



Regional Cooperation Operations Business Plan

December 2013

South Asia
2014–2016

Asian Development Bank

CURRENCY EQUIVALENTS

(as of 15 November 2013)

Bangladesh	Currency unit	=	taka (Tk)
	Tk1.00	–	\$0.013
	\$1.00	–	Tk77.64
Bhutan	Currency unit	=	ngultrum (Nu)
	Nu1.00	–	\$0.016
	\$1.00	–	Nu63.05
India	Currency unit	=	Indian rupee/s (Re/Rs)
	Re1.00	–	\$0.016
	\$1.00	–	Rs63.05
Maldives	Currency unit	=	rufiyaa (Rf)
	Rf1.00	–	\$0.065
	\$1.00	–	Rf15.38
Nepal	Currency unit	=	Nepalese rupee/s (NRe/NRs)
	NRe1.00	–	\$0.010
	\$1.00	–	NRs98.29
Sri Lanka	Currency unit	=	Sri Lanka rupee/s (SLRe/SLRs)
	SLRe1.00	–	\$0.008
	\$1.00	–	SLRs131.11

ABBREVIATIONS

ADB	–	Asian Development Bank
RCOBP	–	regional cooperation operations business plan
RCS	–	regional cooperation strategy
SAARC	–	South Asian Association for Regional Cooperation
SASEC	–	South Asia Subregional Economic Cooperation

NOTE

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

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CONTENTS

	Page
I. CONSISTENCY OF THE BUSINESS PLAN WITH THE REGIONAL COOPERATION STRATEGY	1
II. INDICATIVE LENDING AND NONLENDING PROGRAMS	2
III. SUMMARY OF CHANGES TO LENDING AND NONLENDING PROGRAMS	2
 APPENDIXES	
1. Regional Cooperation Strategy Results Framework, 2014–2016	4
2. Indicative Assistance Pipeline	6
3. Assistance Program for the Current Year	9

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

1. The regional cooperation operations business plan (RCOBP), 2014–2016 of the Asian Development Bank (ADB) updates the RCOBP, 2013–2015 and is the third RCOBP under the regional cooperation strategy (RCS), 2011–2015.¹ Proposed regional operations for 2014–2016 are consistent with the RCS priorities. In 2014–2016, operations will continue to focus on (i) improving regional connectivity, (ii) boosting cross-border trade, and (iii) strengthening regional energy cooperation. The results framework remains valid and does not require updating in terms of sector outcomes and ADB areas of intervention.

2. The updated 2013 growth forecast for South Asia is 4.7% with a slight rise to 5.5% in 2014, lower than the 2013–2015 forecast of 5.7% in 2013 and 6.2% in 2014. Fiscal, inflationary, and investment challenges in the region require improved consolidation of government finances and increased focus on structural reforms to offset its vulnerability to the turmoil in global capital markets, which emerged in mid-2013. Growth forecasts for Bangladesh and Bhutan are broadly on track to meet earlier projections, with the forecast for Nepal modestly upgraded. The inflation forecasts for South Asia for 2013 have been trimmed to 6.7% (down from earlier forecasts of 7.4%) and for 2014 to 7.0% (down from 7.1%) due to reduced price pressures arising from low global commodity prices, a favorable monsoon, strengthened monetary policies, among others.²

3. The South Asia Subregional Economic Cooperation (SASEC) working group on trade facilitation and transport met in Singapore in October 2013. They encouraged efforts to advance the progress of transport connectivity projects comprising SASEC transport corridors,³ the SASEC–Myanmar corridor, and other modes (railways and inland waterways). Future SASEC transport connectivity would be enhanced by projects to complete missing links, the so-called “last-mile connectivity” for in-country connections, and the South Asian Association for Regional Cooperation (SAARC) corridor sections. Efforts to modernize customs administrations and streamline trade processes under the SASEC Trade Facilitation Program loans and/or grants to Bangladesh, Bhutan, and Nepal have been supported by various capacity building and knowledge-sharing activities⁴, which ADB has carried out with various partners.⁵ The trade facilitation working group broadly agreed on a SASEC trade facilitation strategic framework, which lays out priority areas for future work.⁶

4. The foundation for inter-subregional cooperation has been strengthened with ADB support for the Bay of Bengal Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) program. ADB is financing and overseeing the updating and refinement of the BIMSTEC Transport Infrastructure and Logistics Study. ADB is also supporting the strengthening of BIMSTEC institutional arrangements to facilitate implementation of BIMSTEC policies and

¹ ADB. 2011. *Regional Cooperation Strategy: South Asia, 2011–2015*. Manila.

