

# Progress Report (2012–2013) of the MDB Working Group on Sustainable Transport

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December 2013



This is a joint document authored by staff at the African Development Bank (AfDB), Asian Development Bank (ADB), CAF – Development Bank of Latin America (CAF), European Bank for Reconstruction and Development (EBRD), European Investment Bank (EIB), Inter-American Development Bank (IADB), Islamic Development Bank (ISDB) and the World Bank (WB). The views expressed herein do not necessarily represent the views of these institutions, their Board of Directors, Management, or staff, and may be preliminary in nature. In making any designation of or reference to a particular country, territory or geographic area in this document, these institutions do not intend to make any judgments as to the legal or other status of any territory or area.

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## Executive Summary

In June 2012, at the Rio+20 United Nations Conference on Sustainable Development (hereafter Rio+20), our eight institutions delivered the joint statement “Commitment to Sustainable Transport” (hereafter the Rio+20 Commitment). In the Rio+20 Commitment, it was announced that we expect to provide more than \$175 billion of loans and grants for transport in developing countries over the coming decade, and that this support will be increasingly oriented towards sustainable transport. Recognizing the need for a results-based approach to supporting sustainable transport, we also committed ourselves to introducing annual reporting on our sustainable transport-related lending and to developing common arrangements for this purpose.

Since Rio+20, our multilateral development banks (MDBs) have taken several major steps to operationalize the Rio+20 Commitment. The first year of our Commitment focused primarily on:

- Concretizing the working arrangements,
- Developing a common framework for monitoring and reporting, and
- Initiating work to monitor the sustainability of our transport operations.

This report provides only a quick snapshot of our activities in 2012 – the first year of our 10 year Commitment. This is the first time that our eight MDBs are reporting collectively on our work in the transport sector. As such, the assessment of our transport operations contained in this report is very much a work in progress, and should be considered as such.

The above notwithstanding, we find that we are generally on track to meeting our Rio+20 Commitment. In terms of volume, we approved collectively more than \$20

billion in financing in 2012.<sup>1</sup> Beyond financing, our MDBs are working to leverage change through capacity building, knowledge sharing and policy dialogue.

While preliminary in nature, we have completed the development of a common monitoring and reporting framework for transport projects, and this has been pilot-tested by several of our MDBs. These tests show that the framework is readily applicable to the projects supported by most of our MDBs, and provides a useful tool to understand the relative strengths and weaknesses of different projects with regards to their sustainability.

In the years ahead, we will build further on these initial achievements to implement our Rio+20 Commitment.

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*In the first year of our Rio+20 Commitment, we have concretized our working arrangements, developed a common framework for monitoring and reporting, and initiated work to monitor the sustainability of our transport operations*

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<sup>1</sup> Calculated on the basis of approvals in 2012, except for the Islamic Development Bank which reports on approvals in the lunar Hijrah Year (H) covering the period between November 2011 to November 2012, and the World Bank which reports on its Fiscal Year 2013, or the period between July 1 2012 and 30 June 2013.

# 1 Background and Introduction

## 1.1 Why are we focusing on sustainability in the transport sector?

1. Transport – the movement of people and goods from one place to another – is a basic requirement for the functioning of human society, and is intrinsic to the production and use of goods and services. The transport sector directly contributes 5%–10% of gross domestic product (GDP) in most countries, and indirectly enables the other sectors to contribute to social and economic development. By helping to expand economic opportunities and services, and providing people with access and mobility, transport contributes to poverty reduction and inclusive growth. Yet transport also consumes resources and often has negative side effects, including congestion, air pollution, and road crashes.

Transport is already responsible for nearly a quarter of energy-related CO<sub>2</sub>.

2. On balance, the contribution of transport to sustainable development depends on how accessible and affordable it is for people to use, what resources it consumes, and what negative side effects it has. It is therefore necessary to select the types and mix of transport that will fully realize its positive contribution and minimize negative effects.

3. Based on these considerations, our institutions have been adjusting our support for the sector to focus on *sustainable transport* – transport that is accessible, affordable, efficient, financially sustainable, environment friendly, and safe. These are reflected in the policies, strategies and initiatives of our institutions, as summarized in the table overleaf.

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*We have been adjusting our support for the transport sector to focus on sustainable transport – transport that is accessible, affordable, efficient, financially sustainable, environment friendly, and safe*

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**Table 1: Key policies, strategies and initiatives of our organizations in support of more sustainable transport**

<b>Institution</b>	<b>Policies, strategies and initiatives</b>	<b>Characteristics</b>
<b>African Development Bank</b>	Urban Development Strategy	Provides a new focus on urban transport
	Transport Policy	Expected to elevate the current operational focus on sustainable transport to a policy level
<b>Asian Development Bank</b>	Sustainable Transport Initiative – Operational Plan (2010–20)	Focuses ADB’s future transport operations on sustainable transport
<b>CAF – Development Bank of Latin America</b>	Observatory of Urban Mobility in Latin America	Supports development of a comprehensive strategy for urban mobility and road safety
<b>European Bank for Reconstruction and Development</b>	Transport Strategy & Municipal and Environmental Infrastructure Strategy	Support safe, secure and sustainable transport systems which embody market principles (The Transport Strategy covers the approach to interurban transport whilst urban transport is covered under the Municipal & Environmental Infrastructure Strategy)
	Sustainable Energy Initiative	Promotes energy efficiency, including in the transport sector
<b>European Investment Bank</b>	Transport Lending Policy	Emphasizes sustainable transport in line with the European Union (EU) transport policy
<b>Inter-American Development Bank</b>	Climate Change Strategy	Mainstreaming of Mitigation and Adaptation
	Infrastructure Strategy	Support member countries in infrastructure planning, construction, and operation in order to provide high quality infrastructure that supports sustainable and equitable economic growth, increases competitiveness and promotes innovation.
	Transport strategic areas: <ul style="list-style-type: none"> <li>• Road Safety</li> <li>• Regional Environmentally Sustainable Transport</li> <li>• Logistics</li> <li>• Intelligent Transport systems</li> <li>• Transport Mega Projects</li> </ul>	Supports the inclusion of road safety, sustainable transport, logistics and ITS in transport projects in its member countries
	Sustainable Emerging Cities Initiative	Aims at supporting sustainability in medium sized cities considering sustainable growth, land use, transport and climate change
<b>Islamic Development Bank</b>	IDB Group Infrastructure Strategic Plan 1431H-1433H	Alleviating poverty and accelerating the development of member countries through the financing of efficient, safe and sustainable transport networks is a strategic priority
<b>World Bank</b>	Transport business strategy for 2008–12: Safe, Clean, and Affordable... Transport for Development	Emphasizes sustainability and the role of transport in achieving the Millennium Development Goals

## 1.2 What did we commit to at Rio+20, and why?

4. In June 2012, at the Rio+20 United Nations (UN) Conference on Sustainable Development (hereafter Rio+20), our eight institutions delivered the joint statement “Commitment to Sustainable Transport” (hereafter the Rio+20 Commitment)<sup>2</sup>. This was with the aim to:

- (i) Draw attention to the essential role that sustainable transport plays in sustainable development,
- (ii) Indicate our commitment to provide increased support for sustainable transport in developing countries in future, and
- (iii) Call upon the international community to embrace sustainable transport as a key sectoral focus of the new global agenda for sustainable development.

