

Greater Mekong Subregion  
Economic Cooperation Program

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**Regional Investment Framework  
Pipeline of Potential Projects  
(2013–2022)**

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Vientiane, Lao People's Democratic Republic  
10-11 December 2013





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# Abbreviations

ADB	– Asian Development Bank	MoU	– Memorandum of Understanding
ADF	– Asian Development Fund	MTCO	– Mekong Tourism Coordinating Office
ASEAN	– Association of Southeast Asian Nations	MW	– megawatt(s)
BOT	– build-operate-transfer	MYA	– Myanmar
CAM	– Cambodia	NDF	– Nordic Development Fund
CASP	– Core Agriculture Support Program	NEDA	– Neighboring Countries Economic Development Cooperation Agency (Thailand)
CBEZ	– cross-border economic zones	OCR	– ordinary capital resources
CBTA	– cross-border trade agreement	PPP	– public-private partnership
CEP	– Core Environment Program	PPTA	– project preparatory technical assistance
CDM	– Clean Development Mechanism	PRC	– People’s Republic of China
CDTA	– capacity development technical assistance	PRC Fund	– People’s Republic of China Regional Cooperation and Poverty Reduction Fund
CTS	– credit transfer system	R-CDTA	– regional capacity development technical assistance
DP	– development partners	RETA	– regional technical assistance
EOC	– Environment Operations Center	RIF	– Regional Investment Framework
EVN	– Electricité de Viet Nam	R-PATA	– regional policy and advisory technical assistance
EWEC	– East–West Economic Corridor	RPCC	– Regional Power Coordination Center
GEF	– Global Environment Fund	R-PPTA	– regional project preparatory technical assistance
GHG	– greenhouse gas	RPTCC	– Regional Power Trade Coordination Committee (GMS)
GMRA	– Greater Mekong Railways Association	SEF	– Subregional Energy Forum
GMS	– Greater Mekong Subregion	SEZ	– special economic zone
GMS-IS	– Greater Mekong Subregion– Information Superhighway	SFAP	– strategic framework and action plan
GMS-SF	– GMS Strategic Framework	SME	– small and medium-sized enterprises
HRD	– Human Resource Development	SOM	– Senior Officials Meeting
ICT	– Information and Communication Technology	SPS	– sanitary and phytosanitary
ILO	– International Labour Organization	TA	– technical assistance
JICA	– Japan International Cooperation Agency	TASF	– Technical Assistance Special Fund
km	– kilometer(s)	TBD	– to be determined
km <sup>2</sup>	– square kilometers	TD-LTE	– time-division long-term evolution
kV	– kilovolt(s)	T&D	– transmission and distribution
Lao PDR	– Lao People’s Democratic Republic		
LCP	– Laem Chabang Port		

THA	– Thailand
TSS	– Tourism Sector Strategy
TTF	– Transport and Trade Facilitation
TVET	– technical and vocational education and training
TWG	– Tourism Working Group
VIE	– Viet Nam
WGA	– Working Group on Agriculture
WGE	– Working Group on Environment



# Transport

## I. Investment Projects

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
<b>A. CAMBODIA</b>					
<b>Road Infrastructure</b>					
1.	Poipet–Aranyaprathet New Road with Cross-Border Facilities (CAM Part)	<p>Cambodia and Thailand have agreed in principle to a new location for the Poipet–Aranyaprathet border crossing to accommodate freight traffic. Passenger traffic would continue to use the existing border crossing. The new freight traffic crossing will require a new southerly bypass road, which would comprise about 2 kilometers (km) of four-lane roadway in Cambodia and about 17.6 km in Thailand (primarily along a new alignment). New border-crossing buildings and other facilities will also be built, on both sides of the border.</p> <p>The two countries requested that ADB provide a TA to study and give recommendations on the border-control and management-facilities component of the project, as well as on the specific location and alignment of the new road link.</p>	TBD	TBD	High
2.	Phnom Penh–Sihanoukville Highway Corridor Improvements	The proposed 209 km expressway project would follow a new alignment between routes NR4 and NR3, starting along NR4, and in general following a corridor to the west of NR4. The preliminary scope for this project is the build-operate-transfer (BOT) model with a 50-year concession period. When completed, this will be the first controlled-access highway in Cambodia, and will provide a high-capacity road link to the port city of Sihanoukville and to the Greater Mekong Subregion (GMS) Southern Coastal Corridor.	TBD	1,000.0	High
3.	Sihanoukville Port Access Road Improvements	<p>The project will improve the final 9.5 km (approximately) of NR4 leading to the port of Sihanoukville.</p> <p>This may be included in the special economic zone (SEZ) project of Sihanoukville port, financed by the Japan International Cooperation Agency (JICA).</p>	TBD	40.0	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
4.	GMS: Deepening Connectivity of Southern Economic Corridor (SEC) Project	<p>The major objectives of the project are to upgrade a connecting road section in Cambodia from Battambang to Siem Reap and to improve the cross-border facility (CBF) at Pailin.</p> <p>The project will rehabilitate a 75 km road section between Battambang and Siem Reap, creating a stronger link between Pailin and Siem Reap, in order to meet transport demand. It will also rehabilitate the existing small CBF in Pailin, bringing it up to the standard of the GMS Cross-Border Transport Agreement (CBTA).</p> <p>The project will deepen subregional connectivity in the SEC among the three countries: Cambodia, Thailand, and Viet Nam.</p> <p>The design will be completed in November 2013 with the feasibility study final report.</p>	2014	120.0	High
<b>Rail Infrastructure</b>					
5.	Construction of Poipet (CAM)–Klong Loeuk (THA) Railway Bridge	The proposed bridge will replace an existing unserviceable rail bridge at the Poipet–Aranyaprathet border-crossing point between Cambodia and Thailand.	2013–2014	0.5 (Grant from THA)	High
6.	Study to Construct a Priority Railway Access to New Phnom Penh Port (53 km)	The railway project is intended to establish rail access to the planned New Phnom Penh Port, which is located 25 km away from the Mekong River in southeast Phnom Penh. The railway access project comprises a new route with a length of 53 km, branching out from the signal station along the South Line of the Cambodia Railway. The project is needed for the efficient operation of the new port.	2014–2020	1.0 (Grant)	High
7.	Railway from Batdoeung (Cambodia) to Lock Ninh (Viet Nam), 257 km	<p>A feasibility study was completed in 2008. A BOT-type investment is being studied.</p> <p>Awaiting the feasibility study to update project information. (See the Viet Nam pipeline for a related project on the Viet Nam side.)</p>	2015–2020	1,100.0	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
<b>Other Infrastructure (e.g., cross-border facilities, inland container terminals, etc.)</b>					
8.	Construction of Multipurpose Terminal in Sihanoukville	<p>This is the Multipurpose Terminal Development at Sihanoukville port, about 240 km from Phnom Penh.</p> <p>Terminal specifications: Dry bulk cargo terminal: 260 meters (m) × 330 m; depth: 13.5 m; able to accommodate vessels of 40,000 tons (t).</p> <p>Terminal for oil exploration logistics base—length: 200 m; depth: 7.5 m; logistics base yard: 26,900 square meters (m<sup>2</sup>).</p>	2013–2016	90.0	High
<b>Subtotal (Investment Projects: Cambodia)</b>				<b>2,351.5</b>	

## B. PEOPLE'S REPUBLIC OF CHINA

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
<b>Road Infrastructure</b>					
1.	Longling–Ruili Expressway	<p>The 163 km expressway between Longling and Ruili is now under construction. Its opening will mark the full completion of the section within the People's Republic of China (PRC) of the Kunming (PRC)–Kyaukpyu (MYA) corridor.</p> <p>As to the construction of the Ruili–Kyaukpyu section, the PRC has already invested RMB50 million in its overall planning and in the feasibility study report by the two countries' joint working group.</p> <p>The completion of this corridor will not only further enhance road connectivity between the PRC and Myanmar and promote economic growth along the route, it will effectively expand and enrich the existing connectivity network in the GMS.</p>	2012–2015	1,750.0 (Including \$250.0 million in ADB loans)	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
2.	Jinghong–Daluo Expressway	<p>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, four lanes, and the border control point at Menghai (PRC).</p> <p>The existing road along the corridor links Daluo, in the PRC; northern Myanmar; and Tachilek, in Myanmar; as well as Chiang Rai, in Thailand; but it is in poor condition. A renovation of this road or 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.</p>	2017–2020	2,040.0	High
3.	Yunnan Pu’er Regional Integrated Road Network Development Project	<p>The project consists of (i) Pu’er City rural road construction (upgrading 600 km of rural earthen roads to Class IV highways); (ii) the rehabilitation of the Ning’er–Jiangcheng–Longfu road (upgrading 253 km of roads to Class III and IV highways); and (iii) the construction of the Simao–Ning’er road (50 km of Class II highways).</p> <p>The implementation of the project will contribute to inclusive growth and regional integration by connecting isolated rural communities and border areas to the regional road network and by providing infrastructure to support trade and regional cooperation among the PRC, the Lao People’s Democratic Republic (Lao PDR), Myanmar, and Viet Nam.</p>	TBD (Preparatory work already launched in 2013)	500.0 (Including \$200.0 million of ADB-financed funds)	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
<b>Rail Infrastructure</b>					
4.	Dali–Ruili Railway	<p>Running from Dali Railway Station to Ruili via Baoshan, this 330 km line is connected with the Guangtong–Dali railway, and is an important section of the western route of the Singapore-Kunming Rail Link (SKRL). This project is crucial to the completion of the SKRL's western route, the establishment of the Third Euro–Asia Continental Land Bridge, and the development of the GMS.</p> <p>Technical specifications: Class I line, electrified, with a maximum speed of 140 kilometers per hour (km/h) for passenger trains.</p> <p>The construction of the Dali–Baoshan section, which is 133.6 km, started in June 2008. The Baoshan–Ruili section, included in the 12th Five-Year Plan, is in its initial phase, and will be started at the suitable time.</p>	TBD	4,700.0	High
5.	Yuxi–Mohan Railway	<p>Running from Yuxi West Railway Station to Mohan via Xishuangbanna, this 511 km line links up with the Kunming–Yuxi railway. Once it is connected with railways of other countries in the region, this route will be the most direct from the PRC to the ASEAN countries. As a section of SKRL's middle route, this line is crucial to the establishment of an ASEAN–China Free Trade Agreement (FTA), the economic development of the GMS subregion, and to the formation of a modern integrated transport network.</p> <p>Technical specifications: Class I line, electrified, with a maximum speed of 160 km/h for passenger trains; double track from Yuxi to Xishuangbanna; single track from Xishuangbanna to Mohan, while reserved for upgrade to double track.</p> <p>This project is included in the 12th Five-Year plan, and will be started in accordance with the social and economic development within the PRC and the railway development of neighboring countries.</p>	TBD	7,700.0	Medium

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
<b>Inland Waterways</b>					
6.	Further Maintenance and Improvement of the Upper Mekong River Navigation Channel from the PRC (at Landmark 243) and Myanmar to Luang Prabang, in the Lao PDR	<p>Under the framework of the Agreement on Commercial Navigation of the Lancang-Mekong River, signed by the PRC, Lao PDR, Myanmar, and Thailand, the Chinese government has provided \$5 million for the improvement of the Upper Mekong River navigation channel—from the PRC (at Landmark 243) and Myanmar to Houayxay, in the Lao PDR. The Lao PDR, Myanmar and Thailand have expressed their hope that the PRC could, under the agreement, extend the navigable channel down to Luang Prabang, in Lao PDR, and continue to offer funding for Phase II of the maintenance and improvement of the Upper Mekong River navigation channel. The Fourth Summit of the GMS Economic Cooperation Program, held in Myanmar in December 2011, recognized the further maintenance and improvement of the Upper Mekong River navigation channel as an important part of its regional connectivity project. To implement this decision, the PRC will provide funds to enable the four countries to jointly formulate the mid- and long-term planning for the development of international navigation of the Lancang-Mekong River and to study measures for further strengthening navigation safety.</p> <p>The implementation of the project will ensure the navigational safety of the Upper Mekong River navigation channel, promote the development of international navigation among the four countries, and enhance connectivity within the region.</p>	TBD (depending on the availability of funding)	TBD	High
<b>Subtotal (Investment Projects: PRC)</b>				<b>16,690.0</b>	

## C. LAO PEOPLE'S DEMOCRATIC REPUBLIC

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
<b>Road Infrastructure</b>					
1.	Upgrading of NR1A (Portion from Lantui to Bounneau, 145 km)	NR 1 starts from the Lao–Chinese border-crossing point at Lantui, in Phongsaly Province, then runs down through the central part of the country, and ends up at the Lao–Cambodian border in Muong Phouvong, in Attapeu Province. There is a need to upgrade this road to facilitate the import and export of goods between the PRC and the Lao PDR.	2013–2016	91.0 (Soft loan from China Export-Import Bank [Exim Bank])	High
2.	Upgrading NR13 (Portion from Oudomxay to Pakmong, 82 km)	NR13 is the main artery road, and the national backbone in terms of road transport in the country, running north–south for a total length of 1,543 km. Many sections need to be upgraded to meet the traffic demand and ASEAN standards. The section from Oudomxay to Pakmong, in particular, is now becoming a serious traffic bottleneck on the route to the northern part of the country, and especially to the southern PRC.	2014–2016	82.0 (Grant from the PRC)	High
3.	Upgrading NR13N and N13S (Portion through Vang Vieng–Vientiane Capital–Thabok, 130 km)  ASEAN Highways AH11 (NR13S) = 861 km	NR13N connects the capital, Vientiane, to the country's northern provinces, and NR13S to the southern provinces. As the portion of the existing road from Vang Vien–Vientiane Capital–Thabok was built almost 2 decades ago, it needs to be upgraded and widened into a four-lane road to cope with the growing economy and to meet the traffic demand. The Government of the Lao PDR is now considering upgrading this road portion through a public–private partnership (PPP) scheme. The ongoing study and detailed design is supported by the World Bank.	2015–2020	280.0 (PPP)	High
4.	Upgrading of NR8 (132 km) East–West Transport Route  ASEAN Highway AH15 = 132 km	NR8 branches off from NR13S at Ban Lao, passing through the districts of Kamkeuth and Laksao before reaching the Lao–Viet Nam border crossing point at Namphao–Cau Treo; from there 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.	2014–2018	80.0	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
5.	Luang Prabang–Samneua  Second Northern GMS Transport Network Improvement Project	The Second Northern GMS Transport Network Improvement Project will provide a link between the North–South Corridor (Kunming–Bangkok) with the Central Corridor (Kunming–Vientiane–Phnom Penh–Ho Chi Minh City) and the Eastern Corridor (Kunming–Ha Noi–Da Nang–Ho Chi Minh City).	2015–2020	70.0	High
6.	Luang Prabang–Dien Bien Phu (107 km)  Under Lao PDR–Viet Nam Bilateral Assistance	Luang Prabang and Dien Bien Phu are both historic sites and tourist attractions. Providing road connections will promote tourism between the two countries.	2013–2017	90.0 (Soft loan from Viet Nam)	High
7.	Muong Ngeune–Chomphet– Luang Prabang (120 km)	This tourism corridor extends from Chiang Rai–Chiang Mai–Luang Prabang (Chiang Thong)–Vientiane. The section from Muong Ngeune–Chomphet–Luang Prabang is part of this initiative. If a good road is in place, it will promote trade, investment, and tourism.	2015–2019	90.0 (NEDA-Thailand)	High
8.	Muong Ngeune–Xieng Hone– Muong Kob–Pak Tha (175 km)	This road project supports the socioeconomic development of northern Sayabouly Province. It also provides provincial connectivity, particularly between Sayabouly and Bokeo–Luang Namtha, and with southern PRC.	2018–2022	150.0 (NEDA-Thailand)	High
9.	Pakse–Champassak–Muong Khong 14A (152 km)	This road project starts from the Lao–Japan Friendship Bridge, at Pakse, and passes through Wat Phou–Champassak (a UNESCO World Heritage Site) to the Lao–Cambodian border. This road serves the very fertile rice farmland area, in Champassak Province. It could also connect with Angkor Wat, in Siem Reap, if a bridge across the Selamphao River were in place. Both sides, the Lao PDR and Cambodia, are considering the most suitable border-crossing points for a bridge spanning the Selamphao River. About 25 km of this road is completed and open to traffic; work on the remaining 142 km is in progress.	2013–2018	120.0 (Private investment)	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
10.	Phiafay–Attapeu: NR18A (150 km)  ASEAN Highway: AH132 = 261 km  East–West Transport Route	The whole of NR18 comprises NR18A and NR18B: - NR18A branches off, starting from the junction with NR13S, in Phiafay, and ending in Muong Samakheexay, capital of Attapeu Province. - NR18B starts from Muong Samakheexay and passes through Beu Ee, the Lao PDR–Viet Nam border-crossing point.	2013–2016	130.0 (Private investment)	High
11.	Luang Namtha–Xiengkok– Lao–Myanmar Friendship Bridge: NR17 (140 km)	NR17 is located in the Province of Luang Namtha, in the Lao PDR. This road starts from Muong Luang Namtha, the capital city of Luang Namtha Province, passes through Muang Sing and Muang Long, and then connects with the Lao–Myanmar Friendship Bridge. This road is the portion of the ASEAN–India corridor that passes through Myanmar, northern Lao PDR, and Ha Noi and then runs down to Ho Chi Minh City and Cambodia. The cost of the construction of the Lao–Myanmar Friendship Bridge is to be shared equally between the Lao PDR and Myanmar.	2013–2018	150.0 (Private investment)	High
<b>Rail Infrastructure</b>					
12.	Detailed Feasibility Study and Detailed Design of Vientiane–Thakhek–Muya Railway Project (480 km)	The Vientiane–Thakhek–Muya Railway Project covers a portion of the spur line of the Singapore–Kunming Railway Link (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. Further studies are needed, in particular, a detailed feasibility study and detailed design.	2014–2016 (Study)	15.0 (Request for grant from the Republic of Korea)	Medium
13.	Thanalaeng–Nongkai Railway Extension Project (4 km)	Funding for the Thanalaeng–Nongkai Railway Extension Project has been obtained from NEDA of Thailand. The project is under the bidding process to select supervision consultants and the contractor to carry out the works as planned.	2013–2015	50.0 (NEDA-Thailand)	High
14.	Vientiane–Boten Railway Project (420 km)	Under the Sino–Lao Cooperation Scheme, the Vientiane–Boten Railway Project is going through its final technical design review. The train speed has been reduced from high speed to about 200 km/h, and the financial negotiation is also underway.	2014–2022	7,200.0 (Soft loan from China Exim Bank)	Medium