² ADB. 2013. *Asian Development Outlook Update*. Manila.

³ Comprising sections of SAARC road corridors 4 and 8.

⁴ An ongoing subproject of TA 6337-REG on Development Partnership Program for South Asia is looking into the policy and program environments in South Asia to assess how gender equality perspectives can be implemented in intraregional trade of goods and services, and safe labor mobility.

⁵ The World Customs Organization and the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP).

⁶ Suggested priority areas of the SASEC trade facilitation strategic framework are (i) customs modernization and harmonization, (ii) standards and conformity assessment, (iii) cross-border facilities improvement, (iv) through-transport facilitation, and (v) institution and capacity building.

strategies.⁷ Meanwhile, the ADB–SAARC 2013 work plan activities were carried out, including finalization of various studies,⁸ the SAARC Finance Ministers' Meeting, the SAARC visit to the ASEAN Secretariat, and commencement of work on the SAARC portal.

5. In energy, while no meeting of the Energy Working Group was held in 2013, the SASEC Electricity Transmission Utility Forum, designed to promote knowledge exchange on cross-border power interconnections to enable regional power trading, was convened in October 2013. The forum agreed on a work plan, which includes coordinating the review of the South Asia Transmission Master Plan, which ADB plans to initiate and support starting in 2014.

6. A list of priority investment and technical assistance projects in cross-border transport connectivity, trade facilitation, and energy, was developed in line with the agreements and recommendations of SASEC members at the SASEC and BIMSTEC meetings held in 2013. These projects are included in the indicative lending⁹ and nonlending programs for 2014–2016.

7. As with previous South Asia RCOBPs, implementation will 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. Some investment projects, included in the RCOBP lending program, are expected to secure funding from ADB-wide subregional Asian Development Fund (ADF) resources.

II. INDICATIVE LENDING AND NONLENDING PROGRAMS

8. The cumulative value of the indicative lending program of the RCOBP 2014–2016 (Appendix 2, Table A2.1) is \$3.3 billion. Of the total ADB assistance, 11 projects are in transport (59%) and 5 in energy (39%). Funding for the indicative lending program of the RCOBP 2014–2016 is expected to come from ordinary capital resources (OCR) amounting to \$1.3 billion, ADF loans amounting to \$722 million, and ADF grants to \$44 million.

9. The indicative program for nonlending products for 2014–2016 (Appendix 2, Table A2.2) comprises 16 projects with a cumulative value of \$17.3 million.

III. SUMMARY OF CHANGES TO LENDING AND NONLENDING PROGRAMS

10. Projects included in the indicative lending and nonlending programs in the RCOBP, 2014–2016 are consistent with the strategic priorities and sector focus of the RCS, 2011–2015, and the priorities of the SASEC working groups on trade facilitation, transport, and energy. Changes were made in the indicative lending and nonlending programs of the earlier RCOBP, 2013–2015. The changes arose from a combination of results of the prioritization exercise carried out by the SASEC working groups, required alignment of the RCOBP with ADB's country operations business plans for SASEC countries, outcome of ADB's consultations with the countries, and constraints faced by ADB project teams during project preparation.

⁷ ADB organized the initial meeting of the BIMSTEC Expert Group on Road Development in June 2013 and is working to operationalize other BIMSTEC expert groups on transport and logistics, and BIMSTEC Senior Transport Officials and Ministerial Meeting in 2014.

⁸ Studies included: (i) Regional Economic Integration in SAARC (Ph. 1); (ii) Institutional Framework for Data Collection in Services; (iii) Codification of Variations in the Level of Development Capital Markets; (iv) Indian Ocean Cargo and Passenger Services; and (iv) SAARC Energy Cooperation. Some ongoing studies being carried out under the ADB-SAARC 2013 work plan include: (i) Regional Economic Integration in SAARC (Phase II); and (ii) Development of Regional Coordinated Surveillance Mechanism (RCSM) in SAARC.

⁹ In this paper, lending programs include loans and grants.

