

ADB TRANSPORT AT A GLANCE



VISION

To mobilize clean, resilient, integrated transport and logistics systems for safe mobility for all

Key Trends and Challenges in the Region

- \$557 billion annual transport infrastructure investment needed for connectivity
- Increasing concentration of greenhouse gas (GHG) emissions, and climate and disaster impacts
- Environmental hazards and risks of aging transport infrastructure
- Fastest growing urbanization in the world, rising inequalities, home to 7 of 10 largest megacities in the world, high traffic congestion, 60% of global road crash fatalities
- Digital economy and infrastructure growing rapidly, smartphone ownership, e-commerce, and availability of real-time information
- Major supplier of global markets—with 45% of global export flows produced in the region by 2050

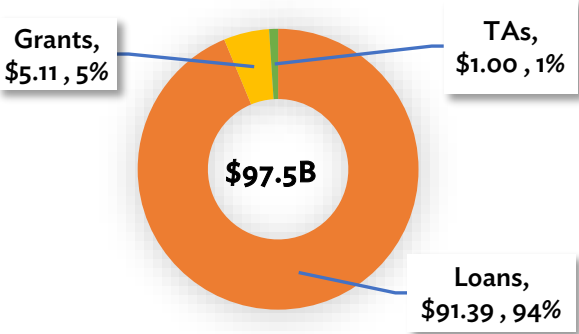
Key Opportunities and Operational Priorities

- Physical and digital integration of multiple modes as part of a managed transport ecosystem
- Transformative pathways to decarbonized systems: shift to low carbon and energy-efficient modes, smart mobility, including emobility
- Green and digital logistics for international gateways (sea, land, and aviation)
- Resilience, including asset management, safety, and inclusivity
- Private sector financing for complex solutions, operations and maintenance, logistics center, and transit-oriented development

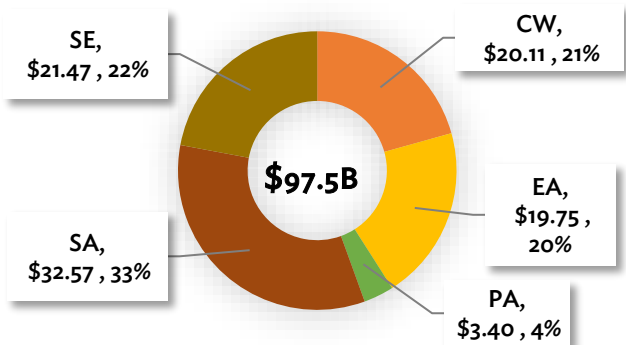
TRANSPORT SECTOR CUMULATIVE SOVEREIGN LENDING

The sector has committed a total of \$95.5 billion in loans and grants since 1966, financed by ordinary capital resources (OCR), concessional OCR lending (COL), Asian Development Fund (ADF), and Special Funds (SF). Cofinancing started in 1972 and has totaled \$23.7 billion so far.

Loans, Grants, and Technical Assistance Commitments 1966 to 31 March 2024 (\$ billion)



Regional Commitments 1966 to 31 March 2024 (\$ billion)



CW = Central and West Asia, EA = East Asia, PA = Pacific, SA = South Asia, SE = Southeast Asia, TA = technical assistance.

TRANSPORT SECTOR OFFICE MANAGEMENT TEAM



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Senior Sector Director



Chen Chen
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Kanzo Nakai
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Sarosh Khan
Principal Portfolio
Management Specialist



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Jeffrey Miller
Principal Transport Specialist



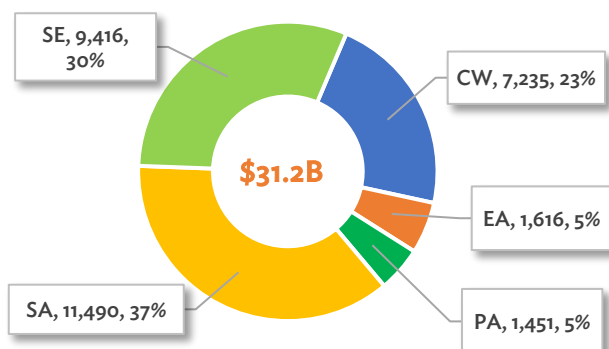
James Leather
Director, Emerging Areas



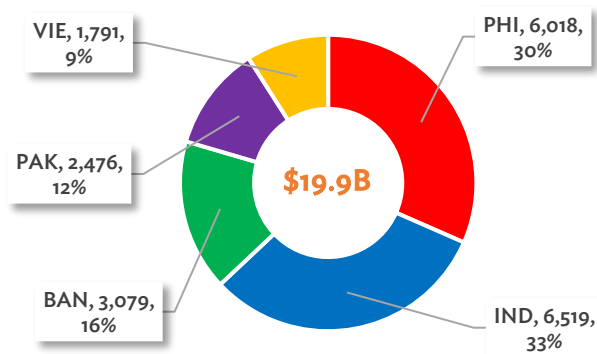
Tsuneyuki Sakai
Unit Head, Project Administration

