



# Regional Cooperation Operations Business Plan

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November 2011

South Asia  
2012–2014

Asian Development Bank

## CURRENCY EQUIVALENTS

(as of 3 November 2011)

Bangladesh	Currency Unit	–	taka (Tk)
	Tk1.00	=	\$0.013
	\$1.00	=	Tk76.25
Bhutan	Currency Unit	–	ngultrum (Nu)
	Nu1.00	=	\$0.020
	\$1.00	=	Nu49.18
India	Currency Unit	–	Indian rupee/s (Re/Rs)
	Re1.00	=	\$0.020
	\$1.00	=	Rs49.18
Maldives	Currency Unit	–	rufiyaa (Rf)
	Rf1.00	=	\$0.065
	\$1.00	=	Rf15.41
Nepal	Currency Unit	–	Nepalese rupee/s (NRe/NRs)
	NRe1.00	=	\$0.013
	\$1.00	=	NRs78.71
Sri Lanka	Currency Unit	–	Sri Lanka rupee/s (SLRe/SLRs)
	SLRe1.00	=	\$0.009
	\$1.00	=	SLRs110.20

## ABBREVIATIONS

ADB	–	Asian Development Bank
ADF	–	Asian Development Fund
CDTA	–	capacity development technical assistance
PPTA	–	project preparatory technical assistance
RCI	–	regional cooperation and integration
RCOBP	–	regional cooperation operations business plan
RCS	–	regional cooperation strategy
SAARC	–	South Asian Association for Regional Cooperation
SASEC	–	South Asia Subregional Economic Cooperation
TA	–	technical assistance

## NOTE

In this report, “\$” refers to US dollars.

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## **I. CONSISTENCY OF THE BUSINESS PLAN WITH THE REGIONAL COOPERATION STRATEGY**

1. Regional cooperation and integration (RCI) can play an important role in achieving the long-term development objectives of South Asian countries, where levels of economic integration are lower than in other regions of Asia. By deepening regional cooperation, the region can exploit the economies of scale and cost advantages resulting from the large regional market, thereby sustaining high economic growth rates and continued reduction in poverty. Given the large national, subregional, and regional infrastructure deficits of South Asia, RCI can help remove some of the barriers to development progress by promoting cross-border infrastructure. Connectivity infrastructure not only helps integrate the region but has even wider implications—e.g., South Asia can play a crucial role as a bridge between Central and West Asia and East Asia. In addition, regional cooperation can respond to the shared social and environmental concerns by improving the provision of different regional public goods.

2. At the conclusion of the Second RCI Forum held at ADB in August 2010, the participating countries agreed on three priority areas: transport, energy, and trade facilitation. They further agreed on an implementation framework and operational structure for regional cooperation and integration initiatives supported by ADB. This framework would be used to institutionalize regional cooperation and integration implementation, which would have as its central tenet government ownership and flexibility of approach.

3. The operational framework and implementation arrangements agreed at the Forum are embedded in the regional cooperation strategy (RCS) and operationalized through this regional cooperation operations business plan (RCOBP). The RCOBP will thus enable implementation of the RCS with a two-pronged approach: assistance for project implementation, and for capacity development and knowledge products. Countries participating in the Forum also agreed to set up three working groups, one each for the priority sectors energy, transport, and trade facilitation. These will form the operational tier for implementation of regional cooperation and integration initiatives.

4. The RCOBP demonstrates ADB's responsiveness to the needs of its developing member countries and allows flexibility in supporting their emerging priorities. For example, in August 2010, ADB approved the Bangladesh–India Electrical Grid Interconnection Project for \$100 million, of which \$66 million will be financed from the concessional Asian Development Fund (ADF) subregional allocation. In 2011, ADB plans to provide assistance for the strengthening of power transmission lines in Nepal to be subsequently used for exchange of power between India and Nepal.

5. Given the resource constraints for regional cooperation, the implementation of the RCOBP will also require the use of regular country-specific funding from ADB—especially for national projects with regional implications—to promote greater synergies between regional and national priorities.