11. Eight projects in the RCOBP, 2013–2015 are retained in the RCOBP, 2014–2016; most have either the same or reduced loan amounts than earlier programmed. Of these, two projects in 2014 were originally programmed in 2013.¹⁰ The SASEC trade facilitation and transport working group meeting in Singapore in October 2013 refined the list of priority projects, including those for ADB financing. For 2014–2015, the addition of three new road, rail, and tourism projects followed the recommendations of individual ADB consultation missions to SASEC member countries.¹¹ Moreover, of the four new projects for 2016, two will be for additional financing of energy and air transport projects approved earlier,¹² while two will provide additional support for enhancing trade facilitation in Bhutan and Nepal.¹³ The latter will build on the gains from the ongoing SASEC Trade Facilitation Program loans and grants to the two countries in terms of streamlining customs, trade, and logistics processes.

12. Planned nonlending operations for 2014–2016 are broadly in line with the functional (i.e., assistance type) and thematic priorities reflected in the RCOBP, 2013–2015. As a result, six of the proposed projects for 2014 and 2015 under the RCOBP, 2013–2015 are retained in the proposed RCOBP, 2014–2016. These include support for strengthening institutional arrangements and building the knowledge base and capacity for implementing BIMSTEC and SAARC activities programmed in 2014–2015. For the rest, comprising 11 projects in all, the nonlending program is a combination of assistance for capacity development, institutional strengthening and coordination, priority analytical work related to SASEC sectors, and project preparation. Such interventions will enhance understanding of regional cooperation and integration processes, benefits, and challenges in South Asia, as well as facilitate future subregional investments in SASEC priority sectors. Nonlending activities expected to be processed in 2014 will be as robust as those programmed in the previous RCOBP.

¹⁰ Green Power Development II (Bhutan) and SASEC Regional Connectivity Project (India).

¹¹ New projects: South Asia Tourism Infrastructure Development (Bhairawa Airport, Nepal, 2014); Railway Sector Investment Program, tranche 4 (Bangladesh, 2015); and SASEC Road Connectivity II (Nepal, 2015). Removed: SASEC Road Investment Program, multitranche financing facility, first periodic financing request (Bangladesh, 2015).

¹² Second SASEC Bangladesh–India Electrical Grid Interconnection (Bangladesh) and Air Transport Connectivity Enhancement (Bhutan).

¹³ SASEC Transport and Trade Facilitation and Logistics (Bhutan) and SASEC Trade Facilitation Project II (Nepal, 2016).

REGIONAL COOPERATION STRATEGY RESULTS FRAMEWORK, 2014–2016

**Changes from RCSP
or Last RCOBP**

4

Appendix 1

Regional Development Goal Foster greater regional integration by supporting investments in transport corridors, energy, trade, and border-trade facilitation				Limited focus to three sectors
Regional Sector 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 last RCOBP
1. Transport (2020 Core Area 1: Infrastructure; 3: Regional cooperation and integration)				
Improve cross-border connectivity	Outcome: Increased movement of goods and services between Bangladesh, Bhutan, India, Maldives, Nepal, Sri Lanka, and their neighbors Indicators with Targets and Baselines Container-handling capacity of Colombo Port increased Baseline: 4 million TEU (2010) Target: 8 million TEU (2015) Average cross-border transit time of trucks from Kolkata to Dhaka decreased Baseline: 20 days (2010) Target: 11 days (2015) Subregional cross-border freight traffic increased Baseline: \$5 billion (2010) Target: \$6 billion (2015) (The transport sector road map provides output details)	Development of railways, roads, ports, and airports	\$1,984 million GRO – 100% RCI – 100% ENV – 45% PSD – 26%	None
2. Energy (2020 Core Area 1: Infrastructure; 3: Regional cooperation and integration)				
Facilitate energy cooperation	Outcome. 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 Indicators with Targets and Baselines Cross-border power transfer capacity increased Baseline: 1,200 MW (2010) Target: 3,500 MW (2015) Power generation capacity increased Baseline: 120 MW (2010) Target: 850 MW (2015) Indicators with Incremental Targets (Baselines zero) Regulatory framework for regional energy trade (2015) Annual CO ₂ emissions reduced by 2 million tons (The energy sector road map provides output details)	Cross-border transmission, and power generation for export	\$1,301 million GRO – 100% RCI – 100% PSD – 79%	None

Regional Sector 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 last RCOBP
3. Trade facilitation (2020 Core Area 1: Infrastructure; 3: Regional cooperation and integration)				
Improve intraregional trade	<p>Outcome. Increased intraregional trade through lower transaction and trade costs at selected border checkpoints</p> <p>Indicators with targets and baselines</p> <p>Intraregional trade's share of world trade increased Baseline: 3.9% (2009) Target: 5.0%–6.0% (2015)</p> <p>Average time to export and import decreased Baseline: 27 days (2010) Target: 20 days (2015)</p> <p>Number of documents for export and import decreased Baseline: 8–9 (2010) Target: 5 (2015)</p> <p>Indicators with incremental targets (Baselines zero)</p> <p>Computerized and automated customs systems set up Target: 3 countries by 2015</p> <p>(The trade facilitation sector road map provides output details.)</p>	Customs automation and harmonization, trade facilitation regulatory framework	<p>\$56 million</p> <p>GRO – 100% RCI – 100%</p>	None

