) all draft transport agreements were consolidated with a view to develop a common template to promote a more coordinated subregional approach to transport sector liberalization; and (v) a discussion of the exchange of traffic rights for cross border transport between Cambodia and Thailand was held on 5 June 2015 in Bangkok; (vi) a National Transport Facilitation Committee Senior Officials' Meeting (NTFC SOM) Retreat was held on 3 December 2015 in Bangkok, Thailand to hold discussions on the way forward in the implementation of the GMS Cross Border Transport Facilitation Agreement (CBTA) as well as review the implementation progress and plans for the GMS Transport and Trade Facilitation Action Program (TTF-AP).</p>				
REG-TTF-TA-03	CAM, LAO PDR: Modernization of Sanitary and Phytosanitary (SPS) Agencies for Trade Facilitation Project		Project is 2017, PPTA 2016		
	<p><b>Narrative:</b> R-PPTA for Cambodia only is tentatively shifted to 2017 instead of 2016. Cambodia project Loan is for 2018 approval. For Lao PDR, project is proposed to be processed as an extension of the existing SPS project for 3 more years and the additional financing is proposed for approval in 2017. The use of the existing TA attached to the first SPS project will be explored to discuss and detail the additional financing proposal, including due diligence and update of relevant documents, to achieve a high degree of project readiness. The work to detail the additional financing proposal is planned for around August/September 2016, to coincide with the project review mission, if possible.</p>				
REG-TTF-TA-04	Strengthening Bilateral Cross-Border Trade Agreements and Coordination Mechanism				
	<p><b>Narrative:</b> Already covered by existing TTF TAs. <b>Previously deleted.</b></p>				

Project approved/by = date of project approval/approving authority (Government, financier, other)



# **Information and Communication Technology**

# Regional Investment (as of 31 December 2015)

**Table 1: Project Description—Investment**

Code	Project	Description	Subsector	Cost Estimate (\$ Million)	Justification/ Additional Information
REG-ICT-01	LAO: Time-Division Long-Term Evolution Demonstration Network in the Lao People's Democratic Republic	<p>In June 2011, at the Greater Mekong Subregion (GMS) Information and Communication Technology (ICT) Ministerial Meeting, the Ministry of Industry and Information Technology of the People's Republic of China (PRC) and the Ministry of Posts and Telecommunications of the Lao People's Democratic Republic (Lao PDR) signed the Memorandum of Understanding on Continuing with Demonstration Projects of Applicable Communication Technologies in Rural Areas.</p> <p>Private sector in the PRC and the Lao PDR preliminarily intended to cooperate with each other in building a time-division long-term evolution demonstration network in Vientiane, in the Lao PDR, to provide high-speed mobile data services for promoting communications development in rural areas and reducing the digital gap.</p>	ICT Infrastructure	5.0	The lack of progress is due to unavailable financing and not because it was cancelled as earlier reported. <b>Proposed to be added.</b>

**Table 2: Project Progress—Investment**

Code	Project	Activity Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-ICT-01	Time-Division Long-Term Evolution Demonstration Network in the Lao People's Democratic Republic: <u>LAO Part</u>						
	<b>Narrative:</b> PRC reported on 20 January 2016 that there is no progress on the project because of lack of financing and not because it was cancelled. Proposed to be reinstated instead of "To be deleted".						
	Time-Division Long-Term Evolution Demonstration Network in the Lao People's Democratic Republic: <u>PRC Part</u>						
	<b>Narrative:</b> PRC reported on 20 January 2016 that there is no progress on the project because of lack of financing and not because it was cancelled. Proposed to be reinstated instead of "To be deleted".						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)



## Technical Assistance (as of 31 December 2015)

**Table 1: Project Description—Technical Assistance**

Code	Project	Description	Subsector	Cost Estimate (\$ Million)	Justification/ Additional Information
REG-ICT-TA-01	Broadband Development Strategies and Implementation Programs of the GMS (All GMS Countries)	<p>Broadband is the cornerstone of national development. The United Nations defines its new broadband objective as “20 megabits per second (Mbps) access at \$20 per person by 2020.”</p> <p>The technical assistance project aims to provide suggestions and decision-making references to GMS governments and enterprises concerning participation in broadband development. Toward this objective, the project will analyze the countries’ national broadband development status, identify problems and development needs, establish GMS broadband development goals, and set major tasks and key construction projects.</p>	ICT strategy and policy and capacity development	10.0	No status information available.

**Table 2: Project Progress—Technical Assistance**

Code	Project	Activity Date			
		Financing Identified	FS Completed Project Approved/By	Implementation Commenced	Project Completed
REG-ICT-TA-01	Broadband Development Strategies and Implementation Programs of the GMS				
	<b>Narrative:</b> No status information available.				

