

Greater Mekong Subregion
Economic Cooperation Program

Annex to the Regional Investment Framework 2022: Project Pipeline

Ha Noi, Viet Nam
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**9th Economic
Corridors
Forum**

**Greater Mekong Subregion
Economic Cooperation Program**

**REGIONAL INVESTMENT
FRAMEWORK 2022**

TRANSPORT

I. INVESTMENT PROJECTS

A. Cambodia

No.	Old Or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	Sihanoukville Port Access Road Improvements	Roads and bridges	The project will improve the final 9.5 kilometers (km) of NR4 leading to Sihanoukville Port.	To be determined (TBD)	40.0		Proposed
2	Old	Road Network Improvement Project (formerly GMS: Deepening Connectivity of Southern Economic Corridor Project)	Roads and bridges	The redefined project includes (i) Provincial Roads Improvement Project II (PRIP II) and the (ii) Second Road Asset Management Project (2nd RAMP). This will entail 415 km of roads broken down as follows: (i) rehabilitation of approximately 130 km of roads, which are mostly of multimodal transport character and regional integration connecting Cambodia with Thailand and Viet Nam; and (ii) rehabilitation and maintenance of about 285 km of national roads using performance base contract, which are high priority and flood-prone roads connecting Cambodia with Thailand and Viet Nam.	2017	77.5	Asian Development Bank (ADB)— 70.0 Government— 7.5	Proposed
3	Old	Phnom Penh–Sihanoukville Highway Corridor Improvements	Roads and bridges	The proposed 191-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 (GMS) Southern Coastal Corridor.	2016	1,600.0	BOT (PRC Private Sector)	Ongoing
4	Old	Link road between NR5 and NR6 near Kampong Tralach north of Phnom Penh	Roads and bridges	The proposed new 21 -km road including 1 -km bridge across Tonle Sap Lake will shorten the distance between NR5 & NR6 from 64 km to 22 km. The link will facilitate traffic movement between the major highways north of Phnom Penh and reduce traffic congestion within Phnom Penh.	2019	60.0		Proposed

No.	Old Or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
5	Old	Railway access to the new Phnom Penh Port (53 km)	Rail	This project is expected to have the following benefits: (i) connecting two international ports, (ii) enhancing multimodal transport, (iii) reducing road accidents and traffic congestion, and (iv) cost and time reduction through containers' mass transit mode.		200.0		Proposed
6	Old	Southern Siem Reap bypass road (193.7 km)	Roads and bridges	The project will construct a 193.7-km road needed to bypass Siem Reap City to avoid traffic congestion in the city as one moves along the Southern Economic Corridor toward the border with Viet Nam. The road will also avoid the protected area around Angkor Wat.		200.0		Proposed
7	Old	Construction of Bus/Truck Driving Test Center	Others	The estimated project cost involves acquisition of equipment and/or construction of facilities. It may consist of a combination of a technical assistance project and an investment project, with the latter involving the actual setting up of such a center. (The project addresses a definite and recognized need in the region, and a regional technical assistance project involving all countries can be developed by ADB with the same objective.) The reasons for this project were (i) lack of testing facilities and equipment for bus and truck drivers; (ii) lack of professional drivers for heavy vehicles, especially for cross border vehicles; and (iii) need to frequency of road accidents.		10.0		Proposed

No.	Old Or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
8	New	Construction of Logistics Complex at Stung Bot (Poipet, Cambodia–Thailand border)	Others	In addition to bringing down the overall logistics cost, the development of Stung Bot Logistics Complex (SLC) at the border with Thailand along the Southern Economic Corridor is expected to boost economic growth and improve trade within the region, especially with Thailand. SLC will integrate all logistics services like efficient ports, storage, and transport network; effective collection and distribution of goods; and cross-border clearing arrangements along the Southern Economic Corridor. SLC will be an integrated project involving (i) land development, (ii) multimodal logistics system, and (iii) a storage–consolidation–distribution system		50.0		Proposed
9	New	Construction of Logistics Complex at Bavet (Bavet, Cambodia–Viet Nam Border)	Others	In addition to bringing down the overall logistics cost, the development of the Bavet Logistics Complex (BLC) at the border with Viet Nam along the Southern Economic Corridor is expected to boost economic growth and improve trade within the region, especially with Viet Nam. BLC will integrate all logistics services like efficient ports, storage, and transport network; effective collection and distribution of goods; and cross-border clearing arrangements along the Southern Economic Corridor. BLC will be an integrated project involving (i) land development, (ii) multimodal logistics system, and (iii) storage–consolidation–distribution.		50.0		Proposed
10	New	Strengthening Overload Control System	Others	The proposed project includes (i) capacity building, (ii) institutional strengthening, and (iii) provision of overload control equipment and facilities. This was proposed by the Cambodian delegation during the 21st GMS Subregional Transport Forum (STF-21) in Luang Prabang.		5.0		Proposed

No.	Old Or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
	New	Cambodia: Poipet–Border Bridge/ Aranyaprathet (6.5 km) Thailand: Aranyaprathet–Klong Luk Bridge (Border Bridge with Cambodia) (6 km)	Rail	GMS Rail Link 1: Kunming, Ha Noi, Ho Chi Minh City (HCMC), Phnom Penh, Bangkok (Singapore–Kunming Rail Link [SKRL] main line)		Cost estimate and count of project are under Thailand to avoid double counting.		Ongoing
Subtotal (Investment Projects: Cambodia)						2,292.5		

B. People’s Republic of China

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
11	Old	Yunnan Pu’er Regional Integrated Road Network Development Project	Roads and bridges	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 People’s Republic of China (PRC), Lao People’s Democratic Republic (Lao PDR), Myanmar, and Viet Nam.	2014	589.5	ADB—200.0 Counterpart— 389.53	Ongoing

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
12	Old	Dali–Ruili Railway	Rail	This 330 -km railway from Dali 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 the 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, and with a maximum speed of 140 kilometers per hour (km/h) for passenger trains.	2008	4,020.0	PRC	Ongoing
13	Old	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	Inland waterways	Scope of project: 631-km river section between the PRC–Myanmar Boundary Marker 243 and Luang Prabang, Lao PDR. The project includes the following activities: (i) 146 rapids and shoals will be improved and maintained, (ii) 1,199 navigation aids will be installed, (iii) 5 ports will be constructed, (iv) 3 channel maintenance and emergency response bases will be built in the abovementioned 5 ports, and (v) 4 emergency response and rescue ships of 15-meter (m) length will be built. Training of crew and shore personnel will be carried out for safe operation of vessel and port. Ship reporting and monitoring system will be set up. 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.		359.4	PRC—14.7 Balance—TBD	Ongoing

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
14	Old	Yuxi–Mohan Railway	Rail	The 508.53-km 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 Association of Southeast Asian Nations (ASEAN) countries. As a section of SKRL’s middle route, this line is crucial to the establishment of an ASEAN–PRC Free Trade Agreement, the economic development of the GMS subregion, and a modern integrated transport network. The line will be Class I, electrified, and with a maximum speed of 160 km/h for passenger trains; double track from Yuxi to Xishuangbanna; and single track from Xishuangbanna to Mohan, while reserved for upgrade to double track.	2015	8,062.5	PRC ADB—450.0	Ongoing
15	Old	Jinghong–Daluo Expressway	Road	The project is an important part of the north–south corridor (Kunming–Daluo–Tachilek–Chiang Rai), and has already been incorporated into the PRC’s Planning for the National Expressway Network (G8512), including a total length of 110 km; 4 lanes; and the border control point at Menghai, the PRC. The existing road along the corridor links Daluo, the PRC; northern Myanmar; Tachilek, Myanmar; and Chiang Rai, Thailand. However, the road is in poor condition and in need of a renovation. The construction of a new road will improve transport connectivity among the PRC, Myanmar, and Thailand; and will boost the development of the economy, trade, tourism, etc. Meanwhile, the completed corridor will serve as a strong complement to the Kunming–Bangkok Highway, and will provide more options for the movement of people and cargo within the region.		2,040.0		Proposed

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
	New	Viet Nam: Lao Cai–Hekou (154 km) PRC: Hekou–Lao Cai (249 km)	Rail	Rail Link 9: Kunming, Ha Noi, HCMC, Phnom Penh, Bangkok (SKRL main line). Proposal is for standard gauge between PRC and Viet Nam systems. There is a feasibility study (FS) funded by Viet Nam. The countries are discussing bilaterally on actual route and where the line would cross the border.		Cost estimate and count of project are under Viet Nam to avoid double counting.		Proposed
<i>Subtotal (Investment Projects: PRC)</i>						15,071.4		

C. Lao People's Democratic Republic

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
16	Old	Vang Tao Border–Crossing Point	Border crossing	This facility is one of the most southern Lao PDR–Thailand border-crossing points at Vang Tao and Chong Mek, on NR16. The border-crossing facility does not meet the implementation requirements of the GMS Cross-Border Transport Facilitation Agreement (CBTA).	2013	15.0	Government provincial budget	Ongoing
17	Old	NR13 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)	Roads and bridges	NR13N 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 four lanes. The government intends to use this project as a pilot public–private partnership (PPP) road investment in the Lao PDR.	2018	80.0	World Bank (International Development Association credit)—40.0 Nordic Development Fund, AIIB and Government—40.0	Proposed

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
	Old	Mekong Bridge at Bungkan–Paksan (with Thailand)	Roads and bridges	The bridge will facilitate transport of goods and passengers from northeastern Thailand through central Lao PDR and central Viet Nam via NR8.	2019	Cost estimate is under Thailand to avoid double counting	National Economic and Development Authority (NEDA) of Thailand—36.0	Proposed
18	Old	Thanaleng Border–Crossing Infrastructure Improvement Project	Border crossing	The existing Thanaleng border crossing operates restrictively and inefficiently for both passenger and freight traffic, and this will become more severe as daily freight traffic grows beyond the present 300 trucks and 1,000 passenger cars and buses. In this regard, there is an urgent need to separate freight traffic from passenger traffic, and to significantly upgrade the road and other infrastructure.	2018	25.0		Proposed
19	Old	Hongsa (Xayaboury)–Chomphet (Luang Prabang) Rehabilitation (120 km)	Roads and bridges	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.	2015	90.0	NEDA Thailand	Ongoing
20	Lao PDR – TRA-06	Upgrading of NR8 East–West Transport Route ASEAN Highway AH15 (Ban Lao–Nam Phao)	Roads and bridges	NR8 branches off from NR13S at Ban Lao, passing through the districts of Kamkeuth and Laksao before reaching the Lao PDR–Viet Nam border crossing point at Nam Phao–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.	2018	80.0		Proposed

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
21	Old	Xiengkong River Port	Ports and waterways	Xiengkong 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), Xiengkong Port will be a checkpoint for downstream river traffic from the PRC to Chiang Saen Port in Thailand. The port will be equipped with cargo handling equipment, immigration and customs offices, and warehouses.	2017	15.0	PRC	Proposed
22	Old	Ban Mom River Port	Ports and waterways	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), 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.	2018	12.0	Provincial government, private sector	Proposed
23	Old	Lalay Border–Crossing Point (NR15)	Border crossing	This facility is located at the Lao PDR–Viet Nam border-crossing point on NR15 in Salavan Province. This road is a crucial link to the seaport in Viet Nam. The existing border-crossing facilities do not meet the requirements of the GMS CBTA.		10.0		Proposed
24	Old	Nam Phao Border–Crossing Point (NR8)	Border crossing	This facility is located at the Lao PDR–Viet Nam border-crossing point on NR8 in Bolikhamxay Province. NR8 is a vital route that provides the shortest link between Vientiane and the seaport in Viet Nam. The existing border-crossing facilities do not meet the requirements of the GMS CBTA.	2019	8.0	Korea International Cooperation Agency	Proposed

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
25	Old	Na Phao Border–Crossing Point (NR12)	Border crossing	This facility is located at Lao PDR–Viet Nam border crossing point on NR12 in Khammouane Province. After the Third Thai-Lao International Friendship Bridge was opened for transit traffic through Thailand, Lao PDR, and Viet Nam, traffic increased considerably. The existing border-crossing facilities do not meet the requirements of the GMS CBTA.		10.0		Proposed
26	Old	Luang Namtha–Xiengkok–Lao–Myanmar Friendship Bridge (NR17)	Roads and bridges	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. This section also falls in the north east-west transport corridor or ASEAN Highway (AH)13.		150.0		Proposed
27	Old	Vientiane–Boten Railway Project (427.2 km)	Rail	The Vientiane-Boten Railway Project will connect the Chinese railway in the north of Laos at the Chinese border to Vientiane, and can potentially connect soon to Thai rail line via Nong in the near future. This standard gauge railway with a speed of 160 km/h for passenger train and 120 km/h for freight train will form part of the substantial 3,000 km SKRL.	2016	5,800.0	PRC	Ongoing
28	Old	Luang Prabang–Samneua (NR4B & NR6) Second Northern GMS Transport Network Improvement Project	Roads and bridges	The Second Northern GMS Transport Network Improvement Project will provide a link between the North–South Corridor (Kunming–Bangkok), Central Corridor (Kunming– Vientiane–Phnom Penh–HCMC), and the Eastern Corridor (Kunming–Ha Noi–Da Nang–HCMC).	2015	70.0		Proposed
29	Old	Luang Prabang–Dien Bien Phu (107 km) Under Lao PDR–Viet Nam Bilateral Assistance	Roads and bridges	Luang Prabang and Dien Bien Phu are both historic sites and tourist attractions. Providing road connections will promote tourism between the two countries.	2017	90.0	Viet Nam	Proposed