ADB = Asian Development Bank, CO₂ = carbon dioxide, ENV = environmental sustainability, km = kilometer, 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: Lending Products, 2014–2016^a

Project/Program Name	Countries Involved	Sector	Targeting Classification	Primary Theme	Division	Year of PPTA	Cost (\$ million)						
							Total	OCR	ADB		Total	Gov't	Co-finance
									ADF				
									Loans	Grants			
2014 Firm													
1. SASEC Railway Connectivity Investment Program (tranche 1)	Bangladesh	TCT	GI	GRO, ENV, RCI, CAD	SATC	2013	340.0	109.0	95.0	0.0	204.0	...	136.0
2. Green Power Development Project II	Bhutan	ENE	GI	GRO, PSD, RCI	SAEN	2011	120.0	80.0	40.0	0.0	120.0	0.0	...
3. SASEC Road Connectivity Project (formerly Road Network Project II, additional financing)	Bhutan	TCT	GI	GRO, RCI	SATC	2011	40.0	0.0	37.5	2.5	40.0	0.0	0.0
4. SASEC Regional Connectivity Project	India	TCT	GI	GRO, RCI	SATC		500.0	500.0	0.0	0.0	500.0	...	...
5. SASEC Power System Expansion Project	Nepal	ENE	GI	GRO, RCI	SAEN	2013	265.0	0.0	145.0	0.0	145.0	20.0	100.0
6. South Asia Tourism Infrastructure Development Project (additional financing)	Nepal	TCT	GI	GRO, RCI	NRM		40.0	0.0	30.0	0.0	30.0	10.0	0.0
Total							1,305.0	689.0	347.5	2.5	1,039.0	30.0	236.0
2015 Firm													
1. Railway Sector Investment Program (tranche 4)	Bangladesh	TCT	GI	GRO, ENV, CAD, RCI	SATC		50.0	50.0	0.0	0.0	50.0	...	...
2. SASEC Railway Connectivity Investment Program (tranche 2)	Bangladesh	TCT	GI	GRO, RCI, PSD, ENV	SATC		511.0	155.0	56.0	0.0	211.0	...	300.0
3. SASEC Port Connectivity Project	India	TCT	GI	GRO, RCI, CAD	SATC		300.0	300.0	0.0	0.0	300.0	0.0	0.0
4. SASEC Transport Project	Maldives	TCT	GI	GRO, RCI	SATC	2013	18.0	0.0	0.0	18.0	18.0	...	...
5. SASEC Road Connectivity Project II	Nepal	TCT	GI	GRO, RCI	SATC		85.0	0.0	45.0	0.0	45.0	20.0	20.0
6. Hydropower Development (PPP)	Nepal	ENE	GI	GRO, RCI	SAEN		760.0	0.0	110.0	0.0	110.0	100.0	550.0
Total							1,724.0	505.0	211.0	18.0	734.0	120.0	870.0

Project/Program Name	Countries Involved	Sector	Targeting Classification	Primary Theme	Division	Year of PPTA	Cost (\$ million)						Co-finance
							Total	OCR	ADB		Total	Gov't	
									ADF				
									Loans	Grants			
2015 Standby													
1. Second SASEC Bangladesh–India Electrical Grid Interconnection Project (additional financing)	Bangladesh	ENE	GI	GRO, RCI, PSD	SAEN		150.0	100.0	50.0	0.0	150.0	...	...
2. Air Transport Connectivity Enhancement Project (additional financing)	Bhutan	TCT	GI	GRO, RCI	SATC		15.0	0.0	0.0	15.0	15.0	0.0	0.0
3. Second SASEC Trade Facilitation Program	Nepal	TCT	GI	GRO, RCI	SARC		85.0	0.0	60.0	0.0	60.0	15.0	10.0
Total							250.0	100.0	110.0	15.0	225.0	15.0	10.0
2016 Firm													
1. Second SASEC Bangladesh–India Electrical Grid Interconnection Project (additional financing)	Bangladesh	ENE	GI	GRO, RCI, PSD	SAEN		150.0	100.0	50.0	0.0	150.0	...	...
2. Air Transport Connectivity Enhancement Project (additional financing)	Bhutan	TCT	GI	GRO, RCI	SATC		15.0	0.0	0.0	15.0	15.0	0.0	0.0
3. SASEC Transport, Trade Facilitation, and Logistics Project	Bhutan	IND	GI	GRO, RCI	SATC	2014	55.9	0.0	47.1	8.8	55.9	0.0	0.0
4. Second SASEC Trade Facilitation Program	Nepal	TCT	GI	GRO, RCI	SARC		85.0	0.0	60.0	0.0	60.0	15.0	10.0
5. Detailed Engineering Design of India-Sri Lanka Power Interconnection Project	Sri Lanka	ENE	GI	GRO, RCI	SAEN	2014	6.0	0.0	6.0	0.0	6.0	0.0	0.0
Total							311.9	100.0	163.1	23.8	286.9	15.0	10.0

