



**Online Annexes to the
Regional Investment Framework
Implementation Plan:
Mid-Term Review
and
Revised Regional Investment
Framework
Implementation Plan 2020**



21st GMS
Ministerial Conference

Chiang Rai

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Transport

Cambodia

Investment (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
CAM-TRA-01	Sihanoukville Port Access Road Improvements	The project will improve the final 9.5 km of NR4 leading to Sihanoukville Port. It may be included in the Sihanoukville Port Special Economic Zone Project, to be financed by Japan.	Road	40.0	Project was dropped by JICA. Sihanoukville Autonomous Port (PAS) still considers it very important and is seeking funding from other development partners.
CAM-TRA-02	Road Network Improvement Project (formerly GMS: Deepening Connectivity of Southern Economic Corridor Project)	The redefined project, includes: 1) Provincial Roads Improvement Project II (PRIP II) and the Second Road Asset Management Project (2nd RAMP). This will entail a total length of 415 km roads broken down as follows: 1) rehabilitation of approximately 130km of roads, which are mostly of multimodal transport character and regional integration connecting Cambodia with Viet Nam and Thailand; and 2) rehabilitation and maintenance of about 285km of national roads using performance base contract, which are high priority and flood-prone roads connecting Cambodia with Viet Nam and Thailand.	Road	160.0	The redefined project consisting of PRIP II and Second RAMP is expected to commence in 2017. The project will be financed by ADB.
CAM-TRA-03	Phnom Penh–Sihanoukville Highway Corridor Improvements	The proposed 191 km expressway project is being considered for a build-operate-transfer (BOT) model with a 50-year concession period. The expressway will provide a high-capacity road link between Phnom Penh and the port city of Sihanoukville and the Greater Mekong Subregion Southern Coastal Corridor.	Road	1,600.0	Feasibility study completed by China Road and Bridge Co., and the study results are currently being analyzed by the Ministry of Economy and Finance (MEF); implementation is expected by the end of 2016.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
CAM-TRA-04	Link road between NR 5 and NR 6 near Kampong Tralach north of Phnom Penh	The proposed new 21km road including 1km bridge across Tonle Sap Lake will shorten the distance between NR5&NR6 from 64km to 22km. The link will facilitate traffic movement between the major highways north of Phnom Penh, and also reduce traffic congestion within Phnom Penh.	Road	60.0	No progress made on the project to date. Ministry of Public Works and Transportation will begin to work on this project in 2017 and hopes to start implementation by 2019.
CAM-TRA-05	Construction of Poipet (CAM)–Klong Loek (THA) Railway Bridge	The proposed bridge, to be financed by Thailand, will replace an existing unserviceable rail bridge at the Poipet–Aranyaprathet border-crossing point between Cambodia and Thailand. This will link the completed Serey Saoaphon-Poipet railway, part of the Cambodian Railway’s northern line. The project will be completed in 2015 by the State Railway of Thailand.	Rail	0.5	Construction of the bridge, financed by assistance from Thailand, was completed in August 2015. Relatedly, the Cambodian Railway Department is renovating the 6.5 km missing link at Poipet with government funds; this is expected to be completed by August 2016 and will connect Serey Saoprorn–Poipet.
CAM-TRA-06	Railway access to the New Phnom Penh Port (53km) Proposed to be added	This project is expected to have the following benefits: – connecting two international ports; – enhancing multimodal transport; – reducing road accidents and traffic congestion; and – cost and time reduction through containers’ mass transit mode.	Rail	200.0	The study for this project was included in the RIF. Cambodia is proposing that the construction itself be included as an investment project in the RIF-IP, and therefore also in the RIF. Financing is being sought from multilateral/bilateral development partners and/or the private sector.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
CAM-TRA-07	Southern Siem Reap bypass road (193.7km) Proposed to be added	The project will construct a 193.7 km new road needed to bypass Siem Reap City in order to avoid the congested roads in the city as one moves along the Southern Economic Corridor toward the border with Viet Nam. The road will also avoid the protected area around Angkor Wat.	Road	200.0	There is a need to construct a new road bypassing Siem Reap to avoid congested roads in the city when traveling along the Southern economic corridor toward the border with Viet Nam. The road will avoid the protected area around Angkor Wat.
CAM-TRA-08	Construction of Bus/ Truck Driving Test Centre Proposed to be added	This project can be a combination of TA and investment project.	Others	10.0	The estimated project cost involves acquisition of equipment and/ or construction of facilities. It may consist of a combination of a technical assistance project and an investment project, with the latter involving the actual setting up of such a center. (The project addresses a definite and recognized need in the region, and a regional technical assistance project involving all countries can be developed by ADB with the same objective.)

Table 2: Project Progress

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
CAM-TRA-01	Sihanoukville Port Access Road Improvements	N/A	N/A	N/A	N/A	N/A	
	Narrative: The Project has been canceled by JICA due to the scope of the project for “ The Construction of Multi-Purpose Terminal of Sihanoukville Port “ which did not cover the road construction. However, Sihanoukville Autonomous Port (PAS) still considers it is very important and is seeking fund from other development partners.						
CAM-TRA-02 (Original)	GMS: Deepening Connectivity of Southern Economic Corridor Project (Redefined by Government)	N/A	N/A	N/A	N/A	N/A	The Project has been postponed due to the environmental sensitivity surrounding Tonle Sap Great Lake. Project is being re-defined/scope changed into a new project.
	Narrative: Redefined into a new project, which includes 1.) Provincial Roads Improvement Project II (PRIP II) and the Second Road Asset Management Project (2nd RAMP). The newly proposed name of CAM-TRA-02 might be changed to “Road Network Improvement Project” with the total length of 415km roads and the estimated cost is about \$ 160 million.						
CAM-TRA-02 (New)	Road Network Improvement Project	Jun-16	Oct-16	May-16	2017 (projected)	2017 (projected)	Will be financed by ADB.
	Narrative: This re-defined project, renamed “Road Network Improvement Project”, is a combination of 2 projects; (i) Provincial Road Improvement Project II (PRIP II) - rehabilitation of approx. 130km of roads, which are mostly of multimodal transport character and regional integration connecting Cambodia with VN/Thai; and (ii) Second Road Asset Management Project (2nd RAMP) - Rehabilitate and maintain about 285km of NRs using performance base contract, which are the high priority and flood-prone roads connecting Cambodia with Viet Nam/Thailand. Since the objectives of the two projects are similar, it was agreed to merge PRIP-II with 2nd RAMP.						

Continued on next page

Table 2 continued

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
CAM-TRA-03	Phnom Penh–Sihanoukville Highway Corridor Improvements	Aug. 2014	Jun. 2015	BOT	End of 2016	End of 2016	A feasibility study had been undertaken by CRBC (China). Funding by a Chinese investor.
	Narrative: Feasibility study has been taken by a Chinese company: China Road and Bridge Co., Ltd (CRBC). A legal basis for a project of this nature is being developed. Ministry of Economy and Finance (MEF) is hiring an independent consultant to analyze the result of the study as well as the draft agreement prior to making decision.						
CAM-TRA-04	Link road between NR 5 and NR 6 near Kampong Tralach north of Phnom Penh	None	None	2019 (projected)	2019 (projected)	2019 (projected)	No progress
	Narrative: No progress. MPWT will begin to work on this Project next year (2017) and hope to start implementation by 2019.						
CAM-TRA-05	Construction of Poipet (CAM)–Klong Loeuk (THA) Railway Bridge	2014	2014	2014	Feb. 2015	Aug. 2015 (project completed)	Financed by Thailand. Project has been completed.
	Narrative: The construction of the bridge was completed in August 2015. Cambodian Railway Department is renovating the 6.5km missing link at Poipet by Government fund, which expected to be completed by August 2016, then Serey Saoporn-Poipet will be connected.						
CAM-TRA-06	Railway access to the New Phnom Penh Port (53km) Proposed to be added.	N/A	N/A	N/A	N/A	N/A	
	Narrative: The study for this project was included in the RIF. Cambodia is proposing that the project construction itself be included as an investment project in the RIF-IP and therefore, also in the RIF. Financing is being sought from multilateral/bilateral development partners and/or private sector.						
CAM-TRA-07	Southern Siem Reap bypass road (193.7km) Proposed to be added.	N/A	N/A	N/A	N/A	N/A	
	Narrative: This project is expected to have the following benefits: i) reduce road accidents and traffic congestion in Siem Reap City; and ii) smooth traffic movement on the Southern Economic Corridor (SEC).						
CAM-TRA-08	Construction of Bus/Truck Driving Test Centre Proposed to be added.	N/A	N/A	N/A	N/A	N/A	
	Narrative: The reasons given for this project were: i) lack of facilities and equipment for bus/truck drivers' testing; ii) lack of professional heavy vehicles' drivers, especially for cross border vehicle; and iii) reduce road accidents.						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

People's Republic of China

Investment (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
PRC-TRA-01	Yunnan Pu'er Regional Integrated Road Network Development Project	The project includes: (i) Pu'er City rural road construction (upgrading 600 km of rural earthen roads to Class IV highways); (ii) rehabilitation of the Ning'er–Jiangcheng–Longfu road (upgrading 253 km of roads to Class III and IV highways); and (iii) construction of the Simao–Ning'er road (50 km of Class II highways). The project will contribute to inclusive growth and regional integration by connecting isolated rural communities and border areas to the regional road network and by providing infrastructure to support trade and regional cooperation among the PRC, Lao PDR, Myanmar, and Viet Nam.	Road	540.0	ADB Loan Agreement signed June 2015. Two project components (Pu'er City rural road and Ning'er–Jiangcheng–Longfu road) are at various stages of procurement/bidding, while the third component (Menglian–Meng'a road) has completed land acquisition and construction work is ongoing.
PRC-TRA-02	Dali–Ruili Railway	This 330 km railway from Dail to Ruili via Baoshan is connected with the Guangtong–Dali railway, and is an important section of the western route of the Singapore–Kunming Rail Link (SKRL). It is essential for completion of the SKRL's western route and the establishment of the Third Euro–Asia Continental Land Bridge. The line will be Class I, electrified, with a maximum speed of 140 km/h for passenger trains.	Rail	4,020.0	Financed by PRC, Dali–Baoshan section commenced in 2008, to be completed in 2022; for Baoshan–Ruili section, bidding completed in November 2015 and construction commenced in December 2015.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
PRC-TRA-03	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	Scope of project: 631 kilometers river section between China-Myanmar Boundary Marker 243 and Luang Prabang of Laos. The projects include: 146 rapids and shoals will be improved and maintained, 1199 aids to navigation will be installed, 5 ports will be constructed, and 3 channel maintenance and emergency response bases will be built in the above mentioned 5 ports, and 4 emergency response and rescue ships of 15 meter length will be built. Training of crew and shore personnel will be carried out for safe operation of vessel and port. Ship reporting and monitoring system will be set up. The project will ensure the navigational safety of the Upper Mekong River navigation channel, promote the development of international navigation among the four countries, and enhance connectivity within the region.	Inland Waterway	359.4	First meeting of joint working group on preliminary work held in September 2015 and the 4 countries agreed on work contents and schedule. Public bidding process completed in early 2016. Implementation plan approved by the PRC, Lao PDR, and Myanmar. Preliminary work related to these countries to start in the second half of 2016.
PRC-TRA-04	Yuxi–Mohan Railway	The 508.53 km railway runs from Yuxi to Mohan via Xishuangbanna, linking with the Kunming–Yuxi railway. Once it is connected with railways of other countries in the region, this route will be the most direct from the PRC to the 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. The line will be Class I, 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.	Rail	8,062.5	Feasibility study was approved by PRC Government (National Development Reform Commission) in July 2015. Bidding process for the whole line commenced in February 2016 and completed in April 2016. Total of \$375 million invested in 2015. Planned investment in 2016 is \$1.25 billion; as of May 2016, \$66.7 million has been invested.

Table 2: Project Progress

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
PRC-TRA-01	Yunnan Pu'er Regional Integrated Road Network Development Project		Jun. 2014	Financing Agreement with ADB on Jun. 25, 2015	NDRC, China	Partially commenced	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, Lao PDR, Myanmar and Vietnam.
<p>Narrative: 1) Pu'er City rural road construction: 1st procurement plan approved by ADB; public bidding to be commenced in 3rd quarter of 2016; road safety appraisal submitted to ADB for approval. 2) Ning'er-Jiangcheng-Longfu road: resettlement plan approved by ADB in Oct. 2015; bidding documents approved by ADB in Nov. 2015; bid evaluation report approved by ADB in Feb. 2016. 3) Menglian-Meng'a road: resettlement plan approved by ADB in Oct. 2015; bidding documents approved by ADB in Sep. 2015; 2 roadbed bid evaluation reports approved by ADB in Dec. 2015; Withdrawal PCSS allocated in May 2016; land acquisition, and construction work started.</p>							
PRC-TRA-02	Dali-Ruili Railway		Feb. 2007		NDRC, China	Jun. 2008	The railway is connected with the Guangdong-Dali railway, and is an important section of the western route of the Singapore-Kunming Rail Link (SKRL). It is essential for completion of the SKRL's western route and the development of the 3rd Euro-Asia Continental Land Bridge.
<p>Narrative: 1) Financed by China. 2) Dali-Baoshan section: commenced in 2008 and to be completed in 2021; Baoshan-Ruili section: bidding process completed in Nov. 2015 and construction commenced in Dec. 2015. 3) As of May, 2016, 37.11% of the total investment finished, 41.29% of large/medium bridges completed, 32.74% of tunnel completed, most of the land acquisition work for Dali-Baoshan section completed, land acquisition for Baoshan-Ruili started.</p>							

Continued on next page

Table 2: Project Progress

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
PRC-TRA-03	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			14.7 million provided by China for preliminary work	The JCCCN	Preliminary work commenced	The project will ensure the navigational safety of the Upper Mekong River, thus promoting navigation cooperation on the River and realizing win-win and benefits between and among CLMT. The rest of the required funding to be secured and ADB is requested to provide financial support.
<p>Narrative: 1) The Joint Working Group (JWG) on Preliminary Work established among China, Laos, Myanmar and Thailand. 2) 1st JWG Meeting convened in Sep. 2015, and work contents and schedule agreed. 3) Public bidding process completed in early 2016. 4) 2nd JWG Meeting and Kick-off Meeting convened in April, 2016. 5) The Implementation Plan approved by China, Laos, and Myanmar 6) Preliminary work related to China, Laos and Myanmar to be started in 2nd half of 2016.</p>							
PRC-TRA-04	Yuxi–Mohan Railway			Jointly financed by China and ADB	NDRC, China	Dec. 2015	Once it is connected with railways of other countries of 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>Narrative: 1) Bidding process for the whole line commenced in Feb. 2016 and completed in April 2016. 2) 375 million invested in 2015. 3) The planned investment is 1.25 billion in 2016 and as of May 2016, 66.7 million has been finished.</p>							