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
30	Old	Phiafay–Attapeu: NR18A (150 km) ASEAN Highway: AH132 (261 km) East–West Transport Route	Roads and bridges	The whole of NR18 comprises NR18A and NR18B: (i) NR18A branches off in Phiafay, starting from the junction with NR3S, and ending in Muong Samakheexay, capital of Attapeu Province. (ii) NR18B starts from Muong Samakheexay and passes through Beu Ee, the Lao PDR–Viet Nam border-crossing point.	2013	130.0	Private sector	Ongoing
31	Old	Vientiane–Thakhek–Mu Gia Railway Project (450 km) Mu Gia–Vung Ang (119 km)	Rail	The Vientiane–Thakhek–Mu Gia Railway Project covers a portion of the spur line of the SKRL. This spur line will connect the Thai railway network to the Vietnamese railway network. The Republic of Korea has assisted with a pre-feasibility study. (FS completion expected in 2017)	2017	4,402.0	Republic of Korea	Proposed
32	Old	Thanalaeng–Nong Khai Railway Extension Project (4 km)	Rail	The construction of section 1 with support from NEDA was completed in April 2016. The extension from Thanaleng to Vientiane Station (section 2) is ongoing.		28.5	NEDA Thailand	Ongoing
33	Old	Savannakhet–Lao Bao Railway Project (220 km)	Rail	The Government of the Lao PDR had signed an agreement with a Malaysian company to develop the Savannakhet–Lao Bao Railway Project as a build–own–operate–transfer (BOOT) scheme.	2013–2043	4,200.0	BOOT–Giant Group from Malaysia	Proposed
34	Old	Mekong Bridge at Luang Prabang	Roads and bridges	The project will develop a tourism corridor between the Lao PDR and Thailand, in particular from Chiang Rai to Chiang Mai, Luang Prabang, and Vientiane Capital. The road project from Muong Ngeune to Luang Prabang, which traverses the Mekong Bridge at Luang Prabang, is part of this initiative.	2017	65.0	Netherlands	Proposed

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
35	Old	Selamphao Bridge, at the end of NR14A between the Lao PDR and Cambodia	Roads and bridges	This bridge project is located at the end point of NR14A, which runs from Pakse to Wat Phou–Champassak (World Heritage Site), and to the Lao–Cambodian border. NR14A could connect to Angkor Wat, in Siem Reap, if a bridge across the Selamphao River were in place. Both the Lao PDR and Cambodia are considering the most suitable border-crossing points, and will jointly construct a bridge across Selamphao River.	2017	30.0	Joint 50:50 investment by the Lao PDR and Cambodia	Proposed
36	Old	Mekong Bridge for Thanalaeng–Nongkai Railway Project	Roads and bridges	Under the Sino–Lao Cooperation Scheme, a railway bridge will be built to accommodate the standard gauge at Thanalaeng–Nongkai. The site for the bridge has been selected by officials from both sides.	2015–2020	(cost estimate TBD)		Proposed
37	Old	Dak Chung Border-Crossing Point (NR16)	Border crossing	These facilities are located at the Lao PDR–Viet Nam border-crossing points on NR16 in Sekong Province. The existing border-crossing facilities do not meet the implementation requirements of the GMS CBTA.	2016–2018	10.0		Proposed
38	Old	Houei Sai River Port	Ports and waterways	As inland transport is becoming important, especially for tourism, building this river port is needed.	2015–2018	13.0		Proposed
39	Old	Pakbeng River Port (Oudomxay Province)	Ports and waterways	The town of Pakbeng is located on the banks of the Mekong River, on NR2. It is on the border between Sayabouly and Oudomxay provinces, at the midpoint between Bokeo and Luang Prabang. As inland transport is becoming important, especially for tourism, building this river port is needed.	2017	13.0	PRC	Proposed
40	Old	Khokchong River Port (same as Luang Prabang River Port)	Ports and waterways	Inland water transport traffic between Bokeo and Luang Prabang, in terms of goods and passengers, is growing steadily. There is an urgent need to construct a good river port in Luang Prabang that has necessary handling equipment and warehouses.	2017	15.0	PRC	Proposed

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
41	New	Vientiane–Ha Noi Expressway Project	Roads and bridges	This is the first expressway project linking the two capitals in the subregion and the top priority project under Lao PDR and Viet Nam National Investment Plan.		3,500.0		Proposed
42	New	Upgrading 13S (portion Savannakhet Province to Bolikhamxay) (253 km)	Roads and bridges	This will be the link for the East–West Economic Corridor (EWEC), NR9, or AH16 and the two newly adopted economic corridors NR12 or AH131, and NR8 or AH15. This will provide a precondition for joining the North–South Economic Corridor (NSEC) from Kunming–Luang Prabang–Vientiane–Paksan–Thakhek–Savannakhet and connecting Cambodia until Savannakhet via Southern Economic Corridor (SEC)		(cost estimate TBD)		Proposed
43	New	Navigation Channel Improvements: Lower Mekong from Luan Prabang to Savannakhet (Mekong River Commission)	Ports and waterways	The project will carry out site investigation and survey the free flow section of the hydropower dam for installation of aid to navigation and channel improvement.	2019–2025	12.2		Proposed
44	New	Port Construction and Improvement from Vientiane to Savannakhet (Vientiane Port; Paksan Port; Thakek Port and Savannakhet Port)	Ports and waterways	Vientiane Capital is the political, economic, and transport center of the Lao PDR. The existing 4-km port is located downtown, and the location or area cannot anymore serve large cargo and passengers. This location will be renovated as registration and inspection center. This port must move downstream near the industrial economic zone and container yard, around 40 km from the capital. Paksan, Bolikhamxay Province is between Vientiane Capital and Thakhek and Savannakhet. In the future, the Vientiane–Hanoi expressway will link Bolikhamxay Province with the two capital cities. The existing Paksan Port is not suitable for expansion. It should move to a special economic zone (SEZ) next to the new Thai–Lao	2020–2030	19.4		Proposed

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
				<p>Friendship Bridge, where it can connect to roads R8, R12, R13; railway; and Vientiane–Hanoi expressway.</p> <p>Similar to Paksan Port, Thakhek Port cannot berth a big vessel and upload a cargo. New location should move upward next to Thai–Lao Friendship Bridge and an SEZ, where it can connect to the railway and roads R8, R12, R13.</p> <p>Savannakhet is a very important location and can be a second-rank hub of transportation for the Lao PDR. Savannakhet is a conjunction of roads R9 and R13, railway, and airway. The existing Kengkabao Port is not anymore suitable for port terminal, and the provincial government has allowed a local investor to renovate this port for other purpose.</p>				
Subtotal (Investment Projects: Lao PDR)						18,893.1		

D. Myanmar

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
45	Old	East–West Economic Corridor Eindu–Kawkareik Road Improvement Project	Roads and bridges	The project will improve 66.4 km of road between Eindu and Kawkareik. It is in Myanmar's Kayin State, which borders Thailand.	2016	121.8	ADB—100.0 ASEAN Infrastructure Fund—20.0 Counterpart—1.8	Ongoing

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
	Old	Mae Sot–Myawaddy Border Crossing Project and Infrastructure Improvements (with Thailand)	Border crossing	The project involves a new bypass road and bridge to the north of the existing border crossing at Mae Sot (Thailand)–Myawaddy (Myanmar), which is in the congested area of the two border cities. This new crossing will be dedicated to cross-border freight traffic. The bypass will link with a newly envisioned special trade zone in Myanmar. The overall project will 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.	2015	Cost estimate is all under Thailand to avoid double counting	Thailand	Ongoing
46	Old	Improvement of Six Inland Ports	Ports and waterways	The project includes establishing 6 inland ports along the Ayeyarwaddy River and Chindwin River. The feasibility study for Mandalay Port was completed in February 2014. To implement Mandalay Port, the government is seeking financial support from the Japan International Cooperation Agency (JICA). The estimated implementation cost for Mandalay Port is \$38.0 million, and the estimated implementation time is about 2 years. Pakokku Port (\$25 million) and Monywa Port (\$21 million) are proposed to be implemented with Belgium loans. Other two inland ports (Magway Port and Kalewa Port) are planned to be implemented with private investors.	2017	190.0	JICA, Belgium, private sector	Proposed
47	Old	Loilem–Kyaington Road Section (359 km) (GMS Road Section of R7 and Secondary Road of Corridor)	Roads and bridges	This is the road section of GMS route R7 and of the Asian and ASEAN highways. It will link with the NSEC and the Northern Economic Corridor as a secondary road. It must be upgraded to ASEAN Class III standards.	2014–2018	359.0		Proposed

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
48	Old	Thaton–Payagyi Road Improvement Project	Roads and bridges	The expected components of this 151-km, two-lane road improvement project will primarily consist of road repairs and upgrading throughout most of the road’s length, with major reconstruction and widening through the towns of Bilin, Kyaikto, and Payagyi, including a possible grade-separated interchange with NR1 at Payagyi.	2016–2021	128.0		Proposed
49	Old	Ruili (PRC)–Kyaukpyu (Myanmar) Highway	Roads and bridges	The road will promote connectivity between the PRC and Myanmar, and will improve the region’s road network. The PRC and Myanmar have had some technical exchanges concerning the project.	2016–2019	1,000.0		Proposed
50	Old	Daluo (PRC)–Tachilek (Myanmar) Highway	Roads and bridges	This project involves the improvement of an existing highway, which is a part of the GMS North South Economic Corridor as well as of Asian & ASEAN Highway in Myanmar, linking with the PRC to the north and Thailand to the south. This highway is also one of the major border trade routes between Myanmar and Thailand via Tachilek. The improvement will consist of upgrading the Kyaington–Monglar Road (93 km) along this highway into ASEAN Class II highway.	2014–2018	93.0		Proposed
51	Old	Bridge on the Kyaington–Lyainglin–Taunggyi Road (AH2)	Roads and bridges	The service life of the Tarkaw (Thanlwin) Bridge (bank-to-bank 900 feet) is about 40 years, and its load capacity is only HS-20-44. A new bridge of four lanes with an HS-25 load capacity is proposed. The type of bridge will be specified after the feasibility study.	2018–2020	15.8		Proposed
52	Old	GMS EWEC Corridor Improvement I and II	Roads and bridges	(1) Attran Bridge (\$68.25 million), (2) Gyaing (Kawkareik) Bridge (\$ 122.86 million), (3) Gyaing (Zathapyin) (\$129.11 million), (4) Sittaung Bridge (Kyaik Hto) (\$180.7 million).	2020	560.9	JICA	Proposed

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
53	New	Yangon–Patheingyi Road Project (177 km)	Roads and bridges	(i) The project focuses on a key route to improve priority sections of highways that form part of the GMS corridors. (ii) This road should be reconstructed asphalt concrete two-lane road of 7-m width with 1.5-m paved shoulders. (iii) This project is to bring safer and more efficient movement of goods and people along the GMS EWEC and NSEC in Myanmar.	2018–2022	129.3	ADB	Proposed
54	New	Bago–Thanlyin Road (99 km)	Roads and bridges	(i) The project focuses on a key route to improve priority sections of highways that form part of the GMS corridors. (ii) This road should be reconstructed asphalt concrete two-lane road of 7-m width with 1.5-m paved shoulders. (iii) This project is to bring safer and more efficient movement of goods and people along the GMS EWEC and NSEC in Myanmar, between Bago and Kyaikto. The project is a new highway alignment on an extension of the EWEC, between Bago and Kyaikto.	2018–2022	83.7	ADB	Proposed
55	New	Bago–Kyaikto Road (GMS EWEC Highway Development Project)	Roads and bridges	(i) The project is a new highway alignment on an extension of the EWEC, between Bago and Kyaikto, to get more easily to Thilawa SEZ. (ii) This road should be constructed asphalt concrete two-lane road of 7-m width with 1.5-m paved shoulders. (iii) This project is to bring safer and more efficient movement of goods and people along the GMS EWEC and NSEC in Myanmar.	2020	200.0	ADB	Proposed
56	New	Upgrading of Wan Pong Port with 500-ton container-handling facilities	Ports and waterways	This project will upgrade the facilities of Wan Pong Port to handle the containers with modernized facilities. This will increase the trade of cargo from Myanmar to other GMS countries. Myanmar will extensively be involved in GMS trading and will effectively apply the Mekong River navigation for the country's economic development.	2018	50.0	China Joint Committee on Coordination of Commercial Navigation	Proposed