5. Building on our history of support for transport, it was announced that we expect to provide more than \$175 billion of loans and grants for transport in developing countries over the coming decade, and that this support will be increasingly oriented towards sustainable transport.

6. We also recognized the need for a results-based approach to supporting sustainable transport. We committed ourselves to introducing annual reporting on our sustainable transport-related lending and to developing common arrangements

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<sup>2</sup> The Rio+20 Commitment was also registered with the United Nations as a Voluntary Commitment in a shortened format as specified by the organizers of the Rio+20 Conference. This is available at: <http://www.uncsd2012.org/voluntarycommitments.html>. The main point of reference for the Rio+20 Commitment continues to be the full joint statement, available at: <http://www.adb.org/sites/default/files/news/statement-commitment-sustainable-transport.pdf>

for this purpose. This would be in partnership with the Partnership on Sustainable Low Carbon Transport (SLoCaT), a multi-stakeholder partnership of over 80 organizations representing UN organizations, multilateral and bilateral development organizations, non-governmental organizations (NGOs), foundations, academia and the business sector.

## 1.3 What has happened since Rio+20?

7. Since Rio+20, we have taken several major steps to operationalize the Rio+20 Commitment. The first year of our Commitment focused primarily on:

- Concretizing the working arrangements
- Developing a common framework for monitoring and reporting
- Initiating work to monitor the sustainability of our transport operations

### Concretizing working arrangements

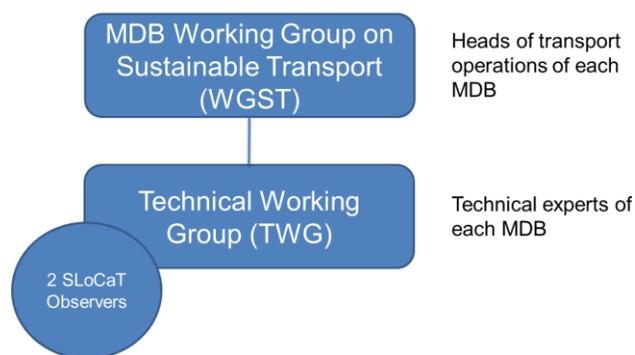
8. In October 2012, on the occasion of the World Bank (WB) – International Monetary Fund (IMF) meeting in Tokyo, the Heads of Asian Development Bank (ADB), African Development Bank (AfDB), European Bank for Reconstruction and Development (EBRD), European Investment Bank (EIB), Inter-American Development Bank (IADB), and WB met, and unanimously endorsed a proposal by ADB’s president, to set up a working group to jointly monitor and report on progress toward fulfilling our Rio+20 Commitment. While CAF – Development Bank of Latin America (CAF) and Islamic Development Bank (ISDB) were not part of this meeting, their integral role in the Rio+20 commitment and the importance of their membership to the working group were fully recognized.



**Figure 1: Key milestones to date**

9. Based on the above decision, in early 2013 we set up a Working Group on Sustainable Transport (WGST), comprising the heads of transport operations of each MDB. We developed and adopted an operational plan, which outlines the objectives, principles, timeframe, membership and organizational structure for the WGST.

10. In May 2013, the WGST met for the first time in the Hague, Netherlands to confirm the WGST Operational Plan and Work Plan for 2013. The meeting also laid out the basic parameters for common monitoring and reporting on our sustainable transport lending. To advance the work further, a Technical Working Group (TWG) was set up comprising representatives from each organization at technical level.



**Figure 2: Working arrangements**



**Figure 3: Meeting of the Technical Working Group in EBRD Headquarters, London (August 2013)**

### Developing a common framework for monitoring and reporting

11. The TWG met several times over the course of 2013, and studied the various tools being used by several of the MDBs for the assessment of the sustainability of transport projects. This includes ADB's Sustainable Transport Appraisal Rating (STAR) Framework,<sup>3</sup> EIB's Results Measurement Framework (ReM),<sup>4</sup> and EBRD's in-house tool which is a derivative of STAR. This informed the development of a common monitoring and reporting framework. The adopted framework, available in full as Appendix 1, acknowledges that MDBs' transport-sector interventions are various in nature, reflecting the wide-ranging priorities of client countries and regions (see figure overleaf). This translates into differences in corporate missions and operational practices. The development of the framework involved all of our MDBs learning from each other's practices and experience in measuring the sustainability of transport projects.

<sup>3</sup> In press.

<sup>4</sup> Available at: <http://www.eib.org/projects/cycle/monitoring/rem.htm>

## Initiating work to monitor the sustainability of our transport operations

12. Based on the adopted framework, each of our MDBs has initiated work to assess the sustainability of their transport operations. Some MDBs have applied the monitoring to their entire transport approvals

for 2012, whereas other MDBs have done so for a select number of projects. As a group, our eight institutions are currently testing various approaches, the results of which will allow for further enhancements to the process from 2014 onwards.



Figure 4: Selected priorities of MDBs' transport work in various regions of the world (non-exhaustive)

### 1.4 What is this report about?

13. This report presents the level of progress made by our eight MDBs in the first year of implementing the Rio+20 Commitment. Our work is ongoing. As such, the report provides a snapshot of developments to date, and serves as a baseline for future reports to be developed on an annual basis. Our institutions will continue to enhance aspects of monitoring and reporting in the coming years, drawing upon the lessons from this report.

14. The work by our eight MDBs is wide-ranging and diverse (Figure 4). As such, the report makes no attempt to fully capture all

activities conducted by our MDBs in support of the Rio+20 Commitment.

15. This is the first time for our eight MDBs to report collectively on our work in the transport sector. The report has been developed as a collective effort through inputs by staff of all eight MDBs to the WGST and TWG. The report also benefited from inputs from Cornie Huizenga and Michael Replogle representing the SLoCaT partnership.

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*This is the first time that our eight MDBs are reporting collectively on our work in the transport sector*

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## 2 Our approach to measuring progress on sustainable transport

### 2.1 What is our common approach to measure progress?

16. The framework we have developed sets out a common set of principles that are sufficient to enable common reporting, as well as good practices that facilitate the aggregation of results and improve the quality and usefulness of information for operational purposes. The key principles underpinning the framework are described below.