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

Lao People's Democratic Republic

Investment (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
LAO-TRA-01	Vang Tao Border–Crossing Point	This facility is one of the most southern Lao PDR–Thailand border-crossing point at Vang Tao and Chong Mek, on NR 16. The border-crossing facility does not meet the implementation requirements of the GMS CBTA.	Border crossing	15.0	The construction of this government financed project commenced on 14 December 2013. Implementation progress is at 75%.
LAO-TRA-02	Upgrading NR13N and N13S (Portion through Phon Hong–Vientiane Capital–Ban Hai); ASEAN Highway AH11 (NR13S)	NR 13N connects Vientiane to the country's northern provinces, and NR13S connects Vientiane to the southern provinces. Present and projected traffic demand requires the road to be expanded to 4 lanes. The Government intends to use this project as a pilot public-private partnership (PPP) road investment in Lao PDR.	Road	320.0	Feasibility study covering the total length of 106 km completed in December 2014. The environmental and social resettlement plan is being enhanced. MPWT is working with the World Bank to prepare a detailed report to the government.
LAO-TRA-03	Mekong Bridge at Bungkan–Paksan	The bridge will facilitate transport of goods and passengers from northeastern Thailand through central Lao PDR and central Viet Nam via NR8.	Road & Bridge/ Border Facilities	Note: project cost and financing included under project THA-TRA-07	With a grant from Neighboring Countries Economic Development Cooperation Agency (NEDA) of Thailand, a feasibility study and detailed design were completed in August 2014. Ministry of Finance is in the process of seeking a soft loan from NEDA to finance the construction cost (\$36 million). (See THA-TRA-07.)
LAO-TRA-04	Thanaleng Border–Crossing Infrastructure Improvement Project	The existing Thanaleng border crossing operates in a very restrictive and inefficient manner for both passenger and freight traffic, and this will become more severe as daily freight traffic grows beyond the present 300 trucks, and 1000 passenger cars and buses. In this regard, there is an urgent need to separate freight traffic from passenger traffic, also to significantly upgrade the road and other infrastructure.	Border crossing	25.0	Preliminary study on infrastructure improvement needs completed. Some minor traffic-lane expansion was undertaken at the checkpoint. Financing for a feasibility study and construction is being sought.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
LAO-TRA-05	Hongsa (Xayaboury)– Chomphet (Luang Prabang) Rehabilitation	The road is part of the tourism corridor that includes Chiang Rai, Chiang Mai, Luang Prabang (Chiang Thong), and Vientiane. The section rehabilitation will promote trade, investment and tourism.	Road	90.0	Project implementation with loan from NEDA commenced in September 2015. As of 30 June 2016, estimated progress was at 6%. Project is expected to be completed in May 2018.
LAO-TRA-06	Upgrading of NR8 East–West Transport Route; ASEAN Highway AH15 (Ban Lao–Nam Phao)	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; after the point, it connects to Cua Lo Seaport, in Vinh, Viet Nam. The road does not meet ASEAN standards. This portion of the road has been included in the ASEAN Master Plan for Connectivity for upgrading.	Road	80.0	Government of Korea (Korea International Cooperation Agency–KOICA) team conducted an implementation survey in April 2016. Department of Roads, MPWT, in collaboration with the team is preparing an Record of Discussion for the detailed feasibility study. The KOICA grant for this study is expected to be effective in fiscal year 2016–2017.
LAO-TRA-07	Xiengkong River Port	Xiengkong in Luang Namtha Province is located on the Mekong River, and is a suitable location for a river port. Under the quadrilateral Lancang–Upper Mekong River Commercial Navigation Agreement (PRC, Lao PDR, Myanmar, and Thailand), it has been agreed that Xieng Kok Port will be a checkpoint for downstream river traffic from the PRC to Chiang Saen Port, in Thailand. The port is to be equipped with cargo handling equipment, immigration and customs offices, and warehouses.	Inland waterway	15.0	Feasibility study completed in April 2010. Project included in Sino–Lao Cooperation 2016–2020 Scheme, and contract for construction and memorandum of understanding (MOU) signed on 30 December 2015. Pending PRC loan approval, implementation could commence in early 2017.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
LAO-TRA-08	Ban Mom River Port	Ban Mom in Bokeo Province is located on the Mekong River. Under the Quadrilateral Agreement on the Commercial Navigation on Upper Mekong-Lancang River (PRC, Lao PDR, Myanmar, and Thailand), it has been agreed that Ban Mom Port will be a checkpoint for upstream river traffic from Chiang Saen Port, in Thailand, to the PRC. The port will be equipped with cargo handling equipment, immigration and customs offices, and warehouses.	Inland waterway	12.0	Project in Development Plan of International Navigation on the Lancang–Mekong River 2015–2025. Preliminary feasibility study is being finalized by the Department of Waterways. The provincial government is considering using BOT method for this port upgrading project.
LAO-TRA-09	Lalay Border–Crossing Point (NR15)	This facility is located at the Lao PDR-Viet Nam border-crossing point on NR15 in Salavan Province. This road is crucial link to the seaport in Viet Nam. The existing border-crossing facilities do not meet the requirements of the GMS CBTA.	Border crossing	10.0	Preliminary feasibility study financed by the provincial government completed in August 2013. Financing for detailed feasibility study and construction has been sought from OPEC.
LAO-TRA-10	Nam Phao Border–Crossing Point (NR8)	This facility is located at Lao PDR-Viet Nam border crossing point on NR8 in Bolikhamxay Province. NR8 is vital route which provides the shortest link between Vientiane to the deep seaport in Viet Nam. The existing border-crossing facilities do not meet the requirements of the GMS CBTA.	Border crossing	8.0	MPWT plans to propose to KOICA to include the feasibility study of this project in the scope of detailed assistance for NR8 Upgrading Project.
LAO-TRA-11	Na Phao Border–Crossing Point (NR12)	This facility is located at Lao PDR-Viet Nam border crossing point on NR12 in Khammouane Province. After the Third International Friendship Bridge was opened for transit traffic through Thailand, Lao PDR and Viet Nam, traffic increased considerably. The existing border-crossing facilities do not meet the requirements of the GMS CBTA.	Border crossing	10.0	MPWT plans to include the feasibility study of this project in the NR12 Upgrading Project, which has sought a soft loan from NEDA.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
LAO-TRA-12	Luang Namtha– Xiengkok–Lao–Myanmar Friendship Bridge: NR17	NR17 starts from Luang Namtha town in Luang Namtha Province, passes through Muang Sing and Muang Long, and connects with the Lao-Myanmar Friendship Bridge at Xiengkok. This road is part of the ASEAN-India transport corridor. This section also falls in the North East-West Transport Corridor or AH 13.	Road	150.0	Financing for a pre-feasibility study being discussed with the World Bank. Viet Nam has also participated in meetings. The Government sent a letter to WB in December 2015 to support Viet Nam’s request for financing of the feasibility study. (Also refer to VIE-TRA-06)
LAO-TRA-13	Lao-Myanmar Friendship Bridge over the Mekong at Xianglok	The governments of Lao PDR and Myanmar have jointly financed (50% each) the construction of the International Friendship Bridge across the Mekong River at Xiengkok (Lao side) and Kainglap (Myanmar side)	Bridge	30.0	Construction completed in March 2015 and bridge inaugurated in May 2015. (See MYA-TRA-04.) Financing is by Governments of Lao PDR and Myanmar (50:50 basis)
LAO-TRA-14	Vientiane–Boten Railway Project	The Vientiane–Boten Railway Project will connect the Chinese railway in the north of Laos, Chinese border to Vientiane, and can potentially in the near future connect to Thai rail line via Nong Khai. This standard-gauge railway with a speed of 160 km/h for passenger train and 120 km/h for freight train will form parts of the substantial 3000 km Kunming-Singapore Rail Link.	Rail	6,040.0	Feasibility study completed in April 2011. Ground-breaking ceremony held on 2 December 2015. The government is reviewing a draft concession agreement. Signing ceremony of concession agreement between the government and the Lao–China Joint-Venture Railway State Enterprise is scheduled for September 2016. Construction scheduled to begin in October 2016.

Table 2: Project Progress

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
LAO-TRA-01	Vang Tao Border-Crossing Facility	N/A	N/A	1 Sep 13	14 Dec 13	14 Dec 13	Geographical location causes some project delays
Narrative: The construction of this government-financed project commenced on 14 Dec 2013. As of 30 June 2016, project progress is at 75%.							
LAO-TRA-02	Upgrading NR13N and N13S (Portion through Phon Hong–Vientiane Capital–Ban Hai); ASEAN Highway AH11 (NR13S)	Dec-13	Dec-14				
Narrative: FS covering the total length of 106 Km completed in Dec 2014. Environmental and social resettlement plan is being enhanced. MPWT is working hand-in-hand with WB to prepare a report with great details to the Government.							
LAO-TRA-03	Mekong Bridge at Bungkan–Paksan	Jan-14	Aug-14				Based on the current exchange. rate, the project cost estimate is 110 million USD.
Narrative: With a grant from NEDA, an FS and detailed design has been completed since Aug. 2014. MoF is under the process of seeking a soft loan from NEDA to finance the construction cost of 36 million USD, which is under Lao PDR's responsibility.							
LAO-TRA-04	Thanaleng Border–Crossing Infrastructure Improvement Project						Financing for FS and construction is being sought
Narrative: Preliminary study on the needs of infrastructure improvement was completed. Some minor traffic lane expansion was undertaken at the check point. Financing for FS and construction is being sought.							
LAO-TRA-05	Muong Ngeune– Chomphet–Luang Prabang	Mar-11	Nov-11	Nov-14			The Project name has been changed to “Hongsa (Xayaboury)– Chomphet (Luang Prabang) Rehabilitation (156 km)”
Narrative: The project implementation with the loan from NEDA has commenced since September 2015. As of 30 June 2016, the project sees its progress at 6%. It is expected to be completed in May 2018.							
LAO-TRA-06	Upgrading of NR8 East–West Transport Route; ASEAN Highway AH15 (Ban Lao–Nam Phao) 132 km						
Narrative: A team from KOICA conducted an implementation survey in April 2016. Department of Road (DoR), MPWT in collaboration with the team are preparing a Record of Discussion (RoD) for the project detailed FS. The KOICA grant for detailed FS is expected to be effective in the 2016-2017 fiscal year.							

Continued on next page

Table 2 continued

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
LAO-TRA-07	Xiengkok River Port	Mar-10	Apr-10				
	Narrative: The project was included in the Sino-Lao Cooperation 2016-2020 Scheme. Contract agreement for construction was signed on 30 Dec 2015. The loan negotiation can be carried out at the end of 2016, and the construction can commence in early 2017.						
LAO-TRA-08	Ban Mom River Port						
	Narrative: The project has been in the Development Plan of International Navigation on the Lancang-Mekong River 2015-2025. Preliminary FS is being finalised by Department of Waterways. The provincial government is considering using BOT method for this port upgrading project.						
LAO-TRA-09	Lalay Border–Crossing Point (NR15)	Aug-12	Aug-13				As in June 2016, the cost estimate of the project has been revised to \$10 million.
	Narrative: A preliminary FS financed by the provincial government was completed in August 2013. Financing for detailed FS and construction has been sought from OPEC.						
LAO-TRA-10	Nam Phao Border–Crossing Point (NR8)						The actual cost will be determined through the detailed FS procedure.
	Narrative: MPWT plans to propose to KOICA to include the FS of this project in the scope of detailed FS assistance on NR 8 Upgrading Project.						
LAO-TRA-11	Na Phao Border–Crossing Point (NR12)						The actual cost will be determined through the detailed FS procedure.
	Narrative: MPWT plans to include the FS of this project to the NR 12 upgrading project, which has been proposed for a soft loan from NEDA, Thailand.						
LAO-TRA-12	Luang Namtha– Xiengkok– Lao–Myanmar Friendship Bridge: NR17						
	Narrative: MPWT sent an official letter to the WB Office in Laos to support Vietnam’s request for a financing to the Pre-FS of the project. The project has been included in the Sector 5-year Plan. Lao PRD like Vietnam look forward to receiving the response from the WB on our requests.						
LAO-TRA-13	Lao-Myanmar Friendship Bridge over the Mekong at Xianglok	May-12	Dec-12			Feb-13	Construction completed
	Narrative: A preliminary FS financed by the provincial government was completed in August 2013. Financing for detailed FS and construction has been sought from OPEC.						
LAO-TRA-14	Vientiane–Boten Railway Project	Apr-10	Apr-11		1-Dec-15		Construction is scheduled in Oct 2016
	Narrative: Ground Breaking Ceremony was held on 2 Dec 2015. The government is reviewing a Draft Concession Agreement. The Signing Ceremony of Concession Agreement between the government and the Lao-China Joint-Venture Railway State Enterprise is scheduled in September 2016.						

FS= Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

Myanmar

Investment (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
MYA-TRA-01	East–West Economic Corridor Eindu–Kawkareik Road Improvement Project	This project focuses on a key route, not only for the GMS, but also for the India-Myanmar-Thailand Trilateral Highway, and the ASEAN and Asian highway networks. It will be reconstructed to ASEAN Class II standard.	Road	121.8	Feasibility study and detailed design have been completed. Project approved by ADB and government in November 2015. Loan signed on 8 April 2016. Construction to commence in September 2016. Consultant selection and procurement for civil works completed and ADB concurrence received.
MYA-TRA-02	Mae Sot–Myawaddy Border Crossing Project and Infrastructure Improvements (with Thailand)	A new bypass road and bridge to the north of the existing border crossing at Mae Sot (THA)–Myawaddy (MYA), which is located in the congested area 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.	Border Crossing	0.0	Construction commenced in August 2015 under grant financing from the Government of Thailand. (\$116 million- see THA-TRA-06). Bridge and bypass construction is ongoing. Project is expected to be completed in 2017.
MYA-TRA-03	Improvement of Inland Ports	The project will construct 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 is to improve the transportation and handling of domestic and international cargo and containers.	Inland waterway	60.0	The project is to establish 6 inland ports along Ayeyarwaddy and Chindwin rivers. Feasibility study for Mandalay port completed in February 2014. Government is seeking financing for implementation from JICA. The estimated cost for Mandalay port is \$38.0 million; estimated time required for implementation is about 2 years.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
MYA-TRA-04	Lao Myanmar Friendship Bridge over the Mekong River at Xiengkok-Kainglap	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 Kyainglap (Myanmar side).	Bridge	26.0	Bridge completed in March 2015 and inaugurated on 9 May 2015. (See LAO-TRA-13). Funding is by Governments of Lao PDR and Myanmar (50:50 basis)

Table 2: Project Progress

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
MYA-TR-01	East–West Economic Corridor Eindu–Kawkareik Road Improvement Project	14 Aug 2013	30 Jan 15	Feb. 2015	10 Nov. 2015	Aug. 2016	Feasibility study and detailed design have been completed. Approved by ADB and the Government. Loan signing has been done on 8 April 2016. Construction will be commenced in Sep. 2016. Procurement has been done and loan effectiveness process is ongoing
	Narrative: Consultant selection and procurement for civil works have been done and ADB concurrence has been received. Construction will commence in September 2016.						
MYA-TR-02	Mae Sot–Myawaddy Border Crossing Project and Infrastructure Improvements (with THA)	April 2014	Mar-15	14 Jan 15	9 Oct 14	July. 2015	Thai government provides 1000 million Baht grant to Myanmar. Bridge and Bypass construction is on going.
	Narrative: Will be completed in 2017.						

Continued on next page

Table 2 continued

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
MYA-TR-03	Improvement of Inland Ports	August 2013	Feb 14				<p>The first inland port project will be started in Mandalay, the Hub of Ayeyarwaddy River and country. Feasibility Study was started in August 2013 and completed in February 2014. It was under consideration in Financial and Technical matters by Japan Government. The primary estimated cost for Mandalay Port is 38.0 million USD. The estimated time required for implementation of Mandalay Port is about 2 years. Public Consultation for ESIA concerned with the construction of Mandalay Port was done in 2013.</p> <p>Narrative: Some of inland water ports have old jetty facilities, however, most of the ports have no mechanical facilities for transfer and the ports rely on manual labor to handle goods. So, establishment of Inland Ports in some significant areas along Ayeyarwaddy and Chindwin River is a priority in Transport sector.</p>
MYA-TR-04	Lao Myanmar Friendship Bridge over the Mekong River at Xiengkok-Kyainglap	2003	2003			16 Feb 13	<p>Completed in 15 March 2015. (See LAO-TRA-13)</p> <p>Narrative: The construction of the 691.6-meter bridge at a cost of 26 million U.S.dollars started in February 2013 . People used the ferry boats to cross the river previously. But now smooth and speedy road transportation after completing of the friendship bridge. This bridge was inaugurated on 9 May 2015.</p>

FS= Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

Thailand

Investment (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
THA-TRA-01	Bang Yai–Kanchanaburi Intercity Motorway Project	This expressway, in addition to having a strong national justification, will be part of the Laem Chabang-Bangkok-Dawei (MYA) highway corridor, linking the port at Laem Chabang with the proposed deep-water port at Dawei, and with Myanmar's highway network connecting with Mawlamyine and Yangon. The proposed expressway is an important component of Thailand's National Highway Development Plan	Road	2,000.0	Feasibility study completed in August 2009; project approved by the Royal Thailand Government Cabinet in July 2015. Source of funding is still to be determined.
THA-TRA-02	Tak–Mae Sot Highway Improvement Project	The project will improve highway capacity on the East–West Economic Corridor (EWEC) in Thailand, for the section of the EWEC that connects with the Myanmar section at Myawaddy. The project will upgrade the existing road from two to four lanes; total length is 76 km.	Road	90.0	Project involves upgrading the existing road from 2 to 4 lanes, with total length of 76 km. Construction of 4 lanes for 25 km has been completed. Construction of another 24 km is ongoing. Available financing is from Thai Government.
THA-TRA-03	Lomsak–Phetchabun Highway Improvement Project	Upgrade the existing road from 2 to 4 lanes. Total project length is 92 km. Fiscal year 2016 got budget for 11 km. The remaining part is planned in the next 5 year plan.	Road	120.0	Project involves upgrading the existing road from 2 to 4 lanes, with total length of 92 km. Implementation commenced in April 2016 for 11 km. The remaining part is planned to be allocated in fiscal year 2017. Available financing is from Thai Government.
THA-TRA-04	Kalasin–Nakrai–Kamcha I Highway Improvement Project	The project will improve highway capacity on the EWEC in Thailand between Kalasin and Kamcha I. The project will upgrade the existing road from two to four lanes; total length is 107 km.	Road	140.0	Project involves upgrading the existing road from 2 to 4 lanes, with total length of 107 km. Implementation commenced 15 May 2015. Available financing is from Thai Government.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
THA-TRA-05	Chiang Rai–Chiang Khong Highway Improvement Project	The project will improve highway capacity on the North–South Economic Corridor (NSEC) in Thailand. This project will upgrade the existing road from two to four lanes; total length is 103 km.	Road	80.0	Project involves upgrading the existing road from 2 to 4 lanes, with total length of 103 km. Construction of 4 lanes for 55 km has been completed. The remaining part is planned in the next 5-year plan. Available financing is from Thai Government.
THA-TRA-06	Mae Sot–Myawaddy Border Crossing Project and Infrastructure Improvements	A new bypass road and bridge to the north of the existing border crossing, currently located in the congested centers of the two border cities, Mae Sot and Myawaddy. This new crossing would be dedicated to cross-border freight traffic, and would avoid the congested urban areas of the cities. The bypass would link with a newly envisioned special trade zone on the Myanmar side. The overall project would consist of about 16.9 km of new four-lane divided highway (13.3 km in Thailand; 3.6 km in Myanmar), a 100 m-long bridge across the Moei River at the border, and associated border-crossing facilities.	Road/ Bridge/ Border Facilities	116.0	Project construction is ongoing. (See MYA-TRA-02). Available financing is from Thai Government.
THA-TRA-07	Mekong Bridge at Bungkan–Paksan	This bridge will connect Amphoe Muang, Bungkane Province (Thai side), and Muong Paksan, Bolikhamxay Province (Lao side). It will facilitate transport of goods and passengers from northeastern Thailand through central Lao PDR and central Viet Nam via NR8.	Road/ Bridge/ Border Facilities	110.0	Feasibility study completed in 2014. Included on a tentative basis, and subject to availability of budget for the Thai part for 50% of the project financing; for the Lao part, the Lao PDR government is considering seeking financing from NEDA. (See LAO-TRA-03.) Detailed design completed in 2015.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
THA-TRA-08	Laem Chabang Port Development Project, Phase 3 - Feasibility Study	Projections of future demand indicate that the total containers accommodated in Basin I and Basin II will exceed 10 million 20-foot equivalent units (TEUs) per year by 2018, while the maximum capacity of Basin I and Basin II together is approximately 11 million TEUs per year. Given these projections, the development of Basin III will be necessary. The purpose will be to accommodate the increasing throughput and strengthen the port's role as a gateway port to the GMS. The proposed study will present technical and other options for expanding the port.	Port	5.0	Feasibility study 98% completed, excluding Environmental Health Impact Assessment (EHIA) part. Design and economic and financial study completed. Corporate Social Responsibility (CSR) measures launched. Investment is projected to commence implementation in 2025.
THA-TRA-09	Single Rail Transfer Operator Development Project for Laem Chabang Port	Currently, approximately 88% of the transport from the Laem Chabang Port to the hinterland is via the road system, with the remainder by rail (9.5%) and inland waterway (2.5%). The proposed project will develop infrastructure and necessary facilities for serving the discharging and loading containers transported by rail to the port area. The project would facilitate rail transfer in the future, in response to the completion of the State Railway of Thailand's double-track construction project. It would increase the handling capacity of rail transport at the port from the current 500,000 TEUs/year to 1–2 million TEUs/year. Objective of the project is to increase the proportion of container traffic moved by rail from 9% of port throughput to 20% of port throughput, in line with the Government's policy to reduce logistics costs.	Port	90.0	Feasibility study completed in September 2011. Project objective is to increase the proportion of container traffic moved by rail from 9% to 20% of port throughput, in line with government's policy to reduce logistics cost. Project has been approved by Thailand government. Implementation is expected to commence in 2018. Available financing is from Thai Government.