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
15.	Savannakhet–Lao Bao Railway Project (220 km)	The Lao government 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)	Low
<b>Bridges</b>					
16.	Mekong River Bridge at Xiengkok (Lao PDR)–Kainglap (Myanmar) Along the ASEAN–India Highway	The governments of Lao PDR and Myanmar have agreed to jointly finance (50% each) the construction of the International Friendship Bridge across the Mekong River at Xiengkok (Lao side) and Kainglap (Myanmar side).	2013–2015	23.0 (Joint 50:50 investment by the Lao PDR and Myanmar)	High
17.	Mekong River at Pakbeng Along NR2	The NR2 starts at the Lao–Thailand border-crossing point at Houay Kone, and then goes to Muong Ngeune, Pakbeng, Oudomxay, Muong Khoa, and to the Taichang border-crossing point on the Lao–Viet Nam border. The construction of NR2W was completed, financed by NEDA of Thailand; and NR2E was also completed, financed by a special soft loan from Viet Nam. The Mekong Bridge at Pakbeng is the missing link along the NR2. When the bridge is in place, it will promote the movement of goods and people between northern Thailand and northern Viet Nam via northern Lao PDR.	2013–2016	54.0 (Soft loan from China Exim Bank)	High
18.	Mekong Bridge at Paklay	The Mekong Bridge at Paklay will provide a permanent link for road transport from Vientiane to Sayabouly Province, through Vientiane Province, alongside the Mekong River. In addition, the road from Phou Dou (Thai side) to Paklay, financed by NEDA, is completed. It will provide another short link from Vientiane to Chiang Mai.	2014–2017	25.0 (Soft loan from Austria for super- structure)	High
19.	Mekong Bridge at Luang Prabang	The project will develop a tourism corridor between 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.	2016–2020	90.0 (Soft loan from China Exim Bank)	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
20.	Mekong Bridge at Paksan– Bungthane (with Thailand)	This will be the Fifth Lao–Thai International Friendship Bridge across the Mekong River, in this case between Muong Paksan, Bolikhamxay Province (Lao side), and Amphoe Muong, Chang Wat, and Bungthane (Thai side). This bridge will facilitate the road transport of goods and passengers from northeastern Thailand through central Lao PDR and central Viet Nam via NR8. Thailand is now considering providing assistance for a feasibility study and detailed design of the project.	2014–2018	TBD (Request grant from Thailand)	High
21.	Selamphao Bridge, at the end of NR14A between Lao PDR and Cambodia	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 with Angkor Wat, in Siem Reap, if a bridge across the Selamphao River were in place. Both sides, Lao PDR and Cambodia, are considering the most suitable border-crossing points, and will jointly construct a bridge across Selamphao River.	2014–2018	30.0 (Joint 50:50 investment by the Lao PDR and Cambodia)	High
22.	Mekong Bridge for Thanalaeng–Nongkai Railway Project	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.  Thailand did not include the railway bridge in its pipeline.	2015–2020	TBD (Soft loan)	High
<b>Other Infrastructure (e.g., cross-border facilities, inland container terminals, etc.)</b>					
<b>Border-Crossing Facilities</b>					
23.	Nam Phao Border-Crossing Point (NR8)	These facilities are located at the Lao PDR–Viet Nam border-crossing points on NR8 in Bolikhamxay Province. The existing border-crossing facilities do not meet the implementation requirements of the Greater Mekong Subregion Cross-Border Transport Agreement (GMS CBTA).	2014–2016	8.0	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
24.	Na Phao Border-Crossing Point (NR12)	These facilities are located at the Lao PDR–Viet Nam border-crossing points on NR12 in Khammouane Province. After the Third International Friendship Bridge opens for transit traffic through Thailand, the Lao PDR, and Viet Nam, traffic will increase. The existing border-crossing facilities do not meet the implementation requirements of the GMS CBTA.	2014–2016	10.0	High
25.	Lalay Border-Crossing Point (NR15)	These facilities are located at the Lao PDR–Viet Nam border-crossing points on NR15 in Salavan Province. The existing border-crossing facilities do not meet the implementation requirements of the GMS CBTA.	2015–2018	12.0	High
26.	Dak Chung Border-Crossing Point (NR16)	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	High
27.	Vang Tao Border-Crossing Point	These facilities are located at the Lao PDR–Thailand border-crossing points at Vang Tao and Chong Mek, on NR16. The existing border-crossing facilities do not meet the implementation requirements of the GMS CBTA.	2014–2017	15.0	High
28.	Thanaleng Border-Crossing Infrastructure Improvement Project	The Thanaleng border crossing operates in a very restrictive and inefficient manner with regard to both passenger and freight traffic. Daily freight traffic exceeds 300 trucks; and passenger car and bus traffic is reportedly in excess of 1,000 vehicles per day. There is a need not only to separate freight traffic from passenger traffic, but also to significantly improve and upgrade the road and other infrastructure at this location.	2014–2017	25.0	High
<b>Port Infrastructure: River Ports</b>					
29.	Xiengkok River Port	Xiengkok is a small village in Long District, Luang Namtha Province, located on the Mekong River. It has a suitable place in which to build a river port. Under the Quadrilateral Agreement on the Commercial Navigation on Upper Mekong–Langcang River (PRC–Lao PDR–Myanmar–Thailand), it is agreed that Xiengkok port will be a checkpoint for downstream river traffic from the PRC to Chiang Saen port, in Thailand. This port needs to be constructed to meet the growing trade activities and passenger traffic, and should be equipped with necessary handling equipment, immigration and customs offices, and warehouses.	2014–2017	15.0	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
30.	Ban Mom River Port	Ban Mom is a small village in Ton Pheuang District, Bokeo Province, located on the Mekong River. Ban Mom has a suitable place in which to build a river port. Under the Quadrilateral Agreement on the Commercial Navigation on Upper Mekong–Langcang River (PRC–Lao PDR–Myanmar–Thailand), it is agreed that Ban Mom port will be a checkpoint for upstream river traffic from Chiang Saen port, in Thailand, to the PRC. This port needs to be constructed to meet the growing trade activities and passenger traffic, and should be equipped with necessary handling equipment, immigration and customs offices, and warehouses.	2014–2017	12.0	High
31.	Houei Sai River Port	As inland transport is becoming important, especially for tourism, there is a need to build this river port.	2015–2018	13.0	Low
32.	Pakbeng River Port	The town of Pakbeng is located on the Mekong River, on NR2. It is on the border between Sayabouly and Oudomxay provinces, and at the midpoint between Bokeo and Luang Prabang. As inland transport is becoming important, especially for tourism, there is a need to build this river port.	2015–2018	15.0	Low
33.	Luang Prabang River Port	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.	2015–2018	15.0	Low
<b>Subtotal (Investment Projects: Lao PDR)</b>				<b>13,170.0</b>	

## D. MYANMAR

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
<b>Road Infrastructure</b>					
1.	East–West Economic Corridor Eindu–Kawkareik Road Improvement (68.4 km)	This project focuses on a key route, not only for the GMS, but also for the Trilateral Highway and the ASEAN and Asian highways. It is on the principal section of the National Highway, and must be upgraded to ASEAN Class II standards.	2015	130.0 (ADB, others)	High
2.	Loilem–Kyaington Road Section (359 km) (GMS Road Section of R7 and Secondary Road of Corridor)	This is the road section of GMS route R7 and also of the Asian and ASEAN highways. It will link with the North–South Economic Corridor and the Northern Economic Corridor as a secondary road. It must be upgraded to ASEAN Class III standards.	2014–2018	359.0	High
3.	Thaton–Payagyi Road Improvement Project	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	Low
4.	Thilawa–East Dagon Road Improvement Project	This 32.8 km, four-lane divided roadway connects the Thilawa port area with Highway No. 2. The components of the project are: (i) the reconstruction of 5.5 km of the currently partially improved four-lane divided road; (ii) widening of 16.5 km of a recently constructed two-lane road into a four-lane divided typical section, along with the construction of additional two-lane bridges; (iii) resurfacing and minor repairs of the 1.4 km Thanlyin Bridge, including a verification of the original bridge design and as-built drawings, and a complete detailed bridge-condition survey; and (iv) the reconstruction and widening of a northerly 9.4 km section of the two-lane road connection with Highway No. 2.	2016–2018	41.0	Medium
5.	East Dagon–NR1 Road Improvement Project	This 31.1 km road section is entirely along Highway No. 2. The whole length will need to be reconstructed into a new four-lane divided highway configuration. The existing right-of-way appears to vary between 30 meters (m) and 40 m, and it is likely that some additional right-of-ways will need to be acquired along parts of this road section, primarily in built-up areas.	2016–2018	58.0	Low

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
6.	Ruili (PRC)–Kyaukpyu (Myanmar) Highway	The road will promote connectivity between the PRC and Myanmar, and will improve the road network of the region. The PRC and Myanmar have had some technical exchanges concerning the project.	2015/16– 2018/19	1,000.0	High
7.	Daluo (PRC)–Tachilek (Myanmar) Highway	This project involves the improvement of an existing highway, which is the part of GMS North South Economic corridor as well as a part of ASIAN & ASEAN Highway in Myanmar, linking with 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 Tachileik.  The improvement will consist of upgrading the Kyaington–Monglar road (93 km) along this highway into ASEAN class II highway.	2014–2018	93.0	High
<b>Rail Infrastructure</b>					
8.	Bago–Dawei Track Upgrading Project (507 km)	This project will improve the Bago–Dawei line, and will improve the track quality and punctuality of the trains. The line is dependent on the possible Bangkok–Dawei rail link. Without this link, traffic would be limited, and would be entirely national.	2016–2020	100.0	Medium
<b>Bridges</b>					
9.	Bridge on the Kyaington– Lyainglin–Taunggyi Road (AH2)	The service life of the Tarkaw (Thanlwin) Bridge (bank-to-bank 900 ft.) 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.	2013–2016	15.8	High
10.	Chaunghneikkwa–Hlaingbwe (Kawkareik) Road	Attran Bridge (bank-to-bank 500 ft.) is in Chaunghneikkwa, and has two lanes. Z-Craft boats are still used.	2013–2016	5.2	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
11.	Mekong River Bridge at Xiengkok (Lao PDR)–Kainglap (Myanmar)  Along the ASEAN-India Highway	The governments of Lao PDR and Myanmar have agreed to jointly finance (50% each) the construction of the International Friendship Bridge across the Mekong River at Xiengkok (Lao PDR side) and Kainglap (Myanmar side).	2013–2015	16.0 (Joint 50:50 investment in the construction of the main bridge between the Lao PDR and Myanmar)	High
<b>Other Infrastructure (e.g., cross-border facilities, inland container terminals, etc.)</b>					
12.	Mae Sot–Myawaddy Border Crossing Project and Infrastructure Improvements (Myanmar part)	The Government of Thailand is studying a new road bypass and bridge to the north of the existing border crossing, at Mae Sot (THA)–Myawaddy (MYA), currently located in the congested centers of the two border cities. This new crossing would be dedicated to cross-border freight traffic. The bypass would link with a newly envisioned special trade zone on the Myanmar side. The overall project would include about 16.9 km of a new four-lane divided highway (13.3 km in Thailand; 3.6 km in Myanmar), a 100 m-long bridge across the Moei River at the border, and associated border-crossing facilities.  The estimated total cost is about \$60 million (B1,750 million) for the combined sections in both countries.	TBD	30.0 (To be financed by Thailand)	High
<b>Port Infrastructure: River Ports</b>					
13.	Improvement of Inland Ports	This project refers to the construction of four inland ports on the Ayeyarwaddy River (Bhamo, Mandalay, Pokokku, and Magway) and two inland ports on the Chindwin River (Monywa and Kalewa). The objective of the project is to improve the transportation and handling of domestic and international cargo and containers. Studies are required, including of river behavior, for year-round operations.	2014–2016	60.0	Medium
<b>Subtotal (Investment Projects: Myanmar)</b>				<b>2,036.0</b>	