ACTIVE TRANSPORT PORTFOLIO as of 31 March 2024 (\$ millions)

By Region



By Top 5 Countries

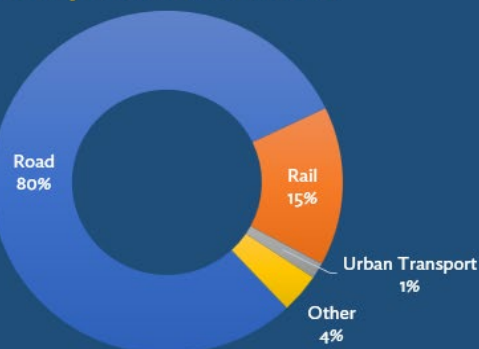


BAN = Bangladesh, CW = Central and West Asia, EA = East Asia, IND = India, PA = Pacific, PAK = Pakistan, PHI = the Philippines, SA = South Asia, SE = Southeast Asia, VIE = Viet Nam.

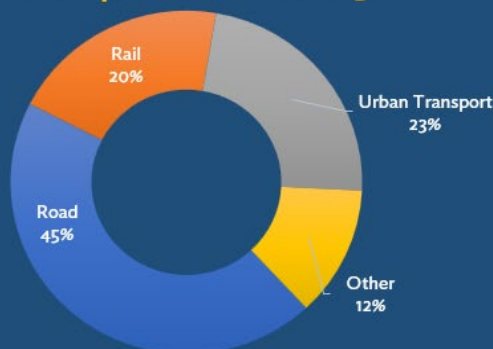
CLIMATE CHANGE SHIFT

To support client countries in tackling low-carbon development and ADB's \$100-billion ambition by 2030, ADB's transport portfolio has shifted more to rail and other mass transit systems. The transport sector's cumulative climate financing of \$5 billion by 2020 has more than doubled to reach \$10.9 billion by 2023 and is projected to reach \$25 billion by 2030.

Transport Sector in 2010



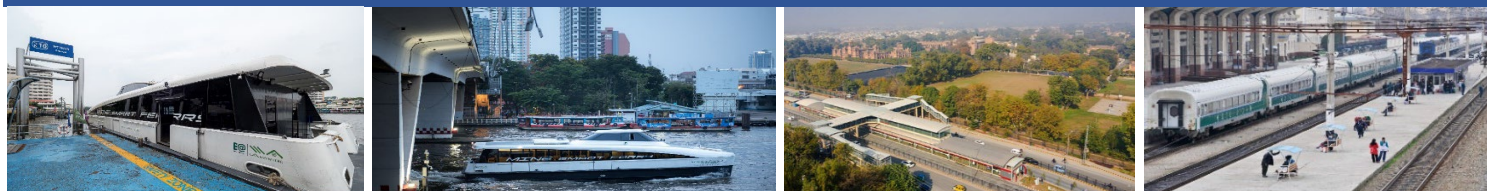
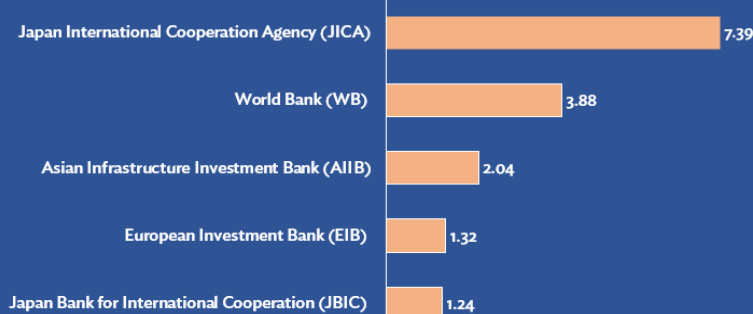
Transport Sector in 2023



TRANSPORT OPERATIONS COFINANCING

ADB has partnered with 75 organizations from 1970 to date, with **\$24.24 billion cofinancing partnerships** for transport operations.