### 2.2 What is being assessed?

17. Our assessment is project based, and is primarily concerned with the sustainability of the projects that we finance. For this first progress report, we have generally based the assessments on projects approved in 2012.<sup>5</sup>

18. We recognize that the impacts of our work go beyond simply the projects that we finance. Through our efforts in awareness raising, capacity building, policy dialogue etc., we are providing the catalytic impact needed to mainstream sustainability in the transport sector of our client countries. Information on such activities is also included in this report.

### 2.3 How do we rate the sustainability of our projects?

19. The MDB joint statement provides the following definition of sustainable transport: “transport that is accessible, affordable, efficient, financially sustainable,

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<sup>5</sup> The report also draws upon examples of recently completed projects, which were approved before 2012.

environment-friendly, and safe.” While noting that many definitions of sustainable transport and of sustainability itself exist, we find that all definitions implicitly refer to three pillars of sustainability, i.e. economic, social, and environmental sustainability. These dimensions provide the basis for our framework. We also note that the three aforementioned pillars can be complemented by a fourth, representing the risk to the sustainability of the projects, linked to the soundness of the project and the capacity of the local institutions to implement the project and sustain its benefits.

20. Each dimension of sustainability has been translated into a criterion for assessment. The assessment can consider (i) the net positive or negative impacts directly attributable to the project, and (ii) the performance of the project when compared to sector common practices. The definitions provided below are broad to allow for individual customization according to each MDB’s corporate objectives.

- **Economic effectiveness** refers to both the significance of the expected economic impacts over the lifecycle of a project, and the efficiency with which economic resources are used to deliver them.
- **Social sustainability** describes the extent to which project will benefit the poor, vulnerable and marginalized; contribute to creating safe and socially-inclusive communities; and minimize adverse impacts, such as resettlement.
- **Environmental sustainability** describes the net environmental outcomes of a project, such as reducing transport emissions and pollution, conserving the natural and built environment, minimizing waste of natural resources, and communities’ resilience and adaptation to climate effects.
- **Risk to sustainability or project soundness** measures the risk that

expected project benefits may not be realized or maintained, due to e.g. weak institutions, lack of financing, or simply uncertainty in the appraisal.

21. Subcriteria are also developed under each of the four criteria above. Some subcriteria are common to all MDBs, while others reflect the MDB's specific corporate objectives. Examples of possible subcriteria are:

- Under economic effectiveness: economic viability
- Under social sustainability: affordability, safety, and accessibility
- Under environmental sustainability: greenhouse gas (GHG) emissions, air pollution
- Under risk to sustainability or project soundness: financial sustainability, institutional capacity (including maintenance), design risk and uncertainty

22. The above framework recognizes that sustainable transport projects have net positive economic, social and environmental impacts. It recognizes that projects may have limited and acceptable trade-offs between the dimensions of sustainability.

23. Project impacts are evaluated with reference to a without-project case, which can be considered to be the most likely future situation, in the absence of the project and of any alternative investment of similar nature. Qualitative ratings can be assessed for each criterion assessed, and for projects as a whole.

24. Some of the MDBs that have been able to conduct rating of their entire 2012 approved projects have aggregated the ratings to allow for an analysis at portfolio level. Other MDBs have provided a qualitative evaluation of their overall portfolio, in addition to or as a substitute for the aggregate rating at this stage.

## 2.4 How do we assure quality of our assessments?

25. The assessments provided in this report rely on a combination of self-assessments, and assessments by internal or external experts, independent evaluation departments, or auditors. When determining the process followed, each MDB has sought to ensure as much as possible the relevance, quality and impartiality of the assessments. To ensure coherence between assessments and to minimize subjectivity, our MDBs also realize the benefit of all assessments being reviewed by a single entity or group of people within an MDB. As with other aspects of our work, this is work in progress.

### Box 1 : How to treat co-financed projects?

In the case of projects co-financed by more than one of our institutions, the ratings have to the extent possible been discussed among the MDBs involved. Given that this is the first year of reporting, different interpretations of the same project may still be present. We recognize this as an area for further consideration from 2014 onwards.

### 3 Assessment of our work on sustainable transport in 2012

26. This chapter presents an overall assessment of the MDBs' work in relation to sustainable transport, as well as individual assessments of each MDB, for the first year of our Rio+20 Commitment.

#### 3.1 Overall assessment

##### Investing in sustainable transport projects (loans and grants)

27. Across our eight MDBs, we approved more than \$20 billion for transport in 2012. Notwithstanding yearly fluctuations in our portfolios, this shows that we are generally on target to meeting the \$175 billion of support for transport in developing countries over the 10 year commitment period. This financing will support a range of transport modes, including roads, urban transport, railways, air transport, water transport and other subsectors.

28. In analyzing these investments, a number of patterns can be observed.

- There is generally a growing level of investments in urban transport (e.g. bus rapid transit, mass rapid transit etc.), reflecting rapid urbanization in many of our client countries.
- In the road subsector, which remains an integral part of our MDBs' transport work, more attention is being given to sustainability. This includes work to make roads more safe (road safety), resilient (climate adaptation) and effective in the long run (asset management).
- Many of our MDBs lend support to transport networks that transcend beyond one country, thereby supporting cross-border trade and regional integration.

29. We have initiated assessment of the sustainability of transport investments supported by our MDBs. This is seen from the analysis undertaken by some of our MDBs. For example:

- ADB, utilizing its STAR Framework, rated 63% of its transport projects approved in 2012 as moderately sustainable or above.<sup>6</sup> A further 29% was rated marginally sustainable. Only 8% of projects were rated moderately unsustainable, and no projects were rated unsustainable or lower. Across all projects, the aspects of sustainability that were strongest were (i) economic, (ii) social and (iii) environmental in that order.
- EIB, utilizing its REsults Measurement (REM) Framework, rated 30% of its transport projects approved in 2012 outside Europe as excellent in terms of quality and soundness. The remaining projects were rated as good. The rating is based on various indicators, including social and environmental compliance, carbon footprint and the energy efficiency of the project.
- IADB noted that 24% of the total approved transport operations in 2012 had climate change mitigation components.

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<sup>6</sup> Projects assessed exclude TAs, TA loans and policy based loans. STAR utilizes a seven-point scale for its scoring, ranging from highly unsustainable, unsustainable, moderately unsustainable, marginally sustainable, moderately sustainable, sustainable and highly sustainable.

## Going beyond projects: capacity building, knowledge solutions and policy dialogue

30. While MDBs are generally regarded as financial institutions, the type of support we provide goes beyond financial resources. Given that our lending can at best only finance a few percent of a country's investment needs, an important aspect of our support is to leverage enhanced approaches in our client countries by combining financing with capacity building, knowledge solutions and policy dialogue.