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## E. THAILAND

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
<b>Road Infrastructure</b>					
1.	Aranyaprathet–Poipet New Road with Border-Crossing Facilities (Thailand part)	Recent discussions between the offices of the prime ministers of Cambodia and Thailand have resulted in an agreement in principle on a new location for the Aranyaprathet–Poipet border crossing to accommodate freight traffic. Passenger traffic would continue to use the existing border-crossing point. The new freight traffic border crossing will require a new road link in Cambodia, a new road link in Thailand, and new cross-border facilities (CBFs) on both sides of the border.	TBD	TBD	Medium
2.	Bang Yai–Kanchanaburi Intercity Motorway Project	The project will prepare motorway network improvements to attract private sector participation. The project outcome will be a suitably designed financing modality for the Bang Yai–Kanchanaburi Motorway project. A study will help the Thai government determine the most appropriate financing modality for motorway development.	2014	300.0	High
3.	Mae Sot–Myawaddy Border Crossing Project and Infrastructure Improvements	The Thai government is studying a new road bypass and bridge to the north of the existing border crossing, currently located in the congested centers of two border cities, Mae Sot and Myawaddy. This new crossing would be dedicated to cross-border freight traffic, and would avoid the congested urban areas of the two cities. The bypass would link with a newly envisioned special trade zone on the Myanmar side. The overall project would consist of about 17-20 km of new four-lane divided highway (14-17 km in Thailand; 3.6 km in Myanmar), a bridge across the Moei River at the border, and associated border-crossing facilities.  The estimated total cost is about \$60 million (B1,750 million) for the combined sections in both countries.	TBD	TBD	High
4.	Chiang Rai–Chiang Khong Highway Improvement Project	The project will improve highway capacity and resolve the bottleneck on the North–South Economic Corridor (NSEC) in Thailand.  This project will upgrade the existing road from two to four lanes; total length is 80 km.	2014	80.0 (B2,380 million)	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
5.	Tak–Mae Sot Highway Improvement Project	<p>The project will improve highway capacity and resolve the bottleneck on the East–West Economic Corridor (EWEC) in Thailand.</p> <p>This project will upgrade the existing road from two to four lanes; total length is 90 km.</p>	2014	90.0 (B2,650 million)	High
6.	Lomsak–Phetchabun Highway Improvement Project	<p>The project will improve highway capacity and resolve the bottleneck on the EWEC in Thailand.</p> <p>This project will upgrade the existing road from two to four lanes; total length is 120 km.</p>	2014	120.0 (B3,600 million)	High
7.	Kalasin–Nakrai–Kamcha I Highway Improvement Project	<p>The project will improve highway capacity and resolve the bottleneck on the EWEC in Thailand.</p> <p>This project will upgrade the existing road from two to four lanes; total length is 140 km.</p>	2014	140.0 (B4,150 million)	High
<b>Bridges</b>					
8.	Mekong Bridge at Bungkane–Paksan (with Lao PDR)	This will be the Fifth Thai–Lao International Friendship Bridge across the Mekong River, in this case between Amphoe Muang, Bungkane Province (Thai side), and Muong Paksan, Bolikhamxay Province (Lao PDR side). This bridge will facilitate the road transport of goods and passengers from northeastern Thailand through central Lao PDR and central Viet Nam via NR8.	2014	TBD	Medium

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
<b>Rail Infrastructure</b>					
9.	The Construction of a New Railway Line from Den Chai to Chiang Rai and Chiang Khong	<p>The project will construct a new doubling track from Den Chai to Chiang Rai as part of the development of railway networks and a rail transportation system to diminish the country's logistics costs and fuel imports; enhance the convenience, speed, and safety of passenger travel; support integration with neighboring transportation systems, including those in the Lao PDR and southern PRC; and spread the benefits of this development, including greater prosperity, to the northern provincial areas, such as Phayao, Phare, and Chiang Rai, thereby contributing to the overall economic growth of the country.</p> <p>Length of the railway line is 325 km.</p>	2014	2,582.0	High
10.	The Construction of a New Railway Line from Baan Pai (Khon Kaen) to Mahasarakham, Roi Et, Mukdahan, and Nakhon Phanom	<p>In 1989, the Thai government decided to improve the nationwide rail network. One important step toward network expansion was a study concerning a possible new line through Bua Yai, Mukdahan, and Nakhon Phanom, which are all on the EWEC.</p> <p>Circumstances led to another study, this one on the feasibility of the construction of a new railway line that would be integrated into and properly connected with the EWEC. This new updated study was significant, as it represented one of the milestones of rail infrastructure expansion along the EWEC, which will be able to link with GMS countries in the future. The results of the study showed that this new route should be constructed as the doubling track on a new alignment: Baan Pai (Khon Kaen)–Mahasarakham–Roi Et –Mukdahan–Nakhon Phanom. For the time being, the State Railway Authority of Thailand (SRT) is in the process of carrying out its detailed design study of the new route alignment, which will be able to connect with the Second Thai–Laos Mekong Friendship Bridge, at Mukdahan, and the Third Thai–Lao Mekong Friendship Bridge, at Nakhon Phanom.</p>	2015 (For study and design)	1,410.0	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
<b>Port Infrastructure: Seaports</b>					
11.	The Laem Chabang Port (LCP) Development Project, Phase 3	<p>According to the throughput forecasting, 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 capacities of Basin I and Basin II are approximately 11 million TEUs per year. Given the above-mentioned capacities, the development of Basin III will be necessary. For this reason, the LCP will engage in activities to develop the main infrastructure, such as dredging, land reclamation, breakwater, etc.</p> <p>The purpose will be to accommodate the increasing throughput and strengthen the LCP's role as a gateway port to the GMS.</p>	2015	TBD	High
12.	Coastal Terminal Development Project of Laem Chabang Port	<p>This project would decrease the logistics costs for exporters, importers, and logistics providers. The coastal terminal will serve domestic waterway transport linked with the LCP.</p> <p>The project will improve the flow of freight from domestic shipping to international ports, and is thus regional in nature.</p>	2014	58.5 (B1,864 million)	High
13.	Single Rail Transfer Operator Development Project of Laem Chabang Port	<p>Currently, approximately 88% of the transport from the LCP to the hinterland is via the road system, whereas 9.5% is by rail and 2.5% by waterway.</p> <p>The project will develop infrastructure and necessary facilities for serving the discharging and loading containers transported by rail to the port area. The project would largely help facilitate rail transfer in the future, in response to the completion of the SRT's double-track construction project. It would increase the handling capacity of rail transport at the LCP from the current 500,000 TEUs/year to 1–2 million TEUs/year.</p> <p>In order to enhance the logistics network system in the country, the government is focusing on shifting LCP-linked transport of containerized cargo from road to rail and waterway.</p>	2015	92.4 (B2,945 million)	High
<b>Subtotal (Investment Projects: Thailand)</b>				<b>4,872.9</b>	

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## F. VIET NAM

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
<b>Road Infrastructure</b>					
1.	Southern Coastal Corridor (additional financing)	This is additional financing for the detailed design and implementation of the subsequent stage 2 of the project, which provides the final connection to Cambodia.	2013	37.0 25.0 (ADB)  12.0 (Australia)	High
2.	Central Mekong Delta Connectivity	The project will improve connectivity in the Mekong Delta region. It will also provide efficient access from Ho Chi Minh City to the southern coastal region and, through the ongoing GMS Southern Coastal Corridor Project, to Cambodia and Thailand.	2013	886.0  134.0 (Australia)  260.0 (Export-Import Bank of Korea [KEXIM])  410.0 (ADB)	High
3.	GMS Kunming–Haiphong Transport Corridor—Noi Bai– Lao Cai Highway (additional financing)	The project will construct a 244 km expressway from outer Ha Noi to Lao Cai, on the border with the PRC.	2014	196.0  160.0 (ADB)  36.0 (Others)	High
4.	GMS Ben Luc–Long Thanh Expressway Periodic Financing Request (PFR) 2	The project will construct a 57.1 kilometer expressway between Ben Luc and Long Thanh, south of Ho Chi Minh City. This is a section of the GMS Southern Economic Corridor.	2019	623.0  286.0 (ADB)  337.0 (Others)	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
5.	Second GMS Southern Coastal Corridor	The Second GMS Southern Coastal Corridor Project will construct the missing sections of this GMS road corridor in the southern coastal region of Viet Nam.	2016	373.0  181.0 (ADB)  19.0 (Gov't)	High
6.	National Highway 14D Improvement Project	The project will improve the highway section (72 km) from Thanh My to the border with the Lao PDR in Quang Nam Province. National Highway 14D is a part of the minimum distance route for freight transportation among Bangkok, Pakse (Lao PDR), and Da Nang (Viet Nam).	2018	130.0	High
7.	GMS Ha Noi–Lang Son Expressway	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  800.0 (ADB)  300.0 (PRC)	High
8.	Second GMS Northern Transport Network Improvement (Luang Prabang–Thanh Hoa) (additional financing)	Upgrading Vietnamese National Highway 217 from Do Len to Na Meo border gate (in Thanh Hoa Province), and Lao PDR's national highways 6, 6A and 6B.	2016	145.0	High
9.	GMS Road Corridors Maintenance	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	High
<b>Rail Infrastructure</b>					
10.	Second Yen Vien–Lao Cai Railway Upgrading Project, including the Railway from Lao Cai Station to Hekou Station (PRC)	The original project financed by ADB and French Development Agency (AFD) is upgrading the Yen Vien–Lao Cai section of the existing railway along the GMS North–South Corridor. The additional financing will allow the project to be completed.	2014	149.0	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
11.	Ho Chi Minh City–Loc Ninh (Cambodia Border) Railway	Ho Chi Minh City to Phnom Penh (via Loc Ninh) is a part of the Singapore-Kunming Railway Link (SKRL). The project will construct a new railway section of 128 km from Ho Chi Minh City to Loc Ninh.	2016	900.0	High
<b>Subtotal (Investment Projects: Viet Nam)</b>				<b>4,959.0</b>	
<b>Total (Investment Projects)</b>				<b>44,079.4</b>	

## II. Technical Assistance Projects

1.	Installation of Navigation Aid Equipment  Participating Country: Myanmar	This involves upgrading the existing navigation aid equipment for the Ayeyarwaddy and Chindwin rivers.	2014–2016	8.0	Medium
2.	Project Preparatory Technical Assistance (PPTA) for National Highway 14D Improvement Project  Participating Country: Viet Nam	The TA will prepare a project to improve the highway section (72 km) from Thanh My to the border with the Lao PDR, in Quang Nam Province.	2014	1.0	High
3.	Second GMS Northern Transport Network Improvement: Luang Prabang (LAO)–Thanh Hoa (VIE)  Participating Country: Lao PDR, Viet Nam	The TA will prepare an investment project to upgrade Vietnamese National Highway 217 from Do Len to Na Meo border gate (in Thanh Hoa Province), and Lao PDR's national highways 6, 6A and 6B. .	2016	0.4	High
4.	GMS Road Corridors Maintenance  Participating Country: All GMS Countries	The TA is for the institutional and operational strengthening of road maintenance.	2014	1.2	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
5.	Proposed Hoa Lac–Hoa Binh City Expressway PPP Project Feasibility Study  Participating Country: Viet Nam	Lang-Hoa Lac-Hoa Binh Expressway is among the seven expressways connecting to Ha Noi. The Lang-Hoa Lac section has been put into operation since October 2010. The Hoa Lac-Hoa Binh section of 33.256 km is in the preparatory stage.	2015	1.0	High
6.	Building Institutional Capacity at the Greater Mekong Railway Association (GMRA)  Participating Country: All GMS Countries	At the 18th GMS Ministerial Conference (December 2012), the countries agreed on the establishment of the GMRA, initially as a nonlegal intergovernmental entity. This represented the first important step toward the overall and ultimate objective of increasing railway connectivity in and beyond the GMS and promoting this efficient, safe and environmentally sustainable transport mode.  Once the memorandum of understanding (MoU) for the establishment of the GMRA is finalized and signed by all the countries, ADB will process and approve a TA to support the operations of the GMRA for up to two years.	2014	0.2	High
7.	GMS Transport Database Capacity Development  All GMS Countries	This is a project proposed by the transport and logistics assessment study conducted under the regional investment framework (RIF) process.  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 conducting periodic traffic surveys.  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 PRC, Thailand, and Viet Nam.	TBD	TBD	Medium

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
8.	Promotion and Application of the Northeast Asia Logistics Information Service Network (NEAL-NET) in the GMS  Participating Country: TBD	NEAL-NET is a cooperation mechanism to promote international logistics information interconnection on the basis of the existing mechanism of the China–Japan–Korea Ministerial Conference on Transport and Logistics, aiming at constructing a logistics information sharing platform covering Asia and beyond.	TBD (Dependent on the availability of funding)	TBD	High
9.	Strategic Study on the Development and Management of the GMS Motorway Network System  Participating Country: All GMS Countries	This 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, which seeks to promote cross-border and transit transport. The GMS motorway network system will be the core system of road connectivity to other modes of transport, border areas, special economic zones, and other high-potential development areas in the GMS countries. The whole system will efficiently reduce travel time, improve road safety, and reduce transport logistics costs.  The strategic study should view all the GMS corridors, and consider how they overlay the GMS Motorway Network System.	2015	TBD	High
10.	Study on Dry Port Development Plan along International Railway Lines Connecting Thailand with Cambodia, Lao PDR, and Myanmar  Participating Country: Cambodia, Lao PDR, Myanmar, Thailand	Thailand aims to develop Laem Chabang Port (LCP) as a gateway to neighboring countries in the GMS, and to promote a modal shift from road to rail transport. Cross-border railway projects have been emphasized by the Government of Viet Nam, i.e., Nong Khai–Thanaleng–Vientiane, to connect with the Lao PDR; Aranyaprathet–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, in Myanmar; Sihanoukville, in Cambodia; and Ho Chi Minh City, in Viet Nam.  A TA study will determine the need for dry ports at strategic rail locations on international borders.	2014	TBD	Medium

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
11.	The Feasibility Study for the Rail Link between Laem Chabang Port and Dawei Deep Sea Port Project  Participating Countries: Myanmar, Thailand	The Government of Myanmar and the Thai government signed a memorandum of understanding on 19 May 2011 to expand their cooperation in promoting sustainable development in the Dawei Special Economic Zone and its related project areas. Since railways play an important role in transporting cargo, the rail links between LCP and Dawei deep sea port will promote the movement of cargo between the two countries. It seems advisable for Myanmar and Thailand to consider this project as a joint project, and to conduct this feasibility study together so as to create the best outcomes for the GMS and ASEAN.	2014	3.0	High
12.	Knowledge Transfer between Thailand and GMS member countries on Highway and Bridge Standards and Specifications, including transport facilitation formalities	Thailand's Department of Highways fulfills its role in providing technical experts, training center facilities, and organizing staff to various training courses in the areas of road and bridge engineering to enhance knowledge and exchange experience in road engineering, as well as to brainstorm on road engineering best approaches in order to resolve problems for better solutions leading to sustainable road development in the GMS.	2014	0.4  (TBD)	High
<b>Subtotal (TA Projects)</b>				<b>15.2</b>	
<b>Total</b>				<b>44,094.0</b>	

ADB = Asian Development Bank; AFD = Agence Francaise de Developpement (French Development Agency); ASEAN = Association of Southeast Asian Nations; BOT = build-operate-transfer; BOOT = build-own-operate-transfer; CBF = cross-border facility; China Exim Bank = The Export-Import Bank of China; EWEC = East-West Economic Corridor; FTA = free trade agreement; GMRA = Greater Mekong Railway Association; GMS = Greater Mekong Subregion; GMS CBTA = Greater Mekong Subregion Cross-Border Transport Agreement; JICA = Japan International Cooperation Agency; KEXIM = Export-Import Bank of Korea; km = kilometer(s); km/h = kilometers per hour; Lao PDR = Lao People's Democratic Republic; LCP = Laem Chabang Port; m = meters; m<sup>2</sup> = square meters; MoU = memorandum of understanding; MYA = Myanmar; NEAL-NET = Northeast Asia Logistics Information Service Net; NEDA = Neighboring Countries Economic Development Cooperation Agency; PFR = Periodic Financing Request; PRC = People's Republic of China; PPP = public-private partnership; PPTA = project preparatory technical assistance; RIF = Regional Investment Framework; SEC = Southern Economic Corridor; SEZ = special economic zone; SRT = State Railway of Thailand; SSTA = small-scale technical assistance; t = ton(s); TA = technical assistance; TBD = to be determined; TEU = 20 foot equivalent unit.