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
57	New	Upgrading of Dawei–Mawlamyine Rail Link (310.58 km)	Rail	This railway section (310.58 km) was constructed during 1994–1998. It is one of the important branch lines of Myanmar Railways not only for the local railway transport but also for its link to Thailand and ASEAN railway network. This project will contribute to the railway transport improvement in passenger and freight. This railway line is a part of Trans-Asian Railway (TAR) southern corridor in Myanmar. It will be linked with Dawei–Htikhee new line as a proposed spur line of SKRL to Thailand.	2020	(cost estimate TBD)	ADB/NEDA	Proposed
58	New	Border Control Facilities at Border Crossing Points: Tarchileik, Muse, and Lao–Myanmar Friendship Bridge	Border crossing	These border control facilities are needed to implement the cross-border transport with neighboring GMS member countries under GMS full CBTA.	2018–2022	(cost estimate TBD)	ADB/NEDA	Proposed
59	New	GMS Highway Modernization Project (NSEC and Others)	Roads and bridges	The project will rehabilitate and improve about 280 km of highways, improve safety of the Yangon–Mandalay Expressway, and finance detailed technical preparation of a new highway project, all along Myanmar's GMS corridors.	2018	360.0	ADB—275.0 Cofinancing (ASEAN Infrastructure Fund)—85.0	Proposed
Subtotal (Investment Projects: Myanmar)						3,291.5		

E. Thailand

No.	Old Or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
60	Old	Bang Yai–Kanchanaburi Intercity Motorway Project (part of Laem Chabang–Bangkok–Dawei (Myanmar) Corridor	Roads and bridges	This expressway, in addition to having a strong national justification, will be part of the Laem Chabang–Bangkok–Dawei (Myanmar) highway corridor, linking the port at Laem Chabang with the proposed deepwater 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.	2016	2,000.0	Thailand Government	Ongoing
61	Old	Tak–Mae Sot Highway Improvement Project	Roads and bridges	The project will improve highway capacity on the EWEC in Thailand for the section of the EWEC that connects with the Myanmar section at Myawaddy. It will upgrade the existing 76-km road from two to four lanes.	2009	90.0	Thailand Government	Ongoing
62	Old	Lomsak–Phetchabun Highway Improvement Project	Roads and bridges	The project will upgrade the existing 92-km road from two to four lanes. Fiscal year 2016 got budget for 11 km. The remaining part is planned in the next 5-year plan.	2016	120.0	Thailand Government	Ongoing
63	Old	Kalasin–Nakrai–Kamcha I Highway Improvement Project	Roads and bridges	The project will improve highway capacity on the EWEC in Thailand between Kalasin and Kamcha I. It will upgrade the existing 107-km road from two to four lanes.	2015	140.0	Thailand Government	Ongoing
64	Old	Chiang Rai–Chiang Khong Highway Improvement Project	Roads and bridges	The project will improve highway capacity on the NSEC in Thailand. It will upgrade the existing 103-km road from two to four lanes.	2015	80.0	Thailand Government	Ongoing

No.	Old Or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
65	Old	Mae Sot–Myawaddy Border Crossing Project and Infrastructure Improvements	Border crossing	The project will build 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 will be dedicated to cross-border freight traffic, and will avoid the congested urban areas. The bypass will link with a newly envisioned special trade zone on the Myanmar side. The overall project will 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.	2015	116.0	Thailand Government	Ongoing
66	Old	Mekong Bridge at Bungkan–Paksan	Roads and bridges	This bridge will connect Amphoe Muang, Bungkane Province (Thailand) and Muong Paksan, Bolikhamxay Province (Lao PDR). It will facilitate transport of goods and passengers from northeastern Thailand to central Lao PDR and central Viet Nam via NR8.	2017	110.0	NEDA	Proposed
67	Old	Laem Chabang Port Development Project, Phase 3—Feasibility Study	Ports and waterways	Projections of 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 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.	2016	5.0	Thailand Government	Ongoing

No.	Old Or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
68	Old	Single Rail Transfer Operator Development Project of Laem Chabang Port	Rail	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 will facilitate rail transfer in the future, in response to the completion of the State Railway of Thailand's double-track construction project. It will increase the handling capacity of rail transport at the port from the current 500,000 TEUs/year to 1–2 million TEUs/year. The 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.	2018	90.0	Thailand Government	Proposed
69	Old	Aranyaprathet–Poipet New Road with Border-Crossing Facilities (Thailand part)	Roads and bridges	Recent discussions at the Prime Minister's office between Thailand and Cambodia have generally agreed on a new location for the Poipet–Aranyaprathet border crossing to accommodate freight traffic. Passenger traffic will continue to cross the existing border. The new freight traffic crossing will require a new southerly bypass road; about 2 km of a new 4-lane roadway in Cambodia and about 17.6 km in Thailand (primarily along a new alignment); and new border-crossing buildings and other facilities on both borders.	TBD	(cost estimate TBD)		Proposed

No.	Old Or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
70	Old	The Construction of a New Railway Line from Den Chai to Chiang Rai and Chiang Khong	Rail	The construction of this new doubling track from Den Chai to Chiang Rai will diminish the country's logistics cost and fuel imports; enhance people's convenience, speed, and safety; and support integration with neighboring transportation system such as that of Lao PDR and southern PRC. Its benefit development and prosperity distribution to the northern provincial areas such as Phayao, Phare, and Chiang Rai which will lead to the country's overall economic growth.	2014	2,199.0		Proposed

No.	Old Or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
71	Old	The Construction of a New Railway Line from Baan Pai (Khon Kaen) to Mahasarakham, Roi Et, Mukdahan, and Nakhon Phanom	Rail	In 1989, the Government of Thailand decided to improve the nationwide rail network. One important network expansion is the Bua Yai–Mukdahan–Nakhon Phanom line on EWEC in GMS. Circumstances led to the restudy of the feasibility of the construction of the new railway line to be integrated and to properly connect the EWEC. This new updated study was significant as it represented one of the milestones for the rail infrastructure expansion on the EWEC, which would link with GMS countries in the future. The study result showed that this new route should be constructed as a doubling track on the new alignment for the Ban Pai (Khon Kaen)–Mahasarakham–Roi Et–Mukdahan–Nakhon Phanom line. For the time being, the State Railway of Thailand is carrying out the railway’s detailed design study on the new route alignment that will be able to link with the Thai–Lao Friendship Bridges no. 2 and 3 at Mukdahan and Nakhon Phanom, respectively.	2015	1,724.0		Proposed
72	Old	Coastal Terminal Development Project of Laem Chabang Port	Ports and waterways	This project will decrease the logistics costs for exporters, importers, and logistics providers. The coastal terminal will serve domestic waterway transport linked with Laem Chabang Port.	2014	58.5		Proposed
73	New	GMS Highway Expansion Phase 2 Project	Roads and bridges	The proposed project will (i) upgrade about 125 km of national highway in the northeastern region of Thailand from two-lane carriageway to four-lane carriageway, and (ii) strengthen capacity in road safety management by introducing road safety audits and road safety awareness training for the executing agency during project implementation.	2017	213.6	ADB—99.4 Government— 114.2	Proposed

No.	Old Or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
74	New	Governance Improvement on National Railway	Rail	TBD	2020	700.0	ADB—300.0 Cofinancing—400.0	Proposed
75	New	Cambodia: Poipet–Border Bridge/Aranyaprathet (6.5 km) Thailand: Aranyaprathet–Klong Luk Bridge (border bridge with Cambodia) (6 km)	Rail	GMS Rail Link 1: Kunming, Ha Noi, HCMC, Phnom Penh, Bangkok (SKRL main line). The project is also listed under Cambodia but cost estimate is under Thailand to avoid double counting.		10.0	Thailand	Ongoing
<i>Subtotal (Investment Projects: Thailand)</i>						7,656.1		

F. Viet Nam

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
76	Old	GMS Ben Luc–Long Thanh Expressway (Stage 2)	Roads and bridges	The project will construct a 57.1-km expressway between Ben Luc and Long Thanh, south of HCMC. This is a section of the GMS Southern Economic Corridor.		1,201.9.0	ADB—636.0 (PFR1 350.0 + PFR2 286.0) JICA— 517.6 Viet Nam Government—48.3	Ongoing
77	Old	GMS Ha Noi–Lang Son Expressway	Roads and bridges	The project will construct a 156.6-km expressway between Ha Noi and Huu Nghi, in Lang Son Province, on the border with the PRC’s Guangxi Zhuang Autonomous Region.	2018	1,400.0	ADB—386.1 Viet Nam Government Private Sector BOT	Proposed

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
78	Old	Second GMS Southern Coastal Corridor (also known as SSCP2)	Roads and bridges	The proposed SCCP2 will (i) construct the remaining 84 km (between Ha Tien and Rach Gia) of QL80 route in Viet Nam; and (ii) upgrade Ha Tien (formerly Xa Xia) cross-border facilities and streamline border crossing procedures, all under additional financing. In tune with one of the strategic thrusts of the GMS Strategic Framework (2012–2022), the proposed SCCP2 is a precondition for promoting broader economic corridor development. The project will also facilitate Viet Nam's plans for implementing ASEAN single window border crossing mechanism by 2015. In addition, the project will target mainstreaming gender imbalances, preventing human trafficking and HIV/AIDS, mitigating and adapting to climate change impacts, strengthening institutional capacity, and facilitating regional cooperation between Cambodia and Viet Nam.	2017	373.0	ADB—254.0	Proposed
79	Old	Second Northern GMS Transport Network Improvement (Luang Prabang–Thanh Hoa) (additional financing)	Roads and bridges	The Second Northern GMS Transport Network Improvement Project aims to provide more efficient transport across the Lao PDR–Viet Nam border and on the project road sections of the GMS northeastern corridor through the provinces of Thanh Hoa in northern Viet Nam and Houaphanh in northeastern Lao PDR. It includes two components: (i) improvement of 196 km of Highway 217 in Viet Nam and 143 km of routes 6, 6A, and 6B in the Lao PDR to all-weather status; and (ii) improvement of safety on these road sections.	2017	140.0	ADB—71.3 Other DPs—68.7	Ongoing

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
80	Old	GMS Corridor Connectivity Enhancement Project	Roads and bridges	The project aims to improve international and national transport connectivity of underdeveloped provinces of Viet Nam by improving accessibility to GMS corridors. The project scope comprises (i) three National Highways (NH32, NH279, and upgraded PR175) in Yen Bai, Lai Chau, and Lao Cai provinces connecting to the Noi Bai Lao Cai Expressway; and (ii) supporting the Directorate for Roads of Viet Nam (DRVN) in road asset management	2018	337.0	ADB—300.0 Government Counterpart—37.0	Proposed
81	Old	Central Region Connectivity Enhancement Project	Roads and Bridges	National Highway 14D submitted by Viet Nam for inclusion in Regional Investment Framework 2022 is covered by this proposed project.		110.0	ADB—100.0 Government—10.0	Proposed
82	Old	Central Mekong Delta Connectivity	Roads and bridges	The investment project will improve connectivity in the Mekong Delta Region in Viet Nam and provide efficient access from HCMC to the southern coastal region through construction of two cable-stayed bridges across the Mekong River and associated roads.	2013	860.0	ADB—410.0 Australia—134.0 Korea Export-Import Bank—260.0 Government—56.0	Ongoing

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
83	Old	GMS Kunming–Haiphong Transport Corridor—Noi Bai– Lao Cai Highway (additional financing)	Roads and bridges	The project is designed to provide (i) a 244-km grade-separated and access-controlled highway, including 10 interchanges with toll booths and 5 service areas, starting at Noi Bai in a suburb of Ha Noi and ending at Lao Cai, on the border with the PRC in northwest Viet Nam; (ii) electric, communications, tolling systems and associated facilities, and the Vietnam Expressway Corporation's (VEC's) highway operation and maintenance (O&M) equipment and vehicles; and (iii) capacity building for VEC on management of project implementation, corporate financing management, O&M of highways, and safeguard planning and implementation.	2014	182.0	ADB—147.0 Counterpart—35.0	Ongoing
84	Old	GMS Road Corridors Maintenance	Roads and bridges	The project aims to undertake frequent and periodic maintenance for selected GMS corridor sections. The project will have two components: (i) maintenance of road sections, and (ii) construction of 5–6 weight stations on selected road sections.	2016	120.0		Proposed
85	Old	Ho Chi Minh City–Loc Ninh (Cambodia Border) Railway	Rail	HCMC–Phnom Penh (via Loc Ninh) is a part of the SKRL. The project will construct a new railway section of 128 km from HCMC to Loc Ninh.	2020	900.0		Proposed
86	New	Ben Luc–Long Thanh Expressway (Ring Road 0.3 Ho Chi Minh City)	Roads and bridges	The project aims to contribute to the socioeconomic development of the Southern Economic Region, exploiting the economic development of and attracting investment and tourism to HCMC, and to reduce the pressure on and congestion of Highway 1.	2019	649.0		Proposed
87	New	Viet Nam: Lao Cai–Hekou (154 km) PRC: Hekou–Lao Cai (249 km)	Rail	GMS Rail Link 9: Kunming, Ha Noi, HCMC, Phnom Penh, Bangkok (SKRL main line). The proposal is for standard gauge between the PRC and Viet Nam systems. ADB will only finance it if a standard gauge link is provided as the connection. There is an FS funded by Viet Nam. There remain bilateral		33.6	ADB	Proposed

