

Greater Mekong Subregion  
Economic Cooperation Program  
**Overview of the  
Regional Investment  
Framework 2022**

Ha Noi, Viet Nam  
18-20 September 2017



**9<sup>th</sup> Economic  
Corridors  
Forum**

## REGIONAL INVESTMENT FRAMEWORK 2022

### I. Introduction and Overview of the Regional Investment Framework 2022

The Regional Investment Framework 2022 (RIF 2022) is the medium-term pipeline of priority projects in the Greater Mekong Subregion (GMS). It is a consolidation and expansion of the earlier Regional Investment Framework (2013-2022) and the Revised Regional Investment Framework Implementation Plan (RIF-IP 2014-2020) and continues to operationalize the strategic thrusts and priorities of the GMS Program under the GMS Strategic Framework (2012-2022)<sup>1</sup> and the Hanoi Action Plan 2018-2022 (HAP), which reviewed and refined these strategies. Ultimately, the pipeline comprises 222 investment and technical assistance projects requiring nearly \$64 billion in estimated financing, and are expected to commence by 2022. ***This pipeline will be used (i) as an instrument to have greater alignment between regional and national planning and programming for GMS projects and (ii) as a marketing tool to galvanize new financing for projects.***

Projects in the RIF 2022 were generated through extensive consultations with GMS institutional working groups, forums and the GMS National Coordinators and Secretariats in each country.<sup>2</sup> Thus, the pipeline (Appendix A) is presented by sector, noting geographic country coverage and estimated cost of financing; full project details, can be downloaded in the RIF 2022 Annex, along with previous RIF documents on the GMS website<sup>3</sup>. As in the past, the RIF 2022 pipeline includes regional projects to be financed by the governments themselves, by multilateral or bilateral development partners, and the private sector. Furthermore, the RIF 2022 consultations took place in parallel with the Midterm Review of the GMS Strategic Framework (2012-2022) and the development of the Ha Noi Action Plan to strengthen alignment between the GMS regional strategies and the GMS project pipeline.

Generally, the same guiding principles and criteria were used for RIF 2022 as were used with the original RIF and RIF-IP when identifying projects.

The guiding principles for the RIF (2013-2022) were to:

- ensure that proposed investments for corridor development are demand driven;
- strike a balance between promoting external connectivity and domestic connectivity;
- adopt a multisector approach and emphasizing the software requirements of trade and transport facilitation;
- recognize new and emerging priority areas, such as urban development linked to corridors, special economic zones, logistics centers, and multimodal transport linkages; and prioritize specific geographic areas based on sound criteria and strategic sequencing of projects.

---

<sup>1</sup> <https://www.adb.org/documents/greater-mekong-subregion-economic-cooperation-program-strategic-framework-2012-2022>

<sup>2</sup> RIF 2022 business process is included as Appendix B

<sup>3</sup> <https://www.adb.org/countries/gms/strategy>

In the selection for the RIF-IP (2014-2018), the following criteria was adopted:

- the project has strong subregional rationale and benefits, including improved connectivity and competitiveness, and/or strengthened multisector approaches.
- the project is likely to be economically viable and, where relevant, financially viable, and/or likely to produce significant social benefits.
- the project can be formulated and financed within the period up to end 2018.
- the project has identified financing sources, or has good potential for funding by ADB, development partners, and/or the private sector.
- preliminary technical, social, and environmental impact assessments for the project have been initiated or completed.
- the project is aligned with national development plan/economic development strategy and/or included as a priority project in the national investment plan/program.

However, in revisiting the previous principles and criteria, the project formulation timeframe was extended to 2022, the start timeframe is not limited to projects commencing in 2018, and the previous RIF-IP criterion which required for projects to have identified financing was dropped. This was revised so that the RIF 2022 would be more inclusive and representative of the actual financing gap/needs of the GMS.

The RIF 2022 pipeline currently comprises 146 investment projects requiring \$63.2 billion and 76 technical assistance projects requiring \$287 million for an estimated total of nearly \$64 billion required financing for 222 projects. However, because RIF 2022 pipeline includes some projects that do not yet have funding estimates, the financing gap is expected to increase. Some projects have identified financing sources, but **138 projects still have a financing gap amounting to \$30.3 billion, so it will be critical for the countries and development partners in the region to focus in programming on these priorities and look beyond traditional public sector funding.**

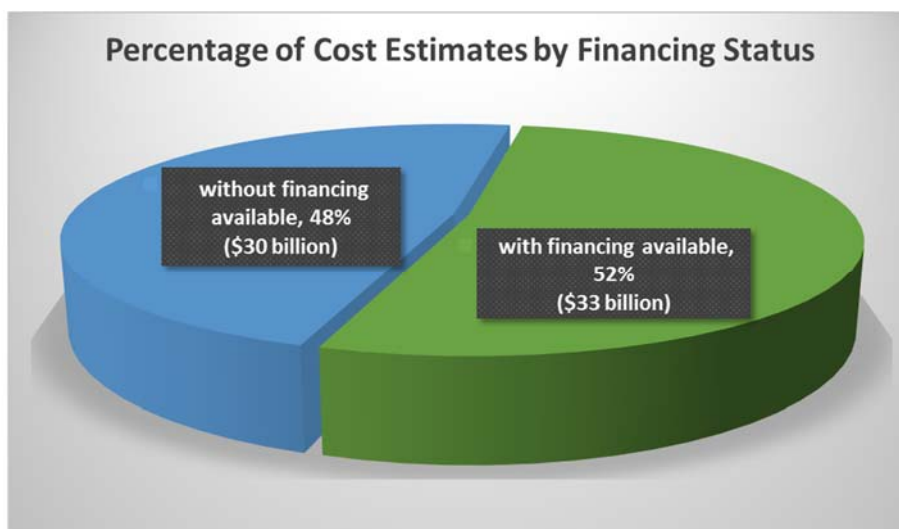


Figure 1: RIF 2022 With and Without Financing Available

Of the projects currently identified with financing, 67% of the projects are planned for government financing; 19% are planned for financing from ADB, 8% are planned for financing through other development partners; and 6% have been identified for private sector investment or Public Private Partnerships (PPP).