**Energy**

## I. Investment Projects

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
1.	<p>Design and Funding of a Backbone Grid for the Lao People’s Democratic Republic (Lao PDR)</p> <p>Participating Country: Lao PDR</p>	<p>This involves completing the north–south 500 kilovolt (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 Greater Mekong Subregion (GMS). The project will strengthen the capacity of the national system to supply power to economic corridors; and 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 kilometers (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>	2016–2020	400.0	High
2.	<p>Reinvestigation of Thailand–Lao PDR–Viet Nam Interconnection</p> <p>Participating Countries: Lao PDR, Thailand, Viet Nam</p>	<p>This will involve reconsidering an interconnection between Thailand and Viet Nam via the Lao PDR, and the Lao PDR–Viet Nam section. It will introduce a step change in the development of the regional power market, and will lead to reduced reserve requirements, lower costs, and enhanced confidence in the regional power market.</p>	2016–2020	<p>278.0 (Total for LAO–VIE section)</p> <p>188.0 (LAO) 90.0 (VIE)</p>	Medium

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
		<p>Viet Nam and Thailand are considered to be high domestic-energy-demand countries due to the growth of their domestic economies. Therefore, the construction of backbone transmission facilities between these countries will be very beneficial for the GMS, as it could be used to build the main GMS power grid and for demonstration purposes. A technical study on the transmission line link between Thailand and Viet Nam is necessary to ensure that the interconnection is done according to technical stability requirements.</p>			
3.	<p>Continued Projects in Rural Electrification and Off-Grid Power Development</p> <p>Participating Countries: Cambodia, Lao PDR</p>	<p>These projects involve grid extensions 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, remote areas, through the promotion of best practices in the GMS.</p> <p>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 kilovolt (kV) line with distribution facilities, and connected over 30,000 households.</p>	2014–2017	<p>100.0 50.0 (CAM) 50.0 (LAO)</p>	Medium
4.	<p>Conventional Rural Electrification Programs in Myanmar</p> <p>Participating Country: Myanmar</p>	<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>	2015–2018	60.0	Medium

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
5.	500 kV Line from Mawlamyine to the Main Grid  Participating Country: 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 a 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 East–West Economic Corridor (EWEC).  The costs are estimated on the basis of 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	Low
6.	Demonstration of Second Generation Biofuel Technologies and Associated Biomass Value Chains  Participating Countries: 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 novel biomass value chains.  The schedule is determined by the need for a careful consideration of technological issues and for the selection of private partners.	2018–2020	80.0 (13.3 per GMS member country)	Low
7.	Extension of Energy Access in Myanmar from Nodes in Thailand and in the People’s Republic of China (PRC)	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.	2017–2020	10.0 (For connection to a local isolated grid)	Medium

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
	Participating Country: Myanmar	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.		60.0 (If distribution and connection have to be carried out)	
8.	Feasibility Study and Extension of the East–West Energy Corridor to Mawlamyine (as part of a concerted and planned extension of the EWEC): Myanmar  Participating Countries: 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 500kV 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	2.0 (For the feasibility study)  250.0–400.0 (For the inter-connection)  170.0 (MYA) 80.0 (THA)	Medium
9.	Nabong 500 kV Substation Transmission Facility Project  Participating Country: Lao PDR	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.	2014	106.0	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
		The Nabong 500 kV substation and transmission facilities comprise the main power terminal in the northern and central regions of the Lao PDR, used for power transfers from the Nabong Substation, in the Lao PDR, to the Udon Thani 3 Substation, in Thailand.			
10.	Lao PDR–Viet Nam Power Transmission Interconnection (Hatxan–Pleiku)  Participating countries: Lao PDR, Viet Nam	This project will (i) construct a 59 km 500 kV transmission line and a 230 kV/500 kV substation in Hatxan, in the 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.  This project will enable the transmission of 3,157 gigawatt-hours (GWh)/year of electricity that will be produced by eight small hydropower plants (with a total capacity of 1,013 MW) in southern Lao PDR, which will be developed by independent power producers.	2015	218.0 98.0 (LAO) 120.0 (VIE)	High
11.	East–West Corridor Power Transmission and Distribution Project in the Lao PDR  Participating Country: Lao PDR	The project will build a 115 kV transmission and distribution (T&D) system in the Savannakhet and Salavan provinces of the Lao PDR in order to expand the T&D network of Electricité du Laos (EdL). The project is geographically aligned along the 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 electrified 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 Electricité de Viet Nam (EVN) system in the central provinces of Viet Nam; thus, strengthening the power exchanges between the Lao PDR and Viet Nam.	2015–2017	50.0	Medium

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
<b>Cross-Border Projects (Submitted to the GMS Regional Power Trade Coordination Committee [RPTCC])</b>					
12.	PRC–Lao PDR–Thailand 500 kV Interconnection  Participating Countries: PRC, Lao PDR, Thailand	The project aims to supply electricity to Thailand from the 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. Also included are the conduct of project preparation; detailed engineering; the construction of the transmission line, including substations; and possibly the distribution of components.	2014–2019	600.0–800.0 200.0 (PRC) 200.0 (LAO) 200.0 (THA)	High
13.	Viet Nam–PRC 500 kV Power Interconnection  Participating Countries: 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 Co. (CSG).	After 2020	400.0–600.0 200.0 (PRC) 200.0 (VIE)	Low
<b>Subtotal (Investment Projects)</b>				<b>3,192.0</b>	

## II. Technical Assistance Projects

No	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Source	Priority (High/Medium/ Low/Not a Priority)
1.	Support to RPTCC in Completion of Performance Standards, Grid Codes, Market Rules, and Subregional Transmission Expansion Plan  Participating Countries: All GMS Countries	<p>This supports the reaching of a clear basis for regional market rules comprising agreed rules and agreed indicative planning of interconnections. This should 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.</p> <p>This is a critical project, and should be well resourced. It would 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 come under another budget. An initial support for 5 years would be appropriate to provide continuity, and should begin as soon as feasible.</p>	2013–2015	1.5	High
2.	Scoping Study on the Future of the Trans-ASEAN Gas Pipeline (TAGP)  Participating Countries: All GMS Countries	<p>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.</p> <p>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 [CBM] prospects, future liquefied natural gas [LNG] markets, carbon capture and storage [CCS], 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.</p>	To be confirmed	1.0	Low
3.	Deployment of Coherent Renewable Energy Action Plans Across the Subregion	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.	2016–2018	1.0	High

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No	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Source	Priority (High/Medium/ Low/Not a Priority)
	Participating Countries: All GMS Countries	This project is predicated on the supposition that the Subregional Energy Forum (SEF) 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 [CDM] and post-Kyoto mechanisms). It should be an ongoing project funded in the first instance for 3 years.			
4.	Development of Coherent Energy-Efficiency Action Plans Across the Subregion  Participating Countries: 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 SEF 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., CDM and post-Kyoto mechanisms). It should be an ongoing project funded in the first instance for 3 years.	2017–2019	1.0	High

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No	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Source	Priority (High/Medium/ Low/Not a Priority)
5.	Provision of Continuing Institutional Support for the Subregional Energy Forum (SEF)  Participating Countries: All GMS Countries	This will create a secretariat that would support the SEF through position papers, analysis, proposals for communication to political institutions, dialogue with donors, and monitoring. It will also promote improved design, finance, and management of SEF energy sector programs.  The total cost of the studies envisaged is about \$10 million over 5–6 years. It is scarcely feasible that the SEF could manage the activities effectively without full-time administrative support. The costs of administrative support would depend on whether activities were located within the GMS Environment Operations Center (EOC) or the Regional Power Coordination Center (RPCC), or in an independent institution. In the first case, the initial staffing would need a senior administrator with some junior support.	2014–2018	1.0	High
6.	Development of GMS Coordination Center for Regional Power Trade  Participating Countries: All GMS Countries	The project will help set up the RPCC, and build the capacity of national and subregional bodies that will work with the RPCC in implementing and overseeing cross-border power exchanges, coordinating regional power planning, and developing transmission facilities of regional importance through (i) technical and equipment support and staffing; (ii) training of staff; and (iii) support for specific studies (e.g., on tariff structures, operational standards, etc.) and activities (e.g., power planning, database maintenance, etc.).	2014–2016	3.0	High
7.	GMS: Renewable Energy Development (Phase 2)  Participating Countries: All GMS Countries	This will support follow-up activities from the Phase I regional technical assistance (RETA). 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, continuation of knowledge sharing and training, and laying the groundwork for investment projects in renewable energy.	2014–2016	2.0	High

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No	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Source	Priority (High/Medium/ Low/Not a Priority)
8.	Facilitating Regional Power Trading and Environmentally Sustainable Development of Electricity Infrastructure in the GMS (Phase 2)  Participating Countries: All GMS Countries	The TA will support efforts of the RPTCC to forge agreements among GMS countries on the technical, institutional, and operational aspects of the GMS Regional Power Market, and ensure that these comply with environmental sustainability requirements.	2014–2016	1.0	High
<b>Subtotal (TA Projects)</b>				<b>11.5</b>	
<b>Total</b>				<b>3,203.5</b>	

ASCOPE = ASEAN Council on Petroleum; ASEAN = Association of Southeast Asian Nations; BOT = build-operate-transfer; CAM = Cambodia; CBM = coal bed methane; CCS = carbon capture and storage; CDM = Clean Development Mechanism; PRC = People's Republic of China; CSG = China Southern Power Grid Co.; EdL = Electricité du Laos; EOC = Environment Operations Center; EVN = Electricité de Viet Nam; EWEC = East-West Economic Corridor; GMS = Greater Mekong Subregion; GWh = gigawatt-hour(s); HVDC = high-voltage direct-current; km = kilometer(s); kV = kilovolt(s) kWh = kilowatt-hour(s); LAO = Lao PDR; Lao PDR = Lao People's Democratic Republic; LNG = liquefied natural gas; MW = megawatt(s); MYA = Myanmar; PPP = public-private partnership; RETA = regional technical assistance; RPCC = Regional Power Coordination Center; RPTCC = Regional Power Trade Coordination Committee (GMS); SEF = Subregional Energy Forum; T&D = transmission and distribution; TA = technical assistance; TAGP = Trans-ASEAN Gas Pipeline; THA = Thailand; TWh = terawatt-hour(s); VIE = Viet Nam.



# Agriculture

## I. Investment Projects

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
1.	Climate Friendly Agri-Business Value Chains in the Greater Mekong Subregion (GMS)  Participating Countries: All GMS Countries	<p>The project promotes activities under pillars 2 and 3 of the Core Agriculture Support Program (CASP) II on climate-friendly agriculture and bioenergy. The project will invest in climate-friendly pro-poor agri-business value chain development in the GMS. It will focus on creation of Agribusiness Centers (ABCs) near GMS corridor towns and rural growth clusters to effectively link farming communities and urban centers along the corridors by developing upstream and downstream linkages.</p> <p>Key infrastructure investments will include (i) efficient roads that provide access to markets; (ii) renewable and bio--energy systems that can meet growing energy needs of rural communities and ABCs; and (iii) efficient storage, processing and aggregation, grading, and marketing and logistics infrastructure to ensure the delivery of safe and quality food products.</p> <p>The project will promote public-private partnerships (PPPs) and private sector investments in agribusiness, focusing on high-value products produced by smallholder farmers. It will establish backward and forward linkages with the corridor-town investments to leverage the advantages of consolidation, lower input costs, and efficient value chain management.</p>	2015	250.0	High
2.	Biosafety, Transboundary Diseases Control and Invasive Species Prevention  Participating Countries: All GMS Countries	<p>The project promotes activities under pillars 1 and 2 of CASP II. It will invest in infrastructure, and regional capacity building for biosafety, and in controls of transboundary animal diseases and invasive species.</p> <p>Key investments include (i) the establishment of regional infrastructure for diagnostics, research, vaccine production and quality control; (ii) the strengthening of regional and national capacity for transboundary disease and pest identification, also for traceability and monitoring; and (iii) the strengthening and harmonization of regional policies, regulations, and standards related to disease and pest control and biosafety.</p>	2016	200.0	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
		<p>The project will promote PPPs and private sector investments. The project may consider establishing animal- epidemic-disease monitoring stations in border areas, on-site training, a cross-border animal-epidemic-disease monitoring network, a diagnostic laboratory, and training courses to improve the diagnostic and prevention capability of technicians in the GMS countries.</p>			
3.	<p>Enhancing Regional Competitiveness on Food Safety, Quality and Market Access for Smallholders</p> <p>Participating Countries: All GMS Countries</p>	<p>This project promotes activities under Pillar 1 of CASP II concerning food safety and agricultural trade modernization to promote GMS corridors as regional hubs for safe agri-food trade development.</p> <p>Key investments include: (i) infrastructure development for enhancing cross-border agri-trade logistics including agro-processing and cold storage; (ii) the strengthening of regional information technology (IT)-based traceability and certification systems to improve food safety and food quality; (iii) capacity development; and (iv) the strengthening of relevant policies, regulations, and standards.</p> <p>The project will promote PPPs and private sector investments focusing on promoting the GMS as a regional hub for efficient cross-border trade and regional sourcing. It will do so by (i) reducing cross-border transporting and processing time and costs for agri-food products; (ii) promoting the harmonization of food safety standards, practices, and regional certification and accreditation systems, (particularly group-based certification systems) to create better market access for smallholders; and (iii) promoting private sector-led cross-border contract farming.</p>	2018	200.0	High
4.	<p>Agri-Tourism Value Chains Development</p> <p>Participating Countries: All GMS Countries</p>	<p>The project will support activities under Pillar 2 of CASP II concerning climate-friendly agriculture by promoting agri-tourism as a supplementary livelihood for small producers. The project will invest in (i) cross-border rural infrastructure, including the upgrading of access roads and related amenities in agri-tourism sites, and (ii) regional capacity building and supporting systems to promote regional agri-tourism as a business.</p>	2019	250.0	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
5.	Enhancing Food Security by Building Resilient Food Production System in the GMS  Participating Countries: All GMS Countries	<p>The project will promote PPPs and private sector investments in activities related to agri-tourism. Innovative financing modalities will be explored.</p> <p>The project promotes activities under Pillars 2 and 3 of CASP II. It will invest in green and pro-poor agricultural production systems to mitigate increased risks of rapid weather-pattern shifts and disruptions to water availability.</p> <p>Key investments will include (i) the building of infrastructure related to food production systems for corridor towns; (ii) promotion of water, soil, and nutrient management, including conservation farming, payment for environmental services, and carbon financing; and (iii) capacity development for scaling-up climate-resilient food production .</p> <p>The project will promote PPPs and private sector investments in green technologies and practices for a resilient food production system, focusing on improving productivity and nutritional quality.</p>	2020	350.0	High
<b>Subtotal (Investment Projects)</b>				<b>1,250.0</b>	

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## II. Technical Assistance Projects

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
1.	Climate-Friendly Agri-Business Value Chains in the GMS  Participating Countries: All GMS Countries	The regional project preparatory technical assistance (R-PPTA) will help design the proposed investment project.	2014	2.5 ((\$1.5 million from the Asia Clean Energy Fund, and an additional funding source yet to be identified)	High
2.	Biosafety, Transboundary Disease Control, and Invasive Plant Species Prevention in the GMS.  Participating Countries: All GMS Countries	The R-PPTA will help design the proposed investment project which involves the prevention and control at the regional level of transboundary animal diseases and invasive plant species.  This regional technical assistance will also include funds to help strengthen regional capacity to promote bio-safety and control of transboundary animal diseases and invasive plant species.	2014	2.5 (Cost to be adjusted based on the number of participating countries)	High
3.	Enhancing Competitiveness and Trade Facilitation of Agri-Food Products in the GMS  Participating Countries: All GMS Countries	The R-PPTA will help design the proposed investment project to enhance the competitiveness and facilitation of trade in agri-food products in the GMS.	2016	2.5 (Cost to be adjusted based on the number of participating countries)	
4.	Agri-Tourism Value Chain Development  Participating Countries: All GMS Countries	The R-PPTA will help design the proposed investment project to develop agri-tourism in the GMS region.	2017	2.5 (Cost to be adjusted based on the number of participating countries)	
5.	Enhancing Food Security by Building a Resilient Food Production System in the GMS  Participating Countries: All GMS Countries	The R-PPTA will help design the proposed investment project to build a resilient food production system that will enhance food security in the GMS.	2018	2.5 (Cost to be adjusted based on the number of participating countries)	

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
6.	Implementing the Greater Mekong Subregion Core Agriculture Support Program (CASP): Phase II  Participating Countries: All GMS Countries	Additional financing of the Regional Policy and Advisory Technical Assistance (R-PATA) 8163 will complement the activities of CASP II. Potential funding from the Clean Energy Financing Partnership Fund (CEFPF) will be used to support Pillar 3 of CASP II on bioenergy development. The People's Republic of China Regional Cooperation and Poverty Reduction Fund (PRC Fund) will be tapped to enhance the Agriculture Information Network Service (AINS) as geographic information system (GIS)-based e-trade and knowledge platform. Other funding sources will also be pursued.	2014	2.5 (PRC Fund, CEFPF)	
7.	Strengthening Regional Weather-Based Risk Insurance in the GMS  Participating Countries: All GMS Countries	The regional technical assistance will support the strengthening of regional capacity for implementing a weather-based insurance model to reduce risk from natural disasters in the GMS.  This regional technical assistance will directly respond to CASP II's goal of establishing a weather-based insurance system.	2015	2.0 (Cost to be adjusted based on the number of participating countries)	
8.	Enhancing Implementation of CASP Phase II (including the Development of CASP Phase III)  Participating Countries: All GMS Countries	This will be a follow-up project to the ongoing R-PATA 8163. The proposed regional technical assistance will ensure the sustainability the R-PATA 8163, and will strengthen institutional arrangements for regional cooperation in the agriculture sector by supporting the Secretariat of the Working Group on Agriculture and by developing CASP Phase III.	2016	8.0	
<b>Subtotal (TA Projects)</b>				<b>25.0</b>	
<b>Total</b>				<b>1,275.0</b>	

ADB = Asian Development Bank; CASP = Core Agriculture Support Program; GMS = Greater Mekong Subregion; PRC = People's Republic of China; R-PATA = regional policy and advisory technical assistance; R-PPTA = regional project preparatory technical assistance.