Table 2: Project Progress

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
THA-TRA-01	Bang Yai–Kanchanaburi Intercity Motorway Project	1-Aug-08	1-Aug-09	-	14-Jul-15		
	Narrative: The project was approved by the cabinet in July 2015. Source of fund is still to be determined.						
THA-TRA-02	Tak–Mae Sot Highway Improvement Project	-	-	30-Sep-08	30-Sep-08	5-Feb-09	
	Narrative: Upgrade the existing road from 2 to 4 lanes. Total project length is 76 km. Construction completed 4-lane 25 km. Under construction 24 km. Budget planned to be allocated in fiscal year 2016						
THA-TRA-03	Lomsak–Phetchabun Highway Improvement Project	-	-	12-May-15	12-May-15	21-Apr-16	Budget allocated in FY 2015
	Narrative: Upgrade the existing road from 2 to 4 lanes. Total project length is 92 km. Fiscal year 2016 got budget for 11 km. The remaining part is planned to be allocated in fiscal year 2017.						
THA-TRA-04	Kalasin–Nakrai–Kamcha I Highway Improvement Project	-	-	12-May-15	12-May-15	42,139.0	Budget allocated in FY 2015
	Narrative: Upgrade the existing road from 2 to 4 lanes. Total project length is 107 km. Fiscal year 2016 got budget for 13 km. The remaining part is planned to be allocated in fiscal year 2017.						
THA-TRA-05	Chiang Rai–Chiang Khong Highway Improvement Project	-	-	30-Sep-07	30-Sep-07	9-Sep-09	Budget allocated in FY 2016
	Narrative: Upgrade the existing road from 2 to 4 lanes. Total project length is 103 km. Construction completed 4-lane 55 km. The remaining part is planned in the next 5 years plan.						
THA-TRA-06	Mae Sot–Myawaddy Border Crossing Project and Infrastructure Improvements (Thailand part)	30-Aug-13	Dec-16	2-Jun-15	6-Oct-09	Aug-15	Detailed design to be completed by the end of 2014
	Narrative: Project is under construction.						
THA-TRA-07	Mekong Bridge at Bungkan–Paksan (with LAO)	26-Sep-13	Oct-16	-	-	-	Included on a tentative basis, and subject to the availability of budget for the THA part, indicatively 50% of the project financing (for the LAO part, the Government of Lao PDR is considering seeking financing from Thai Government's NEDA. (See LAO-TRA-03)
	Narrative: Detailed design completed in 2015						

Continued on next page

Table 2 continued

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
THA-TRA-08	Laem Chabang Port Development Project, Phase 3 - Feasibility Study				Approved by the cabinet	2025 (Projected)	Port container throughput projections indicate that the existing Phase I and II facilities will soon reach capacity. The proposed study will present technical and other options for expanding the port.
Narrative: FS completed 98%, excluding EHIA part. Design and economic and financial study completed. CSR measures launched.							
THA-TRA-09	Single Rail Transfer Operator Development Project for Laem Chabang Port	21-Dec-10	23-Sep-11	Financed by Port Authority of Thailand, and implemented by Laem Chabang port	Approved by the cabinet	2018 (Projected)	Objective of the project is to increase the proportion of container traffic moved by rail from 9% of port throughput to 20% of port throughput, in line with the Government's policy to reduce logistics cost.
Narrative: To increase capacity of rail transport at Lam Chabang Port from the existing of 500,000 TEUs/year to 1-2 million TEUs/year.							

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

Viet Nam

Investment (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
VIE-TRA-01	GMS Ben Luc–Long Thanh Expressway Project (Stage 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.	Road	1,607.0	Eight of 11 contract packages implemented and remaining 3 packages in procurement. Land acquisition stake-out handed over to local agencies. Compensation and resettlement approved by local agencies. Negotiation of second loan (from ADB) completed. Available financing breakdown: ADB (\$286.0 million); JICA (\$517.6 million); Viet Nam government (\$48.3 million); TBD (\$755.1)
VIE-TRA-02	GMS Ha Noi–Lang Son Expressway	The project will construct a 156.6 km expressway between Hanoi and Huu Nghi, in Lang Son Province, on the border with the PRC's Guangxi Zhuang Autonomous Region.	Road	1,400.0	Feasibility study commenced and intended to be completed in second quarter of 2016. Project approved by government of Viet Nam.
VIE-TRA-03	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, and complete the connection with Cambodia and Thailand.	Road	373.0	Project has 3 components. For Rach Gia–Ha Tien route component, feasibility study funded by ADB and contract signed between ADB and Snowy Mountains Engineering Corporation (SMEC); feasibility study not yet approved. Ha Tien international border gate and bridge components included in SCCP2 (on 24 July 2015). Ha Tien bridge feasibility study completed in December 2012.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
VIE-TRA-04	Second GMS Northern Transport Network Improvement (Luang Prabang–Thanh Hoa)	Upgrading Vietnam’s National Highway 217 from Do Len to the Na Meo border gate with Lao PDR, and Lao PDRs’ national highways 6, 6A and 6B.	Road	140.0	About 90 km road from border with Lao PDR to Batouc was substantially completed in May 2016. Additional financing for project to improve another 45 km road from Batouc to Cam Thuy approved by ADB in November 2015, with expected completion in 2019. Road construction expected to commence in early 2017.
VIE-TRA-05	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 from Bangkok through Pakse (Lao PDR), to Da Nang (Viet Nam).	Road	110.0	Concept of the project is under preparation; Project preparatory technical assistance (PPTA) commencement is expected in early 2017.
VIE-TRA-06	Northern East-West Corridor: Son La - Dien Bien - Tay Trang Border Gate (Viet Nam and Laos) section, to connect with the RIF-listed Luang Namtha (LAO) to the Friendship Bridge (LAO/MYA) at Xiengkok-Kainglap	This is the shortest route to connect northern Lao PDR, and the north-east of Myanmar, through the north-west of Viet Nam to the Hai Phong international gateway port	Road	TBD	This project was originally included in the RIF-IP at STF-19 in Phnom Penh, but no status was given at STF-20 in June 2016 in Nanning.

Table 2: Project Progress

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
VIE-TRA-01	GMS Ben Luc–Long Thanh Expressway Project (Stage 2)		8 October 2010	ADB, JICA and counterpart fund			
	Narrative: 8/11 contract packages have been implemented and the remaining 3 packages in procurement. Land acquisition stake-out have been handed over to local agencies. Compensation and resettlement are approved by local agencies. The negotiation of the second loan (ADB) has been completed.						
VIE-TRA-02	GMS Ha Noi–Lang Son Expressway		Intend to complete in quarter II/2016	ADB and counterpart fund	Intend in quarter II/2016		
	Narrative: Ministry of Transport of Viet Nam issued Decision No. 827/QĐ-BGTVT dated 12 March 2015 and 07/QĐ-BGTVT dated 5 January 2016 on approval to adjust detailed design. PDO has been compiled by Ministry of Planning and Investment to submit to Prime Minister for approval consideration.						
VIE-TRA-03	Second GMS Southern Coastal Corridor	1 March 2012	31 December 2012	ADB and counterpart fund		2018-2020 (Projected)	
	Narrative: Rach Gia - Ha Tien route component: feasibility study funded by ADB (TA-7924 VIE) and contract has been signed between ADB and SMEC, FS not yet approved. Ha Tien international border gate component has been put into Second GMS Southern Coastal Corridor (SCCP2) through document no. 5779/VPCP-QHQT dated 24 July 2015 of Government's Office. Ha Tien bridge component has been put into SCCP2 (Document No. 5779/VPCP-QHQT dated 24 July 2015 of Government's Office).						
VIE-TRA-04	Second GMS Northern Transport Network Improvement (Luang Prabang–Thanh Hoa)	October 2004	June 2005	ADB and counterpart fund	2009	2009	
	Narrative: About 90 km road from the border with Lao PDR to Batouc was substantially completed in May 2016, Additional financing project to improve another 45 km road from Batouc to Cam Thuy was approved by ADB in November 2015 with expected completion in 2019. Road construction is expected to be commenced in early 2017.						
VIE-TRA-05	National Highway 14D Improvement Project	Not yet	Not yet	ADB and counterpart fund			
	Narrative: Concept of the project is under preparation, PPTA commencement is expected in early 2017.						
VIE-TRA-06	Northern East-West Corridor: Son La - Dien Bien - Tay Trang Border Gate (Viet Nam and Laos) section, to connect with the RIF-listed Luang Namtha (LAO) to the Friendship Bridge (LAO/MYA) at Xiengkong-Kainglap						This project was originally included in the RIF-IP at STF-19 in Phnom Penh, but no status was given at STF-20 in June 2016 in Nanning.
	Narrative: No reported status.						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

Regional

Technical Assistance (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
VIE-TR-TA-01	National Highway 14D Improvement Project	The technical assistance (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.	Road	1.0	Project merged with Northern Mountains Connectivity Project and title changed to GMS Corridor Enhancement Project (see VIE-TRA-05)
REG-TR-TA-02	Second GMS Northern Transport Network Improvement: Luang Prabang (Lao PDR)–Thanh Hoa (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.	Road	1.5	Completed.
VIE-TR-TA-03	Proposed Hoa Lac–Hoa Binh City Expressway Public–Private Partnership Feasibility Study	Lang–Hoa Lac–Hoa Binh Expressway is among the seven expressways connecting to Ha Noi. The Lang–Hoa Lac section has been in operation since October 2010. The Hoa Lac–Hoa Binh section of 33.256 km is in the preparatory stage.	Road	1.0	No reported updates.
REG-TR-TA-04	Feasibility Study for the Rail Link between Laem Chabang Port and Dawei Deep Sea Port	<p>The governments of Myanmar and Thailand 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 Laem Chabang Port and Dawei deep sea port will promote the movement of cargo between the two countries.</p> <p>Myanmar and Thailand are recommended to consider the project as joint, as well as to conduct the feasibility study jointly, to create the best outcomes for the GMS and ASEAN.</p>	Rail	3.0	Feasibility study completed in 2015. In process of hiring consultants to undertake detailed design and environmental impact assessment for rail construction project in Thailand (Ban Phu Nam Ron-Laem Chabang Port). Expected to sign a 12-month contract in September 2016.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-TR-TA-05	Building Institutional Capacity at the Greater Mekong Railway Association (All GMS countries)	<p>At the 18th GMS Ministerial Conference (December 2012), the countries agreed on the establishment of the Greater Mekong Railway Association (GMRA), initially as a nonlegal intergovernmental entity. This is the first important step toward the overall and ultimate objective of increasing railway connectivity in and beyond the GMS; and promoting an efficient, safe, and environmentally sustainable transport mode.</p> <p>Once the memorandum of understanding 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 2 years.</p>	Rail	0.2	Technical Assistance is ongoing.
REG-TR-TA-06	GMS Road Corridors Maintenance (All GMS countries)	The TA will provide institutional and operational strengthening of the road maintenance.	Road	1.2	ADB will discuss further with the governments.
REG-TR-TA-07	Strategic Study on the Development and Management of the GMS Motorway Network System (All GMS countries) (Proposed by Thailand)	<p>The improvement and expansion of the existing highway network system, raising it to an advanced highway standard with fully controlled access, is a key aspect of the strategic plan for GMS highway development, to promote cross-border and transit transport. The GMS motorway network system will be the core system of road connectivity to other modes of transport, border areas, special economic zones, 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.</p> <p>The strategic study should view all GMS corridors, and consider how they overlay the GMS motorway network system.</p>	Road	To be determined	No activities undertaken. Project framework development is pending.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-TR-TA-08	Knowledge Transfer between Thailand and the other GMS Member Countries on Highway and Bridge Standards and Specifications, including Transport Facilitation Facilities (All GMS countries) (Proposed by THA)	Thailand's Department of Highways fulfills its role in providing technical experts and training center facilities, and organizing staff to various training courses in the areas of road and bridge engineering. The objective of the TA is to enhance knowledge and exchange experience in road engineering, as well as to brainstorm on road engineering best approaches for better solutions leading to sustainable road development in the GMS.	Road	0.4	No activities undertaken. Project framework development is pending.
REG-TR-TA-09	Promotion and Application of the Northeast Asia Logistics Information Service Network (NEAL-NET) in the GMS (countries to be determined) (Proposed by PRC)	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. It aims at constructing a logistics information sharing platform covering Asia and beyond.	Other Infrastructure	To be determined	Proposed to be dropped: PRC proposed deletion of the project from the RIF-IP because it is already being undertaken in the Association of Southeast Asian Nations (ASEAN)-China framework; deletion will avoid duplication.
REG-TR-TA-10	Study on Dry Port Development Plan along International Railway Lines Connecting Thailand with Cambodia, the Lao PDR, and Myanmar (CAM, LAO, MYA, THA) (Proposed by THA)	Thailand aims to develop Laem Chabang Port as a gateway to neighboring countries in the GMS, and to promote a modal shift from road to rail transport. Cross-border railway projects have been emphasized by the Government of Viet Nam, i.e., Nong Khai–Thanaleng–Vientiane, to connect with the Lao PDR; Aranyaprathet–Khlung 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. The TA study will determine the need for dry ports at strategic rail locations on international borders.	Other Infrastructure	0.5	Terms of reference being drafted. State Railway of Thailand will be responsible for cost of hiring consultant for project using its own revenue. As of May 2016, no further update.

Table 2: Project Progress

Code	Project	Activity/Date			
		Financing Identified	Project Approved/By	Implementation Commenced	Project Completed
VIE-TR-TA-01	Project Preparatory Technical Assistance for National Highway 14D Improvement Narrative: Project merged with Northern Mountains Connectivity Project and title changed to GMS Corridor Enhancement Project (see VIE-TRA-05)	ADB			
REG-TR-TA-02	Second GMS Northern Transport Network Improvement: Luang Prabang (Lao PDR)–Thanh Hoa (Viet Nam) (LAO, VIE) Narrative: Completed.	ADB			
VIE-TR-TA-03	Proposed Hoa Lac–Hoa Binh City Expressway Public–Private Partnership Feasibility Study (VIE) Narrative: No reported updates.				
REG-TR-TA-04	Feasibility Study for the Rail Link between Laem Chabang Port and Dawei Deep Sea Port (MYA, THA) Narrative : The feasibility completed in 2015. Under the process of hiring consultants to do the detailed design and environmental impact assessment (EIA) for rail construction project in Thailand (Ban Phu Nam Ron – Laem Chabang Port) Expected to sign a 12-month contract in September 2016. Funding is from Thai Government.	31-Aug-14	30-Sep-14	1-Oct-14	30-Apr-15
REG-TR-TA-05	Building Institutional Capacity at the Greater Mekong Railway Association (All GMS countries) Narrative: Technical assistance is ongoing.	ADB			
REG-TR-TA-06	GMS Road Corridors Maintenance (All GMS countries) Narrative: ADB will discuss further with the governments.				
REG-TR-TA-07	Strategic Study on the Development and Management of the GMS Motorway Network System (All GMS countries) (Proposed by THA) Narrative: No activities undertaken. Project framework development is pending.				
REG-TR-TA-08	Knowledge Transfer between Thailand and the other GMS Member Countries on Highway and Bridge Standards and Specifications, including Transport Facilitation Facilities (All GMS countries); (Proposed by THA) Narrative: No activities undertaken. Project framework development is pending.				

Continued on next page

Table 2 continued

Code	Project	Activity/Date			
		Financing Identified	Project Approved/By	Implementation Commenced	Project Completed
REG-TR-TA-09	Promotion and Application of the Northeast Asia Logistics Information Service Network (NEAL-NET) in the GMS (countries to be determined) (Proposed by PRC)				
	Narrative: Proposed to be dropped: PRC proposed deletion of the project from the RIF-IP because it is already being undertaken in the Association of Southeast Asian Nations (ASEAN)-China framework; deletion will avoid duplication.				
REG-TR-TA-10	Study on Dry Port Development Plan along International Railway Lines Connecting Thailand with Cambodia, the Lao PDR, and Myanmar (CAM, LAO, MYA, THA); (Proposed by THA)				
	Narrative: Term of Reference (TOR) is being drafted. State Railway of Thailand will responsible for the cost of hiring consultant for the project by using its own revenue. As of May 2016, no further update.				