## **II. INDICATIVE LENDING AND NONLENDING PROGRAMS**

6. The cumulative value of the indicative lending and grant programs of the RCOBP 2012–2014 (Table A2.1, Appendix 2) amounts to \$1.6 billion. Of the total ADB assistance, 10 projects are in transport and information and communication technology (76%), three in energy (21%) and one in trade facilitation (3%).

7. The indicative program of nonlending products for 2012–2014 (Table A2.2, Appendix 2) comprises 18 projects with a cumulative value of \$10.6 million.

### III. SUMMARY OF CHANGES TO LENDING AND NONLENDING PROGRAMS

8. The RCOBP 2012–2014 consists of lending and nonlending products that are consistent with strategic priorities and sectors of the new RCS. Changes from the RCOBP 2011–2013 are mainly the result of a sharper focus on priorities and expedited implementation of projects.

9. The changes in the lending program are:

- (i) 2011 Bangladesh: Transport Connectivity Project has been renamed South-West Road Network and moved to 2012. The amount has been adjusted from \$175 million to \$146 million.
- (ii) 2012 Bangladesh: Regional Transport Connectivity has been reprogrammed for 2015.
- (iii) 2012 Bhutan: Domestic Airport Development has been renamed Air Transport Connectivity Enhancement.
- (iv) 2012 Nepal: Subregional Transport Enhancement II has been renamed Strategic Roads Improvement with funding of \$15.7 million (loan) and \$49 million (grant).
- (v) 2012 India: Railway Sector Investment Program II (Tranche 2) has been moved to 2013. Consequently, the third tranche scheduled in 2013 has been moved to 2014.
- (vi) In 2012, an additional financing for Sri Lanka's Northern Road Connectivity has been proposed for \$92 million (\$30 million OCR and \$62 million ADF).
- (vii) Also in 2012, a new program on Regional Trade Facilitation amounting to \$40 million has been included to support the development of South Asia Subregional Economic Cooperation (SASEC) priority transport corridors in Bangladesh, Bhutan, India, and Nepal.
- (viii) 2013 Bangladesh: Regional Power Transmission has been adjusted from \$335 million to \$260 million.
- (ix) In 2013, an additional financing for Bangladesh-India Electrical Grid Interconnection has been proposed for \$20 million.
- (x) 2013 Bangladesh: Padma Rail Link has been replaced with a multitranche financing facility for the Subregional Railway Investment Program, with a first periodic financing request of \$150 million.
- (xi) 2013 Nepal: Cross Border Electricity Transmission Interconnection II has been replaced by Energy Access and Efficiency Improvement III and moved to 2014.

10. Nonlending operations were realigned to meet the evolving priorities, capacity development needs, and knowledge products for accelerating regional cooperation and integration:

- (i) The CDTA on Supporting Climate Change Initiatives in South Asia has been postponed for a later date given the ongoing implementation of a regional TA on Regional Economics of Climate Change in South Asia.
- (ii) For 2012, a Nepal PPTA on energy access and efficiency improvement has been proposed. In addition, 2 regional CDTAs to promote solar energy technology and to support a study on integrated generation capacity expansion planning for India and Nepal and 4 regional CDTAs to promote regional trade facilitation have been included.
- (iii) Four small-scale CDTAs—one each for Bangladesh, Bhutan, India, and Nepal—have been included in the pipeline to support the national working groups on transport, energy, and trade facilitation.
- (iv) A regional CDTA on inland waterway support for SASEC countries has been included to improve regional connectivity.
- (v) For 2013, a PPTA on air transport capacity enhancement has been added. The CDTA "South Asia Regional Economic Cooperation III" has been incorporated in the CDTA "Support for South Asia Regional Economic Cooperation II" as proposed in 2012.