... = data not available or calculated, ADB = Asian Development Bank, ADF = Asian Development Fund, CAD = capacity development, ENE = energy, ENV = environmental sustainability, GI = general intervention, Gov't = government, GRO = economic growth, IND = industry and trade, NRM = Nepal Resident Mission, OCR = ordinary capital resources, PPTA = project preparatory technical assistance, PSD = private sector development, RCI = regional cooperation and integration, SAEN = South Asia Energy Division, SARC = South Asia Regional Cooperation and Operations Coordination Division, SATC = South Asia Transport and Communications Division, TCT = transport and information and communication technology.

^a Based on approved or draft country operations business plans for 2014–2016 for Bangladesh, Bhutan, India, Maldives, Nepal, and Sri Lanka.

^b Amount represents the ADB financing, the total amount may still increase.

Source: Asian Development Bank estimates.

Table A2.2: Nonlending Products and Services, 2014–2016

Assistance Name	Countries Involved	Sector	Division	Assistance Type	Amount (\$'000)
2014					
1. Preparing the SASEC Transport, Trade Facilitation, and Logistics Project (formerly Preparing the SASEC Trade Project)	Bhutan	IND, TCT	SATC	PPTA	1,000.0
2. Preparing the Air Transport Capacity Enhancement II	Nepal	TCT	SATC	PPTA	800.0
3. Preparing India-Sri Lanka Power Interconnection Project	India, Sri Lanka	ENE	SAEN	PPTA	1,000.0
4. SASEC Cross-border Power Trade Development	Bangladesh, Bhutan, India, Nepal, Sri Lanka	ENE	SAEN	R-CDTA	500.0
5. Support for the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation II (Supplemental)	BIMSTEC countries ^a	MS	SARC	R-CDTA	1,500.0
Total					4,800.0
2015					
1. Preparing Regional Cooperation in Power	Bangladesh	ENE	SAEN	PPTA	1,000.0
2. Support for Regional Cooperation for Enhancing Transport Connectivity	Bangladesh	TCT	SAEN	PPTA	1,000.0
3. Preparing the SASEC Green Energy Project	Bhutan	ENE	SAEN	CDTA	1,000.0
4. Capacity Development for Transport Project Implementation	Maldives	TCT	SATC	CDTA	1,000.0
5. Support for South Asia Regional Economic Cooperation (Supplemental)	Bangladesh, Bhutan, India, Nepal, Maldives, Sri Lanka	MS	SARC	R-CDTA	1,500.0
Total					5,500.0
2016					
1. Preparing SASEC Road Investment Program	Bangladesh	TCT	SATC	PPTA	1,000.0
2. Capacity Building for SASEC Transport, Trade Facilitation, and Logistics	Bhutan	TCT	SATC	CDTA	1,000.0
3. SASEC Trade Facilitation Project (piggybacked)	Nepal	TCT	SARC	CDTA	1,000.0
4. Preparing for the Transport Project	Maldives	TCT	SATC	PPTA	1,000.0
5. Support for the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation II (Supplemental)	BIMSTEC countries	MS	SARC	R-CDTA	1,500.0
6. Support for South Asia Regional Economic Cooperation (Supplemental)	Bangladesh, Bhutan, India, Nepal, Maldives, Sri Lanka	MS	SARC	R-CDTA	1,500.0
Total					7,000.00

BIMSTEC = Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation; CDTA = capacity development technical assistance; ENE = energy, IND = industry; MS = multisector; PPTA = project preparatory technical assistance; R-CDTA = regional capacity development technical assistance; SAEN = South Asia Energy Division, SARC = South Asia Regional Cooperation and Operations Coordination Division; SASEC = South Asia Subregional Economic Cooperation; SATC = South Asia Transport and Communications Division; TCT = transport and information and communication technology.