TOP COFINANCING PARTNERS, 1970 to date (\$ billion)



FUTURE PROGRAM

Sovereign operations are currently projected at \$4-\$5 billion per year. ADB missions continue to coordinate with governments on implementing the respective country partnership strategies and country programs. The focus will be on major rail, land, and maritime connectivity on major economic corridors, logistics, and transport operations and management.

REGIONAL AND INNOVATION HIGHLIGHTS

South Asia

\$12.5 billion, 46 projects

India: Delhi–Meerut Regional Rapid Transit System Investment Project

The \$1 billion loan for 82-kilometer Delhi–

Meerut regional rapid transit system (RRTS) network, first of three priority rail corridors in the country's integrated transport network, and urban land use development towards transit-oriented development and linked with value capture financing.



Bangladesh: SASEC Chittagong–Cox's Bazar Railway Project

Supporting the construction of 102 kilometers of rail line to facilitate subregional trade and connectivity to Cox's Bazar, a major tourist destination.



India: Greencell Electric Bus Financing Project

\$34.5 million loan-ADB, \$325,000 grant-Clean Technology Fund (CTF), \$5.2 million grant-Climate



Innovation and Development Fund, \$20.5 million-Asian Infrastructure Investment Bank. To deploy 250 electric buses on 56 intercity routes in India, establish infrastructure to charge 100 e-buses by renewable energy.

Nepal: South Asia Subregional Economic Cooperation Airport Capacity Enhancement Project

Supporting the improvement of the airport capacity at



Tribhuvan International Airport (TIA) in Kathmandu and at Gautam Buddha Airport (GBA) in Lumbini by constructing a parallel taxiway extension and domestic apron areas at TIA and a new international terminal building at GBA.

Central and West Asia

\$7.5 billion, 41 projects

Uzbekistan: CAREC 2 (Bukhara–Miskin–Urgench–Khiva) Railway Electrification Project

\$162 million loan financing to electrify 465 kilometers, add signaling and telecommunication and traction power management system to railway line between Bukhara, Miskin, Urgench, and Khiva.



Pakistan: Peshawar Sustainable Bus Rapid Transit Corridor Project

A 26-km BRT system has the highest standards: universal accessibility, city-wide bus services, environmentally friendly (hybrid buses), integrated transit-oriented development, and private sector bus operators.



Southeast Asia

\$9.4 billion, 36 projects

Philippines: Bataan–Cavite Interlink Bridge Project

\$2.108-billion multitranche financing facility, \$1.135-billion Asian Infrastructure Investment Bank supports a 32-kilometer flagship bridge project under the Philippine government's Build, Better, More program linking Bataan and Cavite. The project will reduce travel time from 5 hours to 1 hour and transform the regional economy through improved connectivity, expanded ports and logistics accessibility, direct job creation, evacuation lifeline during natural or climate-induced disasters. Best practices include climate-resilient design, advance design and construction methodology, and boosts tourism.



Timor-Leste: Baucau to Viqueque Highway Project

A \$44-million loan to upgrade 58 kilometers of national roads with considerations for improved resilience to climate change and social inclusive design. The project will improve road transport connectivity along the crucial north–south land transport link of the country, addressing road sustainability issues for the national road network by developing a long-term comprehensive road maintenance strategy and a road asset management plan.



Pacific

\$1.5 billion, 25 projects

TA Developing Low-Carbon Pathways for Post-Pandemic Recovery Enabled by Transport Connectivity

A futures thinking and foresight approach to systematically explore possible futures and derive visions to inform infrastructure investment decisions. Covering Papua New Guinea and Solomon Islands.

Samoa: Enhancing Safety, Security, and Sustainability of Apia Port Project

A \$62 million grant to enhance the Apia port, Samoa's main international maritime gateway. Enhanced climate and disaster resilience of the lifeline port, and enhanced border security and efficiency delivered by the project to increase trade competitiveness.



East Asia

\$2.2 billion, 14 projects

People's Republic of China: Chongqing Integrated Logistics Demonstration

\$427-million loan to support a modern and efficient multimodal logistics system in the Yangtze River Economic Belt and Silk Road Economic Belt, which includes the Chongqing and Nanpeng logistics park, Yangtze River inland waterway roll-on roll-off (Ro-Ro) operations, and a logistics information system.



Mongolia: Western Regional Road Corridor Investment Program

Supporting enhanced local and regional connectivity in the remote western region of Mongolia by constructing 190 kilometers of paved road between Khovd and Ulaanbaishint, bridges, and urban roads