# REGIONAL COOPERATION STRATEGY RESULTS FRAMEWORK, 2012–2014

## Regional Development Goals

Changes from  
RCSP or Last  
RCOBP

Foster greater regional integration by supporting investments in transport corridors, energy trade, and border trade facilitation				Limited focus to three sectors
Regional Objectives	Sector Outcomes that ADB Contributes to and Indicators	ADB Areas of Intervention	ADB Indicative Resource Allocation in the Next Pipeline and Thematic Priorities	Changes from RCSP or Last RCOBP
<b>1. Transport (2020 Core Area 1: Infrastructure; 3 : Regional Cooperation and Integration)</b>				
Improve cross-border connectivity	<p><b>Outcome:</b> Increased movement of goods and services between Bangladesh, Bhutan, India, Maldives, Nepal, Sri Lanka, and their neighbors</p> <p><b>Indicators with Targets and Baselines</b></p> <p>Increased container-handling capacity of Colombo Port</p> <ul style="list-style-type: none"> <li>Baseline: 4 million TEU (2010)</li> <li>Target: 8 million (2015)</li> </ul> <p>Average cross-border transit time of trucks from Kolkata to Dhaka</p> <ul style="list-style-type: none"> <li>Baseline: 20 days (2010)</li> <li>Target: 11 days (2015)</li> </ul> <p>Subregional cross-border freight traffic</p> <ul style="list-style-type: none"> <li>Baseline: \$5 billion (2010)</li> <li>Target: \$6 billion (2015)</li> </ul> <p>(For output details, please see the Transport Sector Roadmap)</p>	Development of railway, road, port, and airport	<p>\$1,203 million</p> <p>GRO – 76% RCI – 76% CAD – 62% PSD – 43% ENV – 14%</p>	Indicators specified
<b>2. Energy (2020 Core Area 1: Infrastructure; 3: Regional Cooperation and Integration)</b>				
Facilitate energy cooperation	<p><b>Outcome.</b> Increased energy supply in Bangladesh, Bhutan, India, Nepal, and Sri Lanka through development of cross-border power generation and transmission infrastructure, and eventual establishment of a regional energy market</p> <p><b>Indicators with Targets and Baselines</b></p> <p>Cross-border power transfer capacity</p> <ul style="list-style-type: none"> <li>Baseline: 1,200 MW (2010)</li> <li>Target: 3,500 MW (2015)</li> </ul>	Cross-border transmission, and power generation for export	<p>\$330 million</p> <p>GRO – 21% RCI – 21% PSD – 18% GOV – 17% ENV – 4%</p>	Indicators specified

Regional Objectives	Sector Outcomes that ADB Contributes to and Indicators	ADB Areas of Intervention	ADB Indicative Resource Allocation in the Next Pipeline and Thematic Priorities	Changes from RCSP or Last RCOBP
	Power generation capacity <ul style="list-style-type: none"> <li>Baseline: 120 MW (2010)</li> <li>Target: 850 MW (2015)</li> </ul> <b>Indicators with Incremental Targets (Baselines Zero)</b> <ul style="list-style-type: none"> <li>Regulatory framework for regional energy trade (2015)</li> <li>Annual CO<sub>2</sub> emissions reduced by 2 million tons</li> </ul> (For output details, please see the Energy Sector Roadmap)			
<b>3. Trade facilitation (2020 Core Area 1: Infrastructure; 3: Regional Cooperation and Integration)</b>				
Improve intraregional trade	<b>Outcome.</b> Increased intraregional trade through lower transaction and trade costs at selected border checkpoints <b>Indicators with Targets and Baselines</b> Intraregional trade's share of world trade <i>Baseline: 3.9% (2009)</i> <i>Target: 5%–6% (2015)</i> Average time to export and import <i>Baseline: 27 days (2010)</i> <i>Target: 20 days (2015)</i> Number of documents for export and import <i>Baseline: 8–9 (2010)</i> <i>Target: 5 (2015)</i> <b>Indicators with Incremental Targets (Baselines Zero)</b> Computerized and automated customs systems set up <i>Target: 2 countries by 2015</i> (For output details, please see the Trade Facilitation Sector Roadmap)	Customs automation and harmonization Transit reforms, agreements, and regulatory framework	\$40 million  GRO – 3% RCI – 3% CAD – 3% PSD – 3%	Indicators specified