^a Refers to Bangladesh, Bhutan, India, Myanmar, Nepal, Sri Lanka, and Thailand.

Source: Asian Development Bank estimates.

ASSISTANCE PROGRAM FOR THE CURRENT YEAR

Table A3.1: Lending Products, 2013

Project/Program Name	Countries Involved	Sector	Targeting Classification	Primary Theme	Division	Year of PPTA	Cost (\$ million)						
							Total	OCR	ADB		Gov't	Co-finance	
									ADF				
									Loans	Grants			Total
1. SASEC Bangladesh–India Electrical Grid Interconnection (Additional financing)	Bangladesh	ENE	GI	GRO, CAD, RCI	SAEN	NR	12.0	0.0	12.0	0.0	0.0	0.0	0.0
2. Green Power Development Project (Additional financing)	Bhutan	ENE	GI	GRO, ENV, PSD, RCI	SAEN	NR	39.0	0.0	39.0	0.0	0.0	0.0	0.0
3. Project Preparatory Facility for Energy	Nepal	ENE	GI	GRO, PSD, RCI	SAEN	NR	21.0	0.0	0.0	21.0	0.0	0.0	0.0
4. SASEC Road Connectivity	Nepal	TCT	GI	ENV, GRO, RCI, CAD	SATC	2009	97.0	0.0	75.0	0.0	0.0	22.0	0.0
Total							169.0	0.0	126.0	21.0	0.0	22.0	0.0

ADB = Asian Development Bank, ADF = Asian Development Fund, CAD = capacity development, ENE = energy, ENV = environmental sustainability, GI = general intervention, Gov't = government, GRO = economic growth, NR = not required, OCR = ordinary capital resources, PPTA = project preparatory technical assistance, PSD = private sector development, RCI = regional cooperation and integration, SAEN = South Asia Energy Division, SATC = South Asia Transport and Communications Division, TCT = transport and information and communication technology.

Source: Asian Development Bank estimates.

Table A3.2: Nonlending Products and Services, 2013

Assistance Name	Countries Involved	Sector	Division	Assistance Type	Sources of Funding				Total
					ADB		Others		
					Source	Amount (\$'000)	Source	Amount (\$'000)	
1. SASEC Railway Connectivity Investment Program	Bangladesh	TCT	SATC	PPTA	TASF	1,500.0			1,500.0
2. Supporting Participation in the SASEC Trade Facilitation Program	Bangladesh	IND	SARC	CDTA			JFPR	1,500.0	1,500.0
3. Supporting Participation in the SASEC Trade Facilitation Program	Bhutan	IND	SARC	CDTA			JFPR	1,500.0	1,500.0
4. Advanced Project Preparedness for Poverty Reduction-Detailed Design for SASEC Subregional Road Connectivity Project (Supplementary)	India	TCT	SATC	PPTA			DFID	370.0	370.0
5. Supporting Participation in the SASEC Trade Facilitation Program	Nepal	IND	SARC	CDTA			JFPR	1,500.0	1,500.0
6. South Asia Subregional Economic Cooperation (SASEC) Power System Expansion Project	Nepal	ENE	SAEN	PPTA			JFPR PRC	1,000.0 500.0	1,500.0
7. Support for SASEC Program (Supplementary)	Bangladesh, Bhutan, India, Maldives, Nepal, Sri Lanka	MS	SARC	R-CDTA	TASF	3,000.0			3,000.0
8. Trade Facilitation in South Asia	Bangladesh, Bhutan, India, Maldives, Nepal, Sri Lanka	IND	SARC	R-CDTA			JFPR	1,500.0	1,500.0
Total						4,500.0		7,870.0	12,370.0

ADB = Asian Development Bank, CDTA = capacity development technical assistance, DFID = Department for International Development of the United Kingdom, ENE = energy, IND = industry and trade, JFPR = Japan Fund for Poverty Reduction, MS = multisector, PPTA = project preparatory technical assistance, R-CDTA = regional capacity development technical assistance, SAEN = South Asia Energy Division, SARC = South Asia Regional Cooperation and Operations Coordination Division, SATC = South Asia Transport and Communications Division, TASF = Technical Assistance Special Fund, TCT = transport and information and communication technology.

Source: Asian Development Bank estimates.