31. Capacity building has been provided by all of our MDBs. This benefits not only government agencies, but also private sector partners. Several notable examples include:

- Support for Mozambique in planning, designing and implementing resilient infrastructure (AfDB)
- Safe driving training for employees of the trolleybus company of Chisinau, Moldova (EBRD)
- Training programs for staff and developing member country officials on various aspects of sustainable transport (ADB)
- The “Leaders in Urban Transport Planning Program” that seeks to create awareness of the comprehensive nature of urban transport planning amongst leaders and develop capacity to generate sustainable urban transport

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*In 2012, our eight MDBs approved more than \$20 billion for transport, thus putting ourselves on target to meet the Rio+20 Commitment*

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projects (WB)

- Training modules on road safety provided for both staff and client countries (WB)

32. Knowledge is being generated and shared by our MDBs for the benefit of our client countries. Notable examples include:

- Diagnostics of railway concessions in Africa (AfDB)
- Regional platform for sharing knowledge and transferring new ideas and innovation (IADB)
- Guidance on how policies can be organized to generate revenues and allow an affordable transition to low carbon transport (WB)

33. MDBs have been engaging in policy dialogue to build support and buy-in from local stakeholders, on critical aspects of sustainable transport. Notable examples include:

- Promoting gender equality and access to services for all (EBRD)
- Observatory of Urban Mobility informing policy decisions on urban transport in 15 cities in 9 countries (CAF)

## Leveraging change through partnerships

34. The work of our MDBs is amplified by working together with key development partners. These include bilateral donors, philanthropic organizations, academia and civil society organizations. Many of our MDBs are members of SLoCaT.

35. Our MDBs are increasingly working together in partnership, to address transport development challenges in a harmonized manner. The example of the MDB Road Safety Initiative is provided in the box overleaf.

## Gearing ourselves up for sustainable transport

36. Our MDBs are also collectively working together to ensure that our skills, business processes and policies are supportive of sustainable transport. For example:

- Most of our MDBs are bound by safeguard policies on indigenous peoples, resettlement, and the environment.
- Many of our MDBs are undertaking efforts to mainstream gender in transport projects.
- A growing amount of attention is being placed on climate risk screening and GHG accounting.
- Staffing is being adjusted among many of our MDBs to ensure that sufficient skills exist in new areas of our work, including the above.

### Box 2 : MDB Road Safety Initiative

Low- and middle-income countries (LMICs) are experiencing steep increases in deaths and injuries due to road crashes. Indeed, 90% of the world's road deaths are occurring in LMICs. Annual road deaths already exceed those caused by some major diseases.

Cognizant of these challenges, our MDBs launched the MDB Road Safety Initiative to scale up our support for the *UN Decade of Action for Road Safety, 2011–2020* and to develop a coordinated program of engagement in our client countries.

Under this initiative, our MDBs are working to:

- Develop shared guidelines which can allow for a more consistent approach to embedding road safety issues in our projects
- Share training opportunities, both for our own staff as well as officials from our client countries
- Help mobilize further financial resources through the proposed MDB Global Road Safety Incentive Fund

## 3.2 African Development Bank

### Challenges

37. Achieving regional economic integration and developing cross-border trading continues to be a major challenge for many African countries. Regional transport corridors are not only means for interregional mobility and trade, but they also play a major role in developing the global competitiveness of Africa's different regions, and in addressing challenges of food security and poverty. In addition to limited provision of infrastructure, the sustainability of infrastructure is a major challenge for the continent. Poor maintenance, as well as inadequate connectivity, results in high transport costs, which constrains doing business in African countries, and limits access to social services. The physical sustainability of transport infrastructure is also threatened by vulnerability to extreme climate change events.

### AfDB and Transport in 2012

38. In 2012, AfDB continued quantitative and qualitative scaling up of its transport support to its member countries in developing regional transport corridors, and helping some member countries transition towards "greener" transport systems.

**Half** of the transport operations approved by AfDB in 2012 were for regional transport infrastructure.

In total, AfDB approvals in the sector amounted to UA 612.02 million,<sup>7</sup> equivalent to **\$941.31 million** in loan and grant operations (this includes \$89 million through private-sector window).

All the approvals were in the roads sub-sector.

39. Several of these projects incorporated transport and trade facilitation measures that aim at complementing the provision of physical infrastructure with soft measures targeting the removal of non-physical barriers to trade along transport corridors.

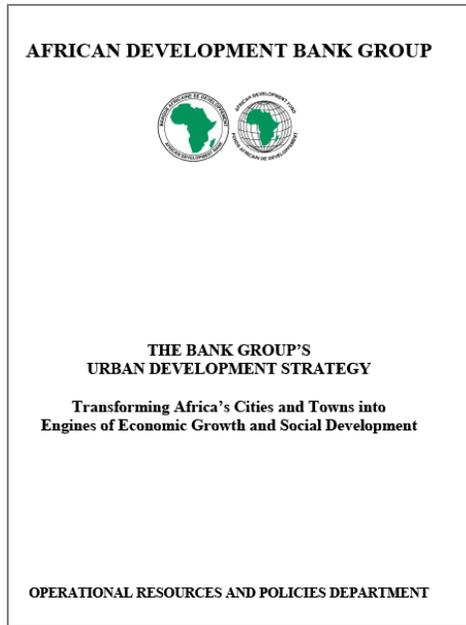
40. For AfDB's least developed member countries, improving national connectivity and rural accessibility remains a central challenge required for poverty reduction and economic development. The construction cost of the required transport infrastructure presents a huge burden to the relatively fragile economies of these countries. Therefore, through its Fragile States Facility (FSF), AfDB has embarked on supporting these countries to develop their basic infrastructure. In 2012, and in line with AfDB's commitment to support its least developed member countries, two of the approved transport sector operations benefited from grant allocations from the FSF. These were in Sierra Leone and Togo.

### Shifts in Trends

41. Two recently approved strategies are anticipated to have a notable impact on AfDB's support to the transport sector in the coming decade: The 10 Year Strategy and the Urban Development Strategy. Importantly, AfDB's new Transport Policy and Transport Strategy are both under preparation. These strategies and policy documents will play a big role in shaping a qualitative shift in AfDB's support for transport, with increased emphasis expected to be placed on transitioning to inclusive and green growth.

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<sup>7</sup> The AfDB uses a Unit of Account (UA) equivalent to the IMF's Special Drawing Rights (SDR) as its reporting currency.



42. The AfDB also expects its role as a knowledge bank to gradually increase. In 2012, it commenced several economic and sector works, including a study on promoting the domestic construction industry, a study on diagnostics of railway concessions in Africa and a study on assessing the quality of AfDB-financed road projects.