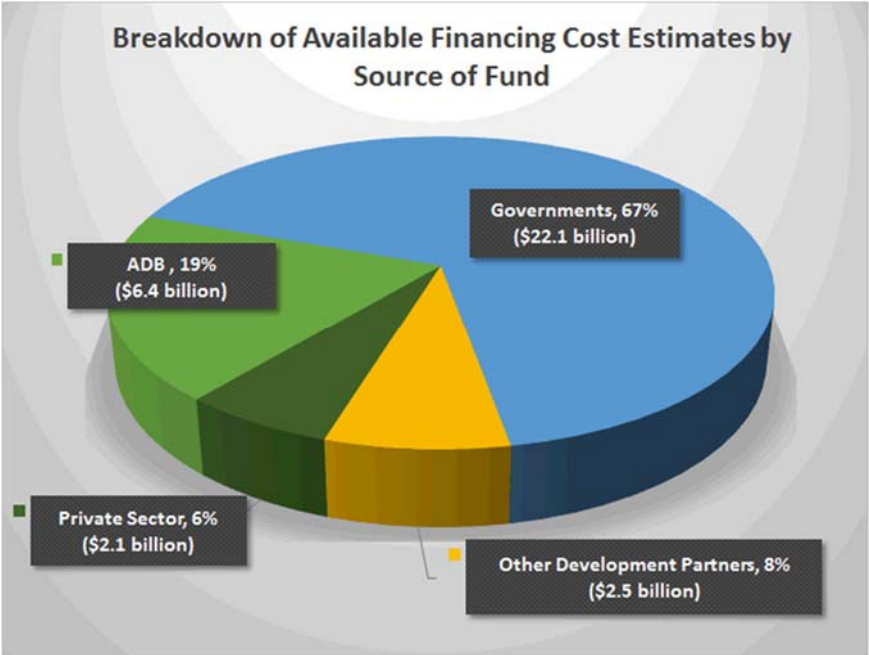


Figure 2: Breakdown of Funding Sources Projects for Projects With Financing Available

**II. Alignment to the GMS Strategies and Revisions in the RIF 2022**

**A. Institutional and Sector Coverage**

For the most part, the RIF 2022 is organized along the lines of the institutional sectors of the GMS Strategic Framework and their respective working groups and forums. Projects continue to be proposed and progress reported on through these working groups and forums and in some cases through the National Coordinators. Some exceptions include projects in the Transport and Trade Facilitation and the e-commerce and information and communications technology (ICT) sectors which do not have formal working groups.

The RIF 2022 also takes inputs and projects from sector specific strategies which were developed during this time, including the GMS Tourism Sector Strategy, Transport Sector Strategy, and agriculture sector’s Strategy for Promoting Safe and Environmentally- Friendly Agro-Based Value Chains in the GMS and Siem Reap Action Plan.

Furthermore, with the discontinuation of the Working Group on Human Resource Development (WGHRD) and the emergence of a focused Working Group on Health Cooperation, other **areas of human resource development are taking a project level approach, rather than a formal working group structure, and are being led by other GMS development partners** such as GIZ and the International Organization on Migration (IOM).

Sector	Number of Projects			Cost Estimates ( \$ million)		
	Investment	TA	Total	Investment	TA	Total
Transport	87	11	98	53,533.7	8.4	53,542.1
Energy	19	8	27	2,851.4	12.0	2,863.4
Agriculture	5	7	12	969.0	108.5	1,077.5
Environment	3	4	7	420.0	8.3	428.3
Health & Other HRD	4	6	10	602.2	13.1	615.3
Urban Development	6	5	11	805.0	6.7	811.7
Others/BEZ	6	6	12	2,462.9	7.9	2,470.8
Tourism	12	17	29	1,474.0	83.2	1,557.2
TTF	3	9	12	92.0	16.6	108.6
ICT	1	3	4	5.0	22.1	27.1
<b>Total</b>	<b>146</b>	<b>76</b>	<b>222</b>	<b>63,215.2</b>	<b>286.7</b>	<b>63,501.9</b>

Table 1: Summary by Sector of RIF 2022

As with previous pipelines, the RIF 2022 is heavily skewed towards transportation sector projects. However, intersectoral linkages, such as tourism supported through transport networks (see Appendix A), are more prominent in the RIF 2022. Furthermore, **there is an increase in transportation sub-sectors, with new projects in ports and waterways, logistics, and border crossing represented which were missing or underrepresented in earlier pipelines.**

Railway infrastructure, because of its greenfield nature and extensive civil works required, continues to make up the bulk of the required investments costs in the RIF 2022. Some railway projects have commenced with domestic budgets and bilateral assistance from PRC. The GMS Railway Association is assessing which railway lines to prioritize for the subregion and examining alternative modalities to address the vast financing needs for rail infrastructure.

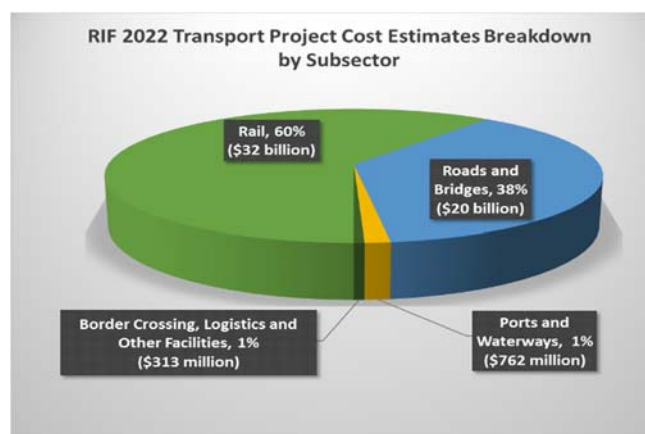


Figure 3: Transport Subsector Breakdown

In addition to new transport sub-sectors in the RIF 2022, **there is also an emergence of projects in border area or border zone development** (see RIF Annex for projects for Guangxi, Hekou, Yunnan Lincang, Vietnam Border Areas Development, Ruili Border Economic Zone) **which involve multi-sector interventions**, such as road and/or border infrastructure, trade facilitation, technical and vocational education and training (TVET), schools, urban infrastructure, and

tourism. The Tourism Infrastructure for Inclusive Growth projects also take this multi-sector approach. The emergence of these multi-sector and zone projects are consistent with the findings of the Midterm Review of the GMS Strategic Framework, and could serve as models for developing scope and management of multi-sector projects in a geographic area. The ***demand for border zone and border area projects provide a case for the use of spatial planning to assess and develop area investment needs.***

Given the rough estimates, and the still to-be-determined country scope of some planned multi-country projects, a country-by-country breakdown of the RIF 2022 projects is not included.

## **B. Cross-Sectoral Linkages**

Although the projects are listed in RIF 2022 by the sector working group or forum in which they were proposed, a great number of the projects have cross-sectoral linkages. For example, the Tourism Working Group has proposed transport projects (River and Coastal Ports Improvements, Roadside Rest Areas, and Border Facilities) as well as a TVET project. The agriculture sector, particularly agriculture value chains, will be affected by the projects related to sanitary and phytosanitary (SPS) measures under the transport and trade facilitation chapter of the RIF 2022 as well as new projects being developed in regional health cooperation. ***Implementation of these cross-sectoral projects will require close coordination*** between the respective working groups/forums and line ministries, as well as coordination from the GMS national coordinator to foster cooperation between the cross-sectoral groups.

RIF 2022 projects should also continue to be monitored through the GMS Projects Database map, or other tools, to assess alignment with economic corridors and economic growth centers in the GMS.