No.	Old or New	Project Title	Subsector	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
				issues on the route alignment and where the line would cross the border.				
	Old	Vientiane–Thakhek–Mu Gia Railway Project (450 km) Mu Gia-Vung Ang (F/S completion expected in 2017) 119 km	Rail	The Vientiane–Thakhek–Mu Gia Railway Project covers a portion of the spur line of the SKRL. This spur line will connect the Thai railway network to the Vietnamese railway network. The Republic of Korea has given assistance with a pre-feasibility study.	2017	Cost estimate and count of project are under the Lao PDR to avoid double counting.		Proposed
				<i>Subtotal (Investment Projects: Viet Nam)</i>		<i>6,329.05</i>		
				<i>Total (Transport Investment Projects)</i>		<i>53,533.7</i>		

II. TECHNICAL ASSISTANCE PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	GMS Corridor Enhancement Project	Viet Nam	The technical assistance (TA) will prepare a project to improve international and national transport connectivity of underdeveloped provinces of Viet Nam by improving accessibility to GMS corridors. The project scope comprises (i) improving National Highway NH14D in Quang Nam Province, and three National Highways (NH32, NH279, and upgraded PR175) in Yen Bai, Lai Chau, and Lao Cai provinces connecting to the Bai Lao Expressway; and (ii) supporting DRVN in road asset management.	2016	1.8	ADB—1.8	Ongoing

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
2	Old	Proposed Hoa Lac–Hoa Binh City Expressway Public–Private Partnership Feasibility Study	Viet Nam	Lang–Hoa Lac–Hoa Binh Expressway is among the seven expressways connecting to Hanoi. 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.		1.0		Proposed
3	Old	GMS Road Corridors Maintenance	All GMS countries	The TA will provide institutional and operational strengthening of the road maintenance.		1.2		Proposed
4	Old	Strategic Study on the Development and Management of the GMS Motorway Network System	All GMS countries	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 (SEZs), 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. The strategic study should view all GMS corridors, and consider how they overlay the GMS motorway network system.		(cost estimate TBD)		Proposed
5	Old	Knowledge Transfer between Thailand and the other GMS Member Countries on Highway and Bridge Standards and Specifications, including Transport Facilitation Facilities	All GMS countries	Thailand’s Department of Highways fulfills its role in providing technical experts and training center facilities, and organizing staff to various training courses in 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.		0.4		Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
6	Old	Study on Dry Port Development Plan along International Railway Lines Connecting Thailand with Cambodia, the Lao PDR, and Myanmar	Cambodia , Lao PDR, Myanmar, Thailand	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 People’s Democratic Republic (Lao PDR); Aranyaprathet–Klong 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, Myanmar; Sihanoukville, Cambodia; and Ho Chi Minh City (HCMC), Viet Nam. The TA study will determine the need for dry ports at strategic rail locations on international borders.		0.5	Thailand Government	Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
7	Old	GMS Transport Database Capacity Development	All GMS countries	<p>This is a project proposed by the transport and logistics assessment study conducted under the regional investment framework process.</p> <p>The project is intended to set up a systematic and coordinated approach to gathering (i) existing cross-border traffic and commodity data; and (ii) existing traffic data for major road corridors, including periodic traffic surveys.</p> <p>The project may be implemented in two steps: (i) a small-scale TA to scope out the required database, including individual country database activities, and a GMS secretariat and coordination function for a concept paper for a large-scale capacity development TA; (ii) a large-scale standardized and integrated database capacity building assistance targeted at Cambodia, the Lao PDR, and Myanmar, but incorporating data from the People's Republic of China (PRC), Thailand, and Viet Nam.</p>		(cost estimate TBD)		Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
8	New	Feasibility Study on Upgrading of Dawei–Mawlamyine Rail Link (310.58 km)	Myanmar	The feasibility study is for the railway section (310.58 km) project, which is one of the important branch lines of Myanmar Railways network not only for the local railway transport but also for its link to Thailand and ASEAN railway network. However, the railway line is in poor condition. The project will contribute to the improvement of passenger, freight, and logistics transport. As part of the Singapore–Kunming Rail Link (SKRL) and Trans-Asian Railway (TAR) networks, Thailand has already undertaken the full feasibility study for the Laem Chabang–Bangkok–Kanchanaburi–Ban Phu Nam Ron border. A feasibility study for Myanmar’s Htikhee–Dawei missing link has not been done. The feasibility study for the continuity line of Dawei–Mawlamyine section (310.58 km) should be conducted as soon as possible for the TAR corridor continuity.	2017	(cost estimate TBD)		Proposed (submitted by Myanmar)
9	New	Transport Sector Modernization Program II	Myanmar	This technical assistance will prepare the next phase of ADB road transport sector assistance in Myanmar.	2017	1.3	ADB—1.25	Proposed
10	New	Transport Sector Reform and Modernization (additional financing)	Myanmar	This technical assistance will support the next phase of ADB road transport sector assistance in Myanmar.	2017	2.3	ADB—2.25	Proposed

ENERGY

I. INVESTMENT PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	Lao PDR–Viet Nam Power Transmission Interconnection (Xekaman 1–Pleiku; formerly Hatxan–Pleiku)	Lao PDR, Viet Nam	<p>This project will originally (i) construct a 59-kilometer (km), 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-km, 500-kV transmission line and expand the existing 220 kV/500 kV Pleiku Substation, in Viet Nam. However, this was revised to Xekaman 1–Pleiku.</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 megawatts [MW]) in southern Lao PDR, which will be developed by independent power producers.</p>		218.0	Lao PDR: Song Da Group; Viet Nam Electricity National Power Transmission Corporation	Ongoing
2	Old	Lao PDR–Thailand Nabong 500 kV Substation Transmission Facility	Lao PDR, Thailand	<p>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.</p>		106.0	Nam Ngum 2 Power Company	Ongoing
3	Old	PRC–Lao PDR–Thailand 600 HVDC Interconnection	PRC, Lao PDR, Thailand	<p>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 includes the conduct of project preparation; detailed engineering; construction of the transmission line, including substations; and possibly the distribution of components.</p>		800.0		Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
4	Old	East–West Corridor Power Transmission and Distribution Project in Lao PDR	Lao PDR	The project will build a 115-kV transmission and distribution system in the Savannakhet and Salavan provinces of the Lao PDR to expand the transmission and distribution network of Électricité du Laos. The project is geographically aligned along the East–West Economic Corridor (EWEC), and provides electricity to towns and villages in the area. The project will help the government achieve its rural electrification target of 90% of villages by 2020. The project will also facilitate the development of economic activities along the east–west corridor. The transmission system built by the project will connect with the Électricité du Viet Nam (EVN) system in the central provinces of Viet Nam, thus strengthening the power exchanges between the Lao PDR and Viet Nam.		50.0		Proposed
5	Old	Continued Projects in Rural Electrification and Off-Grid Power Development in Northern Part of Lao PDR	Lao PDR	The project involves grid extension according to sound selection principles and the implementation of off-grid projects where grid extensions are not feasible. The new GMS strategy calls for enhancing energy access, particularly to poor and remote areas through the promotion of best practices in the GMS. Costs and scheduling are aligned with the completion report for project 31341 (Lao PDR: Northern Area Rural Power Distribution Project), with some increases reflecting inflation. That project installed 268 km of a 115-kV line with distribution facilities and connected over 30,000 households.		50.0		Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
6	Old	Design and Funding of a Backbone Grid for Lao PDR	Lao PDR	<p>This involves completing the north–south 500-kV line in the Lao PDR to enable the Lao national grid to transmit power across the country and provide high value-added services from its hydropower plants to neighbors in the GMS. The project will strengthen the capacity of the national system to supply power to economic corridors. It will support energy access and rural development within the Lao PDR, while stimulating regional power integration in the medium term.</p> <p>The budget assumes an initial 200 km of a single-circuit line at \$1.5 million/km and two substations at \$50 million each. This enables the Lao PDR to add an extra \$0.01/kilowatt-hour (kWh) to the price of energy converted from 400 megawatt (MW) hydroelectric power plant with a generation of 2 terawatt-hours (TWh)/year.</p>		400.0		Proposed
7	Old	Conventional Rural Electrification Programs in Myanmar	Myanmar	<p>These programs involve grid extensions in Myanmar based on sound selection principles, including the implementation of off-grid projects where grid extensions are not feasible. This will result in improved welfare and an economic stimulus in poor, remote areas while promoting inclusive, sustainable growth, good governance, and capacity development.</p>		60.0		Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
8	Old	500-kV Line from Mawlamyine to the Main Grid	Myanmar	This will connect the isolated grid at Mawlamyine to the main grid, thereby bringing the 500-kV Myanmar system closer to the Thai grid for future interconnection. This will result in lower costs and improved reliability of the power supply in the Mawlamyine area, which will be the western terminus of the GMS EWEC. The costs are estimated based on 360 km of a single-circuit 500-kV line at \$1.5 million/km and two 500-kV substations at \$50 million each. (Tentative routing: Mawlamyine–Thahtone–Bago)	2020	640.0		Proposed
9	Old	Demonstration of Second Generation Biofuel Technologies and Associated Biomass Value Chains	All GMS countries	This will build pilot plants within a public–private partnership (PPP) framework that will aim to meet financial targets, successfully demonstrate feasible technologies, and create value chains. Upgrading biofuel technology will reduce conflicts over food security and will increase rural incomes through biomass value chains. The schedule is determined by the need for a careful consideration of technological issues and for the selection of private partners.		80.0	80.0 (13.3 per GMS member country)	Proposed
10	Old	Extension of Energy Access in Myanmar from Nodes in Thailand and in the People’s Republic of China (PRC)	Myanmar	This involves a grid extension from the Thailand and PRC borders using generation plants in these two countries, following the regional experience in grid extension in Cambodia, the Lao PDR, and Viet Nam. Ideally, such a project would build on the successful build–operate–transfer (BOT) model of the transmission project in Cambodia (NO. 40914). The costs will depend on the number of distribution facilities and household connections in the chosen area. It is likely that there will be few or none, in which case the costs will be much higher, closer to those for a conventional renewable energy project. The schedule allows for the negotiating process of the BOT model.		10.0	10.0 (For connection to a local isolated grid) 60.0 (If distribution and connection to be carried out)	Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
11	Old	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	This concerns the development of transmission interconnections as part of a concerted and planned development of energy, transport, urban, and other infrastructure in the EWEC (specifically, toward the western terminus of the EWEC, in Mawlamyine). This development will produce a significant stimulus to economic development at the western end of the EWEC. From Mae Sot (Thailand) to Mawlamyine (Myanmar) is about 180 km. The cost of a transmission connection of 500 kV with substations will be around \$400 million, or \$250 million for 230 kV. A feasibility study of the cost effectiveness of this interconnection as part of a comprehensive economic corridor is needed. The Mae Sot–Mawlamyine connection should be done after the connection of Mawlamyine to the main Myanmar system.	2020	252.0	2.0 (For the feasibility study) 250.0–400.0 (For the inter-connection) 170.0 (Myanmar) 80.0 (Thailand)	Proposed
12	Old	Viet Nam–PRC 500 kV Power Interconnection	PRC, Viet Nam	The project aims to construct a double-circuit 500-kV high-voltage direct current (HVDC) transmission line from Viet Nam’s border with Yunnan Province (PRC) to Soc Son (Viet Nam), along with a direct current converter station, substations, and 220-kV transmission lines. It will also provide capacity building for EVN staff. This project will enable the importation of low-cost power from the PRC to meet the load growth in Northern Viet Nam, strengthen high voltage power transmission, and provide reliable and improved quality power supplies to all types of users. The feasibility study is under consideration by EVN and China Southern Power Grid.	after 2020	400.0	400.0–600.0 200.0 (PRC) 200.0 (Viet Nam)	Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
13	New	Transmission Interconnection Project from Lao PDR (Luang Namtha) to Myanmar (Shan State with possible extension)	Lao PDR, Myanmar	The project will construct a 230-kV or 500-kV alternating current (AC) transmission line from the Lao PDR (Luang Namtha) to Myanmar (Shan State and beyond); length and peak capacity to be confirmed.				Proposed
14	New	Transmission Interconnection Project from Lao PDR (Na Bong) to Thailand (Udon Thani 3)	Lao PDR, Thailand	The project will upgrade existing 230-kV transmission line, designed for 500-kV operation from the Lao PDR (Na Bong) to Thailand (Udon Thani 3); 107 km length and 1,800 MW peak capacity.				Proposed
15	New	Transmission Interconnection Project from Lao PDR (Ban Lak25) to Thailand (Ubon Ratchathani)	Lao PDR, Thailand	The project will upgrade existing 230-kV designed for 500-kV operation from the Lao PDR (Ban Lak 25) to Thailand (Ubon Ratchathani); 150 km length and 1,400 MW peak capacity.				Proposed
16	New	Transmission Interconnection Project from Lao PDR (Pak Beng or Pak Nguyen) to Thailand (Tha Wang Pha)	Lao PDR, Thailand	The project will construct a 500-kV AC transmission line from the Lao PDR (Pak Beng or Pak Nguyen) to Thailand (Tha Wang Pha); 120 km length and 800 MW peak capacity.				Proposed
17	New	Transmission Interconnection Project from Lao PDR (Ton Pheng) to Thailand (Mae Chan)	Lao PDR, Thailand	The project will construct a 115-kV transmission line from the Lao PDR (Ton Pheng) to Thailand (Mae Chan); 60 km length and 300 MW peak capacity.				Proposed
18	New	Transmission Interconnection Project from Lao PDR (Nam Mo 1 and Nam Mo 2)	Lao PDR, Viet Nam	The project will construct a 220-kV AC transmission line from the Lao PDR (Nam Mo 1 and Nam Mo 2) 70 km length and peak capacity to be confirmed.				Proposed
19	New	Northern Cross-Border Power Trade and Distribution	Lao PDR	This project will expand the power distribution network in Northern Lao PDR near cross-border areas.	2020	37.4	ADB—27.4 Government—10.0	Proposed
Subtotal (Energy Investment Projects)						2,851.4		