**Figure 5: AfDB's recently approved Urban Development Strategy. The strategy is hoped to bring increased focus on urban development projects including urban transport**



**Figure 6: Nacala Road Corridor Project, Phase-III (Mozambique). The project was approved in 2012, and will be completed in 2018. Through co-financing with other development partners (Nordic Development Fund), it introduces new components that will focus on building the country's ability to plan, design and implement road infrastructure that are resilient to extreme climate change events**

### 3.3 Asian Development Bank

#### Operational context and strategic approach

43. Transport in Asia and the Pacific still needs huge investments. Over the period 2010–20 it is estimated that transport investments of more than \$2.5 trillion will be required in developing Asia. At the same time, rising incomes are doubling the motor vehicle fleet every 5 to 7 years. This trend is resulting in a number of negative impacts, including congestion, energy consumption, air pollution and traffic collisions.

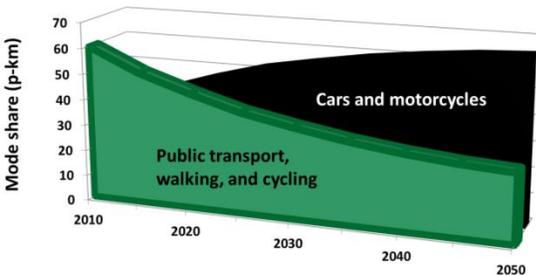


Figure 7: Motorization trends in Asia and the Pacific (ADB and International Energy Agency, 2011)

44. ADB’s transport sector support is changing to meet the new challenges facing our developing member countries. Guided by its Sustainable Transport Initiative Operational Plan (STI-OP), ADB’s work in 2012 included support for:

- Urban transport, including three new projects for BRT and two for metros
- Regional transport corridors through subregional and regional cooperation programs<sup>8</sup> seeking to complement infrastructure with cross border trade agreements

<sup>8</sup> Includes but not limited to Central Asia Regional Economic Cooperation (CAREC), Greater Mekong Subregion (GMS) and Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) programs.

- Water transport, including an inland waterway project in the People’s Republic of China (PRC)
- Mainstreaming road asset management, road safety and climate resilience in road projects

#### In numbers: ADB and sustainable transport in 2012

Total of **26** loans/grants<sup>9</sup> and **45** technical assistance projects approved.

Totalling **\$3.9** billion of investment.

Serving **23** countries.

More than **20%** of lending for urban transport, up from a historical 2% (between 2000-2009).

More than **100** staff contributing to the Transport Community of Practice.

Continued cooperation with **9** memorandum of understanding (MoU) partners.

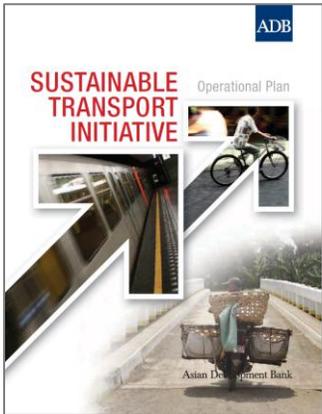


Figure 8: ADB’s Sustainable Transport Initiative-Operational Plan

<sup>9</sup> Includes all approved projects in 2012 with transport as primary sector. Excludes multisector projects with transport components, private sector operations and Information and Communication Technology projects.

## Highlights from 2012

**45. Implementing sustainable urban transport:** The Lanzhou Sustainable Urban Transport project (approved in 2009) is ADB's first BRT project. It has been supporting the development of a BRT corridor which opened in December 2012 and now carries more than 280,000 persons per day.<sup>10</sup> Lessons from Lanzhou are being used to develop BRT systems in other Asian cities including Astana, Davao, Dhaka, Jinagxi Ji'an, Ulaanbaatar, and Yichang.



Figure 9: Lanzhou BRT

**46. Enhancing our capacity through training:** In 2012, ADB provided training to its staff and developing member country officials in various aspects of sustainable transport, including road safety, BRT, climate change, inclusive transport, ITS, road asset management, bicycle sharing systems and transportation demand management.

**47. Promoting partnerships:** An untold part of ADB's role in transport is to foster partnerships to deliver sustainable transport in Asia and the Pacific. In November 2012, ADB held its third Transport Forum, which attracted more than 500 participants from across the world. This provided a venue for ADB staff, DMC officials and key development partners to forge new ties and develop new ideas in support of sustainable transport.

<sup>10</sup> In its capacity as an ADB MOU partner, the Institute for Transportation and Development Policy has contributed to the design and implementation of this project.

## Assessment of the sustainability of 2012 lending

48. ADB applied the Sustainable Transport Appraisal Rating (STAR) framework to assess the sustainability of projects approved in 2012.<sup>11</sup>

49. Most projects were assessed as moderately sustainable or above. Urban transport and water transport projects tended to score well compared to road projects. No railway projects were approved in 2012. Across all projects, the aspects of sustainability that were strongest were (i) economic, (ii) social and (iii) environmental in that order.

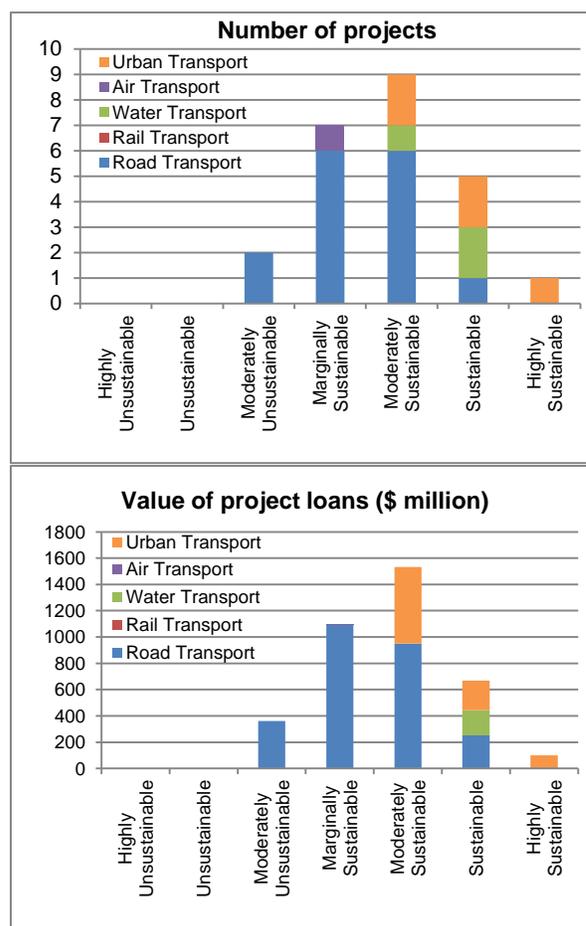


Figure 10: Results of assessment of ADB's 2012 approved transport projects using STAR

<sup>11</sup> Excludes TAs, TA loans and policy based loans.