# Environment

## I. Investment Projects

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
1.	Global Environment Fund (GEF) Regional Biodiversity and Forestry Program  Participating Countries: All Greater Mekong Subregion (GMS) Countries	The program aims to enhance biodiversity and forest conservation in GMS trans-boundary landscapes.  Interventions will focus on the following four areas: (i) increasing the capacity of GMS countries to manage trans-boundary landscapes, (ii) strengthening protected area management, (iii) promoting ecosystem-based climate change adaptation, and (iv) developing innovative conservation financing.	2014	20.0	High
2.	Trans-Boundary Biodiversity Landscape Management in Mekong Headwaters, Sino-Vietnamese Limestone Mountains, and Tenasserim Mountains  Participating Countries: People's Republic of China (PRC), Thailand, Viet Nam	The aim is to scale up biodiversity corridors in selected critical landscapes of Guangxi, Yunnan, and Thailand, building on the experience of the Core Environment Program (CEP) pilot projects.  Interventions will focus on the following three areas: (i) protection and rehabilitation to maintain the connectivity and integrity of key ecosystems, (ii) intensification of gender- and minority-sensitive livelihood activities, and (iii) organizational and institutional capacity development.	2016	60.0 (20.0 per landscape)	High
3.	Low-Carbon Forestry in GMS Economic Corridors  Participating Countries: Lao People's Democratic Republic (Lao PDR), Myanmar, Thailand	This project will achieve greenhouse gas (GHG) mitigation through carbon sequestration and sustainable forest management (SFM) in suitable sections of GMS economic corridors.  Sustainable forest management interventions will focus on the following three areas: (i) strengthening forest protection, restoration, and reforestation (REDD+), (ii) incentivizing local communities to protect forest areas, and (iii) developing alternative livelihoods based on sustainable timber and non-timber forest product (NTFP) utilization.	2016	120.0	High

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Environment: Investment Projects continued

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
4.	<p>Enhancing Community Competitiveness and Resilience through Ecosystem-Based Approaches</p> <p>Participating Countries: Cambodia, Lao PDR, Viet Nam</p>	<p>This project aims to build the competitiveness and resilience of communities living in trans-boundary biodiversity landscapes and corridors.</p> <p>Supply chain interventions will develop pro-poor green products through three project components:</p> <ul style="list-style-type: none"> <li>(i) strengthening of certification and accreditation systems for ecosystem products,</li> <li>(ii) skill development for value addition in NTFP supply chains, and</li> <li>(iii) market development for NTFPs and ecotourism.</li> </ul> <p>Climate-change adaptation interventions will include four components:</p> <ul style="list-style-type: none"> <li>(i) improving natural resource management (including forest and water management),</li> <li>(ii) implementing livelihood-diversification strategies,</li> <li>(iii) strengthening disaster-risk preparedness, and</li> <li>(iv) investing in risk financing for communities and livelihoods.</li> </ul>	2017	100.0	Medium
5.	<p>Low-Carbon Freight Corridors</p> <p>Participating Countries: Lao PDR, Viet Nam</p>	<p>This project aims to reduce GHGs from freight transport by developing financial mechanisms to upgrade fleet technologies and renew fleets.</p> <p>The interventions will include three components:</p> <ul style="list-style-type: none"> <li>(i) development of financing for small and medium-sized enterprises in the road transport sector (revolving funds, credit lines) to increase access to low-carbon technologies for trucks;</li> <li>(ii) driver training and capacity building for eco-driving and safety; and</li> <li>(iii) development of national logistics-management systems to reduce empty running.</li> </ul>	2017	60.0	High
<b>Subtotal (Investment Projects)</b>				<b>360.0</b>	

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## II. Technical Assistance Projects

No	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
1.	Core Environment Program and Biodiversity Conservation Corridor Initiative Phase II Regional Technical Assistance (RETA) – Additional Funding  Participating Countries: All GMS Countries	Core Environment Program (CEP) Phase II aims to consolidate the achievements of Phase I.  CEP Phase II has four components: (i) improved environmental planning systems, methods, and safeguards; (ii) improved management of trans-boundary biodiversity conservation landscapes and enhanced local livelihoods; (iii) developed climate-resilient and low-carbon strategies; and (iv) strengthened institutions and financing for sustainable environmental management.  The project may consider suggestions for scaling up the integration of environmental planning, biodiversity conservation, and climate-resilience measures; and for strengthening environmental cooperation among GMS countries.	2013–2016	7.6  5.3 (Nordic Development Fund [NDF]) 1.0 (GEF) 0.5 (The People’s Republic of China Regional Cooperation and Poverty Reduction Fund [PRC Fund]) 0.5 (ADB e-ASIA and Knowledge Transfer Fund) 0.3 (Government of the Republic of Korea)	High
2.	Core Environment Program and Biodiversity Conservation Corridor Initiative Phase II – Supplemental  Participating Countries: All GMS Countries	To ensure that national institutional capacity is prepared for the implementation of CEP Phase III, the supplemental funding will: (i) strengthen the role and capacity of the national support units (NSUs) so they can become local centers of excellence, and (ii) increase NSU staff and financial resources to enable the delivery of an increased number of activities.	2016	1.0	High

Continued on next page

No	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
3.	Core Environment Program and Biodiversity Conservation Corridor Initiative Phase III (RETA)  Participating Countries: All GMS Countries	CEP Phase III aims to scale up CEP Phase II activities and transform the GMS Environment Operations Center (EOC) into a country-owned network of centers of excellence.  The center's roles will include: (i) regional knowledge center and information hub, (ii) service center for multisector planning and investment decisions, and (iii) incubator for innovations in the field of sustainable growth and environmental management.	2017–2022	35.0	High
4.	Low-Carbon Forestry in GMS Economic Corridors, Regional Project Preparatory TA  Participating Countries: Lao PDR, Myanmar, Thailand	This regional preparatory TA will assess the technical, financial, and institutional feasibility of SFM interventions and carbon-sequestration measures to achieve GHG mitigation in target sections of GMS economic corridors.	2015	1.0	High
5.	Enhancing Community Competitiveness and Resilience through Ecosystem-Based Approaches  Participating Countries: Cambodia, Lao PDR, Viet Nam	This regional preparatory TA will assess the technical, financial, and institutional feasibility of investing in ecosystem-based interventions in support of climate-resilient livelihood development.	2015	1.0	High
6.	Low-Carbon Freight Corridors  Participating Countries: Cambodia, Lao PDR, Thailand, Viet Nam	This regional preparatory TA will assess the technical, financial, and institutional feasibility of reducing GHG emissions from freight transport through investments in cleaner technology and logistics management.	2016	1.0	High

Continued on next page

No	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
7.	<p>Enhancing Rural Environmental Governance in the GMS</p> <p>Participating Countries: Cambodia, PRC, Lao PDR, Myanmar, Viet Nam</p>	<p>Relevant technologies will be used to improve rural waste management in areas rich in biodiversity. This project will focus on piloting waste and sewage management within a cluster of villages that lie within a single administrative authority, providing the opportunity to develop an administratively integrated approach that is environmentally and socially sustainable, as well as economically viable, by realizing the market value of waste products. The project will primarily focus on awareness raising, capacity building, monitoring, and on developing the conditions necessary for the replication of this experience.</p> <p>Proposed activities include:</p> <ul style="list-style-type: none"> <li>(i) the identification of a suitable demonstration site that meets the project concept criteria;</li> <li>(ii) development of a waste-management strategy and action plan;</li> <li>(iii) implementation of the waste-management strategy and action plan in a village cluster, in partnership with the local administrative authority;</li> <li>(iv) implementation of a participatory monitoring system; and the establishment of a knowledge hub to share and exchange information.</li> </ul>	2013–2016	1.0	Medium

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No	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/Not a Priority)
8.	Establishing Environmentally Sustainable City Partnerships in the GMS  Participating Countries: All GMS Countries	<p>The project is designed to address environmental challenges in the process of urban development by setting up a partnership between selected GMS cities that wish and/or need to achieve environmental sustainability. The partnership will serve as a platform for sharing sustainable urbanization-oriented information, knowledge and technology, a network to build up national capacities for developing environmentally sustainable cities, and a framework for concerted actions to achieve urbanization with environmental sustainability.</p> <p>Potential activities include:</p> <ul style="list-style-type: none"> <li>(i) establishing an environmentally sustainable city partnership among selected cities in GMS countries;</li> <li>(ii) setting up a knowledge network and organizing policy seminars and/or technical workshops regularly;</li> <li>(iii) building an exchange and training mechanism; and</li> <li>(iv) carrying out pilot projects to demonstrate strategies, approaches, and technologies for shaping environmentally sustainable cities.</li> </ul>	2015–2017	1.0	Medium
<b>Subtotal (TA Projects)</b>				<b>48.6</b>	
<b>Total</b>				<b>408.6</b>	

ADB = Asian Development Bank; CEP = Core Environment Program; PRC = People's Republic of China; PRC Fund = People's Republic of China Regional Cooperation and Poverty Reduction Fund; EOC = Environment Operations Center; GEF = Global Environment Fund; GHG = greenhouse gas; GMS = Greater Mekong Subregion; Lao PDR = Lao People's Democratic Republic; NSU = national support unit; NTFP = non-timber forest product; REDD+ = Reducing Emissions from Deforestation and Forest Degradation "plus" includes conservation and sustainable management of forests and the enhancement of forest carbon stocks; RETA = regional technical assistance; SFM = sustainable forest management; TA = technical assistance.



# **Human Resource Development**

## I. Investment Projects

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/Low/ Not a Priority)
1	Cooperation and Development of Higher Education in the Economic Corridors  Participating Countries: Lao People's Democratic Republic (Lao PDR) <sup>1</sup> , Cambodia <sup>2</sup>	The project will support the development of Savannakhet University in the Lao PDR, and the University of Battambang in Cambodia which are strategically located in the economic corridors of the Greater Mekong Subregion (GMS). The objective is to produce human resources for meeting the emerging needs of businesses and industries along the economic corridors. Areas for support include governance and management, facilities development, laboratory equipment, curriculum and syllabus development, faculty and student development and exchanges, and research capacity and cooperation. The project will also develop and strengthen networking among universities located along the economic corridors in Cambodia, the Lao PDR, Myanmar, Thailand, and Viet Nam. Special attention will be given to the adoption of quality assurance and credit transfer systems (CTSs) which will be harmonized with the support of the proposed regional technical assistance (TA) for Implementing the GMS Human Resource Development (HRD) Strategic Framework and Action Plan (SFAP), 2013-2017 (Phase 2), so that the quality and connectivity of universities in the GMS will be improved.	2015–2021  2014 (LAO)  2015 (CAM)	66.0  40.0 (Asian Development Bank [ADB]), 6.0 (Gov'ts) 20.0 ( TBD) <sup>3</sup>  44.0 ( LAO) <sup>4</sup>  22.0 (CAM)	High
2	GMS Communicable Disease Control Project (Phase 3)  Participating Countries: Cambodia, Lao PDR, Myanmar, Viet Nam	The project will (i) improve the surveillance, risk assessment, and response capacity in Cambodia, the Lao PDR, Myanmar, and Viet Nam; (ii) support cross-border cooperation for communicable disease control with the People's Republic of China (PRC) and Thailand; (iii) enhance regional food and drug safety; and (iv) help mitigate the impact of climate change on communicable diseases.	2016–2022	60.0  54.0 (ADB) 3.6 (World Health Organization [WHO]/ Australia) 2.4 (Gov'ts)  13.5 (CAM) 13.5 (LAO) 16.5 (MYA) 16.5 (VIE)	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/Low/ Not a Priority)
3	GMS Technical and Vocational Education and Training (TVET) Development  Participating Countries: Cambodia <sup>5</sup> , PRC <sup>6</sup> , Lao PDR <sup>7</sup> , Myanmar <sup>8</sup>	This project will develop skilled labor by strengthening formal and non-formal TVET institutions, adopting competency-based training modules, and promoting public-private partnerships in skills development in Cambodia, the PRC, the Lao PDR, and Myanmar. The focus will include skill areas in hospitality and tourism; and/or logistics and marketing in the GMS. The project will also help TVET institutions deliver high-quality training in strategic locations along the economic corridors. The project will have a framework for the mutual recognition of technical and vocational skills and a system for the mutual recognition of TVET teacher training standards in the GMS which will be developed with the support of the proposed regional technical assistance for Implementing the GMS HRD SFAP, 2013-2017 (Phase 2). The project will also support the development of curricula and TVET staff training according to regional standards.	2014–2021  2014 (CAM) 2014 (PRC)  2016 or 2017 (LAO) 2014–2015 (MYA)	155.4  90.0 (ADB) 45.4 (Gov'ts) 20.0 (TBD)  22.0 (CAM) 89.4 (PRC)  22.0 (LAO) 22.0 (MYA)	High
<b>Subtotal (Investment Projects)</b>				<b>281.4</b>	