## **III. Development Programming, Marketing, and Monitoring of the RIF 2022**

The RIF 2022 is a tool to serve three purposes: (i) monitor implementation progress of RIF 2022 projects; (ii) focus country and regional development planning by having a medium-term pipeline of project needs; and (iii) marketing tool for the GMS to galvanize financing to the region. ***The RIF 2022 is a living document which will continue to be updated as new priorities emerge under the Ha Noi Action Plan, and the regional project pipeline evolves.***

Between 2014-2016, the RIF-IP (2014-2018) project progress in implementation was monitored and proposed revisions to the RIF-IP were collected twice a year at the end of June and end of December. However, the timeline from initiating the progress report to consolidated report and publishing was prolonged and took on average approximately four months; once one cycle completed, it was nearly time to initiate the next cycle. Also, the more complete progress reports and new project proposals were most effective when discussed during annual or biannual working group meetings, which normally occurred June-July and November– December (if biannual meeting). Moreover, the country development programming cycle would also take place normally earlier; for example, ADB's country programming missions normally take place between February to May. Thus, the progress report cycle was not well aligned with the working group meetings or the development planning cycle. It is recommended that the RIF 2022 reduce its reporting cycle

to report to the GMS Ministers once a year at the GMS Ministerial Conference. The cycle should be best aligned with the sectors' respective working group meetings and forums at mid-year, present to the GMS Ministers at the GMS Ministerial Conference each 3<sup>rd</sup> or 4<sup>th</sup> Quarter, and then disseminate new progress reports for budget and development planning in the 4<sup>th</sup> Quarter and 1<sup>st</sup> Quarter of the next year. As projects are completed in implementation, they will be appended to the RIF 2022 Progress Report.

Given the vast financing gap of the RIF 2022, the GMS countries can consider options for marketing the RIF 2022 projects and raising the profile of the pipeline so that it can be used in ongoing development and budget planning, as well as to attract new development partners or private sector.

## **APPENDIX**

- A. RIF 2022 Summary Project List<sup>4</sup>
- B. Regional Investment Framework business process

---

<sup>4</sup> See GMS website for Online Annex and full project description and details



## TRANSPORT

No.	Project Title	Country Coverage	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)
<b>INVESTMENT PROJECTS</b>				
<b>Cambodia</b>				
1	Sihanoukville Port Access Road Improvements	Cambodia	40.0	
2	Road Network Improvement Project (formerly GMS: Deepening Connectivity of Southern Economic Corridor Project)	Cambodia	77.5	Asian Development Bank (ADB)—70.0 Government—7.5
3	Phnom Penh–Sihanoukville Highway Corridor Improvements	Cambodia	1,600.0	Build–operate–transfer (BOT) (Chinese private sector)
4	Link road between NR5 and NR6 near Kampong Tralach north of Phnom Penh	Cambodia	60.0	
5	Railway access to the new Phnom Penh Port (53 km)	Cambodia	200.0	
6	Southern Siem Reap bypass road (193.7 km)	Cambodia	200.0	
7	Construction of bus/truck driving test center	Cambodia	10.0	
8	Construction of Logistics Complex at Stung Bot (Poipet, Cambodia–Thailand border)	Cambodia	50.0	
9	Construction of Logistics Complex at Bavet (Bavet, Cambodia–Viet Nam border)	Cambodia	50.0	
10	Strengthening Overload Control System	Cambodia	5.0	
	<sup>1</sup> Cambodia: Poipet–Border Bridge/Aranyaprathet (6.5 km) Thailand: Aranyaprathet–Klong Luk Bridge (border bridge with Cambodia) (6 km)	Cambodia, Thailand		
<b>Subtotal (Investment Projects: Cambodia)</b>			<b>2,292.5</b>	
<b>People's Republic of China (PRC)</b>				
11	Yunnan Pu'er Regional Integrated Road Network Development Project	PRC	589.5	ADB—200.0 Counterpart—389.53
12	Dali–Ruili Railway	PRC	4,020.0	PRC
13	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	PRC, Lao PDR, Myanmar, Thailand	359.4	PRC—14.7 Balance—To be determined (TBD)
14	Yuxi–Mohan Railway	PRC	8,062.5	PRC ADB—450.0
15	Jinghong–Daluo Expressway	PRC	2,040.0	
	<sup>2</sup> Viet Nam: Lao Cai–Hekou (154 km) PRC: Hekou–Lao Cai (249 km)	PRC, Viet Nam		
<b>Subtotal (Investment Projects: PRC)</b>			<b>15,071.4</b>	
<b>Lao People's Democratic Republic (PDR)</b>				

<sup>1</sup> Cost estimate and count of project are under Thailand to avoid double counting.

<sup>2</sup> Cost Estimate and count of project are under Viet Nam to avoid double counting.

## Appendix A of RIF 2022 Overview

16	Vang Tao Border-Crossing Point	Lao PDR	15.0	Government provincial budget
17	NR13N Improvement and Maintenance Project (Vientiane to Phon Hong) (formerly Upgrading NR13N and N13S (Portion through Phon Hong–Vientiane Capital–Ban Hai); ASEAN Highway AH11 NR13S)	Lao PDR	80.0	World Bank (International Development Association credit)—40.0 Nordic, Asian Infrastructure Investment Bank, and Government's National Road Maintenance Funds—40.0
	<sup>3</sup> Mekong Bridge at Bungkan–Paksan (with Thailand)	Lao PDR, Thailand		
18	Thanaleng Border-Crossing Infrastructure Improvement Project	Lao PDR	25.0	
19	Hongsa (Xayaboury)–Chomphet (Luang Prabang) Rehabilitation (120 km)	Lao PDR	90.0	National Economic and Development Authority (NEDA) of Thailand
20	Upgrading of NR8 East–West Transport Route; ASEAN Highway AH15 (Ban Lao–Nam Phao)	Lao PDR	80.0	
21	Xiengkok River Port	Lao PDR	15.0	PRC
22	Ban Mom River Port	Lao PDR	12.0	Provincial government, private sector
23	Lalay Border-Crossing Point (NR15)	Lao PDR	10.0	
24	Nam Phao Border-Crossing Point (NR8)	Lao PDR	8.0	Korea International Cooperation Agency
25	Na Phao Border-Crossing Point (NR12)	Lao PDR	10.0	
26	Luang Namtha– Xiengkok–Lao–Myanmar Friendship Bridge: NR17	Lao PDR	150.0	
27	Vientiane–Boten Railway Project (427.2 km)	Lao PDR	5,800.0	PRC
28	Luang Prabang–Samneua (NR4B & NR6) Second Northern GMS Transport Network Improvement Project	Lao PDR	70.0	
29	Luang Prabang–Dien Bien Phu (107 km) Under Lao PDR–Viet Nam Bilateral Assistance	Lao PDR	90.0	Viet Nam
30	Phiafay–Attapeu: NR18A (150 km) ASEAN Highway: AH132 = 261 km East–West Transport Route	Lao PDR	130.0	Private sector
31	Vientiane–Thakhek–Mu Gia Railway Project (450 km) Mu Gia–Vung Ang (Feasibility Study completion expected in 2017) (119 km)	Lao PDR	4,402.0	Republic of Korea
32	Thanalaeng–Nongkai Railway Extension Project (4 km)	Lao PDR	28.5	NEDA of Thailand

<sup>3</sup> Cost estimate and count of project is under Thailand to avoid double counting.