### 3.4 CAF – Development Bank of Latin America

50. Transport in Latin America requires huge investments. Latin America is the continent with the highest level of urbanization, with more than 80% of people living in cities. Major investments are needed to overcome problems of low quality levels of public transport, heavy congestion, high levels of pollution, low efficiency in fuel consumption and very high rates of road accidents. Compared to a population growth rate of 2% per year, the annual growth rate of vehicle ownership is around 4.5% for cars and 14% for motorcycles. Outside cities, large transport investments are needed to address the challenges of long distances and huge geographical barriers. It is estimated that for the period 2010-2020 the need for transport investment will be above \$0.7 trillion.

51. To face these challenges CAF has developed since 2007 an Observatory of Urban Mobility (OUM) covering the 25 largest cities of the region. The OUM provides information that helps public authorities to improve the quality of their decision-making processes, and allows CAF to identify priority projects in these cities. Research and analysis is being undertaken on the quality of public transport; traffic performance and congestion; energy consumption per type of vehicle; and industrial production of more efficient vehicles. Through these studies, CAF is helping to advance efforts to attain the highest levels of sustainability.

52. The work of the OUM was filed as one of the Voluntary Commitments under the Rio+20 UN Conference on Sustainable Development.<sup>12</sup>

<sup>12</sup> Available at: <http://sustainabledevelopment.un.org/index.php?page=view&type=1006&menu=1348&nr=2345>



Figure 11: CAF's Observatory of Urban Mobility (OUM)

53. In-depth research is underway in relation to the use and safety of motorcycles. This has included regional collaboration with other agencies such as the Ibero American Observatory of Road Safety (OISEVI) and the Pan American Health Organization (PAHO). CAF is a member of the UN Road Safety Collaboration (UNRSC).

54. In terms of specific projects, CAF is financing the implementation of new urban transport systems in Buenos Aires, Caracas, Guadalajara, Lima and Río de Janeiro. CAF is also supporting system extension in Belo Horizonte, Bogotá, Curitiba, León, Ciudad de México, Porto Alegre, Santiago and São Paulo.

55. Among the more ambitious public transport investments CAF is supporting are:

- Metro of Panama City, Line 1, with 14 km of extension and 13 stations, partially underground
- Metro of Quito, Ecuador, with 23km underground, for which construction started in December 2012. This system will be integrated with the rest of the public transport network of the city including the BRT system (the 2nd built in Latin America)

56. During 2012, CAF launched a multisectoral program for sustainable cities under the name of “Cities with Future”. This program aims at promoting cities that are more inclusive, competitive, efficient and sustainable. A first phase will include the cities of Guayaquil, Fortaleza, Lima, Quito and Panama.

57. From 2007, CAF has developed the GeoSUR program, a digitalized geographic information system database for Latin America that supports and facilitates the definition of projects, evaluation of environmental and social impacts, work on natural disasters, etc. Currently the program is concentrating efforts at local area level to complement the work under the OUM.

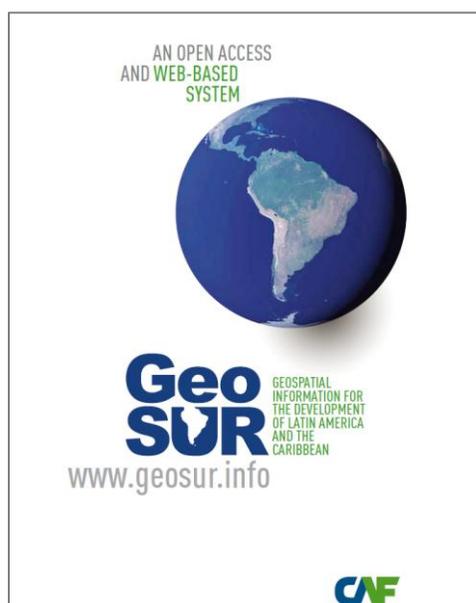


Figure 12: CAF’s GeoSUR program

58. GEOPOLIS is another program launched in 2012 to generate knowledge and information related to reduction of risks of natural disasters. The program focuses on institutional development for adaptation programs, reinforcement and specialized maintenance of infrastructure, and climate resilience in road projects.

### 3.5 European Bank for Reconstruction and Development

59. The EBRD supports the development of efficient, reliable and secure transport systems in its countries of operations which embody market principles, balance economic, environmental and social needs and are responsive to the needs of industry and the individual. Spanning all key subsectors – aviation, ports, railways, roads, shipping, urban transport and logistics – over the past five years EBRD has more than doubled its annual investments.

60. Sustainability is a key investment theme for EBRD in the transport sector given that it is fundamental to economic growth and the creation of well-functioning markets in the EBRD’s region. As such, sustainability is a key strategic aim of both the Transport and Municipal Sector Strategies. This focus is underpinned by EBRD’s commitment to regional and national integration, energy efficiency, road safety, inclusion and stakeholder engagement.

61. In 2012, EBRD signed 31 transport transactions for a total EBRD commitment of \$2.04 billion. New business was geographically diverse from an investment standpoint, ranging from large, strategic Public-Private Partnership (PPP) infrastructure projects in Russia, Turkey and Ukraine, to relatively small-scale but nevertheless important port and rural roads projects in early transition countries such as Moldova and Tajikistan, or lending for logistics equipment to the private sector. EBRD invested across all transport modes, with most financing (56%) directed to low-carbon modes such as railways, sea transport and public transport.

## In numbers: EBRD and sustainable transport in 2012

**31** loans approved, totaling **\$2.04 billion** of investment.

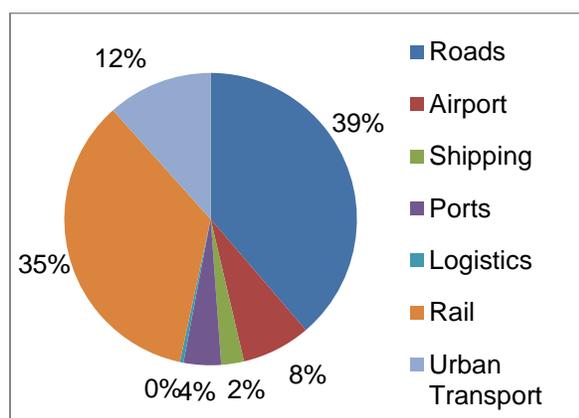
EBRD's donors provided **\$20.3 million** to support **48** technical cooperation projects, ensuring the successful delivery of projects and key sector reform.

EBRD approved financing in the transport sector in **16** countries.

Increased focus on the private sector: **40%** of the portfolio, versus 10% in 2005.

More than **\$700 million** invested in the rail sector in 2012.

**\$692 million** committed under the Sustainable Energy Initiative, with estimated carbon savings over **350 kilotons** CO<sub>2</sub> per annum.



**Figure 13: EBRD's modal distribution of 2012 transport approvals**

## Highlights from 2012

62. EBRD has historically responded to the need for modernisation of the rail sector by embarking on rehabilitation and sector reforms of rail systems across Eastern Europe. This focus on the rail sector was even bigger in 2012, when EBRD invested more than \$700 million in key projects involving railway corridor rehabilitation and the purchase of modern and energy efficient rolling stock in the countries of South East Europe, including the Former Yugoslav Republic of Macedonia, Montenegro, Serbia, Romania and Ukraine. A good example is the \$135 million EBRD loan signed in 2012 for the rehabilitation of sections of Corridor X, the main north-south route running through Serbia.