II. TECHNICAL ASSISTANCE PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	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	The technical assistance (TA) 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.		2.0	ADB—1.0 PRC Trust Fund—0.5 Agence Française de Développement (AFD)—0.5	Ongoing
2	Old	Ensuring Sustainability of Greater Mekong Subregion Regional Power Development (Phase 2) (All GMS Countries)	All GMS countries	The TA 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.		1.0	AFD	Ongoing

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
3	Old	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. These bodies 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) staff training, and (iii) support for specific studies (e.g., on tariff structures, operational standards, etc.) and activities (e.g., power planning, database maintenance, etc.).		3.0		Proposed
4	Old	Scoping Study on the Future of the Trans-ASEAN Gas Pipeline (TAGP)	All GMS countries	This is specified in the Association of Southeast Asian Nations (ASEAN) Master Plan on Connectivity, and aims to contribute to ASEAN's energy security. The study will lead to an agreed concept for deployment of the TAGP in the future, with critical investments identified. This is a wide-ranging project that needs strong cooperation with the ASEAN Council on Petroleum (ASCOPE). It should be steered by a national committee of experts and executed by a small part-time team of national experts, but also include funds for short-term studies on strategic issues (shale gas and coal bed methane prospects, future liquefied natural gas markets, carbon capture and storage, storage options, the role of gas as a backup for renewables, and future gas demand). Four meetings over 2 years will be sufficient. The budget must include the participation of ASCOPE experts.	To be determined (TBD)	1.0		Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
5	Old	Deployment of Coherent Renewable Energy Action Plans Across the Subregion	All GMS countries	This will involve preparing national renewable energy action plans according to a common format, with stronger and better targeted actions to promote renewable energy. This is strongly consistent with the new GMS strategy's principle of moving from information sharing to decision making. This project is predicated on the supposition that the Subregional Energy Forum can act as a technical advisory body to policy makers, proposing policies that can support regional activities. It can be executed by a team of high-level national experts (supported by international and regional consultants) that reviews progress in renewable energy across the subregion; conducts benchmarking; proposes aggressive targets, stronger policies, and subregional convergence; and, where feasible, identifies financial support (e.g., the Clean Development Mechanism and post-Kyoto mechanisms). It should be an ongoing project funded in the first instance for 3 years.		1.0		Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
6	Old	Development of Coherent Energy-Efficiency Action Plans Across the Subregion	All GMS countries	This will involve preparing national energy efficiency action plans according to a common format, with stronger and better targeted actions to promote energy efficiency. This project is predicated on the supposition that the Subregional Energy Forum can act as a technical advisory body to policy makers, proposing policies that can support regional activities. It can be executed by a team of high-level national experts (supported by international and regional consultants) that reviews progress in energy efficiency across the subregion; conducts benchmarking; and proposes aggressive targets, stronger policies, and subregional convergence; and, where feasible, identifies financial support (e.g., Clean Development Mechanism and post-Kyoto mechanisms). It should be an ongoing project funded in the first instance for 3 years.	2017	1.0		Proposed
7	Old	GMS: Renewable Energy Development (Phase 2)	All GMS countries	This will support follow-up activities from the Phase I regional technical assistance. It will include further propagation and preparation of policy manuals based on the pilot results of Phase I, covering GMS-appropriate practices in renewable energy and cleaner fuel promotion, continuing knowledge sharing and training, and laying the groundwork for investment projects in renewable energy.		2.0		Proposed
8	New	GMS Northern Cross-Border Power Trade and Distribution	Myanmar	This will examine new potential cross-border power transmission projects.	2018	1.0	ADB—1.0	Proposed
Subtotal (Energy TA Projects)						12.0		
Total (Energy Investment and TA Projects)						21,863.4		

AGRICULTURE

I. INVESTMENT PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	Climate Friendly Agri-Business Value Chains in the GMS	Cambodia, Lao PDR, Myanmar	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 agribusiness value chains development in the Greater Mekong Subregion (GMS). It will focus on the creation of agribusiness centers 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 (i) efficient roads that provide access to markets; (ii) renewable and bioenergy systems that can meet growing energy needs of rural communities and agribusiness centers; and (iii) efficient storage, processing and aggregation, grading, and marketing and logistics infrastructure to ensure the delivery of safe and quality food products.	2018	253.0	ADB—191.0 Cofinancing—82.0	Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
2	New	Agro-industrial Zones (AIZ) to support promotion of safe and environment-friendly agro-based value chains	Cambodia, PRC, Lao PDR, Myanmar, Viet Nam	Each country defines agro-industrial zones (AIZ) subprojects to promote safe and environment-friendly agriculture products (SEAP) with focus on (i) demonstrations for small and medium-sized enterprises (SMEs); (ii) processing, packaging, and labeling facilities, common post-farm product facilities (cold storage and warehouses), laboratories, one-stop shops for inspection, and quarantine for SEAP products; (iii) strategic collection centers linked to common post-farm facilities that empower the farmers and community via quick testing and access to quick and reliable testing; (iv) supply chain management; (v) aquaculture value chain development; (vi) tools to ensure quality assurance; (vii) capacity building and institution building, and research and development (R&D); (viii) promotion of participatory guarantee systems; (ix) integrating with SEAP wholesale markets or organic retails markets; and (x) integrating with biochar and waste management.	2021	191.0	ADB, private sector, government (PPP)	Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
3	New	Animal Disease Control Zone	Cambodia, PRC, Lao PDR, Myanmar	Subprojects in Cambodia will focus on (i) development of quarantine zones including border quarantine posts (12 along Cambodia–Thailand border and 8 along Cambodia–Viet Nam border); (ii) development of livestock, and identification and traceability system; (iii) R&D in disease control and prevention; (iv) capacity building; and (v) surveillance system. A livestock disease control zone at key border areas in Yunnan, Lao PDR and Myanmar should thus be set up to (i) mitigate and manage the risk of foot-and-mouth disease incursion via cattle; (ii) control other key production and zoonotic diseases; (iii) serve as a buffer zone to regulate livestock trade between PRC and other GMS countries. The zone will house facilities for preventive measures such as animal identification (tagging), livestock movement management (e-traceability), quarantine, serological and pathological surveillance work, and vaccination facilities and services. Food safety pathogens and residue testing can build on the system once operational. It is also important to encourage the private sector to be involved in the zone and to set up modern slaughterhouses, meat processing, bio-digester facilities, and local feedlots through PPP schemes.	2020	133.0	ADB, private sector, central and provincial governments, banks in PRC	Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
4	New	Cluster and Value Chain Development for Geographical Indications related to SEAP	Cambodia, PRC, Lao PDR, Myanmar	Based on the unique advantages of geography, resources, environment, and technology, the project will promote characteristic and advantageous agriculture and develop a series of agro-products of geographical indications (GI) to build the industry cluster of characteristic and advantageous agriculture in the GMS. Main project components include (i) improvement of agricultural infrastructure construction for GI products; (ii) agricultural science and technology innovation and extension services for GI; (iii) reform and innovation of management and operation of GI agriculture; (iv) capacity building and knowledge innovation; and (v) awareness raising and marketing.	2019	325.0	Agence Française de Développement (AFD), ADB, Food and Agriculture Organization of the United Nations (FAO), private sector, ministries of agriculture, ministries of commerce	Proposed
5	New	GMS East–West Economic Corridor Agriculture Infrastructure Sector Project (additional financing)	Lao PDR		2020	67.0	ADB—42.0 Cofinancing—20.0 Government—5.0	Proposed
Subtotal (Agriculture Investment Projects)						969.0		

II. TECHNICAL ASSISTANCE PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	Climate Friendly Agri-Business Value Chains in the GMS	Cambodia, Lao PDR, Myanmar	The main outputs of the project preparatory technical assistance (PPTA) will include detailed reports on feasibility assessment, including technical, economic, and financial due diligence of priority agribusiness value chains in Cambodia, the Lao PDR, Myanmar. The PPTA will produce an agreed project design in relation to the four outputs of the investment project (agribusiness value chain infrastructure, bioenergy use and sustainable biomass management, agribusiness policy and capacity support services, and project implementation and knowledge management) with implementation arrangements suitable for each country. The PPTA will define the scope and cost of investments, subproject locations and activities, financing plan, implementation arrangements, procurement strategy, technology issues, capacity development needs, and post-project operation and project maintenance arrangements.	2015	2.5	ADB	Ongoing
2	Old	SEAP Strategy Implementation Support (Formerly called “Implementing the Strategy on Agro-based Value Chain Investments in the GMS”)	All GMS countries	This knowledge and support technical assistance will build on the successful pilots of the Core Agriculture Support Program Phase II, which is included in the 2018 ADB–SEER pipeline.	2018	10.0	Swedish International Development Cooperation Agency, Nordic Development Fund	Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
3	New	Supporting Infrastructure development of Agro-industrial Zones for SEAP	Cambodia, Myanmar	The project involves (i) facilitating and/or enabling farmer cooperatives to engage in contract farming with private sectors in promoting SEAP productivity (crops, horticulture, vegetable, industrial crops, livestock, and aquaculture); (ii) controlling and using efficiently acceptable pesticide and fertilizer for productivity of SEAP crops; (iii) institutional strengthening and capacity building for government officials to deliver services and manage AIZ's facilities, and capacity building for farmers to be able to produce SEAP products for the AIZ; (iv) promoting appropriate technologies such as GAP, GAHP, GAqP, GHP, and good manufacturing practices; and (v) supply chain management.	2020	25.0	ADB, other donors, private sector	Proposed
4	New	Animal Disease Control Zone	Cambodia, PRC, Lao PDR, Myanmar, Viet Nam	The project includes (i) building an e-traceability system for tracking livestock movement along GMS borders to better control transboundary animal diseases; (ii) investigation on the animal movement along borders between PRC and other GMS counties, and research on livestock product value chain; (iii) capacity building in related field; (iv) establishment of financing mechanisms for sustaining the zones; (v) development of surveillance and inspection systems; and (vi) technical exchange between animal disease laboratories in GMS countries.	2019	20.0	ADB, FAO, World Health Organization (WHO), private Sector	Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
5	New	GI Value Chain Development and Brand Building	Cambodia, PRC, Viet Nam	The project includes (i) development of value chain financing; (ii) promotion of PPP schemes; (iii) farmer organization development; (iv) GI process and regulations; (v) capacity and institution building including interministerial and PP dialogue; (vi) incubator development (R&D on innovations to increase productivity); (vii) guidelines on conduct of responsible agribusiness investments; (viii) R&D on production and processing; (ix) capacity building and cooperation in brand research and brand evaluation; (x) capacity building in brand management for government officials; (xi) knowledge sharing in brand development; (xii) export market study; and (xiii) market and consumer preference studies.	2018	13.0	AFD, ADB, FAO, private sector, government	Proposed
6	New	Agribusiness Incubator Development	Cambodia, Lao PDR, Myanmar	Strengthening SMEs, linkage between SMEs and smallholder farmers and farmers from agribusiness incubators prioritized on farmers dedicated to SEAP.	2019	37.0	ADB, International Finance Corporation, and other donors, private sector	Proposed
7	New	GMS East–West Economic Corridor Agriculture Infrastructure Sector Project (additional financing)	Lao PDR		2018	1.0	ADB—1.0	Proposed
						Subtotal (Agriculture TA Projects)	108.5	
						Total (Agriculture Investment and TA Projects)	1,077.5	