## Appendix A of RIF 2022 Overview

33	Savannakhet–Lao Bao Railway Project (220 km)	Lao PDR	4,200.0	BOOT—Giant Group from Malaysia
34	Mekong Bridge at Luang Prabang	Lao PDR	65.0	Netherlands
35	Selamphao Bridge at the end of NR14A between Lao PDR and Cambodia	Lao PDR, Cambodia	30.0	Joint 50:50 investment by the Lao PDR and Cambodia
36	Mekong Bridge for Thanalaeng–Nongkai Railway Project	Lao PDR	TBD	
37	Dak Chung Border-Crossing Point (NR16)	Lao PDR	10.0	
38	Houei Sai River Port	Lao PDR	13.0	
39	Pakbeng River Port (Oudomxay Province)	Lao PDR	13.0	
40	Khokchong River Port (same as Luang Prabang River Port)	Lao PDR	15.0	
41	Vientiane–Ha Noi Expressway Project	Lao PDR, Viet Nam	3,500.0	
42	Upgrading 13S (portion Savannakhet Province to Bolikhamxay) (253 km)	Lao PDR	TBD	
43	Navigation Channel Improvements: Lower Mekong from Luang Prabang to Savannakhet (MRCs)	Lao PDR	12.2	
44	Port Construction and Improvement from Vientiane to Savannakhet (Vientiane Port, Paksan Port, Thakhek Port, and Savannakhet Port)	Lao PDR	19.4	
<b>Subtotal (Investment Projects: Lao PDR)</b>			<b>18,893.1</b>	
<b>Myanmar</b>				
45	East–West Economic Corridor Eindu–Kawkareik Road Improvement Project	Myanmar	121.8	ADB—100.0 Association of Southeast Asian Nations (ASEAN) Infrastructure Fund—20.0 Counterpart—1.8
	<sup>4</sup> Mae Sot–Myawaddy Border Crossing Project and Infrastructure Improvements (with Thailand)	Myanmar, Thailand		Thailand
46	Improvement of Six Inland Ports	Myanmar	190.0	Japan International Cooperation Agency (JICA), Belgium, private sector
47	Loilem–Kyaington Road Section (359 km) (GMS Road Section of R7 and Secondary Road of Corridor)	Myanmar	359.0	
48	Thaton–Payagyi Road Improvement Project	Myanmar	128.0	
49	Ruili (PRC)–Kyaukpyu (Myanmar) Highway	Myanmar	1,000.0	
50	Daluo (PRC)–Tachilek (Myanmar) Highway	Myanmar	93.0	
51	Bridge on the Kyaington–Lyainglin–Taunggyi Road (AH2)	Myanmar	15.8	
52	GMS EWEC Corridor Improvement I and II	Myanmar	560.9	JICA
53	Yangon–Patheingyi Road Project (177 km)	Myanmar	129.3	ADB
54	Bago–Thanlyin Road (99 km)	Myanmar	83.7	ADB
55	Bago–Kyaikto Road (GMS EWEC Highway Development Project)	Myanmar	200.0	ADB

<sup>4</sup> Cost Estimate is all under Thailand (THA-TRA-06) side to avoid double counting.

## Appendix A of RIF 2022 Overview

56	Upgrading of Wan Pong Port with 500-ton container handling facilities	Myanmar	50.0	China JCCCN
57	Upgrading of Dawei–Mawlamyine Rail Link (310.58 km)	Myanmar	TBD	ADB/NEDA
58	Border Control Facilities at Border Crossing Points: Tarchilek, Muse, and Lao–Myanmar Friendship Bridge	Myanmar	TBD	ADB/NEDA
59	GMS Highway Modernization Project (North–South Economic Corridor and others)	Myanmar	360.0	ADB—275.0 Cofinancing ASEAN Infrastructure Fund—85.0
<b>Subtotal (Investment Projects: Myanmar)</b>			<b>3,291.5</b>	
<b>Thailand</b>				
60	Bang Yai–Kanchanaburi Intercity Motorway Project (part of Laem Chabang–Bangkok–Dawei (Myanmar Corridor))	Thailand	2,000.0	Thailand Government
61	Tak–Mae Sot Highway Improvement Project	Thailand	90.0	Thailand Government
62	Lomsak–Phetchabun Highway Improvement Project	Thailand	120.0	Thailand Government
63	Kalasin–Nakrai–Kamcha I Highway Improvement Project	Thailand	140.0	Thailand Government
64	Chiang Rai–Chiang Khong Highway Improvement Project	Thailand	80.0	Thailand Government
65	Mae Sot–Myawaddy Border Crossing Project and Infrastructure Improvements	Thailand	116.0	Thailand Government
66	Mekong Bridge at Bungkan–Paksan	Thailand, Lao PDR	110.0	NEDA
67	Laem Chabang Port Development Project, Phase 3—Feasibility Study	Thailand	5.0	Thailand Government
68	Single Rail Transfer Operator Development Project of Laem Chabang Port	Thailand	90.0	Thailand Government
69	Aranyaprathet–Poipet New Road with Border-Crossing Facilities (Thailand part)	Thailand, Cambodia	TBD	
70	The Construction of a New Railway Line from Den Chai to Chiang Rai and Chiang Khong	Thailand	2,199.0	
71	The Construction of a New Railway Line from Baan Pai (Khon Kaen) to Mahasarakham, Roi Et, Mukdahan, and Nakhon Phanom	Thailand	1,724.0	
72	Coastal Terminal Development Project of Laem Chabang Port	Thailand	58.5	
73	GMS Highway Expansion Phase 2 Project	Thailand	213.6	ADB—99.4 Government— 114.2
74	Governance Improvement on National Railway	Thailand	700.0	ADB—300.0 Cofinancing— 400.0
75	Cambodia: Poipet–Border Bridge/Aranyaprathet (6.5km) Thailand: Aranyaprathet–Klong Luk Bridge (border bridge with Cambodia) (6km)	Thailand, Cambodia	10.0	Thailand
<b>Subtotal (Investment Projects: Thailand)</b>			<b>7,656.1</b>	
<b>Viet Nam</b>				
76	GMS Ben Luc–Long Thanh Expressway (Stage 2)	Viet Nam	1,201.9	ADB—636.0 JICA—517.6 Viet Nam Government— 48.3

## Appendix A of RIF 2022 Overview

77	GMS Ha Noi–Lang Son Expressway	Viet Nam	1,400.0	ADB—386.1 Viet Nam Government Private Sector BOT
78	Second GMS Southern Coastal Corridor (also known as SSCP2)	Viet Nam	373.0	
79	Second GMS Northern Transport Network Improvement (Luang Prabang–Thanh Hoa) (additional financing)	Viet Nam	140.0	ADB—71.3 Other Development Partners—68.7
80	GMS Corridor Connectivity Enhancement Project	Viet Nam	337.0	ADB—300.0 Government counterpart— 37.0
81	Central Region Connectivity Enhancement Project	Viet Nam	110.0	ADB—100.0 Government – 10.0
82	Central Mekong Delta Connectivity	Viet Nam	860.0	ADB—410.0 Australia—134.0 Korea Export- Import Bank— 260.0 Government— 56.0
83	GMS Kunming–Haiphong Transport Corridor Noi Bai– Lao Cai Highway (additional financing)	Viet Nam	182.0	ADB—147.0 Counterpart— 35.0
84	GMS Road Corridors Maintenance	Viet Nam	120.0	
85	Ho Chi Minh City–Loc Ninh (Cambodia Border) Railway	Viet Nam	900.0	
86	Ben Luc–Long Thanh Expressway (Ho Chi Minh City Third Ring Road)	Viet Nam	649.0	
87	Viet Nam: Lao Cai–Hekou (154 km) PRC: Hekou–Lao Cai (249 km)	Viet Nam, PRC	33.6	ADB
	<sup>5</sup> Vientiane–Thakhek–Mu Gia Railway Project (450 km) Mu Gia–Vung Ang (F/S completion expected in 2017) (119 km)	Viet Nam, Lao PDR		
	<b>Subtotal (Investment Projects: Viet Nam)</b>		<b>6,329.05</b>	
	<b>Total (Transport Investment Projects)</b>		<b>53,533.7</b>	

<sup>5</sup> Cost Estimate and count of project are under Lao PDR to avoid double counting.