63. Underlining the importance of private sector participation in railways reform, EBRD also committed \$120 million to assist private freight transportation groups in the acquisition of new rolling stock.

64. In urban transport, the largest of the six operations signed in 2012 was the Dnepropetrovsk Metro extension project, co-financed with EIB, which will see Line 1 of the metro completed, with parallel institutional and commercial strengthening of the metro company. EBRD is also providing financing for new low-floor trolleybuses in the City of Balti, Moldova and alongside the EIB, agreed a second phase of financing to the Yerevan Metro Company. Finally, EBRD financed an important BRT project in Burgas, Bulgaria, as a complement to EU financing.

65. In Moldova, a \$12 million loan was extended to Danube Logistics to finance facilities at Giurgiulești Port, the country's only port, and a \$45 million loan was extended to the Baltic Transshipment project in Lithuania to transform the container terminal into a transit and transshipment hub, improving the efficiency of container shipments in the Baltic region.

66. In the road sector, the signings ranged from landmark PPP transactions to relieve traffic congestion in Istanbul (the new tunnel under the Bosphorus Strait) and St Petersburg (the Western High-Speed Diameter) bringing significant environmental benefits to these cities, to smaller road transactions which will bring regional corridors and rural roads to modern standards in Albania, Armenia, Bosnia and Herzegovina, Moldova and Tajikistan. Alongside the increasing focus on road safety as a key component of the investments in the road sector, EBRD participated in a number of road safety initiatives, which included hosting the annual meeting of the Commission for Global Road Safety at the EBRD's Headquarters in November 2012 and the delivery of a workshop on safe driving among employees of the trolleybus company of Chisinau, Moldova.

67. Safety was also a key theme of EBRD's activities in the aviation sector, including a €41 million loan to the Ukrainian State Air Traffic Service Enterprise to bring its air navigation systems up to European standards.

68. In 2012 EBRD also introduced pilot initiatives in the transport sector to ensure gender equality and access to services for all. As a result of these efforts, for example, the number of women employed in the

recently privatized IDO ferry company in Istanbul, Turkey tripled.

69. Technical cooperation (TC) funds from donors are fundamental to underpinning the promotion of sustainability strategies. In 2012 EBRD activated its first program for the promotion of sustainable transport strategies among its clients (\$2 million) and approved additional TC funds to support the introduction of sustainable policies in Albania and new energy management systems in the rail sector in Western Balkans.

### **Assessment of the sustainability of 2012 lending**

70. The EBRD has traditionally assessed the energy efficiency component of the portfolio in the context of its Sustainable Energy Initiative (in 2012 transport contributed around \$700 million to this Initiative). However, sustainability in the transport sector encompasses a broader range of impacts, including environmental, social and economic issues. For this reason, EBRD has agreed on the key principles for a common evaluation framework with the other MDBs and going forward it will introduce further reporting mechanisms to better reflect its contribution to the development of sustainable transport systems.

### 3.6 European Investment Bank

#### Operational context and strategic approach

71. The EIB engages in investment projects in support of EU external policies for development and cooperation in some 160 non-EU countries throughout the world. One of EIB's lending priorities is climate action. More than 25% of EIB's yearly financing goes to investments that mitigate greenhouse gas emissions and improve adaptation to climate change, such as investments in sustainable transport modes.

72. Total EIB investments outside the EU to the transport sector in 2012 equaled €1.6 billion (\$2 billion). Public transport made up 63% of this volume. When investments in developing countries inside the EU are included, then the total volume of EIB investments in the transport sector totals €4.2 billion (\$5.4 billion), and the public transport share was 45%.

73. The EIB strives for the most efficient, economic and sustainable way of satisfying transport demand. This requires a mix of transport solutions, covering all modes. In this context and in line with EU policy, EIB prioritises investments in railways, inland waterways and maritime projects as these are most promising in terms of reducing greenhouse gas emissions per transport unit. The same applies to urban transport and inter-modal transport hubs.

#### In numbers: EIB investments in transport in developing countries<sup>13</sup>

Total of **41** loans approved.

**€4.2** billion (\$5.4 billion) of investment.

**45%** of lending to public transport, of which **33%** to urban transport and **12%** to rail.

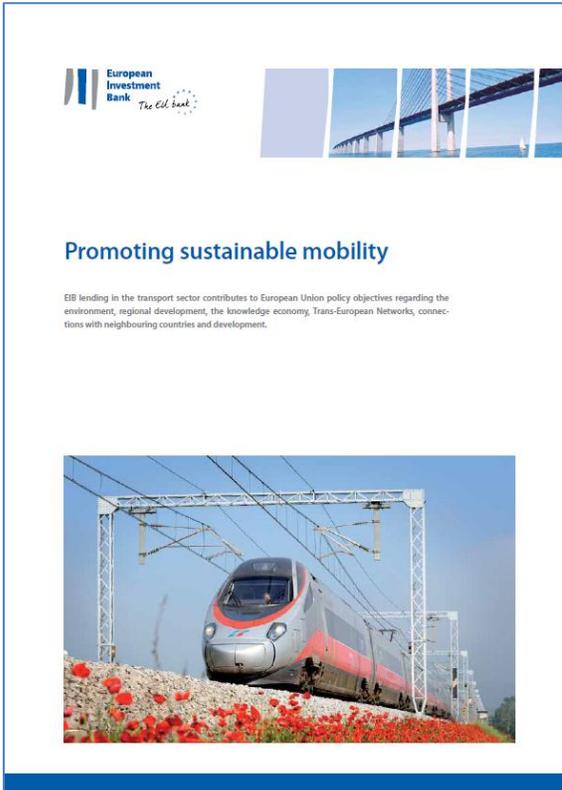


Figure 14: Paper on EIB lending in the transport sector<sup>14</sup>

<sup>13</sup> Total EIB lending to transport in 2012 was €14.6 billion (\$18.8 billion). The above figure is the share of EIB lending towards developing countries, following IMF definition of developing countries (2012), which includes the following member states of the EU: Latvia, Lithuania, Poland, Hungary, Romania, and Bulgaria.

## Highlights from 2012

74. **Promoting urban transport and railways:** The EIB approved in 2012 a number of urban transport projects, including two large metro extensions (Cairo in Egypt, Dnepropetrovsk in Ukraine) and two new metro lines (Quito in Ecuador, Warsaw in Poland). In addition, the EIB invested in various smaller tramway schemes, in particular in Poland. These extensions of lines and new lines provide more capacity, safety and efficiency, and encourage modal shift from cars and buses.