Project approved/by = date of project approval/approving authority (Government, financier, other)

Energy

Regional

Investment (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-ENG 01	Lao PDR–Viet Nam Power Transmission Interconnection (Xekaman 1-Pleiku; formerly Hatxan-Pleiku)	<p>This project will originally (i) construct a 59-kilometer 500 kilovolt (kV) transmission line and a 230 kV/500 kV substation in Hatxan, in the Lao People’s Democratic Republic (Lao PDR); and (ii) construct a 94-kilometer 500 kV transmission line and expand the existing 220 kV/500kV Pleiku Substation, in Viet Nam. However, this was revised to Xekaman 1 to Pleiku.</p> <p>The project will enable the transmission of 3,157 gigawatt-hours/year of electricity to be produced by eight small hydropower plants (with a total capacity of 1,013 MW) in southern Lao PDR, which will be developed by independent power producers.</p>	Electricity Transmission and distribution	218.0	The interconnection project between Hatxan in Lao PDR and Pleiku in Viet Nam has been changed to interconnection from Xekaman 1 power plant in Lao PDR to Pleiku in Viet Nam. Available financing for Lao PDR is from Song Da Group while for Viet Nam from Viet Nam Electricity National Power Transmission Corporation.
REG-ENG-02	Lao PDR-Thailand Nabong 500 kV Substation Transmission Facility	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.	Electricity Transmission and distribution	106.0	Project implementation commenced.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-ENG-03	PRC–Lao PDR–Thailand 600 HVDC Interconnection	The project aims to supply electricity to Thailand from the People’s Republic of China (PRC). Preliminary studies have been undertaken, such as a joint feasibility study to assess the project’s technical and economic viability, a study on ownership models and on the principles of benefit sharing, and a study on technical alternatives. It also included the conduct of project preparation; detailed engineering; construction of the transmission line, including substations; and possibly the distribution of components.	Electricity Transmission and distribution	800.0	There is no progress to date and project was previously deleted, but it is still under consideration as GMS countries recognize its importance and propose including it in the RIF-IP. This will depend on import opportunities by Thailand and export price set by PRC.
REG-ENG-04	Reinvestigation of Thailand–Lao PDR–Viet Nam Interconnection	The project will involve reconsidering an interconnection between Thailand and Viet Nam via the Lao PDR, and the LaoPDR–Viet Nam section. It will introduce a step change in the development of the regional power market; and lead to reduced reserve requirements, lower costs, and enhanced confidence in the regional power market.	Electricity Transmission and distribution	278.0	No activity to date. The countries have agreed not to proceed with the project. Previously dropped.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-ENG-05	East–West Corridor Power Transmission and Distribution Project in the Lao PDR Proposed to be added	<p>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.</p> <p>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.</p>	Electricity Transmission and distribution	50.0	Proposed by Lao PDR; from RIF.
REG-ENG-06	Continued Projects in Rural Electrification and Off-Grid Power Development in the Northern Part of Lao PDR Proposed to be added	<p>This project, included in the RIF is proposed by Lao PDR. The project involve grid extensions according to sound selection principles, and the implementation of off-grid projects where grid extensions are not feasible. The new Greater Mekong Subregion (GMS) strategy calls for enhancing energy access, particularly to poor, remote areas, through the promotion of best practices in the GMS. Costs and scheduling are aligned with the completion report for project 31341 (Lao PDR: Northern Area Rural Power Distribution Project), with some increases reflecting inflation. That project installed 268 km of a 115 kilovolt (kV) line with distribution facilities, and connected over 30,000 households.</p>	Electricity Transmission and distribution	50.0	Proposed by Lao PDR; from RIF.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-ENG-07	Design and Funding of a Backbone Grid for the Lao People’s Democratic Republic (PDR) Proposed to be added	<p>This involves completing the north–south 500 kV line in the Lao PDR, to enable the Lao national grid to transmit power across the country and provide high value-added services from its hydropower plants to neighbors in the GMS. The project will strengthen the capacity of the national system to supply power to economic corridors; 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>	Electricity Transmission and distribution	400.0	Proposed by Lao PDR; from RIF.

Table 2: Project Progress

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-ENG-01	Lao PDR–Viet Nam Power Transmission Interconnection (Xekaman–Pleiku): LAO Part	Yes	Yes	Yes	Yes	Yes	
	Narrative: LAO: Xekaman 1 Hydropower project is in the process of testing the Generation Unit 1 and will start generating power for export to Vietnam by September 2016. Xekaman 1 Transmission line 230kV from power house to Vietnam border was already completed in June 2016. Department of Energy Policy and Planning (DEPP) of the Ministry of Energy and Mines (MEM) already issued final approval for Dead End Tower (the tower of transmission line at the end of the line, Lao side) for cross border transmission line to Vietnam. The transmission line is under construction aiming to meeting the commercial operation date for the Xekaman 3 in 2017. The line is being financed by private developer, both in Lao PDR and Viet Nam.						
	Lao PDR–Viet Nam Power Transmission Interconnection (Xekamn–Pleiku): VIE Part	Yes	Yes	Yes	Yes	Yes	
	Narrative: VIE: The construction of the transmission line from the Lao PDR - Viet Nam border to new Pleiku 500kV substation will be implemented by Viet Nam's National Power Transmission Corporation. No specific update from Viet Nam.						
REG-ENG-02	Lao PDR-Thailand Nabong 500 kV Substation Transmission Facility: LAO Part	Yes	Yes	Yes	Yes	Yes	
	Narrative: LAO: Following the committee comment and agreement on the design and budget, preparations to start construction of the Nabong Substation is underway. DEB/MEM is preparing the document to rent the substation for Electricite du Laos (EDL) to operate with Electricity Generating Authority of Thailand (EGAT), renting for a period of 20 years from 2018-2028.						
	Lao PDR-Thailand Nabong 500 kV Substation Transmission Facility: THA Part	Yes	Yes	Yes	Yes	Yes	
	Narrative: The private developer Nam Ngum 2 Power Company has finished technical design for the substation. The Government reviewed the design and cost estimate. Construction of the 500kV substation will be timed to meet the evacuation of power from the Nam Nghiep 1 hydropower plant. No specific update from Thailand.						
REG-ENG-03	PRC–Lao PDR–Thailand 600 HVDC Interconnection: PRC Part	No	No	No	No	No	
	Narrative: This project, while there is no progress to date and was previously dropped, is still under consideration as GMS countries recognize its importance and proposed to include in the RIF IP, but will depend on the import opportunities by Thailand and export price by PRC.						
	PRC–Lao PDR–Thailand 600 HVDC Interconnection: LAO Part	No	No	No	No	No	
	Narrative: Narrative: This project, while there is no progress to date and was previously dropped, is still under consideration as GMS countries recognize its importance and proposed to include in the RIF IP, but will depend on the import opportunities by Thailand and export price by PRC.						
	PRC–Lao PDR–Thailand 600 HVDC Interconnection: THA Part	No	No	No	No	No	
Narrative: This project, while there is no progress to date and was previously dropped, is still under consideration as GMS countries recognize its importance and proposed to include in the RIF IP, but will depend on the import opportunities by Thailand and export price by PRC.							

Continued on next page

Table 2 continued

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-ENG-04	Reinvestigation of Thailand–Lao PDR–Viet Nam Interconnection: THA Part	No	No	No	No	No	
	Narrative: No activity to date. The countries have agreed not to proceed with the project. Proposed to be dropped.						
	Reinvestigation of Thailand–Lao PDR–Viet Nam Interconnection: LAO Part	No	No	No	No	No	
	Narrative: No activity to date. The countries have agreed not to proceed with the project. Proposed to be dropped.						
	Reinvestigation of Thailand–Lao PDR–Viet Nam Interconnection: VIE Part	No	No	No	No	No	
Narrative: Viet Nam confirmed to drop this project from RIF IP.							
REG-ENG-05	East–West Corridor Power Transmission and Distribution Project in the Lao PDR Proposed to be added	No	No	No	No	No	
	Narrative: Proposed by Lao PDR during the 20th Meeting of the Regional Power Trade Coordination Committee (RPTCC-20) held in June 2016. The project is in RIF.						
REG-ENG-06	Continued Projects in Rural Electrification and Off-Grid Power Development in the Northern Part of Lao PDR Proposed to be added	No	No	No	No	No	
	Narrative: Proposed by Lao PDR during the 20th Meeting of the Regional Power Trade Coordination Committee (RPTCC-20) held in June 2016. The project is in RIF.						
REG-ENG-07	Design and Funding of a Backbone Grid for the Lao People’s Democratic Republic (PDR) Proposed to be added	No	No	No	No	No	
	Narrative: Proposed by Lao PDR during the 20th Meeting of the Regional Power Trade Coordination Committee (RPTCC-20) held in June 2016. The project is in RIF.						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

Technical Assistance (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-EN-TA-01	Harmonizing GMS Power Systems to Facilitate Regional Power Trade (formerly Support to Regional Power Trade Coordination Committee in the Completion of Performance Standards, Grid Codes, Market Rules, and Subregional Transmission Expansion Plan) (All GMS Countries)	The technical assistance supports the reaching of a clear basis for regional market rules comprising agreed rules and indicative planning of interconnections. It will result in a more functional regional market with genuine exchanges of electricity, leading to an improved reliability and quality of power supply and lower costs. It is a critical project, and should be well resourced. It will be best organized around a full-time (or nearly full-time) consultant with substantial access to short-term experts for specific tasks and capacity building. National experts should be seconded under national funding. Office space and administration are assumed to be covered under another budget. An initial support for 5 years will be appropriate to provide continuity, and should begin as soon as feasible.	Energy sector development and institutional reform	1.5	ADB/PRC financed technical assistance (RETA 8830) was approved in Dec 2014. Implementation of technical assistance is ongoing. The consultants providing support to the Working Group on Performance Standards (WGPG) and Working Group on Regulatory Issues (WGRI) completed the reports. The findings of the two reports were discussed and presented to the WGPG and WGRI at the 20th meeting of the Regional Power Trade Coordinating Committee (RPTCC-20) in June 2016. RPTCC-20 adopted the WGPG and WGRI recommendations and workplans for 2016-2017.
REG-EN-TA-02	Ensuring Sustainability of Greater Mekong Subregion Regional Power Development (Phase 2) (All GMS Countries)	The technical assistance will support efforts of the Regional Power Trade Coordination Committee to forge agreements among the Greater Mekong Subregion (GMS) countries on the technical, institutional, and operational aspects of the GMS Regional Power Market; and ensure that these comply with environmental sustainability requirements.	Energy sector development and institutional reform	1.0	The technical assistance is financed by AFD France. The RETA was approved. Implementation plan was discussed at RPTCC-20 meeting in June 2016.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-EN-TA-03	Development of GMS Coordination Center for Regional Power Trade (All GMS Countries)	The project will help set up the Regional Power Coordination Center (RPCC); and build the capacity of national and subregional bodies. They 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.).	Energy sector development and institutional reform	3.0	The decision was referred to SOM in August 2016; discussion to be held at the bilateral level between Thailand and PRC together with Lao PDR and will revert back to SOM about the outcome.
REG-EN-TA-04	Provision of Continuing Institutional Support for the Subregional Energy Forum (All GMS Countries)	<p>The project will establish a secretariat that will support the Subregional Energy Forum (SEF) through position papers, analyses, 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.</p> <p>The total cost of the studies is about \$10 million over 5–6 years. It is scarcely feasible that the SEF can manage the activities effectively without full-time administrative support. The costs of administrative support will depend on whether activities are located within the GMS Environment Operations Center or the RPCC, or in an independent institution. In the first case, the initial staffing would need a senior administrator with some junior support.</p>	Energy sector development and institutional reform	1.0	Project has been dropped. Previously dropped.

Table 2: Project Progress

Code	Project	Activity/Date			
		Financing Identified	Project Approved/ By	Implementation Commenced	Project Completed
REG-EN-TA-01	Harmonizing GMS Power Systems to Facilitate Regional Power Trade	Yes	Yes	Yes	No
	Narrative: The consultants providing support to the Working Group on Performance Standards (WGPG) and Working Group on Regulatory Issues (WGRI) completed the reports. The findings of the two reports were discussed and presented to the WGPG and WGRI at the 20th meeting of the Regional Power Trade Coordinating Committee (RPTCC-20) in June 2016. RPTCC-20 adopted the WGPG and WGRI recommendations and workplans for 2016-2017.				
REG-EN-TA-02	Ensuring Sustainability of Greater Mekong Subregion Regional Power Development (Phase 2)	Yes	No	No	No
	Narrative: Implementation is on-going; engagement of consulting consortium was completed in May 2016.				
REG-EN-TA-03	Development of GMS Coordination Center for Regional Power Trade	No	No	No	No
	Narrative: The decision was referred to SOM in August 2016; discussions to be held at the bilateral level between Thailand and PRC together with Lao PDR and will revert back to SOM about the outcome.				
REG-EN-TA-04	Provision of Continuing Institutional Support for the Subregional Energy Forum	No	No	No	No
	Narrative: Project is dropped since 2015.				

Project approved/by = date of project approval/approving authority (Government, financier, other)

Agriculture

Regional

Investment (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-AGR-01	Climate-Friendly Agri-Business Value Chains in the GMS	<p>The project will promote activities under pillars 2 and 3 of the Core Agriculture Support Program (CASP) II on climate-friendly agriculture and bioenergy. The project will invest in climate-friendly pro-poor agri-business value chains development in the Greater Mekong Subregion (GMS). It will focus on the 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. Key infrastructure investments will include</p> <ul style="list-style-type: none"> (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>The project will promote public-private partnerships (PPPs) and private sector investments in agribusiness, focusing on high-value products of 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>	Agriculture production, agro-industry, marketing and trade	205.0	The associated project preparatory technical assistance was approved in May 2015 and kick off meeting held in early December 2015. ADB to finance 3 separate loans in 2017 for Cambodia, Lao PDR, and Myanmar. Indicative financing (loan) for CAM has been increased to \$125 M (ADB \$80 M and cofin \$45 M). Indicative financing (loan) remain the same for LAO - \$40 M (ADB \$30 M and cofin \$10 M); and MYA - \$40 M (ADB \$20 M and cofin \$20 M).

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-AGR--02	Enhancing Competitiveness and Trade Facilitation of Agri-Food Products in the GMS	<p>The 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. Key investments include</p> <ul style="list-style-type: none"> (i) infrastructure development to enhance cross-border agri-trade logistics including agro-processing and cold storage; (ii) strengthening of regional information-technology-based traceability and certification systems to improve food safety and food quality; (iii) capacity development; and (iv) strengthening of relevant policies, regulations, and standards. <p>The project will promote PPPs and private sector investments that focus on promoting the GMS as a regional hub for efficient cross-border trade and regional sourcing. To achieve this, the project will</p> <ul style="list-style-type: none"> (i) reduce cross-border transporting and processing time and costs for agri-food products; (ii) promote 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) promote private- sector-led cross-border contract farming. 	Agriculture production, agro-industry, marketing and trade; information and communication technology (ICT) industries and ICT-enabled services	200.0	Proposed project is not programmed in CPS or COBP and needs to be discussed with country teams and GMS WGA focals to identify core areas and priorities.

Table 2: Project Progress

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-AGR-01	Climate-Friendly Agri-Business Value Chains in the GMS						Narrative: Participating countries: Cambodia, Lao PDR, Myanmar. 3 separate loans; loan approval target: (i) Cambodia - 2017 firm; (ii) Lao PDR - 2017 firm; (iii) Myanmar - 2017 firm. The associated R-PPTA covering all 3 countries was approved on 12 May 2015. Ongoing implementation of R-PPTA. Consultants have been recruited. Kick-off meeting held in early December 2015. The meeting agreed on project scope, time frame, and institutional arrangements. Indicative financing (loan) for CAM has been increased to \$125 M (ADB \$80 M and cofin \$45 M); remains the same for Lao PDR and Myanmar. This new development was after the conduct of CPS in May 2016.
REG-AGR-02	Enhancing Competitiveness and Trade Facilitation of Agri-Food Products in the GMS						Narrative: Participating countries: All GMS countries. The associated R-PPTA planned for 2018 is not programmed in CPS or COBP and would need to be discussed with country teams and GMS WGA focals to identify core areas and priorities.