## Appendix A of RIF 2022 Overview

No.	Project Title	Country Coverage	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)
<b>TECHNICAL ASSISTANCE PROJECTS</b>				
1	GMS Corridor Enhancement Project (formerly Project Preparatory Technical Assistance for National Highway 14D Improvement)	Viet Nam	1.8	ADB—1.8
2	Proposed Hoa Lac–Hoa Binh City Expressway Public–Private Partnership Feasibility Study	Viet Nam	1.0	
3	GMS Road Corridors Maintenance	All GMS countries	1.2	
4	Strategic Study on the Development and Management of the GMS Motorway Network System	All GMS countries (proposed by Thailand)	TBD	
5	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 Thailand)	0.4	
6	Study on Dry Port Development Plan along International Railway Lines Connecting Thailand with Cambodia, the Lao PDR, and Myanmar	Cambodia, Lao PDR, Myanmar, Thailand	0.5	Thailand Government
7	GMS Transport Database Capacity Development	All GMS countries	TBD	
8	Feasibility Study on Upgrading of Dawei–Mawlamyine Rail Link (310.58 km)	Myanmar, Thailand	TBD	
9	Transport Sector Modernization Program II	Myanmar	1.3	ADB—1.25
10	Transport Sector Reform and Modernization (additional financing)	Myanmar	2.3	ADB—2.25
11	Various technical assistance projects proposed by the Lao PDR Department of Waterways, and Ministry of Public Works and Transport	All GMS countries (proposed by Lao PDR)		No cost estimates yet except for no. 3 Various fund sources: PRC, Republic of Korea
<b>Subtotal (Transport technical assistance [TA] Projects)</b>			<b>8.4</b>	
<b>Total</b>			<b>53,942.1</b>	

**ENERGY**

No.	Project Title	Country Coverage	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)
<b>INVESTMENT PROJECTS</b>				
1	Lao PDR–Viet Nam Power Transmission Interconnection (Xekaman 1–Pleiku; formerly Hatxan–Pleiku)	Lao PDR, Viet Nam	218.0	Lao PDR: Song Da Group; Viet Nam Electricity National Power Transmission Corporation
2	Lao PDR–Thailand Nabong 500-kilovolt (kV) Substation Transmission Facility	Lao PDR, Thailand	106.0	Nam Ngum 2 Power Company
3	PRC–Lao PDR–Thailand 600 HVDC Interconnection	PRC, Lao PDR, Thailand	800.0	
4	East–West Corridor Power Transmission and Distribution Project in Lao PDR	Lao PDR	50.0	
5	Continued Projects in Rural Electrification and Off-Grid Power Development in Northern Part of Lao PDR	Lao PDR	50.0	
6	Design and Funding of a Backbone Grid for Lao PDR	Lao PDR	400.0	
7	Conventional Rural Electrification Programs in Myanmar	Myanmar	60.0	
8	500 kV Line from Mawlamyine to the Main Grid	Myanmar	640.0	
9	Demonstration of Second Generation Biofuel Technologies and Associated Biomass Value Chains	All GMS countries	80.0	80.0 (13.3 per GMS member country)
10	Extension of Energy Access in Myanmar from Nodes in Thailand and in the PRC	Myanmar	10.0	10.0 (for connection to a local isolated grid) 60.0 (if distribution and connection have to be carried out)
11	Feasibility Study and Extension of the East–West Energy Corridor to Mawlamyine (as part of a concerted and planned extension of the EWEC): Myanmar	Myanmar, Thailand	252.0	2.0 (For the feasibility study) 250.0–400.0 (for the interconnection) Myanmar—170.0 Thailand—80.0
12	Viet Nam–PRC 500 kV Power Interconnection	PRC, Viet Nam	400.0	400.0–600.0 PRC—200.0 Viet Nam—200.0
13	Transmission Interconnection Project from Lao PDR (Luang Namtha) to Myanmar (Shan State with possible extension)	Lao PDR, Myanmar	TBD	
14	Transmission Interconnection Project from Lao PDR (Na Bong) to Thailand (Udon Thani 3)	Lao PDR, Thailand	TBD	

## Appendix A of RIF 2022 Overview

15	Transmission Interconnection Project from Lao PDR (Ban Lak25) to Thailand (Ubon Ratchathani)	Lao PDR, Thailand	TBD	
16	Transmission Interconnection Project from Lao PDR (Pak Beng or Pak Nguyen) to Thailand (Tha Wang Pha)	Lao PDR, Thailand	TBD	
17	Transmission Interconnection Project from Lao PDR (Ton Pheng) to Thailand (Mae Chan)	Lao PDR, Thailand	TBD	
18	Transmission Interconnection Project from Lao PDR (Nam Mo 1 and Nam Mo 2)	Lao PDR, Viet Nam	TBD	
19	Northern Cross-Border Power Trade and Distribution	Lao PDR	37.4	ADB—27.4 Government—10.0
<b>Subtotal (Energy Investment Projects)</b>			<b>2,851.4</b>	
<b>TECHNICAL ASSISTANCE PROJECTS</b>				
1	Harmonizing GMS Power Systems to Facilitate Regional Power Trade (formerly Support to RPTCC in the Completion of Performance Standards, Grid Codes, Market Rules, and Subregional Transmission Expansion Plan)	All GMS countries	2.0	ADB—1.0 PRC Trust Fund—0.5 Agence Française de Développement (AFD)—0.5
2	Ensuring Sustainability of Greater Mekong Subregion Regional Power Development (Phase 2)	All GMS countries	1.0	AFD
3	Development of GMS Coordination Center for Regional Power Trade	All GMS countries	3.0	
4	Scoping Study on the Future of the Trans-ASEAN Gas Pipeline (TAGP)	All GMS countries	1.0	
5	Deployment of Coherent Renewable Energy Action Plans Across the Subregion	All GMS countries	1.0	
6	Development of Coherent Energy-Efficiency Action Plans Across the Subregion	All GMS countries	1.0	
7	GMS: Renewable Energy Development (Phase 2)	All GMS countries	2.0	
8	GMS Northern Cross-Border Power Trade and Distribution	Myanmar	1.0	ADB—1.0
<b>Subtotal (Energy TA Projects)</b>			<b>12.0</b>	
<b>Total</b>			<b>21,863.4</b>	