## II. Technical Assistance Projects

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/ Medium/ Low/ Not a Priority)
1.	Implementing the GMS Human Resource Development Strategic Framework and Action Plan, Phase II <sup>9</sup>	The regional TA will support the implementation of the HRD action plan including meetings of the Working Group on Human Resource Development (WGHRD) and its subgroups and will provide funding for some initiatives, including the following activities:	2013–2017	2.25  0.25 (ADB) 2.0 (TBD)	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/ Medium/ Low/ Not a Priority)
	<ul style="list-style-type: none"> <li>Strengthening national implementation and monitoring of the SFAP</li> </ul> Participating Countries: All GMS Countries	<ul style="list-style-type: none"> <li>This activity will support country-level implementation of the SFAP by national HRD working groups, including the development of national action plans, monitoring and annual reporting to the WGHRD on progress in implementation.</li> </ul>			
	<ul style="list-style-type: none"> <li>Review of GMS capacity building activities</li> </ul> Participating Countries: All GMS Countries	<ul style="list-style-type: none"> <li>This activity will review overall GMS program capacity-building needs, including the capacity-building needs of other sectors, and capacity building resources. It will also involve the development of a long-term strategy and plan to match GMS capacity-building resources with needs.</li> </ul>			
	<ul style="list-style-type: none"> <li>Development and piloting of a framework for the mutual recognition of technical and vocational skills in the GMS (Phase 2)</li> </ul> Participating Countries: Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam	<ul style="list-style-type: none"> <li>This activity will build on earlier work to develop technical skills and qualifications recognition frameworks for three skills in Cambodia, the Lao PDR, Thailand and Viet Nam. This TA will develop GMS technical and vocational skills and qualifications recognition frameworks for three additional skills that are most critical for the development of the economic corridors. It is proposed that the activity be managed by the International Labour Organization (ILO).</li> </ul>			
	<ul style="list-style-type: none"> <li>Development of a system for the mutual recognition of TVET teacher training standards</li> </ul> Participating Countries: Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam	<ul style="list-style-type: none"> <li>The activity will support South-South cooperation to develop a system for the mutual recognition of teacher-training standards for TVET teachers in at least three key skill areas of greatest importance for the development of the economic corridors and to maximize opportunities for female employment and participation. It is proposed that this activity be managed by the ILO.</li> </ul>			

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/ Medium/ Low/ Not a Priority)
	<ul style="list-style-type: none"> <li>GMS higher education harmonization and networking (Phase 2)</li> </ul> Participating Countries: Cambodia, Lao PDR, Myanmar	<ul style="list-style-type: none"> <li>Based on the achievements in 2012 (Phase 1), this activity will further support a process that builds country and stakeholder capacity in quality assurance and develops common credit transfer systems (CTS) in GMS universities. This activity will focus on (i) strengthening the quality assurance capacity, both internal and external, in Cambodia, the Lao PDR and Myanmar in collaboration with the ASEAN University Network (AUN), UNESCO, and other regional organizations, (ii) providing GMS countries with options for harmonizing existing university CTSs in a few selected fields to ensure applicability throughout Southeast Asia, and (iii) promoting GMS university networking in collaboration with the Southeast Asian Ministers of Education Organization–Regional Centre for Higher Education and Development (SEAMEO-RIHED).</li> </ul>			
	<ul style="list-style-type: none"> <li>Support the establishment of a GMS knowledge platform</li> </ul> Participating Countries: All GMS Countries	<ul style="list-style-type: none"> <li>The activity will support efforts (particularly South-South cooperation) to develop GMS capacity for high-quality analytic work on issues related to GMS integration, particularly those related to the development of the economic corridors. The activity will include a web-based platform that will be established by the PRC to serve as gateway for exchanging and sharing regional knowledge, experience, and lessons learned for the purpose of identifying a medium- and long-term common research agenda.</li> </ul>			
	<ul style="list-style-type: none"> <li>GMS Regional Food and Drugs Safety Assessment and Plan</li> </ul> Participating Countries: Cambodia, Lao PDR, Viet Nam	<ul style="list-style-type: none"> <li>The activity will review existing food and drug safety regulations and the implementation of quality-assurance systems; and will propose a plan for regional collaboration to improve food and drug safety with an emphasis on minimum regional standards and safe trading. It is proposed that this activity be managed by the World Health Organization in close collaboration with ASEAN and the GMS Working Group on Agriculture.</li> </ul>			

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/ Medium/ Low/ Not a Priority)
	<ul style="list-style-type: none"> <li>Improving the flow of information to cross-border labor migrants in sending countries (Phase 2)</li> </ul> <p>Participating Countries: Cambodia, Lao PDR, Myanmar</p>	<ul style="list-style-type: none"> <li>The activity will build on previous successful pilot work on labor awareness campaign for potential migrant workers in three districts in Cambodia and the Lao PDR. The coverage will be expanded to include more districts in Cambodia, the Lao PDR, and Myanmar. A strengthened monitoring and evaluation component is also included in the outputs. In addition, this activity will address gender issues related to safe migration and the prevention of human trafficking within its approach. This activity will be managed by the International Organization for Migration.</li> </ul>			
	<ul style="list-style-type: none"> <li>Improving access of cross-border migrant workers to basic social services and enhancing social protection for migrant workers</li> </ul> <p>Participating Countries: All GMS Countries</p>	<ul style="list-style-type: none"> <li>The activity will review the current access of migrant workers and their dependents to basic social services in the receiving countries, identify issues, and propose solutions, highlighting specific problems relevant to men and women. Support will be provided to GMS governments to implement the agreed-upon actions.</li> </ul>			
	<ul style="list-style-type: none"> <li>Monitoring implementation of the Memorandum of Understanding for Joint Action to Reduce HIV Vulnerability Associated with Population Movement in the GMS</li> </ul> <p>Participating Countries: All GMS Countries</p>	<ul style="list-style-type: none"> <li>This activity will monitor implementation of the Memorandum of Understanding in the GMS signatory countries.</li> </ul>			
	<ul style="list-style-type: none"> <li>Support for anti-human trafficking initiatives</li> </ul> <p>Participating Countries: All GMS Countries</p>	<ul style="list-style-type: none"> <li>This activity will support enhanced mainstreaming of human-trafficking and safe-migration concerns, and will also support an enhanced regional policy dialogue and partnerships on these topics.</li> </ul>			

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/ Medium/ Low/ Not a Priority)
	<ul style="list-style-type: none"> <li>Social impact assessments in specific locations along the economic corridors</li> </ul> Participating Countries: All GMS Countries	<ul style="list-style-type: none"> <li>This activity will conduct social impact assessments in selected locations along the economic corridors, focusing on such vulnerable groups as women, children, youth, and ethnic minorities. The findings will be used to improve current and future projects along the GMS economic corridors.</li> </ul>			
	<ul style="list-style-type: none"> <li>Building the intellectual capital for an “ASEAN Studies” Course</li> </ul> Participating Countries: Cambodia, Lao PDR, Myanmar	<ul style="list-style-type: none"> <li>This activity will support the ASEAN University Network (AUN) in developing the capacity to offer locally adapted “ASEAN Studies” courses in Cambodia, the Lao PDR and Myanmar. Workshops will be conducted in each country to train 30-50 academic staff and young government officials to serve as instructors.</li> </ul>			
2.	Improving the Access of Cross-border Migrant Workers to Basic Social Services and Enhancing Social Protection for Migrant Workers <sup>10</sup>  Participating Countries: All GMS Countries	The project will review the current access of migrant workers and their dependents to basic social services in the receiving countries; identify issues and propose solutions, highlighting specific problems relevant to men and women. Support will be provided to GMS governments to implement the agreed-upon actions.	2014–2017	0.8	High
3.	Extension of the Technical Skills and Qualifications Recognition Frameworks to Additional Skills Most Critical for the Development of the Economic Corridors <sup>11</sup>  Participating Countries: Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam	It is proposed that this TA be managed by the ILO.	2015–2017	0.5	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/ Medium/ Low/ Not a Priority)
4.	Development of Standard Learning Materials for TVET <sup>12</sup>  Participating Countries: Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam	The TA will support South-South cooperation to develop standard learning materials (including e-learning materials) for TVET in at least three skill areas that are most important for the development of the economic corridors and to maximize opportunities for female employment and participation. It is proposed that this TA be managed by the ILO.	2014–2015	0.2	High
5.	Facilitating Subregional Cooperation in Establishing Quality Assurance Systems in TVET <sup>13</sup>  Participating Countries: Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam	In collaboration with UNESCO, the TA will support subregional cooperation in at least six TVET institutions in the economic corridors so as to strengthen their quality-assurance mechanisms leading to the development of a Regional Qualification Framework.	2016–2017	0.2	Medium
6.	Regional Capacity Development for Strengthening Resilience to Climate Change in the Health Sector in the GMS <sup>14</sup>  Participating Countries: Cambodia, Lao PDR, Viet Nam	This TA will examine impact of climate and environmental change on health in the GMS, improve mitigation strategies, pilot adaptation activities, and improve impact monitoring and information sharing.	2014–2016 TBD (LAO)	4.0  (Nordic Development Fund [NDF])	High
7.	Health Impact Assessment of Developments in the GMS Economic Corridors <sup>15</sup>  Participating Countries: Cambodia, Lao PDR, Myanmar	This TA will support assessments of the health impacts of economic corridor development, building on an earlier assessment of the health impacts of water-and-sanitation and road-transport-sector investments.	2013–2014	0.2	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/ Medium/ Low/ Not a Priority)
8.	Capacity Building in Labor Migration Management <sup>16</sup>  Participating Countries: Cambodia, Lao DPR, Myanmar, Viet Nam	The TA will train immigration officials and labor attachés in Cambodia, the Lao PDR, Myanmar and Viet Nam. Training will integrate and address specific vulnerabilities of men and women. The TA will be managed by the International Organization for Migration.	2014-2015	0.3	High
9.	GMS Youth Forum  Participating Countries: All GMS Countries	The GMS Youth Forum is a series of events and activities held during the run-up to the triennial GMS Leaders' Summits. The objectives are (i) to raise awareness about the GMS Program and its processes among the region's young people (aged 20 to 30) through learning events and first-hand experiences; and (ii) to instill a sense of GMS community among the next generation of thinkers and decision-makers.	2014	0.2	High
10	Cooperation and Development in Higher Education in the Economic Corridors  Participating Countries: Lao PDR <sup>17</sup> , Cambodia <sup>18</sup>	The project will support the development of Savannakhet University in Lao PDR and the University of Battambang in Cambodia which are strategically located in the economic corridors of the GMS. The objective is to produce human resources for meeting emerging needs of businesses and industries along the economic corridors. Areas for support include governance and management, facilities development, laboratory equipment, curriculum and syllabus development, faculty and student development and exchanges, research capacity and cooperation. The project will also develop and strengthen networking of universities located along the economic corridors in Cambodia, the Lao PDR, Myanmar, Thailand, and Viet Nam. Special attention will be given to adopt quality assurance and credit transfer systems which will be harmonized with the support under the proposed regional technical assistance for Implementing the GMS HRD SFAP, 2013-2017 (Phase 2), so that the quality and connectivity of universities in the GMS will be improved.	2014-2017  2014 (LAO)  2015 (CAM)	1.8  1.0 (LAO) (ADB)  0.8 (CAM) (TBD)	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/ Medium/ Low/ Not a Priority)
11.	GMS Communicable Diseases Control Project (Phase 3)  Participating Countries: Cambodia, Lao PDR, Myanmar, Viet Nam	The project preparatory technical assistance will support the preparation of projects which will (i) improve the surveillance, risk-assessment, and response capacity in Cambodia, the Lao PDR, Myanmar, and Viet Nam; (ii) support cross-border cooperation for communicable disease control with the PRC and Thailand; (iii) enhance regional food and drug safety; and (iv) help mitigate the impact of climate change on communicable diseases.	2015–2016	0.8 (ADB)	High
12.	GMS TVET Development  Participating Countries: Cambodia <sup>19</sup> , PRC <sup>20</sup> , Lao PDR <sup>21</sup> , Myanmar <sup>22</sup>	The project preparatory technical assistances will support the preparation of projects which will develop skilled labor by strengthening formal and nonformal TVET institutions, adopting competency-based training modules, and promoting public-private partnerships in skills development in Cambodia, the PRC, the Lao PDR, and Myanmar. The focus will include skill areas in hospitality and tourism, and/or logistics and marketing, in the GMS. The project will also help TVET institutions deliver high-quality training in strategic locations along the economic corridors. The project will have a framework for the mutual recognition of technical and vocational skills and a system for the mutual recognition of TVET teacher training standards in the GMS which will be developed with the support of the proposed regional technical assistance for Implementing the GMS HRD SFAP, 2013-2017 (Phase 2). The project will also support the development of curricula and TVET staff training according to regional standards.	2014–2018  2014–2015 (CAM)  2013 (PRC)  2014–2015 (LAO)  TBD (MYA)	3.1  1.2 (CAM) (ADB)  0.5 (PRC) (ADB)  0.7 (LAO) (ADB)  0.7 (MYA) (TBD)	High
		<b>Subtotal (TA Projects)</b>		<b>14.3</b>	
		<b>Total</b>		<b>295.7</b>	

ADB = Asian Development Bank; ASEAN = Association of Southeast Asian Nations; CAM = Cambodia, GMS = Greater Mekong Subregion; Gov'ts = governments; HRD = human resource development; LAO = Lao People's Democratic Republic; PRC = People's Republic of China; MYA = Myanmar; SFAP = GMS Human Resource Development Strategic Framework and Action Plan; TA = technical assistance; TBD = to be determined; TVET = technical and vocational education and training

- <sup>1</sup> National project: “LAO: Higher Education Development Project” with regional component/link.
- <sup>2</sup> National project: “CAM: Higher Education Development Project” with regional component/link.
- <sup>3</sup> TBD = to be determined.
- <sup>4</sup> The codes for the GMS countries are as follows: CAM = Cambodia; PRC = the People’s Republic of China; LAO = the Lao People’s Democratic Republic (the Lao PDR); MYA = Myanmar; THA = Thailand; and VIE = Viet Nam.
- <sup>5</sup> National project: CAM: “Strengthening Technical and Vocational Education and Training Project II” with regional component/link.
- <sup>6</sup> National (provincial) project: PRC: “Guangxi Baise Vocational Education Development Project” with regional component/link.
- <sup>7</sup> National project: LAO: “Strengthening Technical and Vocational Education and Training Project II” with regional component/link.
- <sup>8</sup> National project: MYA: “Strengthening Technical and Vocational Education and Training Project” with regional component/link.
- <sup>9</sup> PRC and Thailand are interested to participate in some activities in terms of sharing knowledge (e.g., workshops and conferences).
- <sup>10</sup> \$ 0.2 from ADB regional policy and advisory technical assistance for Implementing GMS HRD SFAP 2013-2017 is also allocated for this activity.
- <sup>11</sup> PRC is interested to participate in terms of sharing knowledge (e.g., workshops/conferences).
- <sup>12</sup> See footnote 9
- <sup>13</sup> See footnote 9.
- <sup>14</sup> See footnote 9.
- <sup>15</sup> See footnote 9.
- <sup>16</sup> PRC would like to join the design of the training and provide experienced trainer..
- <sup>17</sup> National project: “LAO: Higher Education Development Project” with regional component/link.
- <sup>18</sup> National project: “CAM: Higher Education Development Project” with regional component/link.
- <sup>19</sup> National project: CAM: “Strengthening Technical and Vocational Education and Training Project II” with regional component/link.
- <sup>20</sup> National (provincial) project: PRC: “Guanxi Baise Vocational Education Development Project” with regional component/link.
- <sup>21</sup> National project: LAO: “Strengthening Technical and Vocational Education and Training Project II” with regional component/link.
- <sup>22</sup> National project: MYA: “Strengthening Technical and Vocational Education and Training Project” with regional component/link.