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

Technical Assistance (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-AGR-TA-01	PPTA for Climate-Friendly Agri-Business Value Chains in the GMS (All GMS Countries)	The regional project preparatory technical assistance (R-PPTA) will help design the proposed investment project.	Agriculture production, agro-industry, marketing and trade	2.5	PPTA activities are ongoing. Fact-finding mission for ensuing loans are planned for Cambodia in October 2016, Lao PDR in November 2016, and Myanmar in January 2017.
REG-AGR-TA-02	PPTA for Enhancing Competitiveness and Trade Facilitation of Agri-Food Products in the GMS (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.	Agriculture production, agro-industry, marketing and trade, ICT industries, and ICT-enabled services	2.5	PPTA previously planned for 2018 is not programmed in country CPS or COBP and needs to be discussed with country teams and GMS WGA focals to identify core areas and priorities.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-AGR-TA-03	PATA for Implementing Core Agricultural Support Program II	The regional policy and advisory technical assistance (R-PATA) will fund the activities of the Working Group on Agriculture including annual and semi-annual meetings and Secretariat support.	Agricultural production	10	REG-AGR-TA-03 will be combined with REG-AGR-TA-04 with consolidated cost of about \$10 million. Included in SEER pipeline for 2017. Needs to be discussed with NDF and SIDA.
REG-AGR-TA-04	PATA for Development of Core Agricultural Support Project III	The R-PATA will support follow on phase of CASP II.	Agricultural policy, institutional and capacity development		

Table 2: Project Progress

Code	Project	Activity/Date			
		Financing Identified	Project Approved/By	Implementation Commenced	Project Approved/By
REG-AGR-TA-01	PPTA for Climate-Friendly Agri-Business Value Chains in the GMS Narrative: Participating countries: Cambodia, Lao PDR, Myanmar. PPTA activities are ongoing. Fact-finding mission for ensuing loans are planned for Cambodia in October 2016, Lao PDR in November 2016, and Myanmar in January 2017.		12-May-15		
REG-AGR-TA-02	PPTA for Enhancing Competitiveness and Trade Facilitation of Agri-Food Products in the GMS Narrative: Participating countries: All GMS countries. PPTA previously planned for 2018 is not programmed in country CPS or COBP and needs to be discussed with country teams and GMS WGA focals to identify core areas and priorities.				
REG-AGR-TA-03	PATA for Implementing Core Agricultural Support Program II Narrative: REG-AGR-TA-03 will be combined with REG-AGR-TA-04 with consolidated cost of about \$10 million. Included in SEER pipeline for 2017. Needs to be discussed with NDF and SIDA.				
REG-AGR-TA-04	PATA for Development of Core Agricultural Support Project III Narrative: REG-AGR-TA-03 will be combined with REG-AGR-TA-04 with consolidated cost of about \$10 million. Included in SEER pipeline for 2017. Needs to be discussed with NDF and SIDA.				

Environment

Regional

Investment (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-ENV-01	Global Environment Fund Regional Biodiversity and Forestry Program	The program aims to enhance biodiversity and forest conservation in Greater Mekong Subregion (GMS) transboundary landscapes. Interventions will focus on the following four areas: (i) increasing the capacity of GMS countries to manage transboundary landscapes, (ii) strengthening protected area management, (iii) promoting ecosystem-based climate change adaptation, and (iv) developing innovative conservation financing.	Land-based Natural Resource Management	20.0	With firm financing source from GEF and ADB.
REG-ENV-02	Low-Carbon Freight Corridors	The project aims to reduce greenhouse gases from freight transport by developing financial mechanisms to upgrade fleet technologies and renew fleets. The interventions will include three components: (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, (ii) driver training and capacity building for eco-driving and safety, and (iii) development of national logistics-management systems to reduce empty running.	Land-based Natural Resource Management	60.0	Not currently programmed for ADB funding. Needs further discussion with potential partners (like GIZ) to explore project/ investment opportunities.

Table 2: Project Progress

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-ENV-01	Global Environment Fund Regional Biodiversity and Forestry Program						Report is to provide the status of each country part of the project
	<p>Narrative: Comprised of 5 projects-4 GEF country projects (national) under the GMS Forest and Biodiversity Program and 1 regional support project i.e.additional funding subsumed under RETA 7987: Core Environment Program and Biodiversity Conservation Corridors Initiative in the Greater Mekong Subregion Phase II. Cambodia: GEF chief executive approved transfer of fund management to United Nations Development Programme (UNDP); waiting for clearance from GEF/UNDP to move into inception stage. Lao PDR: Disbursement is on track with appraisal plan; 12 subprojects are in implementation but a substantial portion of the portfolio of subprojects is experiencing difficulties. Implementation includes the conduct of capacity-building activities. Thailand: Now in inception phase with the inception workshop scheduled on 23 August 2016. Project kick-off was organized as part of commemoration of World Tiger Day on 29 July 2016. Budget allocation according to the work plan for 2016 is \$2,162,861. Viet Nam: Project became officially effective on 23 February 2016.The central project management unit (CPMU) recruited chief technical advisor and a national specialist on protected area management to develop inception report in May 2016. Inception workshop held mid-July 2016. Regional: Various project activities are ongoing. The most recent achievements included: (i) signing of two MOUs on transboundary collaboration for management of biodiversity landscapes and (ii) three rounds of transboundary landscape forum.</p>						
REG-ENV-02	Low-Carbon Freight Corridors						Report is to provide the status of each country part of the project
	<p>Narrative: Participating countries: Cambodia, Lao PDR, Thailand, and Viet Nam. Not currently programmed for ADB funding. Needs further discussion with potential partners (like GIZ) to explore project/investment opportunities.</p>						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

Technical Assistance (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-ENV-TA-01	Core Environment Program and Biodiversity Conservation Corridor Initiative Phase II Regional Technical Assistance – Additional Funding (All GMS Countries)	<p>Core Environment Program (CEP) Phase II aims to consolidate the achievements of Phase I toward preserving and utilizing the subregion's vital natural capital and ensuring the subregion's sustainable development. CEP Phase II has four components: (i) improved environmental planning systems, methods, and safeguards; (ii) improved management of transboundary 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.</p> <p>The project may consider suggestions for scaling up the integration of environmental planning, biodiversity conservation, and climate-resilience measures; and strengthening environmental cooperation among GMS countries.</p>	Land-based Natural Resource Management	6.3	Following from the CEP Phase II Midterm Review (MTR) recommendation of focusing on fewer activities using the program's core competencies, the proposed rural waste management activities to be financed by PRC Fund (0.5 million) will no longer be pursued under Phase II. Total amount is down to \$6.3M (\$5.3 million from the Nordic Development Fund and \$1.0 million from GEF).
REG-ENV-TA-02	Low-Carbon Freight Corridors (Cambodia, Lao PDR, Thailand, Viet Nam)	This regional project preparatory technical assistance will assess the technical, financial, and institutional feasibility of reducing greenhouse gases emissions from freight transport through investments in cleaner technology and logistics management.	Land-based Natural Resource Management	1.0	Participating countries: Cambodia, Lao PDR, Thailand, and Viet Nam. Not currently programmed for ADB funding. Needs further discussion with potential partners (like GIZ) to explore project/investment opportunities.

Table 2: Project Progress

Code	Project	Activity/Date			
		Financing Identified	Project Approved/ By	Implementation Commenced	Project Completed
REG-ENV-TA-01	Core Environment Program and Biodiversity Conservation Corridor Initiative Phase II Regional Technical Assistance – Additional Funding		\$5.3M from NDF approved in April 2013; \$1.0M from GEF approved in October 2014; \$0.5M from PRC Fund granted by PRC Ministry of Finance in June 2014; however, CEP Phase II MTR recommendation called for focusing on fewer activities using the program’s core competencies and therefore will no longer pursue rural waste management activities under this phase.	ongoing CEP Phase II implementation since 2012; new program management firm commissioned by ADB; TA completion extended to December 2017.	
	<p>Narrative: Participating countries: All GMS countries. TA completion date extended to December 2017. New program management firm (NIRAS Finland Oy) started in April 2016 to perform the role of project implementation unit for the remainder of CEP Phase II. Following from the Midterm Review recommendation of focusing on fewer activities using the program’s core competencies, the proposed rural waste management activities to be financed by the PRC Fund will no longer be pursued under Phase II. ADB Project Officer will coordinate with the Office of Co-financing Operations on the procedure. The total will decrease by 0.5 million.</p>				
REG-ENV-TA-02	Low-Carbon Freight Corridors				
	<p>Narrative: Participating countries: Cambodia, Lao PDR, Thailand, and Viet Nam. Accomplishments are as follows: (i) pilot projects in Lao PDR, Thailand and Viet Nam with the participation of 30 truck SME’s at the advanced stage; (ii) studies identifying green freight technologies, logistics management financing were completed; (iii) more than 100 drivers trained on eco-driving; and (iv) identified schemes for participating in Asia Regional Green Certification initiative. CEP’s work has led to GIZ leveraging €2.4 million from EU’s SWITCH-Asia program to directly build on the CEP’s Green Freight Initiative activities.</p>				

Project approved/by = date of project approval/approving authority (Government, financier, other)

Human Resource Development

Regional

Investment (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-HRD-01	GMS Health Security Project	GMS Health Security Project aims to enhance health security for emerging diseases and other communicable diseases of global relevance in the GMS by improving public health security systems, and communicable disease control (CDC) in border areas in Cambodia, Lao PDR, Myanmar and Viet Nam (CLMV countries), especially for migrant mobile populations (MMP) and other vulnerable groups. Outputs include: (i) Strengthened regional, cross-border, and intersectoral CDC; (ii) Strengthened national disease surveillance and outbreak response, and (iii) Improved laboratory services and hospital infection prevention and control. The project will procure equipment for laboratories, IT equipment and infection prevention control equipment and build the capacity of the health staff at provincial/ township level.	Health system development	125.0	ADB Board approval is scheduled on 31 October 2016 and expected completion date is on 31 December 2021.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-HRD-02	GMS Technical and Vocational Education and Training Development	<p>This project will develop skilled labor by strengthening formal and non-formal technical and vocational education and training (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 skills areas in hospitality and tourism and/or logistics and marketing in the Greater Mekong Subregion (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 Human Resource Development (HRD) Strategic Framework and Action Plan (SFAP), 2013–2017 (Phase 2).</p> <p>The project will further support the development of curricula and TVET staff training according to regional standards.</p>	Education; Technical and vocational education and training	155.4	Preparation of a regional investment project will no longer be pursued. However, national-level TVET projects ¹ are ongoing and in the future pipelines of GMS countries to strengthen and modernize national TVET institutions and systems and equip TVET graduates with relevant skills to find employment across the borders. ADB's technical assistance also supported the development of frameworks for the mutual recognition of skills and qualifications in GMS for machinery, food processing and logistic and preparation of a system for mutual recognition of training standards for TVET teachers in these skill areas.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
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Table 2: Project Progress

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-HRD-01	GMS Health Security Project (formerly GMS Communicable Disease Control Project Phase III): CAM Part						
	Narrative: ADB Board approval for the investment project is scheduled on 31 October 2016 and expected completion date is 31 December 2021. Project preparation technical assistance commenced in May 2015 (see REG-HRD-TA-01 status as of 30 June 2016).						
	GMS Health Security Project (formerly GMS Communicable Disease Control Project Phase III): LAO Part						
	Narrative: ADB Board approval for the investment project is scheduled on 31 October 2016 and expected completion date is on 31 December 2021. Project preparation technical assistance commenced in May 2015 (see REG-HRD-TA-01 status as of 30 June 2016).						
	GMS Health Security Project (formerly GMS Communicable Disease Control Project Phase III): MYA Part						
	Narrative: ADB Board approval for the investment project is scheduled on 31 October 2016 and expected completion date is on 31 December 2021. Project preparation technical assistance commenced in May 2015 (see REG-HRD-TA-01 status as of 30 June 2016).						
	GMS Health Security Project (formerly GMS Communicable Disease Control Project Phase III): VIE Part						
	Narrative: ADB Board approval for the investment project is scheduled on 31 October 2016 and expected completion date is on 31 December 2021. Project preparation technical assistance commenced in May 2015 (see REG-HRD-TA-01 status as of 30 June 2016).						
REG-HRD-02	GMS Technical and Vocational Education and Training Development						
	Narrative: Preparation of a regional investment project will no longer be pursued. Please see explanation in Table 1.						
REG-HRD-03	Strengthening Local Health Care Support Program (SLHCSP) (VIE)						
	Narrative: Project is expected to be approved in 2018.						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

Technical Assistance (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-HRD-TA-01	Greater Mekong Subregion Health Security Project	<p>The project impact is proposed as enhanced GMS health security for emerging diseases and other communicable diseases of global relevance.</p> <p>The project outcome is proposed as improved public health security systems in CLMV countries, including for migrant mobile populations (MMPs) and other vulnerable groups. Proposed outputs are (i) strengthened national surveillance, investigation and response capacity for EID and other communicable diseases of global relevance, (ii) improved infection control in 7 provinces including laboratory capacity, IPC, and case management for emerging infectious disease and specific diseases if required, (iii) extended CDC in hotspots in border districts along economic corridors, and (iv) strengthened regional cooperation for notifiable diseases.</p> <p>The first output will support the expansion, improvement, and linkages of the national HIMS and surveillance systems, including internet connectivity, equipment and maintenance, IT training, community reporting, applied field epidemiology training, outbreak investigation including PPE, logistic support and emergency funds, and risk communication.</p>	Health system development	1.3	Implementation commenced on 18 May 2015 and preparatory activities ongoing in 4 participating countries.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
		<p>The second output will assist border provinces/ states in 8 clusters to (i) improve laboratory services including support for biosafety, quality improvement and assurance, bacteriology and testing for drug resistance, malaria and dengue outbreak control, facilities, equipment and supplies, laboratory manager training, and selective support for referral central laboratories; and (ii) improve infection prevention and control (IPC) in hospitals and health centers, including improvement of basic infection control facilities, equipment, supplies, training, system development, and mainstreaming IPC.</p> <p>The third output, will assist, within these provinces/states, border districts that have been identified with hotspots along economic corridors, high concentrations of MMPs and vulnerable groups, and low CDC coverage. In these hotspots, CDC will be expanded to vulnerable groups, including for EID awareness and other health hazards, TB active case finding and referral and children screening, HIV VCCT and PMTCT, malaria and dengue control, NTD control, and immunization.</p> <p>The fourth output brings GMS countries together for regional capacity building in outbreak control and CDC capacity building more generally. Support will be provided to the regional steering committee, regional projects workshops, regional forums, other knowledge management products, information sharing, exchange visits, cross-border cooperation, and the regional coordination unit. Project management may be budgeted under this output.</p>			

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
		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.			
REG-HRD-TA-02	Project Preparatory Technical Assistance (PPTA) for GMS Technical and Vocational Education and Training Development (Cambodia, PRC, Lao PDR, Myanmar)	The project preparatory technical assistance 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	Education, technical and vocational education and training	3.2	Preparation of a regional investment project will no longer be pursued. Please see explanation in Table 1.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-HRD-TA-03	Regional Capacity Development Technical Assistance (R-CDTA) for Strengthening Resilience to Climate Change in the Health Sector in the Greater Mekong Subregion (Cambodia, Lao PDR, Viet Nam) (47143-001) R-CDTA: 8898	The regional capacity development technical assistance will work with regional academic and research institutions and public health and environment authorities to build science-based knowledge to address the health impact of climate change and quantify the additional burden of health outcomes. It will support workforce development through the training of a new generation of competent and experienced public health staff to respond to the threats posed by climate change and incorporate mainstream climate concerns into health policies and programs. It will increase awareness of the significance of climate change in the public and private sectors, and identify potential public-private partnerships for adaptation measures, such as climate-proof infrastructure.	Health	4.4	The capacity development technical assistance was approved in May 2015. The project inception commenced on 1 August 2015 and will finish on 31 December 2018. The details of the full implementation of the project in Cambodia, Lao PDR and Viet Nam are expected after the regional workshop in August 2016 to discuss investment priorities and capacity building needs for strengthening resilience to climate change in the health sector in the GMS.
REG-HRD-TA-04	Regional Capacity Development Technical Assistance (R-CDTA) for Malaria and Communicable Diseases Control in the GMS	The regional capacity development TA is expected to address the gaps on (i) targeting vulnerable groups, in particular migrant mobile populations (MMPs); (ii) strengthening diagnostic and treatment capacity in the remote districts; (iii) improving diseases surveillance and rapid response to epidemics; and (iv) involving private sector in the delivery of health services targeting vulnerable groups. The TA has three key components: (i). improvement of Myanmar malaria surveillance and diagnostic systems, (ii) addressing MMP specific needs on malaria prevention and treatment (Cambodia, Lao PDR and Myanmar), and (iii) strengthening of regional coordination on malaria and CDC among GMS countries.	Health, Communicable Diseases Control	4.5	The RCDTA is being implemented from 1 October 2015 to 31 December 2017. It supports the Regional Coordinating Unit (RCU) based in Vientiane tasked to handle regional coordination and collaboration on malaria and CDC among GMS countries.