ENVIRONMENT

I. INVESTMENT PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	Global Environment Fund Regional Biodiversity and Forestry Program	All GMS countries	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.	2015	20.0	Global Environment Facility	Ongoing
2	New	Rural Environmental Quality, Pollution Control, and Waste Management	Cambodia, Lao PDR, Thailand, Viet Nam	This project aims to improve environmental performance, market competitiveness, and the income of rural communities through more efficient resource utilization and waste management practices. The combination of value chain, environment quality management, ecosystem-based interventions will include the following four components: (i) promoting nutrient and water management in agriculture practices, (ii) developing integrated environmentally sustainable aquaculture, (iii) integrating waste water management systems in agriculture SMEs, and (iv) mobilizing community-based solid and liquid waste management system.	2021	200.0	ADB	Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
3	New	Integrated Land Management for Sustainable Development	Cambodia, Lao PDR, Myanmar, Viet Nam	The project will provide integrated land management interventions for better allocation of land resources and develop pro-poor green commodities and services. A value chain approach will be adopted to enhance productivity and market linkages and reduce climate-related risks: (i) strengthened land use planning and land tenure system, (ii) management of ecosystem and ecosystem services: analysis and design of compensation mechanisms for environmental services based on an ecosystems approach, (iii) market development for green commodities and ecotourism, (iv) skill development for value addition and inclusion of rural communities in green commodities value chains, and (v) investing in risk financing for communities and sustainable livelihoods.	2022	200.0	ADB	Proposed
Subtotal (Environment Investment Projects)						420.0		

II. TECHNICAL ASSISTANCE PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	GMS Core Environment Program 2022	All GMS countries	A knowledge and support technical assistance entitled “GMS Environment Service Facility” is in the 2018 ADB–SEER pipeline. The Core Environment Program (2018–2022) aims to transform the GMS Environment Operation Center into a GMS environment services facility. Services will be provided in three major areas: (i) policy and regulatory framework support, (ii) investment project preparation support, and (iii) knowledge capitalization and information management support.	2018	6.0	ADB (RCIF/PRCF)	Ongoing
2	New	Rural Environmental Quality, Pollution Control, and Waste Management	Cambodia, Lao PDR, Thailand, Viet Nam	This preparatory technical assistance (TA) will assess the technical, financial, and institutional feasibility of the project.	2019	1.0	ADB	Proposed
3	New	Integrated Land Management for Sustainable Development	Cambodia, Lao PDR, Thailand, Viet Nam	This preparatory TA will assess the technical, financial, and institutional feasibility of the project.	2020	1.0	ADB	Proposed
4	New	Capacity Building for the Management on Environmental Laboratory and Environmental Monitoring	Myanmar	The project activities consist of (i) management of the environmental laboratory, (ii) measurement method for the environmental quality monitoring equipment, and (iii) maintenance for environmental quality monitoring equipment.	2018	0.3		Proposed (by Myanmar)
Subtotal (Environment TA Projects)						8.3		
Total (Environment Investment and TA Projects)						428.3		

HEALTH AND OTHER HUMAN RESOURCE DEVELOPMENT

I. INVESTMENT PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	GMS Health Security Project (formerly GMS Communicable Disease Control Project Phase III)	Cambodia, Lao PDR, Myanmar, Viet Nam	The GMS Health Security Project aims to enhance health security against emerging diseases and other communicable diseases of global relevance in the GMS by improving public health security systems and the Centers for Disease Control and Prevention (CDC) in border areas in Cambodia, Lao PDR, Myanmar, and Viet Nam, especially for migrant mobile populations (MMPs) and other vulnerable groups. Project outputs include (i) strengthened regional, cross-border, and inter-sectoral CDC; (ii) strengthened national disease surveillance and outbreak response; and (iii) improved laboratory services and hospital infection prevention and control. The project will procure equipment for laboratories, IT, and infection prevention control, and build the capacity of the health staff at provincial or township level.	2016	132.2	ADB—125.0 Counterpart—7.2	Ongoing
2	Old	Strengthening Local Health Care Support Program	Viet Nam	The project will enhance the delivery of primary health care services to more effectively address key challenges related to prevention and control of communicable and noncommunicable diseases, including regional health security. The program's impact will be health systems strengthened toward the achievement of universal health coverage (UHC) and inclusive growth. The program's outcome will be quality of and access to improved local health services, especially for poor and vulnerable populations in disadvantaged, remote, mountainous, and border areas. The program outputs will be (i) family medicine at the local level, (ii) improved local health care	2018	20.0	ADB	Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
				and financing mechanisms, and (iii) upgraded local health facilities.				
3	New	GMS Health Security (additional financing)	Cambodia, Lao PDR, Myanmar, Viet Nam	The additional financing will support the current GMS Health Project, particularly the (i) regional disease control and treatment response for MMPs in cross-border provinces; (ii) support for joint outbreak response; (iii) piloting use of regional information and communication technology (ICT) platform in surveillance and outbreak response; (iv) monitoring of and support for regional cooperation in health security; (v) regional knowledge management support; (vi) surveillance, control, and prevention of emerging or reemerging diseases.	2018		ADB Cost estimate is to be determined (TBD)	Proposed
4	New	Guangxi Modern Technical and Vocational Education and Training (TVET) Development Demonstration	PRC	The project will help Guangxi to establish a modernized technical and vocational education and training (TVET) system with strengthened capacity and facility to carry out quality training programs for local workers and workers from ASEAN countries. The outputs include improved (i) relevance of TVET, (ii) quality of TVET teaching and learning, (iii) competitiveness of TVET to promote local and regional economic development, and (iv) management capacity of TVET system.	2018	450.0	ADB—250.0 KfW Bankengruppe—200.0	Proposed
				Subtotal (Health and Other Human Resource Development Investment Projects)		602.2		

II. TECHNICAL ASSISTANCE PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	Strengthening Resilience to Climate Change in the Health Sector in the Greater Mekong Subregion	Cambodia, Lao PDR, Viet Nam	The regional capacity development technical assistance (TA) will work with regional academic and research institutions and public health and environment authorities to build science-based knowledge to address the health impact of climate change and quantify the additional burden of health outcomes. It will support workforce development through the training of a new generation of competent and experienced public health staff to respond to the threats posed by climate change and incorporate mainstream climate concerns into health policies and programs. It will increase awareness of the significance of climate change in the public and private sectors, and identify potential public-private partnerships (PPPs) for adaptation measures, such as climate-proof infrastructure.	2015	4.41	ADB—4.36 Government—0.050	Ongoing

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
2	Old	Malaria and Communicable Diseases Control in the GMS	Cambodia, Lao PDR, Myanmar	The regional capacity development TA is expected to address the gaps on (i) targeting vulnerable groups, in particular migrant mobile populations (MMPs); (ii) strengthening diagnostic and treatment capacity in remote districts; (iii) improving diseases surveillance and rapid response to epidemics; and (iv) involving private sector in the delivery of health services targeting vulnerable groups. The TA has three key components: (i) improving Myanmar's malaria surveillance and diagnostic systems; (ii) addressing MMP's specific needs on malaria prevention and treatment (Cambodia, Lao PDR, and Myanmar); and (iii) strengthening regional coordination on malaria and CDC among GMS countries.	2015	4.5	ADB	Ongoing
3	Old	GMS HRD Strategic Framework and Action Plan 2013–2017, Phase 2	All GMS countries	The project focuses on the three of the seven strategic thrusts of the Strategic Framework and Action Plan, 2013–2017. It has the following outputs: (i) improved cooperation in technical and vocational education and training (TVET), (ii) improved cooperation in higher education, and (iii) strengthened national implementation and monitoring of the strategic framework and action plan. The project also supports the annual working group on human resource development (HRD) meetings to share knowledge and experience in addressing emerging HRD issues and enhance regional networks and partnerships in HRD.	2013	2.05	ADB—1.25 PRC Fund—0.5 Government—0.3	Ongoing

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
4	Old	Capacity Building in Labor Migration Management	Cambodia, Lao PPDR, Myanmar, Viet Nam	The TA will train migration officials and labor attachés in Cambodia, the Lao PDR, Myanmar, and Viet Nam. The training will integrate and address specific vulnerabilities of men and women. The TA will be managed by the International Organization for Migration.		0.3		Proposed
5	New	Strengthening Regional Health Cooperation in the Greater Mekong Subregion	All GMS countries	The proposed TA will strengthen health cooperation in the GMS by developing a subregional framework and strategy for health cooperation in the GMS and establish a working group on health cooperation that will oversee and ensure the effective implementation of the strategy. The proposed TA will also promote knowledge exchange and capacity development	2018	1.8	ADB	Proposed
6	New	Improving UHC coverage in Border Areas for MMPs Project	Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam	The proposed project is a combination of loan, grant, and TA that will assist GMS countries in designing and implementing regional universal health coverage (UHC) for MMPs in the GMS. It will review existing national UHC programs and recommend expansion of the program to include MMPs, particularly in cross-border areas in the GMS. The project will also develop service delivery packages suited for MMPs.	2019		ADB	Proposed at the Workshop on Health Cooperation in Bangkok on 5 July 2017
				Subtotal (Health and Other HRD TA Projects)		13.6		
				Total (Health and Other HRD Investment and TA Projects)		615.3		

URBAN DEVELOPMENT

I. INVESTMENT PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	Corridor Towns Development Project II	Cambodia, Lao PDR, Viet Nam	The Second Greater Mekong Subregion (GMS) Corridor Towns Development Project will be implemented in seven towns in Cambodia, the Lao People’s Democratic Republic (Lao PDR), and Viet Nam from 2016 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 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.	2016	211.8	Cambodia—38.1 (ADB 33.0 + Government 5.1) Lao PDR—52.0 (ADB 37.0 + ASEAN Infrastructure Fund 10.0 + Government 5.0) Viet Nam—121.67 (ADB 100.0 + Government 21.67)	Ongoing
2	Old	Corridor Towns Development Project III	Myanmar	The Third GMS Corridor Towns Development Project will expand the geographical scope and include Myanmar. The project is anticipated to develop the cities of Mawlamyine in Mon State, and Hpa-An and Myawaddy in Kayin State as competitive economic nodes along the GMS East–West Economic Corridor (EWEC). The expected impact of the project is increased activities along the GMS EWEC. The outcome will be improved access to sustainable urban services in the project cities.	2018	104.9	ADB—80.0 National Economic and Development Authority—24.4 Thailand International Development Cooperation Agency—0.5	Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
3	Old	Fourth Greater Mekong Subregion Corridor Towns Development Project	Cambodia, Lao PDR	The proposed project will support the governments of Cambodia and the Lao PDR in enhancing the competitiveness of towns along economic corridors in the GMS. The project will result in improved urban services in the participating towns through investment in basic urban infrastructure, including, e.g., drainage, sanitation, solid waste management, urban roads, river bank protection, and public gardens. The project will enhance climate resilience and will be in line with ADB's "3Es" of economy, environment, and equity, as outlined in its Urban Operational Plan.	2018	133.0	ADB—128.0 Cofinancing/ counterpart— 5.0	Proposed
4	New	Second Mandalay Urban Services Improvement Project	Myanmar	The proposed project will improve urban environment and public health conditions in Mandalay City through the improvement of urban infrastructure and services.	2019	180.0	ADB—150.0 Grant cofinancing— 15.0 Government— 15.0	Proposed
5	New	Fifth Greater Mekong Subregion Corridor Towns Development Project	To be determined (TBD)	TBD	2021	(cost estimate TBD)	ADB—TBD	Proposed
6	New	Hekou Urban Infrastructure and Public Services Improvement Project	PRC	The proposed project will improve urban infrastructure and public services in Hekou of Yunnan province. The Outputs include: (1) 44 km urban road infrastructure; (2) 4 schools (kindergarten, elementary, middle and high schools); (3) 1 culture exchange center; and (4) 1 hospital. In terms of link with national or regional strategies, Hekou is on the Chinese side of the Hekou-Lao Cai Border Economic Zone, and is a critical node along the GMS North-South Economic Corridor and the east branch of the Pan-Asian Railway. Hekou is a national land port	2017/2018	175.3	ADB—130.0 Government— 45.3	Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
				and is Yunnan's closest land port to Pacific Ocean. It is also the only land port with railway transportation in Yunnan province, and it is one of the key border economic zones that are supported by Chinese government.				
Subtotal (Urban Development Investment Projects)						805.0		

II. TECHNICAL ASSISTANCE PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	PPTA for Corridor Towns Development Project III	Myanmar	The project preparatory technical assistance (PPTA) will formulate the Third GMS Corridor Towns Development Project. The proposed subprojects will include feasibility studies, 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.	2015	1.5	ADB—1.125 Cofinancing— 0.35	Ongoing