# Urban Development

## I. Investment Projects

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
1.	Corridor Towns Development Project II  Participating Countries: Cambodia, Lao PDR, Viet Nam	<p>The proposed Second GMS Corridor Towns Development Project will be implemented in six to seven towns in Cambodia, Lao PDR, and Viet Nam from 2015 to 2022, including activities for institutional capacity building for the management of public investments, livelihood support, and development of climate resilience. The participating GMS countries have requested expanded support for additional strategic towns (i.e. border towns, towns with special growth prospects like export processing zones and tourist areas). The project shall apply the following criteria for selecting the towns and cities: (i) economic growth and investment potentials; (ii) potential for cross-border trade and presence of special economic and industrial zones; (iii) potential for tourism development; and (iv) potential for public—private partnerships (PPPs) for selected public investments. The project will be more innovative, with its orientation toward green growth and climate resilience, and activities that will encourage the private sector to take part in the selected public investments. The expected impact of the project is that corridor towns will become centers of economic activity in the GMS economic corridors. The outcome will be improved urban infrastructure that supports economic linkages, strengthens the green-growth potentials of participating GMS towns and corridors, and enhances the climate resilience of the towns and corridors.</p>	2015–2022	250.0–300.0  54.0 (CAM) 49.0 (LAO) 105.0 (VIE) 42.0 (TBD)	High
2.	Corridor Towns Development Project III  Participating Country: Myanmar	<p>The Third GMS Corridor Towns Development Project will expand the geographical scope and include Myanmar. Key investments will be in urban environmental infrastructure, economic infrastructure and logistics. The emphasis of investments will be on strengthening towns that have intensive cross-border economic activity, cross-border tourism, industrial development (e.g., export- processing zones), and have a high potential for private sector investments and PPPs. Aspects of inclusive and green growth will be prioritized.</p>	2016–2022	80.0	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
3.	Corridor Towns Development Project IV  Participating Countries: Cambodia, Lao PDR, Viet Nam	The proposed Fourth GMS Corridor Towns Development Project will be implemented in towns in Cambodia, Lao PDR, and Viet Nam from 2018 to 2025.	2018–2025	250.0–300.0	High
<b>Subtotal (Investment Projects)</b>				<b>580.0</b>	

## II. Technical Assistance Projects

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
1.	Corridor Towns Development Project II  Participating Countries: Cambodia, Lao PDR, Viet Nam	The project preparatory technical assistance (PPTA) will formulate the second GMS Corridor Towns Development Project. The proposed subprojects will include studies of their feasibility, and all safeguard requirements will be assessed. The PPTA will help participating towns to consolidate their urban planning and investment plans into a Strategic Local Economic Development Plan, and the PPTA will prepare capacity development and training plans for the local or provincial authorities involved. The PPTAs will provide assistance in identifying potential private sector investment projects through build-operate-transfer (BOT), build-own-operate (BOO) or other concession arrangements.	2013	2.0  1.5 (Technical assistance special fund [TASF])  0.5 (The People's Republic of China Regional Cooperation and Poverty Reduction Fund [PRC Fund])	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
2.	Corridor Towns Development Project III  Participating Country: Myanmar	The PPTA will formulate the third GMS Corridor Towns Development Project. The proposed subprojects will include studies of their feasibility, and all safeguard requirements will be assessed. The PPTA will help the participating towns to consolidate their urban planning and investment plans into a Strategic Local Economic Development Plan, and the PPTA will prepare capacity development and training plans for the local or provincial authorities involved. The PPTAs will provide assistance in identifying potential private sector investment projects through BOT, BOO, or other concession arrangements.	2014–2016	1.5	High
3.	Strengthening Urban Planning in the GMS Corridor Towns Development Project  Participating Countries: Cambodia, Lao PDR, Viet Nam, Myanmar	The capacity development technical assistance (CDTA) will support GMS countries in their preparation of strategic urban development plans, which will help them to maximize their current and future potentials, and open the opportunity for a broad stakeholder-based planning process. The CDTA will work with national, provincial, and local authorities; and it will aim to establish a sustainable mechanism for planning support to national, provincial and local authorities through national-level capacity-development institutions.	2014–2017	1.5	High
4.	Cross-Border Economic Zones Development  Participating Countries: All GMS Countries	This is a CDTA with pre-feasibility study of pilot cross-border economic zone development, particularly of those involving urban infrastructure.	2015–2017	1.5	High
5.	Corridor Towns Development Project IV  Participating Countries: Cambodia, Lao PDR, Viet Nam	The PPTA will formulate the Fourth GMS Corridor Towns Development Project. The proposed subprojects will include studies of their feasibility, and all safeguard requirements will be assessed.	2016–2018	2.0	High
<b>Subtotal (TA Projects)</b>				<b>8.5</b>	
<b>Total</b>				<b>588.5</b>	

BOO = build-own-operate; BOT = build-operate-transfer; CAM = Cambodia; CDTA = capacity development technical assistance; GMS = Greater Mekong Subregion; LAO = Lao PDR; Lao PDR = Lao People's Democratic Republic; PPP = public-private partnership; PPTA = project preparatory technical assistance; PRC = People's Republic of China; PRC Fund = People's Republic of China Regional Cooperation and Poverty Reduction Fund; TA = technical assistance; TASF = Technical Assistance Special Fund; TBD = to be determined; VIE = Viet Nam.

# Tourism

## I. Investment Projects

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
1.	Greater Mekong Subregion (GMS) Tourism Infrastructure for Inclusive Growth  Participating Countries: Cambodia, Lao PDR, Viet Nam	The proposed project will accelerate inclusive economic growth in targeted segments of the GMS economic corridors by improving tourism-related access infrastructure and environmental conditions in cross-border tourism centers, and by strengthening the capacity of public and private destination-management organizations. It will support: (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 include contiguous segments of the Southern Coastal Corridor in Viet Nam and Cambodia; Southern Corridor in Viet Nam; Central Corridor in the Lao PDR; Eastern Corridor in northern Viet Nam and the Tri-Border Forest Biodiversity Conservation Corridor.	2014–2019	120.0 (ADB) 30.0 (CAM) 40.0 (LAO) 50.0 (VIE)	High
2.	GMS Tourism Infrastructure for Inclusive Growth II (Formerly Pro-Poor Tourism Development along the Southern Economic Corridor)  Participating Countries: Cambodia, Lao PDR, Myanmar, Viet Nam	The project will help to complete the transformation of the Southern Economic Corridor into a thematic, multi-country tour circuit, and to address the need to develop a model GMS approach for sustainable tourism development in coastal marine areas.	2017–2023	130.0 20.0 (CAM) 20.0 (LAO) 50.0 (MYA) 40.0 (VIE)	High
3.	Tourism Infrastructure Development in the Green Triangle Development Area  Participating Countries: 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 Rattan Kiri province), vocational training school, and small-scale community-based tourism.	2016–2022	75.0	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
4.	Tourism Infrastructure Development in the Emerald Triangle Development Area  Participating Countries: Cambodia, Lao PDR, Thailand	The project will develop tourism-related infrastructure under the framework of the Emerald Triangle Development plan.	2016-2022	75.0	High
5.	Construction of the Sino–Vietnamese Detian-Ban Gioc Waterfalls International Tourism Cooperation Zone  Participating Countries: People’s Republic of China (PRC), Guangxi; Viet Nam	The project aims to develop tourism infrastructure and supporting service facilities in the Sino–Vietnamese Detian-Ban Gioc Waterfalls International Tourism Cooperation Zone, in the 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 PRC suggests including 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, a Sino-Vietnamese museum, and a center for Sino-Vietnamese intercultural communication.	2013–2022	200.0	High
6.	GMS Tourism Technical and Vocational Education and Training Demonstration Project  Participating Countries: All GMS Countries except Myanmar	The proposed project will help improve the capacity for, and effectiveness of, tourism statistical information research and tourism human resources development in GMS countries. The proposed project will become a pilot project and a “think tank” for tourism vocational education. Based on the Guilin Institute of Tourism (GIT), the project will function as a tourism educational technological export and scientific information center, providing strong technological and human resource support for the sustainable development of the GMS, and enhancing exchanges and cooperation among tourism schools across the region.	2014–2016	50.0	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
		The PRC suggests including in the project scope: the construction of a GMS tourism vocational education park, international conference center, tourist cultural museum and R&D base for tourism commodities, laboratory to improve commercial and management abilities, and a high-quality tourist hotel. The PRC also proposes a separate but similarly titled technical assistance (TA) to include standard-setting tourism-related vocational education, the development of a database for a tourism-related vocational-education curriculum and teaching resources, educational management training, a union of regional tourism schools, and international educational exchanges and cooperation.			
7.	China-ASEAN Tourism Industry Park  Participating Country: PRC (Guangxi)	With the theme, “Agglomeration for ASEAN Tourism Industry and ASEAN Tourism Cultural Experience,” the proposed project will complement the China–ASEAN Free Trade Area and the competitive location of Longzhou County. It will create a leisure destination for international tourists, a base for the production and trade of ASEAN tourist merchandise, and a site for tourist cultural displays and innovation; and it will serve as a demonstration project for the integrated development of comprehensive tourism industry parks in the context of China–ASEAN tourism cooperation. The project will promote the production of China–ASEAN tourist crafts, international boundary landscaping, and the preparation of resort investment, a China–ASEAN agricultural garden, China–ASEAN cultural street, and China–ASEAN cultural and creative industrial center.	2013–2020	37.0	High
8.	Goose Spring Scenic Area, Jingxi County, Guangxi  Participating Countries: PRC (Guangxi), Viet Nam	The project aims to transform Goose Spring, the source of the famous Detian Waterfalls, into a flagship tourist attraction in Guangxi Province. Infrastructure improvements will include the development of: entrance areas and gates, common areas, parking, tourist service centers, sanitation facilities, sightseeing areas, teahouses, fishing zones, walking paths, river embankments, and forest rehabilitation, solid-waste, and waste-water management facilities.	2013–2015	6.6	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
9.	Pro-Poor Tourism Development  Participating Country: Myanmar	The project will help develop sustainable, culturally and environmentally sound pro-poor tourism in Myanmar, focusing on the creation of business opportunities and benefits for the poor through tourism. It will support: (i) community-based tourism development; (ii) strengthened and expanded tourism supply chains; (iii) tourism-related infrastructure (e.g., markets, arts and crafts centers); (iv) capacity building programs relating to pro-poor tourism; (v) marketing and promotion; (vi) a strengthening of the institutional environment; and (vii) capacity building for destination management.	2015–2021	20.0	High
10.	Strengthening Tourism Vocational Training Institutions  Participating Country: Myanmar	The project will aim to strengthen tourism human-resource development in Myanmar by establishing vocational training institutions, strengthening the capacity of teachers, and developing curricula and training materials that are harmonized with ASEAN standards.	2014–2019	20.0	High
<b>Subtotal (Investment Projects)</b>				<b>733.6</b>	

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## II. Technical Assistance Projects

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
1.	Strengthening the Mekong Tourism Coordinating Office  Participating Countries: All GMS Countries	The capacity development technical assistance will aim to strengthen the institutional capacity of the Mekong Tourism Coordinating Office (MTCO) to support subregional tourism cooperation activities as directed by the GMS Tourism Working Group (TWG). The TA will strengthen knowledge management regarding sustainable tourism in the GMS; and it will boost the TWG's subregional marketing program, which promotes thematic, multi-country tour circuits along the GMS economic corridors and in secondary destinations.	2013–2016	0.2	High
2.	Preparing the GMS Tourism Infrastructure for Inclusive Growth II (formerly Pro-Poor Tourism Development along the Southern Economic Corridor)  Participating Countries: Cambodia, Lao PDR, Myanmar, Viet Nam	The TA will support the preparation of a project to help complete the transformation of the Southern Economic Corridor into a thematic, multi-country tour circuit, and will address the need to develop a model GMS approach for sustainable tourism development in coastal marine areas.	2015	1.4	High
3.	Tourism Infrastructure Development in the Green Triangle Development Area  Participating Countries: 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.	2015	0.7	High
4.	Tourism Infrastructure Development in the Emerald Triangle Development Area  Participating Countries: Cambodia, Lao PDR, Thailand	The TA will support the preparation of a project to develop tourism-related infrastructure under the framework of the Emerald Triangle Development Plan.	2015	0.7	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
5.	Preparing the new GMS Tourism Sector Strategy 2016–2026  Participating Countries: All GMS Countries	The TA will support the updating of the GMS Tourism Sector Strategy 2005–2015 to the GMS Tourism Sector Strategy 2016–2026.	2015	0.8	High
6.	Strengthening the Coordination of Regional Tourism Product Development and Promotion in the GMS  Participating Countries: All GMS Countries	The TA will help strengthen the capacity of the GMS TWG Secretariat and the MTCO to coordinate regional product development and marketing, development partner assistance, and country-to country assistance.	2013–2015	0.3	High
7.	Harmonizing GMS Tourism- Related TVET  Participating Countries: All GMS Countries	The TA will help the GMS countries harmonize a tourism-related TVET standards pilot to implement select standards.	2014–2016	2.0	High
8.	Capacity Building Support for Pro-Poor Tourism Development  Participating Country: Myanmar	The project will strengthen the capacity of public officials and private associations to facilitate the development of sustainable, culturally and environmentally sound pro-poor tourism and destination management.	2014–2016	1.0	High
<b>Subtotal (TA Projects)</b>				<b>7.1</b>	
<b>Total</b>				<b>740.7</b>	

ADB = Asian Development Bank; ASEAN = Association of Southeast Asian Nations; CAM = Cambodia; GMS = Greater Mekong Subregion; LAO = Lao PDR; Lao PDR = the Lao People's Democratic Republic; MYA = Myanmar; PRC = the People's Republic of China; R&D = research and development; TA = technical assistance; TVET = technical and vocational education and training; VIE = Viet Nam



# **Transport and Trade Facilitation**

## I. Investment Projects

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
1.	Modernization of Sanitary and Phytosanitary (SPS) Agencies for Trade Facilitation Project  Participating Countries: Cambodia, Lao PDR	The project is a follow-up to the first phase of the Greater Mekong Subregion (GMS) SPS project for Cambodia, the Lao PDR and Viet Nam. 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 with the objective of facilitating trade and protecting health. The project may also cover strengthening of SPS agencies linkages with other trade agencies, including increased information sharing, with the objective of improving trade efficiency.	2016	31.5 21.0 (CAM) 10.5 (LAO)	High
<b>Subtotal (Investment Project)</b>				<b>31.5</b>	