Project approved/by = date of project approval/approving authority (Government, financier, other)



# **Other Multisector/Border Economic Zones**

# Regional

Investment (as of 31 December 2015)

**Table 1: Project Description—Investment**

Code	Project	Description	Subsector	Cost Estimate (\$ Million)	Justification/ Additional Information
REG-OTH-01	Joint PRC–Viet Nam Cross-Border Economic Zones (CBEZs)	<p>The project will cover three cross-border economic zones (CBEZs) located at the People’s Republic of China (PRC)–Viet Nam borders as follows: (i) Pingxiang Guangxi Zhuang Autonomous Region, PRC); and Dong Dang (Lang Son Province, Viet Nam), (ii) Dongxing (Guangxi Zhuang Autonomous Region, PRC) and Mong Cai (Quang Ninh Province, Viet Nam), and (iii) Longbang–Baise (Guangxi Zhuang Autonomous Region, PRC) and Tra Linh (Cao Bang Province, Viet Nam).</p> <p>The components of the CBEZs are as follows:</p> <p>(i) Pingxiang–Dong Dang. The planned area is 17 squarekilometers (km<sup>2</sup>), with the PRC and Viet Nam each allocating 8.5 km<sup>2</sup>. The PRC section will be constructed based on the Guangxi Pingxiang Comprehensive Bonded Zone, which was approved by the State Council. The CBEZ is a pilot cross-border cooperation zone under the framework of ASEAN-China Free Trade Agreement. It is also an important economic zone situated in a node city of the Greater Mekong Subregion (GMS) economic corridor, which will contribute to the transformation of a transportation corridor into an economic corridor and serve economic development along the corridor. The proposed project is intended to support the second phase of infrastructure construction of the PRC section.</p>		300.0	<p>The project has been included in the ADB 2016-2018 lending program upon request by PRC for \$300 million funding. Project preparation in Guangxi Province is ongoing. In January 2016, the PRC Ministry of Finance has approved US\$40,000 grant to Guangxi Zhuang Autonomous Region to support Dongxing’s development capacity building project which is ADB’s follow up project to facilitate the Sino-Vietnamese CBEZ program at Dongxing –Mong Cai. The project proposal is under preparation by Guangxi Province.</p>

Continued on next page

**Table 1 continued**

Code	Project	Description	Subsector	Cost Estimate (\$ Million)	Justification/ Additional Information
		<p>(ii) Dongxing–Mong Cai. This CBEZ is located at the PRC–Viet Nam border, to be connected by the Second International Bridge of Beilun River, which is about to be constructed. The planned PRC section includes 971.85 hectares, and Viet Nam plans to allocate an area as large as that of the PRC section for this zone. This CBEZ will be built as an experimental zone to deepen the PRC–Viet Nam cooperation, and is a priority project of the Dongxing National Experimental Zone of Development and Opening-Up. The CBEZ is also an important economic zone situated in a node city of the GMS economic corridor that will contribute to the transformation of a transportation corridor into an economic corridor and serve the economic development along the corridor. The proposed project is intended to support the infrastructure construction of the PRC section.</p> <p>(iii) Longbang-Baise-Tra Linh. The exact location is to be determined. This proposed project includes the preparation of a Chinese feasibility study and the infrastructure construction of the zone.</p>			
REG-OTH-02	Construction of Phnom Penh New Port Special Economic Zone	<p>The project will be the first package of development in the Phnom Penh New Port Special Economic Zone (SEZ). It will involve an area of 143 hectares, in which 106 hectares (ha) are for long-term lease to manufacturers, 3.0 ha for apartments and shops, 2.7 ha for a logistic center, and the remaining area for service facilities.</p> <p>The pilot package is intended to induce further SEZ development (more than 600 ha) to attract private sector investments.</p>		60.0	No status information available.

**Table 2: Project Progress—Investment**

Code	Project	Activity Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-OTH-01	Joint PRC–Viet Nam Cross-Border Economic Zones (CBEZs): <u>PRC Part</u>						
	<p><b>Narrative:</b> The PRC Ministry of Finance and National Development and Reform Commission have requested \$300 million ADB financing to support CBEZ development, initially covering economic zones in Dongxing and Pingxiang of Guangxi Autonomous Region. The project has been included in the ADB 2016-2018 lending program for the PRC. Guangxi government is expected to provide at least equivalent amount of counterpart funding. Project preparation led by Guangxi Department of Finance and Guangxi Development and Reform Commission is ongoing. The concept for a similar project to support CBEZs in the PRC’s Yunnan Province is also being prepared, and indicative funding has been included in the 2016-2018 lending program. There is a need to coordinate with the counterparts in Viet Nam with regard to finalizing joint master plans and seeding funding for the CBEZs in Viet Nam. ADB is preparing a regional technical assistance project to help improve coordination between the two countries and finalize the joint master plans. The Ministry of Planning and Investment and Ministry of Industry and Trade of Viet Nam have also requested ADB’s financial support for development of the CBEZs, and and Ministry of Industry and Trade of Viet Nam requested to support a bilateral border trade agreement between in PRC and Viet Nam.</p> <p>From PRC, 3 Mar 2016: In January 2016, the PRC Ministry of Finance has approved US\$40,000 grant to Guangxi Zhuang Autonomous Region to support Dongxing’s development capacity building project, which is ADB’s follow-up project to facilitate the Sino-Vietnamese CBEZ program at Dongxing-Mong Cai. The project proposal is under preparation by Guangxi Province.</p>						
	Joint PRC–Viet Nam Cross-Border Economic Zones (CBEZs): <u>VIE Part</u>						
	<p><b>Narrative:</b> The PRC Ministry of Finance and National Development and Reform Commission have requested \$300 million ADB financing to support CBEZ development, initially covering economic zones in Dongxing and Pingxiang of Guangxi Autonomous Region. The project has been included in the ADB 2016-2018 lending program for the PRC. Guangxi government is expected to provide at least equivalent amount of counterpart funding. Project preparation led by Guangxi Department of Finance and Guangxi Development and Reform Commission is ongoing. The concept for a similar project to support CBEZs in the PRC’s Yunnan Province is also being prepared, and indicative funding has been included in the 2016-2018 lending program. There is a need to coordinate with the counterparts in Viet Nam with regard to finalizing joint master plans and seeding funding for the CBEZs in Viet Nam. ADB is preparing a regional technical assistance project to help improve coordination between the two countries and finalize the joint master plans. The Ministry of Planning and Investment and Ministry of Industry and Trade of Viet Nam have also requested ADB’s financial support for development of the CBEZs, and and Ministry of Industry and Trade of Viet Nam requested to support a bilateral border trade agreement between in PRC and Viet Nam.</p>						
REG-OTH-02	CAM: Construction of Phnom Penh New Port Special Economic Zone						
	<b>Narrative:</b>						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