**AGRICULTURE**

No.	Project Title	Country Coverage	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)
<b>INVESTMENT PROJECTS</b>				
1	Climate Friendly Agri-Business Value Chains in the GMS	Cambodia, Lao PDR, Myanmar	253.0	ADB—171.0 Cofinancing—82.0
2	Agro-industrial Zones to support promotion of safe and environment-friendly agro-based value chains	Cambodia, PRC, Lao PDR, Myanmar, Viet Nam	191.0	ADB, private sector, government (public-private partnership)
3	Animal Disease Control Zone	Cambodia, PRC, Lao PDR, Myanmar	133.0	ADB, private sector, central and provincial governments, banks in PRC
4	Cluster and Value Chain Development for Geographic indications related to SEAP	Cambodia, PRC, Lao PDR, Myanmar	325.0	AFD, ADB, Food and Agriculture Organization of the United Nations (FAO), private sector, ministries of agriculture, ministries of commerce
5	GMS East-West Economic Corridor Agriculture Infrastructure Sector Project (additional financing)	Lao PDR	67.0	ADB—42.0 Cofinancing—20.0 Government—5.0
<b>Subtotal (Agriculture Investment Projects)</b>			<b>969.0</b>	
<b>TECHNICAL ASSISTANCE PROJECTS</b>				
1	Climate Friendly Agri-Business Value Chains in the GMS	Cambodia, Lao PDR, Myanmar	2.5	ADB
2	SEAP Strategy Implementation Support (formerly called “Implementing the Strategy on Agro-based Value Chain Investments in the GMS”)	All GMS countries	10.0	Swedish International Development Cooperation Agency, Nordic Development Fund (NDF)
3	Supporting Infrastructure development of Agro-industrial Zones for SEAP	Cambodia, Myanmar	25.0	ADB, other donors, private sector

## Appendix A of RIF 2022 Overview

4	Animal Disease Control Zone	Cambodia, PRC, Lao PDR, Myanmar, Viet Nam	20.0	ADB, FAO, World Health Organization, private sector
5	GI Value Chain Development and Brand Building	Cambodia, PRC, Viet Nam	13.0	AFD, ADB, FAO, private sector, government
6	Agribusiness Incubator Development	Cambodia, Lao PDR, Myanmar	37.0	ADB, IFC, other donors, private sector
7	GMS East–West Economic Corridor Agriculture Infrastructure Sector Project (additional financing)	Lao PDR	1.0	ADB—1.0
<b>Subtotal (Agriculture TA Projects)</b>			<b>108.5</b>	
<b>Total</b>			<b>1,077.5</b>	

**ENVIRONMENT**

No.	Project Title	Country Coverage	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)
<b>INVESTMENT PROJECTS</b>				
1	Global Environment Fund Regional Biodiversity and Forestry Program	All GMS countries	20.0	Global Environment Facility
2	Rural Environmental Quality, Pollution Control, and Waste Management	Cambodia, Lao PDR, Thailand, Viet Nam	200.0	ADB
3	Integrated Land Management for Sustainable Development	Cambodia, Lao PDR, Myanmar, Viet Nam	200.0	ADB
<b>Subtotal (Environment Investment Projects)</b>			<b>420.0</b>	
<b>TECHNICAL ASSISTANCE PROJECTS</b>				
1	GMS Core Environment Program 2018–2022	All GMS countries	6.0	ADB (RCIF/PRCF)
2	Rural Environmental Quality, Pollution Control, and Waste Management	Cambodia, Lao PDR, Thailand, Viet Nam	1.0	ADB
3	Integrated Land Management for Sustainable Development	Cambodia, Lao PDR, Thailand, Viet Nam	1.0	ADB
4	Capacity Building for the Management on Environmental Laboratory and Environmental Monitoring	Myanmar	0.3	
<b>Subtotal (Environment TA Projects)</b>			<b>8.3</b>	
<b>Total</b>			<b>428.3</b>	

## HEALTH AND OTHER HUMAN RESOURCE DEVELOPMENT

No.	Project Title	Country Coverage	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)
<b>INVESTMENT PROJECTS</b>				
1	GMS Health Security Project (formerly GMS Communicable Disease Control Project Phase III)	Cambodia , Lao PDR, Myanmar, Viet Nam	132.2	ADB—125.0 Counterpart—7.2
2	Strengthening Local Health Care Support Program	Viet Nam	20.0	ADB
3	GMS Health Security - Additional Financing	Cambodia , Lao PDR, Myanmar, Viet Nam		ADB—cost estimate is TBD
4	Guangxi Modern Technical and Vocational Education and Training (TVET) Development Demonstration	PRC	450.0	ADB—250.0 KfW Bankengruppe—200.0
<b>Subtotal (Health and Other HRD Investment Projects)</b>			<b>602.2</b>	
<b>TECHNICAL ASSISTANCE PROJECTS</b>				
1	Strengthening Resilience to Climate Change in the Health Sector in the Greater Mekong Subregion	Cambodia, Lao PDR, Viet Nam	4.41	ADB—4.36 Government—0.050
2	Malaria and Communicable Diseases Control in the GMS	Cambodia, Lao PDR, Myanmar	4.5	ADB
3	GMS HRD Strategic Framework and Action Plan 2013-2017, Phase 2	All GMS countries	2.05	ADB—1.25 PRC Fund—0.5 Government—0.3
4	Capacity Building in Labor Migration Management	Cambodia, Lao PPDR, Myanmar, Viet Nam	0.3	
5	Strengthening Regional Health Cooperation in the Greater Mekong Subregion	All GMS countries	1.8	ADB
6	Improving UHC coverage in Border areas for MMPs Project	Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam		ADB
<b>Subtotal (Health and Other Human Resource Development TA Projects)</b>			<b>13.6</b>	
<b>Total</b>			<b>615.3</b>	

## URBAN DEVELOPMENT

No.	Project Title	Country Coverage	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)
<b>INVESTMENT PROJECTS</b>				
1	Corridor Towns Development Project II	Cambodia, Lao PDR, Viet Nam	211.8	Cambodia—38.1 (ADB 33.0 + Government 5.1) Lao PDR—52.0 (ADB 37.0 + ASEAN Infra Fund 10.0 + Government 5.0) Viet Nam—121.67 (ADB 100.0 + Government 21.67)
2	Corridor Towns Development Project III	Myanmar	104.9	ADB—80.0 NEDA—24.4 TICA—0.5
3	Fourth Greater Mekong Subregion Corridor Towns Development Project	Cambodia, Lao PDR	133.0	ADB—128.0 Cofinancing/ counterpart—5.0
4	Second Mandalay Urban Services Improvement Project	Myanmar	180.0	ADB—150.0 Grant Cofinancing—15.0 Government—15.0
5	Fifth Greater Mekong Subregion Corridor Towns Development Project	To be determined (TBD)	TBD	ADB—TBD
6	Hekou Urban Infrastructure and Public Services Improvement Project	PRC	175.3	ADB—130.0 Government—45.3
<b>Subtotal (Urban Development Investment Projects)</b>			<b>805.0</b>	
<b>TECHNICAL ASSISTANCE PROJECTS</b>				
1	PPTA for Corridor Towns Development Project III	Myanmar	1.5	ADB—1.125 Cofinancing—0.35
2	Greater Mekong Subregion: Capacity Development for Economic Zones in Border Areas	All GMS countries	0.9	ADB—0.5 Cofinancing—0.4
3	Corridor Towns Development Project IV	Cambodia, Lao PDR	1.8	ADB—1.8
4	PPTA for Second Mandalay Urban Services Improvement Project	Myanmar	1.0	ADB