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-HRD-TA-05	Regional Policy and Advisory Technical Assistance (R-PATA) Implementing the Greater Mekong Subregion Human Resource Development (HRD) Strategic Framework and Action (SFAP) Plan, Phase 2 (All GMS Countries)	The project focuses on the three of the seven strategic thrusts of the SFAP 2013–2017. It has the following outputs: (i) improved cooperation in technical and vocational education and training (TVET); (ii) improved cooperation in higher education; and (iii) strengthened national implementation and monitoring of the strategic framework and action plan. R-PATA 8549 also supports the conduct of annual Working Group on HRD (WGHRD) meetings to share knowledge and experience in addressing emerging HRD issues and enhance regional networks and partnerships in HRD.	HRD (TVET, Education and HRD Working Group)	1.75	The TA became effective on 9 December 2013. The project tapped GIZ to work on the GMS mutual recognition framework for logistics, food processing and machinery. The strengthening capacity of QA system in higher education in the GMS is being done by AUN. SEAMEO-RIHED is pursuing the Academic Credit Transfer Framework for Asia and the GMS University Consortium. The 13th and 14th annual meetings of the WGHRD were also supported by the R-PATA

Table 2: Project Progress

Code	Project	Activity/Date			
		Financing Identified	Project Approved/ By	Implementation Commenced	Project Completed
REG-HRD-TA-01	Greater Mekong Subregion Health Security Project (48118-001) PPTA 8842-REG Narrative: Registered with OSFMD for fund commitment (TASF) on 28 November 2014. Implementation commenced on 18 May 2015 when TA confirmation letter from Viet Nam was received. Consultant for the PPTA was fielded on 08 July 2015. Preparation in Cambodia, Lao PDR, Myanmar and Viet Nam is on-going. Board approval is expected on 15 September 2016.	28-Nov-14	18-Dec-14	18-May-15	
REG-HRD-TA-02	PPTA for GMS Technical and Vocational Education and Training Development Preparation of a regional investment project will no longer be pursued, as national-level TVET projects are ongoing.				
REG-HRD-TA-03	Regional Capacity Development Technical Assistance (R-CDTA) for Strengthening Resilience to Climate Change in the Health Sector in the Greater Mekong Subregion (Cambodia, Lao PDR, Viet Nam) Narrative: The capacity development technical assistance was approved in May 2015. The project inception commenced on 1 August 2015 and will finish on 31 December 2018. The details of the full implementation of the project in Cambodia, Lao PDR and Viet Nam are expected after the regional workshop in August 2016 to discuss investment priorities and capacity building needs for strengthening resilience to climate change in the health sector in the GMS.		26-May-15	1-Aug-15	

Continued on next page

Table 2 continued

Code	Project	Activity/Date			
		Financing Identified	Project Approved/ By	Implementation Commenced	Project Completed
REG-HRD-TA-04	Regional Capacity Development Technical Assistance (R-CDTA) for Malaria and Communicable Diseases Control in the GMS (formerly Supporting GMS Regional Cooperation for Malaria Elimination and Disease Control)		23-Sep-15	1-Oct-15	
	Narrative: The TA is being implemented from 1 October 2015 to is 31 December 2017. The RCDTA supports the Regional Coordinating Unit (RCU) based in Vientiane tasked to handle regional coordination and collaboration on malaria and CDC among GMS countries.				
REG-HRD-TA-05	Regional Policy and Advisory Technical Assistance (R-PATA) Implementing the Greater Mekong Subregion Human Resource Development (HRD) Strategic Framework and Action (SFAP) Plan, Phase 2		9-Dec-13	24-Jul-14	
	Narrative: The project became effective on 09 December 2013. it has tapped GIZ to work on the GMS mutual recognition framework for logistics, food processing and machinery. The strengthening capacity of QA system in higher education in the GMS is being done by AUN. SEAMEO-RIHED is pursuing the Academic Credit Transfer Framework for Asia and the GMS University Consortium. TA supported the 13th and 14th annual meetings of the WGHRD.				

Urban Development

Regional

Investment (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-URB-01	CAM, LAO, VIE: Corridor Towns Development Project II	The Second Greater Mekong Subregion (GMS) Corridor Towns Development Project will be implemented in seven towns in Cambodia, the Lao People's Democratic Republic, and Viet Nam from 2016 to 2022. The project will include activities on institutional capacity building for the management of public investments, livelihood support, and development of climate resilience. The expected impact of the project will be that towns become centers of economic activity in the GMS economic corridors. The outcome will be improved urban infrastructure that supports economic linkages, strengthens the green-growth potentials of participating GMS towns and corridors, and enhances the climate resilience of the towns and corridors.	Water Supply and Sanitation, Waste Management, Other Urban Services	CAM- 38.1 LAO- 52.0 VIE- 121.67	ADB loans for Cambodia and Lao PDR approved 13 Nov 2015 while for Viet Nam on 1 Dec 2015. New cost estimate breakdown: CAM- 38.1 million LAO- 52.0 million VIE- 121.67 million
REG-URB-02	MYA: Corridor Towns Development Project III	The Third GMS Corridor Towns Development Project will expand the geographical scope and include Myanmar. The project is anticipated to develop the cities of Mawlamyine in Mon State, and Hpa-An and Myawaddy in Kayin State as competitive economic nodes along the GMS East-West Economic Corridor. The expected impact of the project is increased activities along the GMS East-West Economic Corridor. The outcome will be improved access to sustainable urban services in the project cities.	Water Supply and Sanitation, Waste Management, Other Urban Services	80.0	The proposed loan is programmed for 2017 approval. ADB is in discussions with NEDA and TICA of Thailand for co-financing of the project.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-URB-03	CAM, LAO : Fourth Greater Mekong Subregion Corridor Towns Development Project Proposed to be added.	The proposed project will support the governments of Cambodia and the Lao People's Democratic Republic (PDR) in enhancing the competitiveness of towns located along economic corridors in the Greater Mekong Subregion (GMS).The project will result in improved urban services in the participating towns through investment in basic urban infrastructure including, for example, drainage, sanitation, solid waste management, urban roads, river bank protection, and public gardens. The project will enhance climate resilience and will be in line with ADB's "3Es" of economy, environment, and equity, as outlined in its Urban Operational Plan	Water Supply and Sanitation, Waste Management, Other Urban Services	126.0	Identified financing sources are: ADB (ADF), ASEAN Infrastructure Fund, Governments of Cambodia and Lao PDR

Table 2: Project Progress

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-URB-01	CAM, LAO, VIE: Corridor Towns Development Project II: CAM Part	16-Jan-14	30-Jun-15	3-Jun-15	13-Nov-15		Revised cost estimate: Total-\$38.1 million (\$33.0 - ADB + \$ 5.1 - Govt).
<p>Narrative: Feasibility study was completed on 30 June 2015. ADB project financing for Cambodia and Lao PDR was approved on 13 Nov 2015 and on 1 Dec 2015 for Viet Nam. Implementation has commenced. Recruitment of Implementation consultant is ongoing.</p>							

Continued on next page

Table 2 continued

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
	CAM, LAO, VIE: Corridor Towns Development Project II: LAO Part	16-Jan-14	30-Jun-15	27-May-15	13-Nov-15		Revised cost estimate: Total- \$ 52.0 million (\$37.0 - ADB + \$10.0 Cofinancing+ \$ 5.0 - Govt).
	Narrative: Feasibility study was completed on 30 June 2015. ADB project financing for Cambodia and Lao PDR was approved on 13 Nov 2015 and on 1 Dec 2015 for Viet Nam. Implementation has commenced. Recruitment of Implementation consultant is ongoing.						
	CAM, LAO, VIE: Corridor Towns Development Project II: VIE Part	16-Jan-14	30-Jun-15	10-Jun-15	1-Dec-15		Revised cost estimate: Total- \$121.67 million (\$100.0 - ADB + \$21.67 - Govt).
	Narrative: Feasibility study was completed on 30 June 2015. ADB project financing for Cambodia and Lao PDR was approved on 13 Nov 2015 and on 1 Dec 2015 for Viet Nam. Implementation has commenced. Recruitment of Implementation consultant is ongoing.						
REG-URB-02	MYA: Corridor Towns Development Project III	1-Mar-15	15-Dec-15				
	Narrative: The proposed loan is programmed for 2017 approval. ADB is in discussions with NEDA and TICA of Thailand for co-financing of the project. Loan fact-finding is scheduled in June 2016.						
REG-URB-03	CAM, LAO : Fourth Greater Mekong Subregion Corridor Towns Development Project Proposed to be added.						Revised cost estimate: \$ 126.0 million
	Narrative: The proposed loan is programmed for 2018 approval. Project Preparatory Technical Assistance is planned for Q3 2016 approval of ADB in the amount of \$1.7 million.						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

Technical Assistance (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-UD-TA-01	CAM, LAO, VIE: PPTA for Corridor Towns Development Project II	<p>The project preparatory technical assistance (PPTA) for the Second GMS Corridor Towns Development Project delivered feasibility studies supporting due diligence and loan processing. This resulted in the approval of three country specific project loans in 2015 including (i) Cambodia for \$33 million ADF; (ii) Lao PDR for \$37 million ADF and \$10 million AIF a); and (iii) Viet Nam for \$100 million ADF. A total of seven towns (two each in Cambodia and Lao PDR; and three in Viet Nam) will receive improved urban infrastructure which will help to make these towns economically more competitive and environmentally more viable. Infrastructure financing will be complemented by consultant support for project implementation and management, and capacity building.</p> <p>Capacity building for Integrated Disaster Risk Management financed under the TA will commence in June 2016.</p>	Water Supply and Sanitation, Waste Management, Other Urban Services	2.385	The TA commenced in January 2014 and is scheduled for completion on 31 December 2016.
REG-UD-TA-02	MYA: PPTA for Corridor Towns Development Project III	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. It will help the participating towns to consolidate their urban planning and investment plans into a strategic local economic development plan. The PPTA will also prepare capacity development and training plans for the local or provincial authorities involved.	Water Supply and Sanitation, Waste Management, Other Urban Services	1.35	The TA commenced in February 2015 and will be completed in December 2016.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-UD-TA-03	CAM, PRC, LAO, MYA, THA, VIE: Greater Mekong Subregion : Capacity Development for Economic Zones in Border Areas	The impact of the TA will be enhanced economic and infrastructure integration of urban centers in border areas for regional corridor development and cooperation in GMS. The outcome will be strengthened capacity of border area institutions in preparation for the future GMS Corridor Towns Development Projects.	Water Supply and Sanitation, Waste Management, Other Urban Services	0.9	The TA was approved for ADB funding on 12 November 2015.
REG-UD-TA-04	CAM, LAO.; PPTA for Fourth GMS Corridor Towns Development Project	The technical assistance 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.	Water Supply and Sanitation, Waste Management, Other Urban Services	2.0	The TA is proposed for ADB funding approval in Quarter 3 of 2016.

Table 2: Project Progress

Code	Project	Activity/Date			
		Financing Identified	Project Approved/By	Implementation Commenced	Project Completed
REG-UD-TA-01	CAM, LAO, VIE: PPTA for Corridor Towns Development Project II	29-Nov-12	13-Aug-13	16-Jan-14	31-Dec-16
	Narrative: The TA commenced in January 2014 and is scheduled for completion on 31 December 2016. Revised cost estimate: \$ 2.385 million. Revised description is as follows: Project delivered feasibility studies supporting due diligence and loan processing. This resulted in the approval of three country specific project loans in 2015 including (i) Cambodia for \$33 million ADF; (ii) Lao PDR for \$37 million ADF and \$10 million AIF a); and (iii) Viet Nam for \$100 million ADF. A total of seven towns (two each in Cambodia and Lao PDR; and three in Viet Nam) will receive improved urban infrastructure which will help to make these towns economically more competitive and environmentally more viable. Infrastructure financing will be complemented by consultant support for project implementation and management, and capacity building. Capacity building for Integrated Disaster Risk Management financed under the TA will commence in June 2016.				
REG-UD-TA-02	MYA: PPTA for Corridor Towns Development Project III	17-Nov-14	17-Nov-14	27-Feb-15	
	Narrative: The TA commenced in February 2015 and will be completed in December 2016.				
REG-UD-TA-03	CAM, PRC, LAO, MYA, THA, VIE: Greater Mekong Subregion : Capacity Development for Economic Zones in Border Areas Proposed to be added	12-Nov-15	12-Nov-15		
	Narrative: CDTA effective as of 12 November 2015; all six GMS counties gave no objection to the assistance.				

Continued on next page

Table 2 continued

Code	Project	Activity/Date			
		Financing Identified	Project Approved/By	Implementation Commenced	Project Completed
REG-UD-TA-04	CAM,LAO : PPTA for Corridor Towns Development Project IV Proposed to be added	Dec-15	30-Sep-16	1-Apr-17	Sep-18
Narrative: The TA is proposed for ADB funding approval in Q3 of 2016. Revised cost estimate: \$ 2.0 million.					

Project approved/by = date of project approval/approving authority (Government, financier, other)

Other Multisector/Border Economic Zones

Regional

Investment (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-OTH-01	PRC-VIE: Joint PRC–Viet Nam Cross-Border Economic Zones (CBEZs)	<p>The project will cover three cross-border economic zones (CBEZs) located at the People’s Republic of China (PRC)–Viet Nam borders as follows: (i) Pingxiang (Guangxi Zhuang Autonomous Region, PRC); and Dong Dang (Lang Son Province, Viet Nam), (ii) Dongxing (Guangxi Zhuang Autonomous Region, PRC) and Mong Cai (Quang Ninh Province, Viet Nam), and (iii) Longbang–Baise (Guangxi Zhuang Autonomous Region, PRC) and Tra Linh (Cao Bang Province, Viet Nam).</p> <p>The components of the CBEZs are as follows: (i) Pingxiang–Dong Dang. The planned area is 17 square kilometers (km²), with the PRC and Viet Nam each allocating 8.5 km². The PRC section will be 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 ASEAN-China Free Trade Agreement. It is also an important economic zone situated in a node city of the Greater Mekong Subregion (GMS) economic corridor, which will contribute to the transformation of a transportation corridor into an economic corridor and serve economic development along the corridor. The proposed project is intended to support the second phase of infrastructure construction of the PRC section.</p>		300.0	The project has been included in the ADB 2016-2018 lending program upon request by PRC for \$300 million funding. Project preparation in Guangxi Province is ongoing. In January 2016, the PRC Ministry of Finance has approved US\$40,000 grant to Guangxi Zhuang Autonomous Region to support Dongxing’s development capacity building project which is ADB’s follow up project to facilitate the Sino-Vietnamese CBEZ program at Dongxing–Mong Cai. The project proposal is under preparati on by Guangxi Province.

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
		<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 that of the PRC section for this zone. This CBEZ will be built as an experimental zone to deepen the PRC–Viet Nam cooperation, and is a priority project of the Dongxing National Experimental Zone of Development and Opening-Up. The 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. The proposed project is intended to support the infrastructure construction of the PRC section.</p> <p>(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.</p>			
REG-OTH-02	CAM: Construction of Phnom Penh New Port Special Economic Zone	<p>The project will be the first package of development in the Phnom Penh New Port Special Economic Zone (SEZ). It will involve an area of 143 hectares, in which 106 hectares (ha) are for long-term lease to manufacturers, 3.0 ha for apartments and shops, 2.7 ha for a logistic center, and the remaining area for service facilities.</p> <p>The pilot package is intended to induce further SEZ development (more than 600 ha) to attract private sector investments.</p>		60.0	The project is still among the top priority projects of Phnom Penh Autonomous Port. They have engaged some interested investors, and are continuously seeking more domestic and international potential investors to cooperate in this Special Economic Zone development plan.

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-OTH-03	PRC: Yunnan Lincang Border Economic Cooperation Zone Infrastructure Development Project	The tentative project scope along the PRC-Myanmar border include the following: (i) cross-border economic cooperation zone infrastructure (i.e., water supply, wastewater, solid waste, roads); (ii) border facilities; (iii) hospitals; (iv) schools (e.g., primary school, vocational school); (v) capacity development.		250.0	The project is in ADB 2016-2018 lending program. The associated technical assistance is scheduled for ADB approval in last quarter of 2016.

Table 2: Project Progress

Code	Project	Activity/Date					Notes
		FS Complete	Financing complete	Approval finalized	Implementation commenced	Implementation completed	
REG-OTH-01	Joint PRC–Viet Nam Cross-Border Economic Zones (CBEZs): PRC Part						<p>Narrative: The PRC Ministry of Finance and National Development and Reform Commission have requested \$300 million ADB financing to support CBEZ development, initially covering economic zones in Dongxing and Pingxiang of Guangxi Autonomous Region. The project has been included in the ADB 2016-2018 lending program for the PRC. Guangxi government is expected to provide at least equivalent amount of counterpart funding. Project preparation led by Guangxi Department of Finance and Guangxi Development and Reform Commission is ongoing. The concept for a similar project to support CBEZs in the PRC’s Yunnan Province is also being prepared, and indicative funding has been included in the 2016-2018 lending program. There is a need to coordinate with the counterparts in Viet Nam with regard to finalizing joint master plans and seeding funding for the CBEZs in Viet Nam. ADB is preparing a regional technical assistance project to help improve coordination between the two countries and finalize the joint master plans. The Ministry of Planning and Investment and Ministry of Industry and Trade of Viet Nam have also requested ADB’s financial support for development of the CBEZs, and and Ministry of Industry and Trade of Viet Nam requested to support a bilateral border trade agreement between in PRC and Viet Nam.</p> <p>From PRC, 3 Mar 2016: In January 2016, the PRC Ministry of Finance has approved US\$40,000 grant to Guangxi Zhuang Autonomous Region to support Dongxing’s development capacity building project, which is ADB’s follow-up project to facilitate the Sino-Vietnamese CBEZ program at Dongxing-Mong Cai. The project proposal is under preparation by Guangxi Province.</p>
	Joint PRC–Viet Nam Cross-Border Economic Zones (CBEZs): VIE Part						<p>Narrative: The PRC Ministry of Finance and National Development and Reform Commission have requested \$300 million ADB financing to support CBEZ development, initially covering economic zones in Dongxing and Pingxiang of Guangxi Autonomous Region. The project has been included in the ADB 2016-2018 lending program for the PRC. Guangxi government is expected to provide at least equivalent amount of counterpart funding. Project preparation led by Guangxi Department of Finance and Guangxi Development and Reform Commission is ongoing. The concept for a similar project to support CBEZs in the PRC’s Yunnan Province is also being prepared, and indicative funding has been included in the 2016-2018 lending program. There is a need to coordinate with the counterparts in Viet Nam with regard to finalizing joint master plans and seeding funding for the CBEZs in Viet Nam. ADB is preparing a regional technical assistance project to help improve coordination between the two countries and finalize the joint master plans. The Ministry of Planning and Investment and Ministry of Industry and Trade of Viet Nam have also requested ADB’s financial support for development of the CBEZs, and and Ministry of Industry and Trade of Viet Nam requested to support a bilateral border trade agreement between in PRC and Viet Nam.</p>