ADB = Asian Development Bank, CAD = capacity development, CO<sub>2</sub> = carbon dioxide, ENV = environmental sustainability, GEN = gender equity, km = kilometer, GOV = governance, GRO = economic growth, MW = megawatt, PSD = private sector development, RCI = regional cooperation and integration, RCOBP = regional cooperation operations business plan, RCSP = regional cooperation strategy and program, TEU = twenty-foot equivalent unit.

Source: Asian Development Bank estimates.



## INDICATIVE ASSISTANCE PIPELINE

**Table A2.1: Indicative Assistance Pipeline for Lending Products, 2012–2014 <sup>a</sup>**

Project/Program Name	Countries Involved	Sector	Targeting Classification	Primary Theme	Division	Year of PPTA	Cost (\$ million)						Gov't	Co-finance
							Total	OCR	ADB			Total		
									ADF <sup>b</sup>					
									Loans	Grants				
<b>2012 Firm</b>														
1. South-West Road Network <i>(formerly Transport Corridors)</i>	Bangladesh	TCT	GI	GRO, RCI, CAD	SATC	2006	...	0.0	146.0	0.0	146.0	...	40.0	
2. Air Transport Connectivity Enhancement <i>(formerly Domestic Airport Development)</i>	Bhutan	TCT	GI	GRO, PSD, ENV, RCI	SATC	2011	...	0.0	0.0	6.9	6.9	...	...	
3. North Eastern States Roads Investment Program (Tranche 2)	India	TCT	GI	GRO, CAD, PSD, RCI	SATC	—	...	123.0	0.0	0.0	123.0	30.8	...	
4. Strategic Roads Improvement <i>(formerly Subregional Transport Enhancement II)</i>	Nepal	TCT	GI	GRO, RCI, EGM	SATC	2009	100.9	0.0	15.7	49.0	64.7	16.2	20.0	
5. Northern Road Connectivity (Additional Financing)	Sri Lanka	TCT	GI	GRO, RCI	SATC	—	...	30.0	62.0	0.0	92.0	...	...	
6. Regional Trade Facilitation <sup>c</sup>	Bangladesh, Bhutan, and Nepal	MS	GI	GRO, RCI, GOV	SAPF/ SARC	—	...	0.0	40.0	0.0	40.0	...	...	
<b>Total Firm</b>							...	<b>153.0</b>	<b>263.7</b>	<b>55.9</b>	<b>472.6</b>	...	...	
<b>2012 Tentative</b>														
1. Subregional Road Connectivity	Bangladesh, Bhutan, India, and Nepal	TCT	GI	GRO, RCI, ENV	SATC	—	...	...	...	...	170.0	...	...	
<b>Total Tentative</b>							...	...	...	...	<b>170.0</b>	...	...	
<b>2013 Firm</b>														
1. Regional Power Generation and Transmission <sup>d</sup>	Bangladesh	EN	GI	GRO, GOV, RCI, PSD	SAEN	2011	...	260.0	0.0	0.0	260.0	...	...	