Appendix A of RIF 2022 Overview

5	PPTA for Fifth Greater Mekong Subregion Corridor Towns Development Project	TBD (in Cambodia country operations business plan)	1.5	ADB
<b><i>Subtotal (Urban Development TA Projects)</i></b>			<b><i>6.7</i></b>	
<b><i>Total</i></b>			<b><i>811.7</i></b>	

**OTHER MULTISECTOR/BORDER ECONOMIC ZONES**

No.	Project Title	Country Coverage	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)
<b>INVESTMENT PROJECTS</b>				
1	Guangxi Regional Cooperation and Integration Promotion Investment Program, MFF Tranches 1–3 (formerly Joint PRC–Viet Nam Cross-Border Economic Zones)	PRC	890.0	ADB—450.0, Government—440.0
2	Construction of a Phnom Penh New Port Special Economic Zone	Cambodia	60.0	
3	Yunnan–Lincang Cross-Border Economic Cooperation Zone Infrastructure Development	PRC	763.0	ADB—250.0, Government—513.0
4	PRC and Thailand Industrial Park Cooperation	PRC, Thailand		Cost estimate TBD
5	Support to Border Areas Development Project	Viet Nam	122.1	ADB—106.51, Counterpart—15.60
6	Ruili Border Economic Zone Infrastructure Development Project	PRC	627.8	ADB—400.0, Government—227.8
<b>Subtotal (Other Multisector/BEZs Investment Projects)</b>			<b>2,462.9</b>	
<b>TECHNICAL ASSISTANCE PROJECTS</b>				
1	Policy Coordination and Planning of Border Economic Zones of the People's Republic of China and Viet Nam (formerly Joint Feasibility Study on Cross-Border Economic Zones in the PRC and Viet Nam)	PRC, Viet Nam	0.4	ADB (PRC RCPRF)—0.4
2	PPTA for Yunnan–Lincang Cross-Border Economic Cooperation and Integration Promotion Investment Program	PRC	0.5	ADB
3	Preparatory TA for Guangxi Regional Cooperation and Integration Promotion Investment Program	PRC	1.1	ADB (Technical Assistance Special Fund)—0.95, Government counterpart—0.150
4	Research on China-IndoChina Peninsula Economic Corridor Transportation and Business Planning	GMS countries	4.2	
5	Feasibility Study for Thakhek Special Economic Zone	Lao PDR, Thailand	1.5	
6	Training and Technical Assistance for Implementing Cross Border Economic Zone between Myanmar and China	Myanmar, PRC	0.15	ADB
<b>Subtotal (Other Multisector/Border Economic Zones TA Projects)</b>			<b>7.9</b>	
<b>Total</b>			<b>2,470.8</b>	

**TOURISM**

No.	Project Title	Country Coverage	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)
<b>INVESTMENT PROJECTS</b>				
1	GMS Tourism Infrastructure for Inclusive Growth	Cambodia, Lao PDR, Viet Nam	117.4	ADB—108.0 (Cambodia 18.0 + Lao PDR 40.0 + Viet Nam 50.0) Government counterpart—9.42 (Cambodia 0.77 + Lao PDR 3.57 + Viet Nam 5.08)
2	Construction of the Sino–Vietnamese Detian–Ban Gioc Waterfalls International Tourism Cooperation Zone	PRC (Guangxi), Viet Nam	200.0	Governments of PRC and Viet Nam
3	GMS Tourism Infrastructure for Inclusive Growth II	Cambodia, Lao PDR, Myanmar, Viet Nam	175.0	ADB—175.0
4	Tourism Infrastructure Development in the Green Triangle Development Area	Cambodia, Lao PDR, Viet Nam	75.0	
5	Tourism Infrastructure Development in the Emerald Triangle Development Area	Cambodia, Lao PDR, Thailand	75.0	
6	River and Coastal Port Improvements	All GMS countries	250.0	Government/ Official Development Assistance (ODA)
7	Improve Tourism Infrastructure and Facilities in the Konglor Cave–Phong Nha Ke Bang–Nakhon Phanom Corridor	Lao PDR, Thailand, Viet Nam	1.6	Government/ ODA
8	Tourism Information Center and Roadside Rest Area Development	All GMS countries	30.0	Government/ ODA
9	Improve Environmental Services in World Heritage Sites	All GMS countries	250.0	Government/ ODA
10	Border Facilities Improvement Program	All GMS countries	200.0	Government/ ODA
11	Strengthening Tourism Vocational Training Institutions	Cambodia, PRC, Lao PDR, Thailand, Viet Nam	70.0	Government/ ODA
12	Community-Based Tourism Enterprise Support Program	All GMS countries	30.0	Government/ ODA



## Appendix A of RIF 2022 Overview

		<b>Subtotal (Tourism Investment Projects)</b>	<b>1,474.0</b>	
<b>TECHNICAL ASSISTANCE PROJECTS</b>				
1	Preparing Second GMS Tourism Infrastructure for Inclusive Growth Project	Cambodia, Lao PDR, Myanmar, Viet Nam	2.5	ADB—1.5 NDF—1.0
2	Preparing the Tourism Infrastructure Development in the Green Triangle Development Area	Cambodia, Lao PDR, Viet Nam	1.0	Government/ ODA
3	Preparing the Tourism Infrastructure Development in the Emerald Triangle Development Area	Cambodia, Lao PDR, Thailand	1.0	Government/ ODA
4	Strengthening Coordination of GMS Tourism Product Development and Promotion	All GMS countries	0.5	Government/ ODA
5	Capacity Building for Sustainable Destination Management	All GMS countries	12.0	Government/ ODA
6	Mekong Inclusive Growth and Innovation Program	Cambodia, Lao PDR	3.0	ODA/Swisscontact
7	Cambodia, Lao PDR, Viet Nam Development Triangle Tourism Development Plan	Cambodia, Lao PDR, Viet Nam	1.0	Government/ ODA
8	Integrated Destination Planning and Management Support Program	All GMS countries	20.0	Government/ ODA
9	Formulation of Travel Guidelines along the Main GMS Corridors	All GMS countries	0.2	Government/ ODA
10	Tourism Product Development for Lao-Thai Heritage Quadrangle	Lao PDR, Thailand	4.0	Government/ ODA
11	Common Tourism Standards Implementation Program	All GMS countries	12.0	Government/ ODA
12	Child-Safe Tourism Program and GMS Conference on Preventing Child Sex Tourism	All GMS countries	3.0	Government/ ODA
13	Climate Resilience and Green Growth Planning Program	All GMS countries	12.0	Government/ ODA
14	Explore Mekong Digital Marketing Initiative	All GMS countries	3.0	Government/ ODA
15	Improve Subregional Tourism Data Collection and Analysis	All GMS countries	6.0	Government/ ODA
16	Monitoring GMS Visitor Satisfaction	All GMS countries	1.0	Government/ ODA
17	Third GMS Tourism Infrastructure for Inclusive Growth Project	Cambodia, (Lao PDR, Myanmar and Viet Nam— TBD)	1.0	ADB—1.0
		<b>Subtotal (Tourism TA Projects)</b>	<b>83.2</b>	
		<b>Total</b>	<b>1,557.2</b>	