Table 2 continued

Code	Project	Activity/Date					Notes
		FS Complete	Financing complete	Approval finalized	Implementation commenced	Implementation completed	
REG-OTH-02	CAM: Construction of Phnom Penh New Port Special Economic Zone						
	Narrative: The project is still among the top priority projects of Phnom Penh Autonomous Port. They have engaged some interested investors, and are continuously seeking more domestic and international potential investors to cooperate in this Special Economic Zone development plan.						
REG-OTH-03	PRC: Yunnan Lincang Border Economic Zone Infrastructure Development Project Proposed to be added						Proposed ADB Loan is \$250 Million.
	Narrative: While this is not in RIF-IP nor RIF, the project loan is in ADB firm pipeline for 2018 but Stand by 2017 as the Lincang Government is ready to process the project. ADB Reconnaissance mission is scheduled for 1st week of August and the associated Project Preparatory Technical Assistance is scheduled for ADB approval last quarter of 2016.						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

Technical Assistance (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-OTH-TA-01	PRC, LAO,MYA: Capacity Building for Cross-Border Economic Zones (CBEZ)	The technical assistance covers the Mohan (PRC)–Boten (Lao People’s Democratic Republic) and Ruili (PRC)–Muse (Myanmar) CBEZs. In line with the CBEZ construction, the project provides training in language capacity and professional qualifications for government officials, as well as training to enhance the ability to utilize the free-trade area and preferential agreements to improve competitiveness		2.0	The 1 st joint working group meeting for coordinating Muse-Ruili Cross Border Economic Zone was held in Ruili, Yunnan Province on 14 December 2015. There is a similar capacity building Technical Assistance on Economic Zones in Border Areas under the Urban Development RIF that was approved in November 2015. Proposed to dropped since it has been taken up under the Urban Sector Capacity Building TA.
REG-OTH-TA-02	PRC, VIE: PPTA for Joint Feasibility Study of the PRC and Viet Nam CBEZs	The proposed project preparatory technical assistance (PPTA) aims to support the conduct of a joint feasibility study report. It is a follow-up on the ongoing technical assistance for Developing Cross-Border Economic Zones between the PRC and Viet Nam, supported by the Asian Development Bank. The PPTA will cover the study’s development of specific recommendations on the operational policies and regulations, as well as appropriate institutional arrangements agreeable to the PRC and Viet Nam, for the CBEZs.		2.0	ADB is preparing a regional technical assistance project to help improve coordination between the two countries and finalize the joint master plans. Viet Nam also requested ADB’s financial support for the CBEZs in Viet Nam.
REG-OTH-TA-03	PRC Project Preparatory Technical Assistance for Yunnan Lincang Border Economic Cooperation Zone Infrastructure Development Project Proposed to be added	The TA will prepare the proposed project loan along the PRC-Myanmar border with scope that includes the following: (i) cross-border economic cooperation zone infrastructure (i.e., water supply, wastewater, solid waste, roads); (ii) border facilities; (iii) hospitals; (iv) schools (e.g., primary school, vocational school); (v) capacity development.		0.5 ADB	Project Preparatory Technical Assistance is scheduled for ADB approval last quarter of 2016.

Table 2: Project Progress

Code	Project	Activity/Date			
		Financing Identified	Project Approved/By	Implementation Commenced	Project Completed
REG-OTH-TA-01	PRC, LAO,MYA: Capacity Building for Cross-Border Economic Zones (CBEZ)				
	<p>Narrative: The 1st joint working group meeting for coordinating Muse-Ruili Cross Border Economic Zone was held in Ruili, Yunnan Province, China on 14th December, 2015. Following this, Myanmar would like to study the implementing process of cross border economic zones in other GMS countries. In this regards, the Ministry of Commerce would like to include (propose) the study visits for Myanmar senior officials to Cross Border Economic Development Zones in other GMS countries. Proposed to be dropped since it has been taken up under the Urban Sector Capacity Building TA.</p>				
REG-OTH-TA-02	PRC, VIE: PPTA for Joint Feasibility Study of the PRC and Viet Nam CBEZs				
	<p>Narrative: Preparatory work is ongoing (as reported by PRC on 20 January 2016). ADB is preparing a regional technical assistance project to help improve coordination between the two countries and finalize the joint master plans. Viet Nam also requested ADB's financial support for the CBEZs in Viet Nam.</p>				
REG-OTH-TA-03	PRC: Project Preparatory Technical Assistance for Yunnan Lincang Border Economic Zone Infrastructure Development Project Proposed to be added				
	<p>Narrative: Project Preparatory Technical Assistance is not currently in the RIF nor RIF-IP but is scheduled for ADB approval last quarter of 2016. Cost estimate is \$0.5 million.</p>				

Project approved/by = date of project approval/approving authority (Government, financier, other)

Tourism

Regional

Investment (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-TOR-01	GMS Tourism Infrastructure for Inclusive Growth (Cambodia, Lao PDR, Viet Nam)	<p>The project will accelerate inclusive economic growth in targeted segments of the Greater Mekong Subregion (GMS) economic corridors by improving tourism-related access infrastructure and environmental conditions in cross-border tourism centers, and strengthening the capacity of public and private destination management organizations.</p> <p>The project will support the</p> <ul style="list-style-type: none"> (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. <p>Project areas will include contiguous segments of the Southern Coastal Corridor in Cambodia and Viet Nam; Southern Corridor in Viet Nam; Central Corridor in the Lao People's Democratic Republic; Eastern Corridor in northern Viet Nam.</p>	<p>Industry and trade = trade and services, small and medium-sized enterprises development;</p> <p>Water and other urban infrastructure and services = urban sanitation, wastewater treatment, and other urban services</p> <p>Transport = water transportation and rural roads</p>	108.0	ADB approved ADF loan in 2014.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-TOR-02	Construction of the Sino–Vietnamese Detian–Ban Gioc Waterfalls International Tourism Cooperation Zone (PRC, Viet Nam)	<p>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 GMS Northern Economic Corridor. The project includes the construction of river ports, frontier mutual trade points, highways for the zone, water supply systems, renewed electricity supply systems, sewage and garbage disposal systems, and village-based development within the Detian Tourism Area.</p> <p>The People’s Republic of China has suggested to include in the project scope the improvement of the local rural environment and ecosystem; and the construction of a tourist center, parking lots, sightseeing pathways, green roads for bicycling, Sino–Vietnamese museum, and center for Sino–Vietnamese intercultural communication.</p>	Industry and trade, Trade and services, Small and medium-sized enterprises development Water and other urban infrastructure and services. Renovation and protection of cultural heritage, Urban sanitation. Waste management	200.0	
REG-TOR-03	Second GMS Tourism Infrastructure for Inclusive Growth Project (Cambodia, Lao PDR, Myanmar, Viet Nam)	The project will improve urban-rural connectivity, environmental services, and capacity to boost tourism receipts, jobs and environmental performance in secondary destinations situated in the GMS economic corridors. It will also support implementation of ASEAN Tourism Standards.	Industry and trade, trade and services	130.0	ADB approved project concept paper in March 2016.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-TOR-04	Tourism Infrastructure Development in the Green Triangle Development Area (Cambodia, Lao PDR, Viet Nam) Proposed to be added	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, and small-scale community-based tourism.	Industry and trade: trade and services, small and medium-sized enterprises development; Water and other urban infrastructure and services, urban sanitation, wastewater treatment, and other urban services Transport = water transportation and rural roads	75.0	As agreed at the 37th Meeting of the GMS Tourism Working Group (July 2016, Sihanoukville, Cambodia), this project from the RIF is being added to the expanded RIF-IP (Tourism sector) for 2014-2020.
REG-TOR-05	Tourism Infrastructure Development in the Emerald Triangle Development Area (Cambodia, Lao PDR, Thailand) Proposed to be added	The project will develop tourism-related infrastructure under the framework of the Emerald Triangle Development plan.	Industry and trade = trade and services, small and medium-sized enterprises development; Water and other urban infrastructure and services = urban sanitation, wastewater treatment, and other urban services Transport = water transportation and rural roads	75.0	As agreed at the 37th Meeting of the GMS Tourism Working Group (July 2016, Sihanoukville, Cambodia), this project from the RIF is being added to the expanded RIF-IP (Tourism sector) for 2014-2020.

Table 2: Project Progress

Code	Project	Activity/Date					Notes	
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced		
REG-TOR-01	GMS Tourism Infrastructure for Inclusive Growth: <u>CAM Part</u>		Aug-14	Y=\$18.77	24-Nov-14	30-Mar-15	Implementation is scheduled to complete on 31 December 2019.	
	GMS Tourism Infrastructure for Inclusive Growth: <u>LAO Part</u>		Aug-14	Y=\$43.5	8-Sep-14	14-Jan-15	Implementation is scheduled to complete on 31 December 2019.	
	GMS Tourism Infrastructure for Inclusive Growth: <u>VIE Part</u>		Aug-14	Y=\$55.08	27-Sep-14	30-Mar-15	Implementation is scheduled to complete on 31 December 2019.	
<p>Narrative: Project start-up activities (e.g. consultant recruitment, appointment of counterpart staff, and establishment of project offices) is satisfactory in the Lao PDR, Cambodia and Viet Nam. Infrastructure subprojects are being prepared and it is expected the first packages will be tendered in Q4 2016. Lao PDR and Cambodia are making good progress implementing capacity building activities to strengthen tourism destination management. Recently completed subregional activities include the ASEAN Ecotourism Forum, organized by Lao PDR, and the first tourism statistics harmonization workshop and 2016 Mekong Tourism Forum, organized by Cambodia.</p>								
REG-TOR-02	Construction of the PRC-VIE Detian–Ban Gioc Waterfalls International Tourism Cooperation Zone: <u>PRC Part</u>	N/A	N/A	N/A	N/A	N/A		
	<p>Narrative: During Chinese President Xi Jinping’s state visit to Viet Nam in November 2015, a new cooperation agreement on the project was signed between PRC and Viet Nam and was mentioned in the Sino-Vietnamese Joint Statement. In February 2016, Guangxi government and counterparts from 4 provinces of Vietnam discussed how to speed up the construction of the cooperation zone. Also, in February 2016, Guangxi and Cao Bang Province of Viet Nam exchanged views on issues of common concern. Currently, the highway network to Detian in Guangxi Province is under construction.</p>							
	Construction of the PRC-VIE Detian–Ban Gioc Waterfalls International Tourism Cooperation Zone: <u>VIE Part</u>	N/A	N/A	N/A	N/A	N/A		
<p>Narrative: (As above)</p>								

Continued on next page

Table 2: Project Progress

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-TOR-03	Second GMS Tourism Infrastructure for Inclusive Growth: CAM, LAO, MYA, VIE	Nov-16	-	Y=\$175 m	-	-	In ADB's Southeast Asia RCI pipeline for processing in 2016–2017 and approval in 2018. Project Concept Paper approved by ADB in March 2016.
	Narrative: The project scope will cover urban-rural connectivity, environmental services, and capacity building to boost tourism receipts, jobs, and environmental performance in secondary destinations situated in the GMS economic corridors. The project will also support implementation of the updated GMS Tourism Sector Strategy 2016-2025 and implementation of ASEAN regional tourism standards. Project preparation will commence in Q4 2016.						
REG-TOR-04	Tourism Infrastructure Development in the Green Triangle Development Area: (Cambodia, Lao PDR, Viet Nam) Proposed to be added						
	Narrative: As agreed at the 37th Meeting of the GMS Tourism Working Group (TWG-37, July 2016, Sihanoukville, Cambodia), this project is being added to the list of investment projects under the expanded RIF-IP for 2014-2020. For possible approval in 2019.						
REG-TOR-05	Tourism Infrastructure Development in the Emerald Triangle Development Area: CAM, LAO, THAI Proposed to be added						
	Narrative: As agreed at the 37th Meeting of the GMS Tourism Working Group (TWG-37, July 2016, Sihanoukville, Cambodia), this project is being added to the list of investment projects under the expanded RIF-IP for 2014-2020. For possible approval in 2019.						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

Technical Assistance (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-TOR-TA-01	Strengthening the Mekong Tourism Coordinating Office (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.	Industry and trade, Trade and services	0.2	Implementation commenced in October 2013. The project closing date is 30 June 2016.
REG-TOR-TA-02	Preparing the New GMS Tourism Sector Strategy 2016-2026 (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.	Industry and trade, Trade and services, Small and medium-sized enterprises development, Water and other urban infrastructure and services. Renovation and protection of cultural heritage, Urban sanitation. Waste management	0.8	The project has been incorporated in the scope of project preparatory TA for the Second GMS Tourism Infrastructure for Inclusive Growth Project (below).

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-TOR-TA-03	Preparing the Second GMS Tourism Infrastructure for Inclusive Growth (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.	Industry and trade, Trade and services, Small and medium-sized enterprises development, Water and other urban infrastructure and services. Renovation and protection of cultural heritage, Urban sanitation. Waste management	1.5	PPTA was approved in March 2016.
REG-TOR-TA-04	Preparing the Tourism Infrastructure Development in the Green Triangle Development Area (CAM, LAO, VIE) Proposed to be added.	The TA will support the preparation of a project to develop tourism-related infrastructure under the framework of the Green Triangle Development Plan. For Cambodia (Northeastern Cambodia), the project will cover tourism-related infrastructure (airport in Rattan Kiri province), vocational training school, and small-scale community-based tourism.	Industry and trade = trade and services, small and medium-sized enterprises development; Water and other urban infrastructure and services = urban sanitation, wastewater treatment, and other urban services Transport = water transportation and rural roads	1.0	37th Meeting of GMS Tourism Working Group agreed to add this PPTA in the expanded RIF-IP for 2014-2020.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-TOR- TA-05	Preparing the Tourism Infrastructure Development in the Emerald Triangle Development Area (CAM, LAO, THAI) Proposed to be added.	The TA will support the preparation of a project to develop tourism-related infrastructure under the framework of the Emerald Triangle Development Plan.	Industry and trade = trade and services, small and medium-sized enterprises development; Water and other urban infrastructure and services = urban sanitation, wastewater treatment, and other urban services Transport = water transportation and rural roads	1.0	37th Meeting of GMS Tourism Working Group agreed to add this PPTA in the expanded RIF-IP for 2014-2020.
REG-TOR- TA-06	Strengthening the Coordination of Regional Tourism Knowledge and Joint Marketing in the GMS. (All GMS Countries) Proposed to be added.	Narrative: The TA will help strengthen the capacity of the GMS Tourism Working Group and the Mekong Tourism Coordinating Office to coordinate regional tourism knowledge management, joint marketing and development partner assistance.	Industry and trade, trade and services	0.225	37th Meeting of GMS Tourism Working Group agreed to add this TA in the expanded RIF-IP for 2014-2020. For possible approval in 2017.

Table 2: Project Progress

Code	Project	Activity/Date			
		Financing Identified	Project Approved/By	Implementation Commenced	Project Completed
REG-TOR-TA-01	Strengthening the Mekong Tourism Coordinating Office (All GMS Countries)	ADB Technical Assistance Special Fund \$0.225 million, September 2013	14 October 2013/ADB	14-Oct-13	30-Jun-16
<p>Narrative: The TA helped the GMS Tourism Working Group (TWG) prepare the GMS Tourism Marketing Strategy and Action Plan 2015-2020, endorsed by the GMS National Tourism Organizations in Q3 2015 and later submitted as a deliverable to the 20th GMS Ministerial Conference, held in Nay Pyi Taw in September 2015. The TA also assisted the TWG (i) prepare a draft charter and operations plan to support legal establishment of the Mekong Tourism Coordinating Office (MTCO) as an inter-governmental organization; and (ii) updated and expanded the functionality of MTCOs website www.mekongtourism.org. In recognition of the website's innovative design and effective use of cutting-edge technology it was selected for a 2015 Adrian Award by Hospitality Sales & Marketing Association International, from over 1,300 entrants, and a 2016 Pacific Asia Travel Association Gold Award.</p>					
REG-TOR-TA-02	Preparing the New GMS Tourism Sector Strategy 2016-2025 (All GMS Countries)	ADB Technical Assistance Special Fund \$0.2 million, March 2016	23 March 2016/ADB	17-May-16	Ongoing
<p>Narrative: Project has been merged and included as an activity in TA-03: Preparing the Second GMS Tourism Infrastructure for Inclusive Growth Project, with approximately \$0.2 million budgeted for preparing the new GMS Tourism Sector Strategy. MTCO organized a strategic priorities workshop to launch preparation of the strategy in Bangkok, Thailand on 17 May 2016, with participation of the GMS Tourism Working Group and ADB. Country consultations to be held during July-September 2016, with a view to formulate the final version of the new strategy for endorsement by the GMS TWG in October 2016 and the 21st GMS Ministerial Conference in November/December 2016.</p>					
REG-TOR-TA-03	Preparing the Second GMS Tourism Infrastructure for Inclusive Growth (Cambodia, Lao PDR, Myanmar, Viet Nam)	ADB Technical Assistance Special Fund \$1.5 million (inclusive of \$ 0.2 million for GMS Tourism Sector Strategy)	23 March 2016/ADB	17-May-16	-
<p>Narrative: The PPTA will support preparation of investment projects in Cambodia, the Lao PDR, Myanmar and Viet Nam. The focus is on public investment projects to improve urban-rural connectivity, environmental services and capacity to boost tourism receipts, jobs and environmental performance of secondary destinations situated in the GMS economic corridors. It is expected feasibility studies will begin during Q4 2016.</p>					

Continued on next page

Table 2: Project Progress

Code	Project	Activity/Date			
		Financing Identified	Project Approved/By	Implementation Commenced	Project Completed
REG-TOR-TA-04	Preparing the Tourism Infrastructure Development in the Green Triangle Development Area Project (Cambodia, Lao PDR, Viet Nam) Proposed to be added	\$1.0 million Source: TBD in 2017-2018	TBD	TBD	TBD
	Narrative: The TA will support the preparation of a project to develop tourism-related infrastructure under the framework of the Green Triangle Development Plan.				
REG-TOR-TA-05	Preparing the Tourism Infrastructure Development in the Emerald Triangle Development Area Project (Cambodia, Lao PDR, Thailand) Proposed to be added	\$1.0 million Source: TBD in 2017-2018	TBD	TBD	TBD
	Narrative: The TA will support the preparation of a project to develop tourism-related infrastructure under the framework of the Emerald Triangle Development Plan.				
REG-TOR-TA-06	Strengthening the Coordination of Regional Tourism Knowledge Management and Joint Marketing in the GMS (All GMS Countries) Proposed to be added	\$0.225 million Source: TBD in 2017-2018	TBD	TBD	TBD
	Narrative: The TA will help strengthen the capacity of the GMS Tourism Working Group and the Mekong Tourism Coordinating Office to coordinate regional tourism knowledge management, joint marketing and development partner assistance.				