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
2	Old	Greater Mekong Subregion: Capacity Development for Economic Zones in Border Areas	All GMS countries	The revised outcome of the technical assistance (TA) is strengthened capacity of border institutions in preparation for future GMS Corridor Towns Development Projects (CTDPs). This will help strengthen the GMS corridor towns development approach, develop a pipeline of the future GMS CTDPs, and facilitate preparation of these projects.	2015	0.9	ADB—0.5 Cofinancing—0.4	Ongoing
3	Old	Corridor Towns Development Project IV	Cambodia, Lao PDR	The TA will formulate the Fourth GMS Corridor Towns Development Project. The proposed subprojects will include feasibility studies, and all safeguard requirements will be assessed.	2016	1.8	ADB—1.8	Ongoing
4	New	PPTA for Second Mandalay Urban Services Improvement Project	Myanmar	The TA will prepare the proposed loan and grant project programmed for ADB approval in 2019.	2017	1.0	ADB	Proposed
5	New	PPTA for Fifth Greater Mekong Subregion Corridor Towns Development Project		The TA will prepare the proposed Fifth GMS Corridor Towns Development Project programmed for ADB financing approval in 2020–2021.	2018	1.5	ADB	Proposed
				Subtotal (Urban Development TA Projects)		6.7		
				Total (Urban Development Investment and TA Projects)		811.7		

OTHER MULTISECTOR/BORDER ECONOMIC ZONES

I. INVESTMENT PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	Guangxi Regional Cooperation and Integration Promotion Investment Program, MFF Tranches 1–3 (formerly Joint PRC–Viet Nam Cross-Border Economic Zones)	PRC	The program will help the Guangxi Zhuang Autonomous Region of the People’s Republic of China (PRC) implement its strategies and action plans for regional cooperation and integration with countries of the Association of the Southeast Asian Nations (ASEAN), particularly the Greater Mekong Subregion (GMS). The Investment will deliver five major outputs: (i) sustainable small and medium-sized enterprises (SMEs) development; (ii) cost-competitive, safe, and expeditious cross-border financial transactions and investments; (iii) e-commerce to facilitate access to markets; (iv) key infrastructure and trade-related services; (v) improved cross-border connectivity.	2016	890.0	ADB—450.0, Government—440.0	Ongoing
2	Old	Construction of a Phnom Penh New Port Special Economic Zone	Cambodia	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 (ha), of which 106.0 ha is for long-term lease to manufacturers, 3.0 ha for apartments and shops, 2.7 ha for a logistics center, and the remaining area for service facilities. The pilot package is intended to induce further SEZ development (more than 600 ha) to attract private sector investments.		60.0		Proposed
3	Old	Yunnan–Lincang Cross-Border Economic Cooperation Zone Infrastructure Development	PRC	The proposed project supports the development of infrastructure and public service of the border area within the Chinese side of the Ruili-Muse Border Economic Zone with objectives of facilitating the flow of goods, people, and investment capital and providing better public services for local residents. Outputs include; (i) building 4 schools (including kindergarten, elementary, middle and highschoools); (2) improving infrastructure of the Ruili International Logistic Park with total area of 239.2	2019	763.0	ADB—250.0 Government—513.0	Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
				hectare. Link with national or regional strategies: Ruili is a national land port, China's most important land port with Myanmar. It is a critical node along the GMS economic corridor and the Pan-Asia Railway Western Branch, and it is one of the key border economic zones that are supported by Chinese government.				
4	Old	PRC and Thailand Industrial Park Cooperation	PRC, Thailand	The setting up of this joint industrial park, straddling both territories, will contribute to the PRC–Thailand industrial cooperation. The proposed project will support (i) infrastructure construction in the cooperation zones, (ii) the planning of subsequent construction in the cooperation zones, and (iii) publications and investment invitations relating to the cooperation zones.	TBD	Cost estimate to be determined (TBD)		Proposed
5	New	Support to Border Areas Development Project	Viet Nam	The proposed project supports the Cambodia–Laos–Viet Nam (CLV) Development Triangle Area objectives of facilitating the flow of goods, people, and investment capital and exploring agriculture, forestry, and tourism potential by accelerating economic growth within Viet Nam's Development Triangle Area (VDTA). Outputs include (i) rehabilitated road infrastructure in five VDTA provinces; (ii) developed VDTA plans and facilities for transport and trade facilitation with a focus on inclusive growth; and (iii) strengthened institutional capacity for VDTA planning, project design and implementation, and resource management.	2017	122.1	ADB—106.51 Counterpart— 15.60	Ongoing

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
6	New	Ruili Border Economic Zone Infrastructure Development Project	PRC	The proposed project supports the development of infrastructure and public service of the border area within the Chinese side of the Ruili-Muse Border Economic Zone with objectives of facilitating the flow of goods, people, and investment capital and providing better public services for local residents. Outputs include; (i) building 4 schools (including kindergarten, elementary, middle and highschoools); (2) improving infrastructure of the Ruili International Logistic Park with total area of 239.2 hectare. Link with national or regional strategies: Ruili is a national land port, China's most important land port with Myanmar. It is a critical node along the GMS economic corridor and the Pan-Asia Railway Western Banch, and it is one of the key border economic zones that are supported by Chinese government.	2017/2018	627.8	ADB-400.0 Government-227.8	Proposed
				Subtotal (Other Multisector/Border Economic Zones Investment Projects)		2,462.9		

II. TECHNICAL ASSISTANCE PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	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	The policy and advisory technical assistance is proposed to enhance the capacity to develop, manage, negotiate, and promote border economic zones (BEZs) in the border areas of the PRC and Viet Nam. Outputs include (i) policy recommendations for coordinated BEZ, (ii) strengthened development and management of the BEZs and public-private coordination; and (iii) capacity building of government stakeholders.	2017	0.4	ADB (PRC RCPRF)—0.4	Ongoing
2	Old	PPTA for Yunnan–Lincang Cross-Border Economic Cooperation and Integration Promotion Investment Program	PRC	The technical assistance (TA) will prepare the proposed project loan along the PRC–Myanmar border with a scope that includes the following: (i) cross-border economic cooperation zone infrastructure (water supply, wastewater, solid waste, roads); (ii) border facilities; (iii) hospitals; (iv) schools (primary school, vocational school); and (v) capacity development.	2017	0.5	ADB	Proposed
3	New	Preparatory TA for Guangxi Regional Cooperation and Integration Promotion Investment Program	PRC	The project preparatory technical assistance (PPTA) will (i) conduct sector reviews to identify key issues to be addressed by the investment program; (ii) identify subprojects in the first tranche of the multitranche financing facility and help executing agency prepare preliminary feasibility studies; (iii) conduct pre-implementation work for the investment program; (iv) assist the executing agency and implementing agencies in assessing preliminary engineering designs and specifications, verifying detailed cost estimates, etc.; (v) suggest key features in contractual agreements or other necessary legal or institutional arrangements; and (vi) contribute to the preparation of the facility administration manual.	2016	1.1	ADB (TASF)—0.95 Government counterpart—0.150	Ongoing

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
4	Old	Research on China-IndoChina Peninsula Economic Corridor Transportation and Business Planning	GMS countries	Beginning in Nanning, the China-IndoChina Peninsula Economic Corridor passes through seven countries (PRC, Viet Nam, Lao PDR, Cambodia, Thailand, Malaysia, and Singapore). The Nanning–Singapore Economic Corridor could influence Myanmar through GMS West–East Economic Corridor. Although the Nanning–Singapore Economic Corridor has transportation capacity, the transportation infrastructure is not good enough, and economic development along the corridor is still insufficient. The proposed project aims to study the status of the corridor's transportation infrastructure and the challenges facing the corridor, and to propose layout planning and key projects for the corridor. The research will also generate suggestions regarding the planning of the business environment and the transition from a transportation corridor to an economic corridor.	2015	4.2		Proposed
5	Old	Feasibility Study for Thakhek Special Economic Zone	Lao PDR, Thailand	The Thakhek special economic zone (SEZ) is located near the Third Mekong Lao–Thai Friendship Bridge and hence has a potential to become a logistics center. The TA can support the governments in studying the potential and developing strategy to realize its potentials, as well as in facilitating flows of goods and services within the country and among GMS countries.	2015	1.5		Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
6	New	Training and Technical Assistance for Implementing Cross-Border Economic Zone between Myanmar and the PRC	Myanmar, PRC	Myanmar's Ministry of Commerce and the PRC's Ministry of Commerce signed a memorandum of understanding (MOU) on the establishment of Myanmar-PRC Border Economic Cooperation Zone. To carry out the responsibilities mentioned in the MOU, Myanmar needs to set up a joint working group with competent officials. Myanmar should train the officials from line ministries to be able to formulate development master plan, design administration structure in the cross border, create investor-friendly business environment, and enhance private-public partnerships (PPPs). Hence, Myanmar needs to design a 3-month training course including course work and field trip to Economic Cooperation Zone in Cambodia; Hong Kong, China; Japan; and Laos. Twenty people are proposed to be trained.	2017	0.15	ADB	Proposed.
				Subtotal (Other Multisector/BEZs TA Projects)		7.9		
				Total (Other Multisector/BEZs Investment and TA Projects)		2470.8		

TOURISM

I. INVESTMENT PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	GMS Tourism Infrastructure for Inclusive Growth	Cambodia, Lao PDR, Viet Nam	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. The project will support the (i) improved last mile tourism access infrastructure, (ii) improved environmental services in cross-border tourism centers, (iii) strengthened institutional capacity to promote and manage inclusive tourism growth, and (iv) effective project implementation and knowledge management. 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 (Lao PDR), and Eastern Corridor in Northern Viet Nam.	2014	117.4	ADB—108.0 (Cambodia 18.0 + Lao PDR 40.0 + Vietnam 50.0) Government counterpart—9.42 (Cambodia 0.77 + Lao PDR 3.57 + Vietnam 5.08)	Ongoing

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
2	Old	Construction of the Sino–Vietnamese Detian–Ban Gioc Waterfalls International Tourism Cooperation Zone	PRC (Guangxi), Viet Nam	The project aims to develop tourism infrastructure and support 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. The People’s Republic of China (PRC) 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.	2016	200.0	Governments of PRC and Viet Nam	Ongoing
3	Old	GMS Tourism Infrastructure for Inclusive Growth II	Cambodia, Lao PDR, Myanmar, Viet Nam	The project will improve urban-rural connectivity, environmental services, and capacity to boost tourism receipts, jobs, and environmental performance in secondary destinations in the GMS economic corridors. It will also support implementation of ASEAN Tourism Standards.	2018	175.0	ADB—175.0	Proposed
4	Old	Tourism Infrastructure Development in the Green Triangle Development Area	Cambodia, Lao PDR, Viet Nam	The project will develop tourism-related infrastructure under the framework of the Green Triangle Development Plan. For Cambodia (Northeastern Cambodia), the project will cover tourism-related infrastructure (airport in Ratanakiri Province), vocational training, and small-scale community-based tourism.	To be determined (TBD)	75.0		Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
5	Old	Tourism Infrastructure Development in the Emerald Triangle Development Area	Cambodia, Lao PDR, Thailand	The project will develop tourism-related infrastructure under the framework of the Emerald Triangle Development Plan.	TBD	75.0		Proposed
6	New	River and Coastal Port Improvements	All GMS countries	The project will improve or develop water transport terminals to facilitate access to tourist attractions and secondary destinations.	TBD	250.0	Government/ Official Development Assistance (ODA)	Proposed
7	New	Improve Tourism Infrastructure and Facilities in the Konglor Cave–Phong Nha Ke Bang–Nakhon Phanom Corridor	Lao PDR, Thailand, Viet Nam	The project will improve small infrastructure and public tourism amenities to provide better visitor services and tourism information.	TBD	1.6	Government/ ODA	Proposed
8	New	Tourism Information Center and Roadside Rest Area Development	All GMS countries	The project will develop or improve tourism information centers at primary and secondary tourist attractions, and professionalize facilities management.	TBD	30.0	Government/ ODA	Proposed
9	New	Improve Environmental Services in World Heritage Sites	All GMS countries	The project will improve infrastructure and services to better manage solid waste and wastewater at United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites.	TBD	250.0	Government/ ODA	Proposed
10	New	Border Facilities Improvement Program	All GMS countries	The project will upgrade border infrastructure, information technology, and management systems to improve passenger and vehicle clearance efficiency, safety, and security.	TBD	200.0	Government/ ODA	Proposed
11	New	Strengthening Tourism Vocational Training Institutions	Cambodia, PRC, Lao PDR, Thailand, Viet Nam	The project will establish vocational training institutions, strengthen teaching capacity, and develop curriculum and training materials that harmonize with ASEAN and PRC standards. Promote exchange and cooperation among GMS tourism schools and universities to promote better tourism management and hospitality service.	TBD	70.0	Government/ ODA	Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
12	New	Community-Based Tourism Enterprise Support Program	All GMS countries	The project will provide business support services to facilitate community-based tourism development and local access to tourism-related value chains.	TBD	30.0	Government/ ODA	Proposed
Subtotal (Tourism Investment Projects)						1,474.0		