Project/Program Name	Countries Involved	Sector	Targeting Classification	Primary Theme	Division	Year of PPTA	Cost (\$ million)						
							Total	OCR	ADB ADF <sup>b</sup>		Total	Gov't	Co-finance
									Loans	Grants			
2. Bangladesh-India Electrical Grid Interconnection <sup>d</sup> (Additional Financing)	Bangladesh	EN	GI	GRO, RCI, PSD	SAEN	—	...	0.0	20.0	0.0	20.0	...	...
3. Subregional Railway Investment Program <sup>d</sup> (MFF - Tranche 1)	Bangladesh	TCT	GI	GRO, ENV, CAD, RCI	SATC	—	...	150.0	0.0	0.0	150.0	...	...
4. Railway Sector Investment Program II (Tranche 2)	India	TCT	GI	GRO, CAD, PSD, RCI	SATC	--	...	100.0	0.0	0.0	100.0	25.0	...
<b>Total</b>							...	<b>510.0</b>	<b>20.0</b>	<b>0.0</b>	<b>530.0</b>	...	...
<b>2014 Firm</b>													
1. Railway Sector Investment Program II (Tranche 3)	India	TCT	GI	GRO, CAD, PSD, RCI	SATC	--	...	150.0	0.0	0.0	150.0	37.5	...
2. West Bengal North-South Connectivity	India	TCT	GI	GRO, CAD, PSD, RCI	SATC	--	...	300.0	0.0	0.0	300.0	75.0	...
3. Energy Access and Efficiency Improvement III	Nepal	EN	GI	GRO, ENV, RCI, EGM	SAEN	2012	62.5	0.0	50.0	0.0	50.0	12.5	0.0
4. Strategic Roads Improvement (Additional Financing)	Nepal	TCT	GI	GRO, RCI, ENV, EGM	SATC	—	87.5	0.0	32.5	37.5	70.0	17.5	0.0
<b>Total</b>							...	<b>450.0</b>	<b>82.5</b>	<b>37.5</b>	<b>570.0</b>	<b>142.5</b>	...
<b>Grand Total</b>							...	<b>1,113.0</b>	<b>366.2</b>	<b>93.4</b>	<b>1,572.6</b>	...	...

— = not applicable, -- = not required, ... = data not available or calculated, ADB = Asian Development Bank, ADF = Asian Development Fund, CAD = capacity development, EGM = effective gender mainstreaming, EN = energy, ENV = environmental sustainability, GI = general intervention, GOV = governance, Gov't = government, GRO = economic growth, MFF = multitranchise financing facility, MS = multisector, OCR = ordinary capital resources, PPTA = project preparatory technical assistance, PSD = private sector development, RCI = regional cooperation and integration, SAEN = South Asia Energy Division, SAPF = South Asia Public Management, Financial Sector, and Trade Division, SARC = South Asia Regional Cooperation and Operations Coordination Division, SATC = South Asia Transport and Communications Division, TCT = transport and information and communication technology.

<sup>a</sup> Based on approved COBP 2012-2014 for Bangladesh, Nepal and Sri Lanka and draft COBP 2012-2014 for Bhutan, India, and Maldives.

<sup>b</sup> Respective country ADF operations for the first 2 years (2013-2014) under ADF XI are estimates subject to final 2013-2014 PBA allocation.

<sup>c</sup> Project will be designed as a sector development program to include a policy component and an investment component. The program concept paper is in the process of finalization.

<sup>d</sup> National project with regional dimensions.

Source: Asian Development Bank estimates.