Project approved/by = date of project approval/approving authority (Government, financier, other)

Transport and Trade Facilitation

Regional

Investment (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-TTF-01	Modernization of Sanitary and Phytosanitary (SPS) Agencies for Trade Facilitation Project in GMS (Phase 2) (Cambodia, Lao PDR)	<p>The project is a follow-up to the first phase of the Greater Mekong Subregion (GMS) Sanitary and Phytosanitary (SPS) Project for Cambodia and the Lao People's Democratic Republic. It will aim to streamline border release procedures and processes related to agriculture products and food, including the potential for automating the business processes of SPS agencies; promote export of priority agriculture products through strengthening the public sector capacities required to enable export, mainly focusing on improving risk based annual surveillance programs for priority agriculture products; and selectively upgrade SPS laboratories. The project may also cover strengthening of SPS agencies linkages with other trade agencies, including increased information sharing, to improve trade efficiency.</p> <p>This second phase will continue the main objective of the first regional SPS project, to strengthen institutions and operational capacities in Cambodia and the Lao PDR to operate cost-effective SPS systems that facilitate trade and protect health.</p>	Industry and Trade	10.0	Lao PDR SPS Phase I will be extended, with additional financing to cover the Lao PDR SPS II component. The Cambodia SPS II component is proposed to be dropped here, and instead included as a component of the proposed AEC Support Program Loan (see below).

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-TTF-02	ASEAN Economic Community Support Program (Cambodia) Proposed to be added	This is a policy-based loan for Cambodia under the ASEAN Economic Community (AEC) Support Program Facility to support the country in formulating and implementing national reform programs designed to meet their AEC commitments.	Industry and Trade	30.0	The policy-based loan for Cambodia is proposed for ADB funding approval in 2018. The Cambodia SPS II component from REG-TTF-01 will be included here (see above). Lao PDR, Myanmar, and Viet Nam are proposed to be included in this program in the future, with additional funding.

Table 2: Project Progress

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-TTF-01	CAM, LAO: Modernization of Sanitary and Phytosanitary (SPS) Agencies for Trade Facilitation Project: CAM Part						
	Narrative: Cambodia SPS II component proposed to be dropped here and instead included as a component of the proposed AEC Support Program Loan (see below)						
	CAM, LAO: Modernization of Sanitary and Phytosanitary (SPS) Agencies for Trade Facilitation Project: LAO Part						
	Narrative: Lao PDR SPS Phase I will be extended, with additional financing to cover the Lao PDR SPS II component.						
REG-TTF-02	ASEAN Economic Community Support Program (Cambodia), (Lao PDR, Myanmar, Viet Nam in the future): Proposed to be added						Cost estimate: \$30.0 million.
	Narrative: The policy-based loan for Cambodia is proposed for ADB funding approval in 2018.						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

Technical Assistance (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-TTF-TA-01	Trade Facilitation through Partnership with the Private Sector (Cambodia,,Lao PDR, Myanmar, Thailand,Viet Nam)	<p>The regional policy and advisory technical assistance (TA) outcome will be improved trade facilitation through the simplification, standardization, and harmonization of customs procedures and operations in the participating countries. The outputs of the TA include</p> <ul style="list-style-type: none"> (i) a business perception survey for private sector stakeholders engaged in international trade (e.g., industry sector, freight forwarders, and trade brokers in the region); (ii) the promotion of public–private sector dialogue on trade facilitation through the organization of joint workshops to be participated in by the government sector and private sector stakeholders, including the GMS Business Forum and representatives of small and medium-sized enterprises; and (iii) capacity building for improved private sector outreach through reviews of the current provisions and practices on customs’ private sector outreach and security standards, and organization of capacity building workshops. 	Trade and services	1.5	Implementaton commenced in August 2014 and is expected to close in August 2017.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-TTF- TA-02	Support for Implementing the Action Plan on Transport and Trade Facilitation in the GMS (Subprojects 2 and 3)	<p>The cluster regional policy advisory TA is aimed at supporting the implementation of the GMS Trade and Transport Facilitation Action Plan, which was endorsed by the 16th GMS Ministerial Conference in August 2010, in Ha Noi.</p> <p>The TA has the following expected outputs that fall under three components:</p> <p>(i) Transport Facilitation: (1) Exchange of traffic rights;</p> <p>(ii) Trade Facilitation: (1) Coordinated border management, (2) Enhanced SPS regime, (3) Strengthened national and subregional transport and trade facilitation (TTF) institutions, and (4) Regional trade logistics strategy;</p> <p>(iii) Capacity Building and Regulatory Reform: (1) Capacity development, and (2) Legal and regulatory improvements and harmonization.</p> <p>The TA is implemented through a cluster approach, with Subproject 1 (amounting to \$2 million) implemented from 2011 to 2013; and Subprojects 2 and 3, amounting to \$4.1 million, from 2014 to 2016. The cluster approach was adopted to</p> <p>(i) incorporate the flexibility needed for the successful TTF outcomes, and</p> <p>(ii) allow fine-tuning of activities based on outcomes of preceding efforts and the evolving context of TTF initiatives as the countries implement the Association of Southeast Asian Nations (ASEAN) Economic Community Blueprint.</p>	Trade and services	4.1	Project Implementation commenced since October 2014 with financing support from the Australian Department of Foreign Affairs and Trade (DFAT) and is ongoing. Scheduled completion date is December 2017.

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-TTF-TA-03	Modernization of SPS Agencies for Trade Facilitation Project (Cambodia, Lao PDR)	The regional project preparatory TA will complete 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.	Trade and services	1.5	Lao PDR SPS Phase I will be extended with additional financing to cover the Lao PDR SPS II component; no additional preparatory technical assistance needed. Cambodia SPS II technical assistance will be included under the AEC Support Program. This SPS II technical assistance is proposed to be dropped .
REG-TTF-TA-04	Strengthening Bilateral Cross-Border Trade Agreements and Coordination Mechanism	The TA will cover (i) 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.		2.0	Already covered by existing TTF technical assistance project . Previously dropped .
REG-TTF-TA-05	ASEAN Economic Community Support Program , Technical Assistance (Cambodia) Proposed to be added	The AEC Support Program Facility will support countries in formulating and implementing national reform programs designed to meet their AEC commitments. This TA will help prepare the AEC Support Program for Cambodia.	Trade and services	1.35	Proposed for ADB funding approval in 2017.

Table 2: Project Progress

Code	Project	Activity/Date			
		Financing Identified	Project Approved/By	Implementation Commenced	Project Completed
REG-TTF-TA-01	CAM,LAO,MYA,THA,VIE:Trade Facilitation through Partnership with the Private Sector	31-May-14	22-Aug-14	22-Aug-14	
	<p>Narrative: Project is ongoing and is expected to close in August 2017. Among its accomplishments are the following:</p> <ol style="list-style-type: none"> 1. Trade survey was conducted in Myanmar and Viet Nam. The Myanmar survey report has been published, and the Viet Nam report is in progress. In Myanmar, based on the survey findings, a work program has been agreed with Myanmar Customs to undertake relevant measures to improve trade facilitation. In Viet Nam, the survey results will be discussed further with relevant government agencies and private sector representatives for follow-up activities. Follow-up surveys are planned for monitoring and evaluation purposes. 2. Capacity building programs for trade-related private sector, Customs officers and Other Government Agency officials: In Myanmar, a number of initiatives have been initiated, namely (i) formal establishment of International Trade Supply Chain (ITSC) Working Group, supported by local ITSC facilitators trained by the project, to identify and address practical constraints in trade processes and procedures; (ii) enhanced system of training, testing and licensing schemes for Customs brokers; and (iii) seminars on WTO Valuation Agreement and its application in Customs valuation. In other countries, similar initiatives are being discussed with relevant agencies. 3. The development or strengthening of Authorised Economic Operators (AEO) schemes are being supported in Cambodia, Myanmar and Viet Nam, with complementing capacity building programs for trader-centric, system-based post clearance audit to be delivered to ensure their efficient and effective implementation. 				
REG-TTF-TA-02	Support for Implementing the Action Plan on Transport and Trade Facilitation in the GMS (Subprojects 2 and 3)	26-Nov-10	28-Oct-14	31-Oct-14	
	<p>Narrative: Project is ongoing and has delivered, among others, the following outputs/activities: : (i) An introductory workshop and finalised the workplans on preparations to implement the ASEAN Customs Transit System (ACTS) in CLMV; (ii) A review of CBTA texts; (iii) commenced the collection of the border data; (iv) review of the SSI implementation at Lao Bao- Dansavah and completion of the text to implement SSI at Mukdahan-Savannakhet; (v) substantial completion of the agreement to increase of quota under Cambodia-Thailand; and (vi) commencement of dialogue with private sector. Other ongoing activities under the TA includes facilitating of bilateral transport Agreement between Thailand and Myanmar, and also development of Road User Charge scheme for Lao PDR.</p> <p>One of the notable progress under this TA is the convening of GMS CBTA NTFC Retreat in December 2015 and the CBTA Joint Committee Retreat in July 2016, which led to the Ministers’ decision to launch the GMS Transport Permit by January 2017. The TA is supporting and facilitating the countries in delivering the said decision. At the request of the countries, the TA is also drafting a proposed revised text of CBTA that would enable its operationalization, particularly on protocol 1 list of corridors, designated routes, border cross check points) and the relevant annexes requiring updates.</p>				
REG-TTF-TA-03	CAM, LAO PDR: Modernization of Sanitary and Phytosanitary (SPS) Agencies for Trade Facilitation Project Proposed to be dropped.				
	<p>Narrative: CAM: Cambodia SPS project will not move forward. Instead, this will be a component of the “AEC Support Program” loan (\$30 million, 2018) and PPTA (\$1.35 million, 2017). LAO: Lao PDR will extend its SPS project phase 1 with additional financing of \$10 million, no additional TA needed.</p>				
REG-TTF-TA-04	Strengthening Bilateral Cross-Border Trade Agreements and Coordination Mechanism				
	<p>Narrative: Already covered by existing TTF TAs. Previously dropped.</p>				

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Table 2: Project Progress

Code	Project	Activity/Date			
		Financing Identified	Project Approved/By	Implementation Commenced	Project Completed
REG-TTF-TA-05	CAM: ASEAN Economic Community Support Program , Technical Assistance Proposed to be added.				Cost estimate: \$1.35 million
	Narrative: The Technical Assistance project will help prepare the ASEAN Economic Community Support Program for Cambodia. The TA project is proposed for ADB funding approval in 2017.				

Project approved/by = date of project approval/approving authority (Government, financier, other)

Information and Communication Technology

Regional

Investment (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-ITC-01	Time-Division Long-Term Evolution Demonstration Network in the Lao People's Democratic Republic	<p>In June 2011, at the Greater Mekong Subregion (GMS) Information and Communication Technology (ICT) Ministerial Meeting, the Ministry of Industry and Information Technology of the People's Republic of China (PRC) and the Ministry of Posts and Telecommunications of the Lao People's Democratic Republic (Lao PDR) signed the Memorandum of Understanding on Continuing with Demonstration Projects of Applicable Communication Technologies in Rural Areas.</p> <p>Private sector in the PRC and the Lao PDR preliminarily intended to cooperate with each other in building a time-division long-term evolution demonstration network in Vientiane, in the Lao PDR, to provide high-speed mobile data services for promoting communications development in rural areas and reducing the digital gap.</p>	ICT Infrastructure	5.0	Lack of progress is due to unavailable financing and not because the project was cancelled, as reported earlier.

Table 2: Project Progress

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-ITC-01	LAO: Time-Division Long-Term Evolution Demonstration Network in the Lao People's Democratic Republic: LAO Part						
	Narrative: Lack of progress is due to unavailable financing and not because the project was cancelled, as reported earlier.						
REG-ITC-01	LAO: Time-Division Long-Term Evolution Demonstration Network in the Lao People's Democratic Republic: PRC Part						
	Narrative: Lack of progress is due to unavailable financing and not because the project was cancelled, as reported earlier.						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

Technical Assistance (as of 30 June 2016)

Table 1: Project Description

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-ICT-TA-01	Broadband Development Strategies and Implementation Programs of the GMS (All GMS Countries)	<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.”</p> <p>The technical assistance project aims to provide suggestions and decision-making references to GMS governments and enterprises concerning participation in broadband development. Toward this objective, the project will analyze the countries’ national broadband development status, identify problems and development needs, establish GMS broadband development goals, and set major tasks and key construction projects.</p>	ICT strategy and policy and capacity development	10.0	No status information available.
REG-ITC-TA-02	Workshops on E-Commerce Cooperation and Exchanges in GMS (All GMS Countries) Proposed to be added	Joint organization with related Chinese internet value-added enterprises (such as Alibaba) to conduct exchanges on e-commerce solutions and typical cases, with a view to implementing the 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.	ICT Infrastructure	10.0	This is a technical assistance project in the RIF and its is proposed to be added to the RIF-IP.

Continued on next page

Table 1 continued

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-ITC-TA-03	Cross-border International Interconnected Bandwidth Expansion Project (PRC, Lao PDR, Viet Nam) Proposed to be added	China Unicom signed the cooperation contract with Viettel/VNPT/FPT/HTC/CMC (Viet Nam) and LTC/Unitel/ETL (Lao PDR) to increase the communication bandwidth across the border. Build the cable to Hongkong and the USA. Estimated supply over 300G bandwidth until 2018.	ICT Infrastructure	2.1	This project is not in the GMS RIF2013-2022 but is a high priority for the PRC, Lao PDR and Viet Nam. Available financing are from State-owned telecom operators (China Unicom, Viettel, LTC Lao)

Table 2: Project Progress

Code	Project	Activity/Date			
		Financing Identified	Project Approved/By	Implementation Commenced	Project Completed
REG-ICT-TA-01	Broadband Development Strategies and Implementation Programs of the GMS				
Narrative: Lack of progress due to unavailable financing and not because the project was cancelled, as reported earlier.					
REG-ICT-TA-02	Workshops on E-Commerce Cooperation and Exchanges in GMS (All GMS Countries) Proposed to be added				
Narrative: Workshops on E-Commerce Cooperation and Exchanges in GMS (All GMS Countries)				Proposed to be added	
REG-ICT-TA-03	Cross-border International Interconnected Bandwidth Expansion Project (PRC, Lao PDR, Viet Nam) Proposed to be added				
Narrative: This project is not in the GMS RIF2013-2022 but is a high priority for the PRC, Lao PDR and Viet Nam. Available financing are from State-owned telecom operators (China Unicom, Viettel, LTC Lao)					

Project approved/by = date of project approval/approving authority (Government, financier, other)

GMS Regional Investment Implementation Plan: Mid-Term Review and Revised Regional Investment Framework Implementation Plan 2020

This report presents the mid-term review and third progress report of the RIF-IP 2014-2018. It discusses the status of the 93 priority investment and technical assistance projects as of 30 June 2016. The document also contains the Revised Regional Investment Framework Implementation Plan (RRIF-IP) 2020 which encompasses the projects of the original RIF-IP 2014-2018 as well as an expanded project pipeline to the year 2020.

In terms of progress and status, 52 of the original 93 projects have already secured financing estimated at US\$26 billion, 85% of the original estimated total cost. Moreover, about a third of investment projects have commenced implementation and two projects, both in the transport sector, have been completed.

The RRIF-IP 2020 that emanated from the midterm review of RIF-IP (2014-2018) comprise of 107 investment and technical assistance projects, including carryovers from the previous pipeline and new priority projects, and estimated to have a total cost of US\$ 32.7 billion.

About the Greater Mekong Subregion Economic Cooperation Program

The Greater Mekong Subregion (GMS) is made up of Cambodia, the People's Republic of China (PRC, specifically Yunnan Province and Guangxi Zhuang Autonomous Region), the Lao People's Democratic Republic (Lao PDR), Myanmar, Thailand, and Viet Nam. In 1992, with assistance from the Asian Development Bank (ADB) and building on their shared histories and cultures, the six countries of the GMS launched a program of subregional economic cooperation—the GMS Program—to enhance their economic relations, initially covering the nine priority sectors: agriculture, energy, environment, human resource development, investment, telecommunications, tourism, transport infrastructure, and transport and trade facilitation.

About the Asian Development Bank

ADB's vision is an Asia and Pacific region free of poverty. Its mission is to help its developing member countries reduce poverty and improve the quality of life of their people. Despite the region's many successes, it remains home to a large share of the world's poor. ADB is committed to reducing poverty through inclusive economic growth, environmentally sustainable growth, and regional integration.

Based in Manila, ADB is owned by 67 members, including 48 from the region. Its main instruments for helping its developing member countries are policy dialogue, loans, equity investments, guarantees, grants, and technical assistance.



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