II. TECHNICAL ASSISTANCE PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	Preparing Second GMS Tourism Infrastructure for Inclusive Growth Project	Cambodia, Lao PDR, Myanmar, Viet Nam	The technical assistance (TA) will support the preparation of investment projects to improve urban-rural connectivity, environmental services, and capacity to boost tourism receipts, jobs, and environmental performance in secondary destinations in the GMS economic corridors. The project will also support implementation of ASEAN regional tourism standards.	2016	2.5	ADB—1.5 Nordic Development Fund (NDF)—1.0	Ongoing
2	Old	Preparing the Tourism Infrastructure Development in the Green Triangle Development Area	Cambodia, Lao PDR, Viet Nam	The TA will support the preparation of a project to develop tourism-related infrastructure under the framework of the Green Triangle Development Plan. For Cambodia (Northeastern Cambodia), the project will cover tourism-related infrastructure (airport in Ratanakiri Province), vocational training school, and small-scale community-based tourism.	To be determined (TBD)	1.0	Government/ Official Development Assistance (ODA)	Proposed
3	Old	Preparing the Tourism Infrastructure Development	Cambodia, Lao PDR, Thailand	The TA will support the preparation of a project to develop tourism-related infrastructure under	TBD	1.0	Government/ ODA	Proposed

		in the Emerald Triangle Development Area		the framework of the Emerald Triangle Development Plan.				
4	Old	Strengthening Coordination of GMS Tourism Product Development and Promotion	All GMS countries	The TA will strengthen the Mekong Tourism Coordinating Office's capacity to coordinate multi-country experience development, marketing, and deliver knowledge services.	TBD	0.5	Government/ ODA	Proposed
5	New	Capacity Building for Sustainable Destination Management	All GMS countries	The project will strengthen the capacity of public officials to develop and manage tourism destinations sustainably. Initiatives include regional planning, policy development, service delivery, ecotourism management, and thematic interpretation.	TBD	12.0	Government/ ODA	Proposed
6	New	Mekong Inclusive Growth and Innovation Program	Cambodia, Lao PDR	The project will strengthen responsible tourism development and management capacity and business support services to increase income and job opportunities in southern Lao PDR and southern Cambodia.	2017	3.0	ODA, Swisscontact	Ongoing
7	New	Cambodia, Lao PDR, Viet Nam Development Triangle Tourism Development Plan	Cambodia, Lao PDR, Viet Nam	The project will prepare a plan to promote the natural and cultural values of the area, enhance visitor experiences and services, and support local communities.	TBD	1.0	Government/ ODA	Proposed
8	New	Integrated Destination Planning and Management Support Program	All GMS countries	The project will develop integrated destination management plans to boost local economic development and strengthen cultural, natural, and urban heritage management.	TBD	20.0	Government/ ODA	Proposed
9	New	Formulation of Travel Guidelines along the Main GMS Corridors	All GMS countries	Inventory data on travel formalities and border gates along the main GMS corridors to develop tourist travel guidelines that help enhance visitors' experience and improve service quality.	TBD	0.2	Government/ ODA	Proposed
10	New	Tourism Product Development for Lao–Thai Heritage Quadrangle	Lao PDR, Thailand	The project will develop experiences linked to Lanexang and Lanna heritage resources.	TBD	4.0	Government/ ODA	Proposed
11	New	Common Tourism Standards Implementation Program	All GMS countries	The project will strengthen and expand implementation of ASEAN common tourism standards and the PRC's scenic area rating system.	TBD	12.0	Government/ ODA	Proposed

12	New	Child-Safe Tourism Program and GMS Conference on Preventing Child Sex Tourism	All GMS countries	The project will strengthen information, education, and communication activities to equip government, tourism enterprises, and communities with the knowledge and skills needed to make tourism safe for children.	TBD	3.0	Government/ODA	Proposed
13	New	Climate Resilience and Green Growth Planning Program	All GMS countries	The project will develop green growth strategies to promote climate-resilient, lower-carbon, and socially inclusive tourism.	TBD	12.0	Government/ODA	Proposed
14	New	Explore Mekong Digital Marketing Initiative	All GMS countries	Improve the functionality and usability of the www.mekongtourism.org website, including the “Mekong Moments” campaign, “Mekong Storytellers,” and other public–private digital marketing partnerships.	TBD	3.0	Government/ODA	Proposed
15	New	Improve Subregional Tourism Data Collection and Analysis	All GMS countries	The project will harmonize methodologies for collecting tourism statistics and produce an annual GMS tourism statistics report. The program includes establishment of a GMS tourism big data center in the PRC.	TBD	6.0	Government/ODA	Proposed
16	New	Monitoring GMS Visitor Satisfaction	All GMS countries	The project will develop and implement a GMS visitor satisfaction index to track multiple dimensions of the visitor experience, including attractions, hotels, immigration, restaurants, retail shops, and transportation services.	TBD	1.0	Government/ODA	Proposed
17	RCI Pipeline	Third GMS Tourism Infrastructure for Inclusive Growth Project	Cambodia, (Lao PDR, Myanmar, and Viet Nam are to be confirmed)		2020	1.0	ADB—1.0	Proposed
						83.2		
						1,557.2		

TRANSPORT AND TRADE FACILITATION

I. INVESTMENT PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	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	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 (Lao PDR). It will aim to further build an effective SPS system by introducing information technology to SPS management for risk identification, risk sharing, procedural streamlining, and food safety development at the provincial level to facilitate trade and protect health.	2017	11.0	ADB—10.0 Government—1.0	Proposed
2	Old	ASEAN Economic Community Support Program	Cambodia, Lao PDR	This is a policy-based loan for Cambodia and the Lao PDR under the ASEAN Economic Community (AEC) Support Program Facility to support the country in formulating and implementing national reform programs designed to meet their AEC commitments, possibly including SPS-related commitments. The Lao PDR, Myanmar, and Viet Nam are proposed to be included in this program in the future, with additional funding.	2019	61.0	ADB—60.0 Government—1.0	Proposed
3	New	Establishment of Logistics Hub and Truck/Trailer Terminal in Wartayar Industrial Zone (Northern West part of Yangon)	Myanmar	The project aims to establish a logistics hub to train transporters and a truck/trailer terminal. The hub and the terminal will facilitate smoother trade flows. It will enable better logistics between the main trade cities, Yangon and Mandalay, with both inland and off land transportation. The proposed location is near Wartayar Industrial Zone in the northern west part of the outskirts of Yangon. The facility will be a multimodal transport service, which can include bonded transports, cool chain transport, bonded warehouse service, third-party logistics services, inland water, and rail transports.		20.0		Proposed
Subtotal (TTF Investment Projects)						92.0		

II. TECHNICAL ASSISTANCE PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	New	Strengthening Quarantine Facilities in Myanmar	Myanmar	Myanmar demonstrates market-oriented reforms, and trade is one of the country's national development agenda. Importation and exportation of agricultural products as well as quarantine facilities are important in national trade development. Proposed outputs include (i) implementation of a fully online system for the application and recommendation of, and certification for, the importation and exportation of animal, animal products, animal feed, and veterinary drugs; (ii) upgrading and facilitation of animal quarantines and check points; and (iii) upgrading the website of Livestock Breeding and Veterinary Department.	2018	0.5		Proposed by Myanmar
2	Old	Trade Facilitation through Partnership with the Private Sector	Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam	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 (SMEs); and (iii) capacity building for improved private sector outreach through reviews of the current	2014	1.5	ADB (JFPR)	Ongoing

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
				provisions and practices on customs' private sector outreach and security standards, and organization of capacity building workshops.				
3	Old	Support for Implementing the Action Plan on Transport and Trade Facilitation in the GMS (Subproject 2)	All GMS countries	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 under three components: (i) Transport Facilitation: (1) exchange of traffic rights; (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; (iii) Capacity Building and Regulatory Reform: (1) capacity development, and (2) legal and regulatory improvements and harmonization. The TA is implemented through a cluster approach, with Subproject 1 (\$2 million) implemented from 2011 to 2013, and Subproject 2 (\$3.7 million) from 2014 to 2017. The cluster approach was adopted to (i) incorporate the flexibility needed for the successful TTF outcomes, and (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.	2014	3.7	Australia	Ongoing
4	Old	ASEAN Economic Community Support Program, Technical Assistance	Cambodia	The ASEAN Economic Community (AEC) Support Program Facility will assist countries in formulating and implementing national reform programs designed to meet their commitments. This TA will help prepare the AEC Support Program for Cambodia.		1.4	ADB	Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
5	Old	Strengthening Capacity Building for Logistics Small and Medium Enterprises along GMS Corridors	PRC, Viet Nam	As a driving force of the economic corridor's development, SMEs, especially logistics SMEs, face many constraints and bottlenecks. To transform the transport corridor to logistics corridor, the capacity of logistics SMEs should be addressed. As a starting point, training the logistics SMEs that are operated by minority ethnics could be a good start to contribute to the inclusive growth agenda in the GMS. Train-the-trainer approach is desirable, and logistics associations could play an important role in this TA.	2013–2015		Cost estimate is to be determined (TBD)	Proposed
6	Old	Strengthening the Cooperation among Cambodia, Lao PDR, and Viet Nam in the Development Triangle Area	Cambodia, Lao PDR, Viet Nam	The TA will involve (i) an assessment of the potentials of Cambodia–Lao PDR–Viet Nam (CLV) Development Triangle ; (ii) the facilitation of structured dialogues among CLV countries, and between these countries and other stakeholders, including potential investors and donors, in the development triangle area; (iii) improvement of the capacity of joint coordination committees by providing selective sector or thematic studies with policy recommendations for the central and provincial governments.	2014	1.0		Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
7	Old	GMS Trade and Investment Information Service Platform	All GMS countries	Using the official GMS website as a model, this project will establish the only official internet portal for all GMS members. The portal will be constructed with circular sectors, and the trade and economic sectors will focus on economic corridors. Independent and interconnected websites on areas including politics, economics, culture, tourism, custom clearance, investment, e-commerce, logistics will be gradually developed. For the next step, technology issues, operation mode, and business system will be completed as the economic situations in the information and industrial sectors of each GMS member develop. The project will also include the strengthening of market information sharing among countries, which is proposed to (i) build and improve a database on markets for key goods traded across land borders, and (ii) initiate and institutionalize information-sharing mechanisms among the entities concerned.	2014	2.5		Proposed
8	Old	Commodity Fairs in GMS Countries	Selected GMS countries	The annual commodity fairs in GMS countries are important platforms for strengthening GMS trade cooperation. The fairs are held in GMS countries alternately. The proposed project aims to support all the booth rentals for exhibitors.	2013–2020	5.0		Proposed
9	New	Advancing Time Release Study in Southeast Asia (formerly Advancing Time Release Study in the Greater Mekong Subregion)	Cambodia, Lao PDR, Myanmar, Viet Nam	The TA will assist participating countries to undertake specific customs reform and modernization steps (using time release study-collected data) that support substantive trade facilitation measures based on the action plan, and to conduct study of their checkpoints to initiate improvements in dealing with the bottlenecks.	2017	1.0	ADB—1.0	Ongoing
						Subtotal (TTF TA Projects)	16.6	
						Total (TTF Investment and TA Projects)	108.6	

INFORMATION AND COMMUNICATION TECHNOLOGY

I. INVESTMENT PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	Time-Division Long-Term Evolution Demonstration Network in the Lao People's Democratic Republic	PRC, Lao PDR	<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 a memorandum of understanding (MOU) on Continuing with Demonstration Projects of Applicable Communication Technologies in Rural Areas.</p> <p>The 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, the Lao PDR to provide high-speed mobile data services to promote communications development in rural areas and reduce the digital gap.</p>		5.0		Proposed
Subtotal (ICT Investment Projects)						5.0		

II. TECHNICAL ASSISTANCE PROJECTS

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
1	Old	Broadband Development Strategies and Implementation Programs of the GMS	All GMS countries	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.” The technical assistance (TA) 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.		10.0		Proposed
2	Old	Workshops on E-Commerce Cooperation and Exchanges in GMS	All GMS countries	The project involves joint organization with related Chinese internet value-added enterprises (such as Alibaba) to conduct exchanges on e-commerce solutions and typical cases, with a view to implementing the memorandum of understanding (MOU) on the Joint Cooperation in Further Accelerating the Construction of the Information Superhighway and its Application in the GMS, promoting pilot programs involving electronic applications in cross-border and domestic projects of member countries, boosting e-commerce development in GMS, and providing favorable conditions for those value-added enterprises to expand their presence in the GMS markets.		10.0		Proposed

No.	Old or New	Project Title	Country Coverage	Description	Timeline of Project Commencement	Cost Estimate (\$ million)	Potential Funding Source and Amount (\$ million)	Status (Proposed or Ongoing)
3	Old	Cross-border International Interconnected Bandwidth Expansion Project	PRC, Lao PDR, Viet Nam	China Unicom signed the cooperation contract with Viettel, VNPT, FPT, HTC, CMC (Viet Nam) and LTC, Unitel, ETL (Lao PDR) to increase the communication bandwidth across the border. The project will build the cable network along Hong Kong, China and the United States. The estimated supply of over 300-gigabyte bandwidth is until 2018.		2.1	State-owned telecom operators (China Unicom, Viettel, and Lao Telecom)— 2.1	Proposed
				Subtotal (ICT TA Projects)		22.1		
				Total (ICT Investment and TA Projects)		27.1		

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

Web addresses: <http://www.adb.org/countries/gms/main>

<https://www.greatermekong.org/>