## Technical Assistance (as of 31 December 2015)

**Table 1: Project Description—Technical Assistance**

Code	Project	Description	Subsector	Cost Estimate (\$ Million)	Justification/ Additional Information
REG-OTH-TA-01	PRC, LAO,MYA: Capacity Building for Cross-Border Economic Zones (CBEZ)	The technical assistance covers the Mohan (PRC)–Boten (Lao People’s Democratic Republic) and Ruili (PRC)–Muse (Myanmar) CBEZs. In line with the CBEZ construction, the project provides training in language capacity and professional qualifications for government officials, as well as training to enhance the ability to utilize the free-trade area and preferential agreements to improve competitiveness		2.0	The 1 <sup>st</sup> joint working group meeting for coordinating Muse-Ruili Cross Border Economic Zone was held in Ruili, Yunnan Province on 14 December 2015. There is a similar capacity building Technical Assistance on Economic Zones in Border Areas under the Urban Development RIF that was approved in November 2015.
REG-OTH-TA-02	PRC, VIE: PPTA for Joint Feasibility Study of the PRC and Viet Nam CBEZs	The proposed project preparatory technical assistance (PPTA) aims to support the conduct of a joint feasibility study report. It is a follow-up on the ongoing technical assistance for Developing Cross-Border Economic Zones between the PRC and Viet Nam, supported by the Asian Development Bank. The PPTA will cover the study’s development of specific recommendations on the operational policies and regulations, as well as appropriate institutional arrangements agreeable to the PRC and Viet Nam, for the CBEZs.		2.0	ADB is preparing a regional technical assistance project to help improve coordination between the two countries and finalize the joint master plans. Viet Nam also requested ADB’s financial support for the CBEZs in Viet Nam.

**Table 2: Project Progress—Technical Assistance**

Code	Project	Activity Date			
		Financing Identified	FS Completed Project Approved/By	Implementation Commenced	Project Completed
REG-OTH-TA-01	<p>PRC, LAO,MYA: Capacity Building for Cross-Border Economic Zones (CBEZ)</p> <p><b>Narrative:</b> The 1st joint working group meeting for coordinating Muse-Ruili Cross Border Economic Zone was held in Ruili, Yunnan Province, China on 14th December, 2015. Following this, Myanmar would like to study the implementing process of cross border economic zones in other GMS countries. In this regards, the Ministry of Commerce would like to include (propose) the study visits for Myanmar senior officials to Cross Border Economic Development Zones in other GMS countries.</p>				
REG-OTH-TA-02	<p>PRC, VIE: PPTA for Joint Feasibility Study of the PRC and Viet Nam CBEZs</p> <p><b>Narrative:</b> Preparatory work is ongoing (as reported by PRC on 20 January 2016). ADB is preparing a regional technical assistance project to help improve coordination between the two countries and finalize the joint master plans. Viet Nam also requested ADB's financial support for the CBEZs in Viet Nam.</p>				

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)





## **About the Greater Mekong Subregion Economic Cooperation Program**

The Greater Mekong Subregion (GMS) is made up of Cambodia, the People's Republic of China (PRC, specifically Yunnan Province and Guangxi Zhuang Autonomous Region), the Lao People's Democratic Republic (Lao PDR), Myanmar, Thailand, and Viet Nam. In 1992, with assistance from the Asian Development Bank (ADB) and building on their shared histories and cultures, the six countries of the GMS launched a program of subregional economic cooperation—the GMS Program—to enhance their economic relations, initially covering the nine priority sectors: agriculture, energy, environment, human resource development, investment, telecommunications, tourism, transport infrastructure, and transport and trade facilitation.

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