## II. Technical Assistance Projects

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
1.	Trade Facilitation through Partnership with the Private Sector  Participating Countries: Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam	The Regional Policy and Advisory Technical Assistance (R-PATA) outcome will be improved trade facilitation through the simplification, standardization, and harmonization of customs procedures and operations in the participating countries. The outputs 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 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 provisions and practices concerning customs' private sector outreach and security standards, and the organizing of capacity building workshops .	2014	1.5	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
2.	Strengthening Capacity Building for Logistics Small and Medium Enterprises along GMS Corridors  Participating Countries: PRC, Viet Nam	As a driving force of the economic corridor's development, SMEs, especially logistics SMEs are facing many constraints and bottlenecks. To transform the transport corridor into a logistics corridor, the capacity of logistics SME is a key issue to be addressed. As a starting point, providing training for logistics SMEs operated by minority ethnics could be a good start to contributing to the inclusive growth agenda in the GMS region. The train-the-trainer approach is desirable, and logistics associations could play an important role in this TA.	2013—2015	TBD	High
3.	Modernization of SPS Agencies for Trade Facilitation Project  Participating Countries: Cambodia, Lao PDR, Myanmar	The Regional Project Preparatory Technical Assistance (R-PPTA) will prepare the follow up to the first phase of the GMS SPS project for Cambodia, and the Lao PDR; and the expansion to Myanmar. It will prepare project investment components to further build/strengthen an effective SPS system, by focusing on introducing information technology in SPS management for risk management and procedural streamlining in plant health, animal health and food safety in Cambodia, the Lao PDR, and Myanmar.	2014	1.5	High
4.	Strengthening Bilateral Cross-Border Trade Agreements and Coordination Mechanism  Participating Countries: All GMS Countries	The technical assistance will involve: (i) a comprehensive review of existing bilateral policies and agreements, and coordination mechanisms for cross-border trade; (ii) assistance for the drafting and revising of bilateral cross-border trade agreements (CBTAs); and (iii) facilitating bilateral negotiations for CBTAs.	2014	2.0	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
5.	Strengthening the Cooperation among Cambodia, Lao PDR and Viet Nam in the Development Triangle Area  Participating countries: Cambodia, Lao PDR, and Viet Nam	The technical assistance will involve: (i) an assessment of the potentials of the Cambodia-Lao PDR-Viet Nam (CLV) Development Triangle; (ii) the facilitation of structured dialogues among CLV countries, and between these countries and other stakeholders in the Development Triangle area, including potential investors and donors; and (iii) improvement of the capacity of joint coordination committees and their sub-committees by providing selective sector and/or thematic studies with policy recommendations for the central and provincial governments.	2014	1.0	Medium
6.	GMS Trade and Investment Information Service Platform  Participating Countries: All GMS members	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 sector will focus on economic corridors. Independent and interconnected websites on areas such as politics, economics, culture, tourism, custom clearance, investment, e-commerce, and logistics will be gradually formed.  For the next steps, technology issues, operation mode, and the 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	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
7.	Commodity Fairs in GMS Countries  Participating 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	High
8.	Support for Implementing the Action Plan on Transport and Trade Facilitation in the GMS (Subprojects 2 and 3)  Participating Countries: All GMS Countries	<p>The Cluster Regional Policy Advisory Technical Assistance is aimed at providing assistance in implementing the GMS Trade and Transport Facilitation Action Plan which was endorsed by the 16th GMS Ministerial Conference in Ha Noi, August 2010.</p> <p>The TA has the following expected outputs:</p> <ul style="list-style-type: none"> <li>(i) Transport Facilitation <ul style="list-style-type: none"> <li>a. exchange of traffic rights</li> </ul> </li> <li>(ii) Trade Facilitation <ul style="list-style-type: none"> <li>a. coordinated border management</li> <li>b. enhanced SPS regime</li> <li>c. strengthened national and subregional TTF institutions</li> <li>d. regional trade logistics strategy</li> </ul> </li> <li>(iii) Capacity Building and Regulatory Reform <ul style="list-style-type: none"> <li>a. capacity development</li> <li>b. legal and regulatory improvements and harmonization</li> </ul> </li> </ul> <p>The TA is implemented through cluster approach, with Subproject 1 (amounting to \$2 million) implemented from 2011 to 2013.</p> <p>Subprojects 2 and 3, amounting to \$4.1 million would be implemented from 2014 to 2016.</p> <p>The cluster approach was adopted for the following reasons: (i) to be able to incorporate the flexibility needed for the successful TTF outcomes; and (ii) to allow fine-tuning of activities based on outcomes of preceding efforts and the evolving context of TTF initiatives as the countries implement the ASEAN Economic Community (AEC) Blueprint.</p>	2014—2016	4.1 (Australia)	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
9.	Facilitation of the Implementation of the “Single Window/Single Stop Inspection” (SWI/SSI) at the Lao Bao (Viet Nam)—Dansavanh (Lao PDR) Checkpoint  Participating Countries: Lao PDR, Viet Nam	It is proposed that the assistance include the upgrading of border equipment and facilities, the consolidation of national transport facilitation committees (NTFCs), and capacity building and training for concerned agencies.	2014—2015	TBD	High
<b>Subtotal (TA Projects)</b>				<b>17.6</b>	
<b>Total</b>				<b>49.1</b>	

ASEAN = Association of Southeast Asian Nations; CAM = Cambodia; CBTA = cross-border trade agreement; CLV = Cambodia–Lao PDR–Viet Nam; EWEC = East–West Economic Corridor; GMS = Greater Mekong Subregion; LAO = Lao PDR; Lao PDR = Lao People’s Democratic Republic; NTFC = national transport facilitation committee; PRC = People’s Republic of China; R-PPTA = regional project preparatory technical assistance; SMEs = small and medium-sized enterprises; SPS = sanitary and phytosanitary; SSI = single-stop inspection; SWI = single-window inspection; TA = technical assistance; TBD = to be determined.

# **Information and Communications Technology**

## I. Investment Projects

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
1.	Greater Mekong Subregion – Information Superhighway (GMS-IS) Phase II in Cambodia  Participating Countries: Cambodia, People’s Republic of China (PRC)	This project involves the addition of six backbone transmission links to the backbone transmission network of GMS-IS Phase I, mainly targeting remote areas of Cambodia, to promote universal service and reduce the digital gap; and the construction of the next-generation core switching network based on the soft switch, to improve the telecommunications infrastructure and competitiveness of Cambodia.	TBD	58.5	
2.	Time-Division Long- Term Evolution (TD-LTE) Demonstration Network in the Lao People’s Democratic Republic (Lao PDR)  Participating Countries: PRC, Lao PDR	In June 2011, at the GMS information and communications technology (ICT) Ministerial Meeting, the Ministry of Industry and Information Technology (MIIT) of the PRC and the Ministry of Posts and Telecommunications (MPT) of the Lao PDR signed the memorandum of understanding (MoU) on Continuing with Demonstration Projects of Applicable Communication Technologies in Rural Areas. Private sector in PRC and Lao PDR preliminarily intend to cooperate with each other in building a TD-LTE demonstration network in Vientiane, in the Lao PDR, to provide high-speed mobile data services for promoting communications development in rural areas and reducing the digital gap.	2013	5.0	
3.	GMS-IS Phase II in Myanmar  Participating Countries: PRC, Myanmar	This project includes: (i) the nationwide construction of a backbone fiber-optic transmission network and of a backbone microwave transmission network in Myanmar, to improve its communications infrastructure and transmission capacity; (ii) construction of a next-generation internet-protocol (IP) core switching network; (iii) expansion of mobile communication network construction and coverage to promote mobile communications development in Myanmar; and (iv) assistance to telecom operators for the development of a general business applications network to promote all-round information technology (IT) applications in Myanmar.	TBD	500.0	
<b>Subtotal (Investment Projects):</b>				<b>563.5</b>	

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## II. Technical Assistance Projects

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
1.	<p>Broadband Development Strategies and Implementation Programs of the GMS</p> <p>Participating Countries: All GMS Countries</p>	<p>Broadband is the cornerstone of national development. The United Nations defines its new broadband objective as “20 megabits per second (Mbps) access at \$20 per person by 2020.” This project aims to provide suggestions and decision-making references to GMS governments and enterprises concerning participation in broadband development by analyzing their national broadband development status, identifying problems and development needs, establishing GMS broadband development goals, and setting major tasks and key construction projects.</p>	2013–2014	10.0	
2.	<p>Training in Mobile Internet Technologies and Applications in the GMS</p> <p>Participating Countries: All GMS Countries</p>	<p>Content includes network construction and operation, business development, and sector-specific applications of the mobile internet to introduce the latest global-development and business-deployment strategies to telecommunications regulatory bodies and mobile internet enterprises in all the GMS countries; and to discuss the ways to promote mobile internet development in the whole region.</p>	2013–2015	10.0	
3.	<p>Training in Broadband Network Construction in the GMS</p> <p>Participating Countries: All GMS Countries</p>	<p>Broadband information network plays a leading role in promoting IT development and in accelerating economic and social transformation in all countries. In the 2015 ASEAN ICT Master Plan, the broadband corridor has been listed as an important infrastructure project that seeks to bring interconnection into the GMS region. This project aims to promote the construction of a GMS broadband corridor and the common development of broadband networks in all GMS countries by providing training in the methods and programs of broadband network construction, fiber-optic access technologies, industrial policies, and other areas.</p>	2013–2015	10.0	

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
4	Training New-Generation IT Talent in the GMS  Participating Countries: All GMS Countries	This project serves as a critical measure to implement the GMS ICT development strategies, and to promote the industrial development of ICT in the GMS, by cultivating talent in such areas as mobile internet, Internet of Things (IoT), cloud computing, and TD-LTE in GMS countries through training, and through boosting the application of new technologies in these areas.	2013–2015	15.0	
5.	Workshops on E-Commerce Cooperation and Exchanges in GMS  Participating Countries: All GMS Countries	Joint organization with related Chinese internet value-added enterprises to conduct exchanges on e-commerce solutions and typical cases, with a view to implementing the 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.	2013–2015	10.0	
6.	Training in New ICT Technologies and Businesses in the GMS  Participating Countries: All GMS Countries	The project focuses on training in new ICT technologies; applications; and future development in cable broadband communications, mobile broadband communications, mobile internet, and e-commerce, among other areas—for Cambodia, Lao PDR, Myanmar, Thailand and Viet Nam. The objective is to implement the action plans in the MoU on Joint Cooperation in Further Accelerating the Construction of the Information Superhighway, and its Application in the GMS and GMS ICT development strategies.	2013–2015	10.0	
<b>Subtotal (TA Projects)</b>				<b>65.0</b>	
<b>Total</b>				<b>628.5</b>	

ASEAN = Association of Southeast Asian Nations; PRC = People's Republic of China; GMS = Greater Mekong Subregion; GMS-IS = Greater Mekong Subregion–Information Superhighway; ICT = information and communications technology; IoT = Internet of Things; IT = information technology; Lao PDR = Lao People's Democratic Republic; MIIT = Ministry of Industry and Information Technology (PRC); MPT = Ministry of Posts and Telecommunications (Lao PDR); MoU = memorandum of understanding; TA = technical assistance; TBD = to be determined; TD-LTE = time-division long-term evolution

# **Other Multisector/ Cross-Border Economic Zones**

## I. Investment Projects

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
<b>OTHERS</b>					
1.	<p>Joint PRC—Viet Nam Cross-Border Economic Zones (CBEZs)</p> <p>Participating Countries: PRC, Viet Nam</p>	<p>This will cover three CBEZs located at the PRC-Viet Nam borders as follows: (i) Pingxiang (Guangxi Province, PRC) and Dong Dang (Lang Son Province, Viet Nam); (ii) Dongxing (Guangxi) and Mong Cai (Quang Ninh Province, Viet Nam); and (iii) Longbang-Baise (Guangxi, PRC) and Tra Linh (Cao Bang Province, Viet Nam).</p> <p>The descriptions for the CBEZ components are as follows:</p> <p>(i) Pingxiang-Dong Dang. The planned area is 17 square kilometers (km<sup>2</sup>), with the PRC and Viet Nam each allocating 8.5 km<sup>2</sup>. The PRC section is constructed based on the Guangxi Pingxiang Comprehensive Bonded Zone which was approved by the State Council. The CBEZ is a pilot cross-border cooperation zone under the framework of China-ASEAN free trade agreement. It is also an important economic zone situated in a node city of GMS economic corridor, which will contribute to the transformation of a transportation corridor into an economic corridor and serve economic development along the corridor. This proposed project is intended to support the second phase of infrastructure construction of the PRC section.</p> <p>(ii) Dongxing- Mong Cai. This CBEZ is located at the PRC—Viet Nam border, to be connected by the Second International Bridge of Beilun River which is about to be constructed. The planned PRC section includes 971.85 hectares, and Viet Nam plans to allocate an area as large as the PRC section for this zone. This CBEZ will be built as an experimental zone to deepen PRC—Viet Nam cooperation, and is a priority project of the Dongxing National Experimental Zone of Development and Opening-Up. This CBEZ is also an important economic zone situated in a node city of the GMS economic corridor that will contribute to the transformation of a transportation corridor into an economic corridor and serve the economic development along the corridor. This proposed project is intended to support the infrastructure construction of the Chinese section.</p>	2015–2020	150.0	High

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
		(iii) Longbang-Baise-Tra Linh. The exact location is to be determined. This proposed project includes the preparation of a Chinese feasibility study and the infrastructure construction of the zone.			
2.	PRC and Thailand Industrial Park Cooperation  Participating Countries: PRC, Thailand	The setting up of this joint industrial park, straddling both territories will contribute to 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.	2013–2015	TBD	
3.	Construction of a Phnom Penh New Port Special Economic Zone (SEZ)  Participating country: Cambodia	The project will be the first package of development in the Phnom Penh New Port SEZ. It is proposed to involve an area of 143 hectares, in which 106 is for long term lease to manufacturers, 3.0 ha for apartments and shops, 2.7 ha for a logistic center and the remaining for service facilities. This pilot package is intended to induce further SEZ developments (more than 600 hectares) that will attract private sector investments.	2014	60.0	High
<b>Subtotal (Investment Projects)</b>				<b>210.0</b>	

## II. Technical Assistance Projects

No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
1.	Capacity Building for Cross Border Economic Zones (CBEZs)  Participating countries: PRC, Lao PDR, Myanmar	This TA covers the Mohan (PRC)—Boten (Lao PDR) and Ruili (PRC)-Muse (Myanmar) CBEZs.  In line with the CBEZ construction, the project provides training in language capacity, professional qualifications for government officials, as well as training to enhance the ability to utilize the free trade area and preferential agreements to improve the competitiveness.	2014–2016	2.0	High

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No.	Project Title/ Country Coverage	Brief Description	Indicative Timeline	Cost Estimate (\$ million) and Potential Funding Sources	Priority (High/Medium/ Low/ Not a Priority)
2.	Joint Feasibility Study of the PRC and Viet Nam CBEZs  Participating Countries: PRC, Viet Nam	The proposed project aims to support the conduct of a joint feasibility study report. It is a follow-up on the ongoing TA for Developing Cross-Border Economic Zones between PRC and Viet Nam, supported by ADB.  The TA covers the study's development of specific recommendations on CBEZs operational policies and regulations as well as appropriate institutional arrangements agreeable to the PRC and Viet Nam.	2013–2014	2.0	High
3.	Research on Nanning-Singapore Economic Corridor transportation and business planning  Participating Countries: GMS countries	Beginning in Nanning, the Nanning—Singapore Economic Corridor passes through seven countries, including the PRC, Viet Nam, Lao PDR, Cambodia, Thailand, and Malaysia, and ends in Singapore. The Nanning—Singapore Economic Corridor could influence Myanmar through GMS West—East Economic Corridor. Though 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 transition from a transportation corridor into an economic corridor.	2013–2015	4.2	High
4.	Feasibility Study for Thakhek Special Economic Zone (SEZ)  Participating countries: Lao PDR, Thailand	The Thakhek SEZ is located near the Third Mekong Lao-Thai Friendship Bridge and has potential of becoming a logistics center by taking advantage of its location. The TA can support the Governments in studying the potential and developing strategy to realize its potentials as well as facilitating flows of goods and services within the country and among GMS countries.	2013–2015	1.5	High
<b>Subtotal (TA Projects)</b>				<b>9.7</b>	
<b>Total</b>				<b>219.7</b>	

ASEAN = Association of Southeast Asian Nations; CBEZ = cross-border economic zones; GMS = Greater Mekong Subregion; ha = hectares; km2 = square kilometers; Lao PDR = Lao People's Democratic Republic; PRC = People's Republic of China; SEZ = special economic zone; TA = technical assistance; TBD = to be determined.



The Regional Investment Framework (RIF) puts into operation the new Greater Mekong Subregion Economic Program Strategic Framework (GMS-SF) (2012–2022) that was approved at the 4th Greater Mekong Subregion (GMS) Summit in December 2011. The RIF translates the strategic directions of the GMS-SF into a pipeline of investment and technical assistance projects for the third decade of the GMS Program, from 2013 to 2022. The RIF covers a wide range of sectors including transport, energy, environment, agriculture, human resource development, information and communication technology, tourism, transport and trade facilitation, and urban development.

As a comprehensive, forward-looking and strategic framework, the RIF embodies the collective aspiration of the GMS countries to expand and deepen their cooperation program in the coming decade. The RIF will also remain a living framework that will be regularly reviewed and updated to maintain its relevance and responsiveness as a planning tool for subregional initiatives in an ever-dynamic GMS.