**Table A2.2: Indicative Assistance Pipeline for Nonlending Products and Services, 2012–2014**

Assistance Name	Countries Involved	Sector	Division	Assistance Type	Amount (\$'000)
<b>2012</b>					
1. Energy Access and Efficiency Improvement III	Nepal	EN	SAEN	PPTA	800.0
2. Solar Energy Technology Transfer and Manufacturing Capacity Development in South Asia	SAARC <sup>b</sup>	EN	SARC	S-CDTA	225.0
3. Study on Nepal, India Integrated Generation Expansion Planning	Nepal and India	EN	SARC	R-CDTA	600.0
4. Inland Waterway Support in Northeast Asia	SASEC <sup>a</sup>	TCT	SATC	R-CDTA	200.0
5. Support for South Asia Regional Economic Cooperation II	SAARC <sup>b</sup>	MS	SARC	R-CDTA	1,500.0
6. Promoting South Asian Regional Economic Cooperation III <sup>c</sup>	SAARC <sup>b</sup>	MS	SARC	R-CDTA	1,500.0
7. Strengthening HLF National Working Groups	Bangladesh	MS	SARC/BRM	S-CDTA	200.0
8. Strengthening HLF National Working Groups	Bhutan	MS	SARC	S-CDTA	200.0
9. Strengthening HLF National Working Groups	India	MS	SARC/INRM	S-CDTA	200.0
10. Strengthening HLF National Working Groups	Nepal	MS	SARC/NRM	S-CDTA	200.0
11. Capacity Building for Subregional Trade Facilitation	SASEC <sup>a</sup>	MS	SARC	R-CDTA	500.0
12. Harmonized Approach to Intellectual Property, Product Standards, and Conformity Assessments in SASEC	SASEC <sup>a</sup>	MS	SARC	R-CDTA	350.0
13. Development of Trade Logistics Strategy with Pilot Demonstrations and Strengthening of Functional Cross-country Trade Facilitations in SASEC	SASEC <sup>a</sup>	MS	SARC	R-CDTA	450.0
14. SASEC Trade Facilitation Forum	SASEC <sup>a</sup>	MS	SARC	R-CDTA	500.0
<b>Total</b>					<b>7,425.0</b>
<b>2013</b>					
1. Support for the SAARC Development Fund (SDF) Secretariat	SAARC <sup>b</sup>	MS	SAPF	R-CDTA	700.0
2. Air Transport Capacity Enhancement	Nepal	TCT	SATC	PPTA	500.0
<b>Total</b>					<b>1,200.0</b>
<b>2014</b>					
1. Support for Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation III	BIMSTEC <sup>d</sup>	MS	SARC	R-CDTA	1,000.0
2. Regional Transport Connectivity	Bangladesh	TCT	SATC	PPTA	1,000.0
<b>Total</b>					<b>2,000.0</b>
<b>GRAND TOTAL</b>					<b>10,625.0</b>

BRM = Bangladesh Resident Mission, CDTA = capacity development technical assistance, EN = energy, HLF = high level forum, INRM = India Resident Mission, MS = multisector, NRM = Nepal Resident Mission, PPTA = project preparatory technical assistance, R-CDTA = regional capacity development technical assistance, R-PATA = regional policy and advisory technical assistance, SAARC = South Asian Association for Regional Cooperation, SAEN = South Asia Energy Division, SAPF = South Asia Public Management, Financial Sector, and Trade Division, SARC = South Asia Regional Cooperation and Operations Coordination Division, SASEC = South Asia Subregional Economic Cooperation; SATC = South Asia Transport and Communications Division, S-CDTA = small-scale capacity development technical assistance, TCT = transport and information and communication technology.

<sup>a</sup> Refers to Bangladesh, Bhutan, India, and Nepal.

<sup>b</sup> Refers to Afghanistan, Bangladesh, Bhutan, India, the Maldives, Nepal, Pakistan and Sri Lanka.

<sup>c</sup> Focuses on priority transport connectivity as identified in the SAARC Regional Multimodal Transport Study.

<sup>d</sup> Refers to Bangladesh, Bhutan, India, Myanmar, Nepal, Sri Lanka, and Thailand.

Source: Asian Development Bank estimates.

## ASSISTANCE PROGRAM FOR CURRENT YEAR

**Table A3.1: Indicative Assistance Pipeline for Lending Products, 2011**

Project/Program Name	Countries Involved	Sector	Targeting Classification	Primary Theme	Division	Year of PPTA	Cost (\$ million)						
							Total	OCR	ADB		Gov't	Co-finance	
									Loans	Grants			
													ADF <sup>a</sup>
1. Energy Access and Efficiency Improvement II <sup>b</sup>	Nepal	EN	GI	GRO, RCI, ENV	SAEN	2010	103.8	0.0	56.0	19.0	75.0	18.8	10.0
2. Railway Sector Investment Program (Tranche 1)	India	TCT	GI	GRO, CAD, PSD, RCI	SATC	--	343.4	150.0	0.0	0.0	150.0	193.4	0.0
Total							447.2	150.0	56.0	19.0	225.0	212.2	10.0

-- = not applicable, -- = not required, ... = data not available or calculated, ADB = Asian Development Bank, ADF = Asian Development Fund, EN = energy, ENV = environmental sustainability, GI = general intervention, GOV= governance, Gov't = government, GRO = economic growth, OCR = ordinary capital resources, PPTA = project preparatory technical assistance, RCI = regional cooperation and integration, SAEN = South Asia Energy Division, SATC = South Asia Transport and Communications Division, TCT = transport and information and communication technology.