**TRANSPORT AND TRADE FACILITATION**

No.	Project	Country Coverage	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)
<b>INVESTMENT PROJECTS</b>				
1	Improved SPS Handling in GMS Trade Project (additional financing) (formerly Modernization of Sanitary and Phytosanitary (SPS) Agencies for Trade Facilitation Project in GMS (Phase 2))	Lao PDR	11.0	ADB—10.0 Government—1.0
2	ASEAN Economic Community Support Program	Cambodia, Lao PDR	61.0	ADB—60.0 Government—1.0
3	Establishment of Logistics Hub and Truck/Trailer Terminal in Wartayar Industrial Zone (northern west part of Yangon)	Myanmar	20.0	
<b>Subtotal (TTF Investment Projects)</b>			<b>92.0</b>	
<b>TECHNICAL ASSISTANCE PROJECTS</b>				
1	Strengthening Quarantine Facilities in Myanmar	Myanmar	0.5	
2	Trade Facilitation through Partnership with the Private Sector	Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam	1.5	ADB (Japan Fund for Poverty Reduction)
3	Support for Implementing the Action Plan on Transport and Trade Facilitation in the GMS (Subproject 2)	All GMS countries	3.7	Australia
4	ASEAN Economic Community Support Program, Technical Assistance	Cambodia	1.4	ADB
5	Strengthening Capacity Building for Logistics for Small and Medium Enterprises along GMS Corridors	PRC, Viet Nam		Cost estimate TBD
6	Strengthening the Cooperation among Cambodia, Lao PDR, and Viet Nam in the Development Triangle Area	Cambodia, Lao PDR, Viet Nam	1.0	
7	GMS Trade and Investment Information Service Platform	All GMS countries	2.5	
8	Commodity Fairs in GMS Countries	Selected GMS countries	5.0	
9	Advancing Time Release Study in Southeast Asia (formerly Advancing Time Release Study in the Greater Mekong Subregion)	Cambodia, Lao PDR, Myanmar, Viet Nam	1.0	ADB—1.0
<b>Subtotal (Transport and Trade Facilitation TA Projects)</b>			<b>16.6</b>	
<b>Total</b>			<b>108.6</b>	

**INFORMATION AND COMMUNICATION TECHNOLOGY**

No.	Project Title	Country Coverage	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)
<b>INVESTMENT PROJECTS</b>				
1	Time-Division Long-Term Evolution Demonstration Network in the Lao People's Democratic Republic	PRC, Lao PDR	5.0	
<b>Subtotal (ICT Investment Projects)</b>			<b>5.0</b>	
<b>TECHNICAL ASSISTANCE PROJECTS</b>				
1	Broadband Development Strategies and Implementation Programs of the GMS (All GMS Countries)	All GMS countries	10.0	
2	Workshops on E-Commerce Cooperation and Exchanges in GMS	All GMS countries	10.0	
3	Cross-border International Interconnected Bandwidth Expansion Project	PRC, Lao PDR, Viet Nam	2.1	2.1 State-owned telecom operators (China Unicom, Viettel, and LTC Lao)
<b>Subtotal (Information and Communication Technology TA Projects)</b>			<b>22.1</b>	
<b>Total</b>			<b>27.1</b>	

## APPENDIX B: REGIONAL INVESTMENT FRAMEWORK BUSINESS PROCESS

### Regional Investment Framework 2022 (RIF 2022) Business Process for Progress Updates and Adding/Dropping of Projects

Q1	<p>ADB's GMS Secretariat initiates report preparation by advising ADB sector divisions <a href="#">and GMS National Coordinators</a> to communicate with country sector agency focal points.</p> <p><a href="#">Latest RIF publication is disseminated for use and reference during budget and development programming cycle.</a></p>	➤ RIF Progress Report revised to annual report
Q2 - Q3	<p>ADB's sector divisions interact with country sector agency focal points <a href="#">through GMS Working Groups and Forums</a> to:</p> <ul style="list-style-type: none"><li>• receive and compile the completed and agreed sector reports</li><li>• submit the sector reports to ADB's GMS Secretariat for collation</li></ul> <p><a href="#">GMS National Coordinators coordinate with line ministries for progress and proposed projects.</a></p>	➤ GMS National Coordinators play a key role in coordination with line ministries and projected investment pipelines
Q3	<p>ADB's GMS Secretariat</p> <ul style="list-style-type: none"><li>• assembles reports for each country and sector into the consolidated RIF-IP Status Report for the period</li><li>• distributes the Status Report to the countries' GMS National Coordinators, sector agencies, and to ADB's sector divisions</li><li>• distributes the Status Report to interested development partners</li><li>• uploads the Status Report onto ADB's GMS website</li><li>• includes the Status Report into the documentation for a subsequent GMS event – senior officials meeting, ministerial meeting, or summit</li></ul>	➤ RIF 2022 report discussions to better align with GMS working groups and forums
Annual GMS Ministerial, Q3/Q4		➤ Final RIF 2022 reports to be disseminated as reference for development and budget planning cycles

Revisions to business process in blue font

## **Regional Investment Framework 2022**

The Regional Investment Framework 2022 (RIF 2022) is the medium term pipeline of priority projects in the Greater Mekong Subregion (GMS). It is a consolidation and expansion of the earlier Regional Investment Framework (2013-2022) and continues to operationalize the strategic priorities of the GMS Program under the GMS Strategic Framework (2012-2022) and the Hanoi Action Plan 2018-2022 (HAP).

The RIF 2022 covers a wide range of sectors including transport, energy, environment, agriculture, health and human resource development, information and communication technology, tourism, transport and trade facilitation, and urban development.

This pipeline is intended to be used as an instrument to have greater alignment between regional and national planning for GMS projects and as a tool to galvanize new financing for projects.

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

The GMS is made up of Cambodia, the People's Republic of China (specifically Yunnan Province and Guangxi Zhuang Autonomous Region), the Lao People's Democratic Republic, Myanmar, Thailand, and Viet Nam. In 1992, with assistance from the Asian Development Bank 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.

### **About the Asian Development Bank**

ADB's vision is an Asia and Pacific region free of poverty. Its mission is to help its developing member countries reduce poverty and improve the quality of life of their people. Despite the region's many successes, it remains home to a large share of the world's poor. ADB is committed to reducing poverty through inclusive economic growth, environmentally sustainable growth, and regional integration.

Based in Manila, ADB is owned by 67 members, including 48 from the region. Its main instruments for helping its developing member countries are policy dialogue, loans, equity investments, guarantees, grants, and technical assistance.



GMS SECRETARIAT  
Southeast Asia Department  
Asian Development Bank  
6 ADB Avenue Mandaluyong City  
1550 Metro Manila, Philippines  
Fax: +63 2 636 2226  
E-mail: [gms@adb.org](mailto:gms@adb.org)  
Web addresses: <http://www.adb.org/countries/gms/main>  
<https://www.greatermekong.org/>