<sup>a</sup> Subject to availability of funds.

<sup>b</sup> Cross Border Electricity Transmission Interconnection has been merged to this project. Of the total \$75 million allocation for this project, \$28 million would come from the approved ADF subregional fund 2011-2012.

Source: Asian Development Bank estimates.

**Table A3.2: Indicative Assistance Pipeline for Nonlending Products and Services, 2011**

					Sources of Funding				
					ADB		Others		Total
Assistance Name	Countries Involved	Sector	Division	Assistance Type	Source	Amount (\$'000)	Source	Amount (\$'000)	
1. Learning from E-learning - Testing Intelligent Learning Systems in South Asia	Bangladesh, Bhutan, Sri Lanka	EDU	SAHS	R-CDTA	TASF	225.0			225.0
2. Regional Power Generation and Transmission (formerly Energy Efficiency Improvement II) <sup>a</sup>	Bangladesh	EN	SAEN	PPTA			TBD	500.0	500.0
3. Smart Grid Capacity Development	Bangladesh, Bhutan, India, Maldives, Nepal, Sri Lanka	EN	SAEN	R-CDTA			TBD	1,400.0	1,400.0
4. Enhancing Gender Equality Results in South Asia DMCs (Subproject 2)	Bangladesh, Bhutan, India, Maldives, Nepal, Sri Lanka	MS	SAOD	R-CDTA	TASF	500.0			500.0
5. Support for Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation II <sup>b</sup>	Bangladesh, Bhutan, India, Nepal, Sri Lanka, Thailand	MS	SARC	R-CDTA	TASF	750.0			750.0
6. Strengthening Knowledge-driven Development in South Asia	Bangladesh, Bhutan, India, Maldives, Nepal, Sri Lanka	MS	SARC	R-CDTA	TASF	1,500.0			1,500.0
7. Asia Pacific Trade Facilitation Forum in Sri Lanka in 2012	Bangladesh, Bhutan, India, Maldives, Nepal, Sri Lanka	MS	SARC	R-CDTA	TASF	225.0			225.0
8. Strengthening Air Transport Regulatory and Operational Performance	Bhutan	TCT	SATC	CDTA	TASF	300.0			300.0
9. South Asia Regional Road Safety Program	Bangladesh, Bhutan, India, Nepal, Sri Lanka	TCT	SATC	R-CDTA	TASF	700.0			700.0
Total						4,200.0		1,900.0	6,100.0

ADB = Asian Development Bank, CDTA = capacity development technical assistance, DMC = developing member country, EDU = education, EN = energy, JFPR = Japan Fund for Poverty Reduction, MS = multisector, PPTA = project preparatory technical assistance, R-CDTA = regional capacity development technical assistance, R-PATA = regional project advisory technical assistance, SAEN = South Asia Energy Division, SAHS = South Asia Human and Social Development Division, SAOD = South Asia Office of the Director General, SARC = South Asia Regional Cooperation and Operations Coordination Division, SATC = South Asia Transport and Communications Division, S-CDTA = small-scale capacity development technical assistance, TASF = Technical Assistance Special Fund, TCT = transport and information and communication technology.

<sup>a</sup> This project has potential regional dimension as it is expected to include strengthening transmission infrastructure to facilitate the eastern border interconnection with India.

<sup>b</sup> There is no country specific activity relating to Myanmar under this RETA. Officials of Myanmar can however participate in the RETA-supported activities in other countries as Myanmar is the member of BIMSTEC.

Source: Asian Development Bank estimates.