75. Various railway projects were approved. In the Russian Federation, the Nurminen Logistics Project will enable the railway operator to purchase 700 new freight cars which are more fuel efficient and reduce the overall energy requirements per ton-km; while the Railway Rehabilitation Vinkovci Border Project in Croatia will rehabilitate and improve railway infrastructure. This will lead to more reliable, safe and fast rail transport services that will improve the attractiveness of the railway sector to international traffic.

76. **Providing technical support:** EIB also plays an important role as an advisor. Out of the 41 operations approved in 2012, many received technical assistance (TA) grants to prepare and implement the projects more efficiently and effectively. As an example, the Cairo Metro received TA through Agence Française de Développement (AFD) and EIB from the EU Neighborhood Investment Facility. Many projects in the new member states of the EU received assistance through the Joint Assistance to Support Projects in European Regions (JASPERS), a dedicated technical assistance facility managed by the EIB and co-sponsored by the European Commission, EBRD and KfW.

## Assessment of 2012 lending

77. In January 2012, the EIB launched the REsults Measurement (REM) Framework for all operations outside the European Union. One of the three pillars of the REM rates the quality and soundness of the operation.

78. As shown below, almost 30% of the projects outside Europe approved in 2012 received an excellent rating, indicating that net economic gains to society are expected to be excellent, the capacity of the promoter to deliver results is assessed as excellent and deviations in cost or time are expected to be marginal, and environmental and social effects are acceptable with positive or neutral residual impacts and minimal or no adverse impacts.

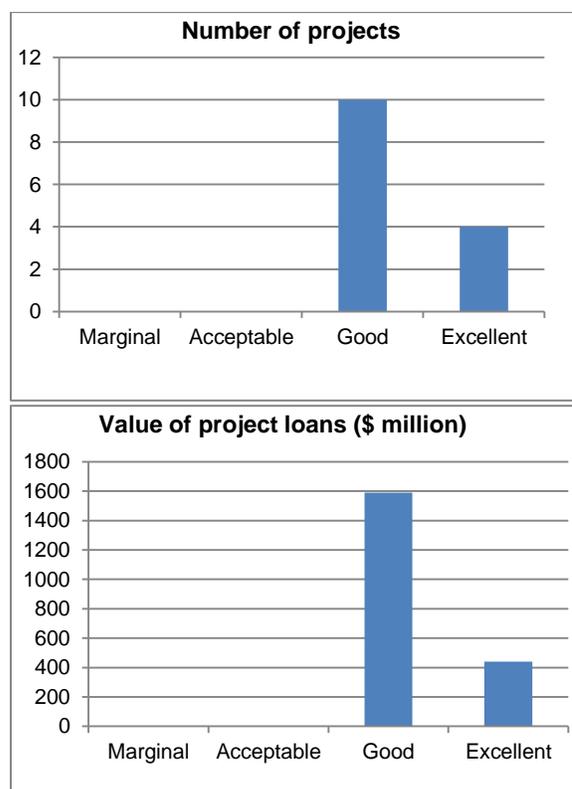


Figure 15: Results of assessment of EIB's 2012 approved projects outside the EU using REsults Measurement (REM) Framework

<sup>14</sup> Available at: <http://www.eib.org/infocentre/publications/all/promoting-sustainable-mobility.htm>

### 3.7 Inter-American Development Bank

#### Sustainable Development Challenges in Latin America: Strategies and Initiatives of the IADB

79. Latin America and the Caribbean (LAC) face several social and economic development challenges as incomes rise and urbanization rapidly increases. Transport-related services for the movement of people and goods have been increasing rapidly, and with that the need to make further investments in transport infrastructure. According to a report by the Economic Commission for Latin America and the Caribbean, during the last two decades, Latin America has reduced its level of transport investment (as percentage of GDP) to one third of that in the mid-1980s. This, among other factors has contributed to a widening of the infrastructure gap in the region, and will most likely result in increased future demand for the funding of infrastructure projects in urban, interurban and rural settings.

80. The IADB's mission is to support LAC countries to develop in a sustainable and equitable manner. Against this goal, the IADB's 9th General Capital Increase (GCI-9) includes a series of commitments tailored to pursuing its mission in the region: prioritizing work in several sectors, including implementation of policies for improving equity and productivity, supporting competitive regional and international integration and the protection of the environment, including the need to respond to climate change issues.

81. Based on the GCI-9 priorities, the IADB has created and is currently implementing a Climate Change Strategy focused on developing knowledge and instruments to mainstream climate change in IADB-funded operations. Furthermore, the IADB is supporting sustainable

development through its Infrastructure Strategy and the Emerging and Sustainable Cities Initiative (ESCI).

82. The overarching objective of IADB's Infrastructure Strategy is to guide future IADB support to member countries in infrastructure planning, construction, and operation. The specific objectives are to provide high quality infrastructure that promotes adequate services to support sustainable and equitable economic growth, increase competitiveness and promote innovation. The ESCI is a technical assistance program that helps intermediate cities in LAC to identify, prioritize and structure projects to improve environmental, urban and fiscal sustainability; with consideration of land-use, transportation, and climate change issues. The long term objective of the ESCI is to partner with as many as 50 emerging cities.

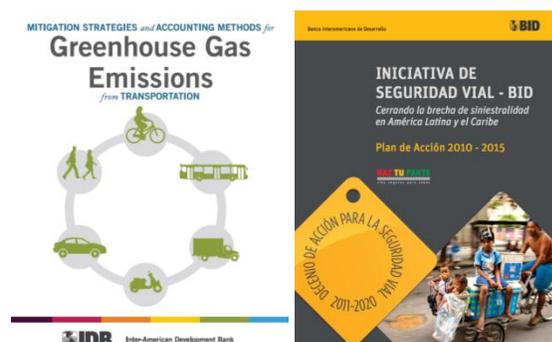
#### The IADB's Transport Strategic Areas

83. The transport sector plays an important role in each of the strategies and initiatives and performs a key part in their success as well as in achieving the goals set by the GCI-9. The transport division is contributing to IADB's efforts through its work in five main transport strategic areas: i) the Regional Environmentally Sustainable Transport (REST); ii) Road Safety; iii) Intelligent Transportation Systems (ITS); iv) Transport Logistics, and; v) Transport Mega Projects.

The **Regional Environmentally Sustainable Transport (REST)** strategic area has established a framework to generate, share and disseminate best practices related to sustainable transport through knowledge generation, strengthening IADB's competence to assist member countries, and incorporating both climate change adaptation and mitigation components in its transport projects.

84. The **Road Safety** strategic area's objectives are to (i) strengthen institutional

capacity and technical know-how in ministries of transport, health and education, among others, (ii) foster public responsibility towards traffic safety through communication campaigns, and (iii) contribute to the mobilization of resources to reduce road injuries and deaths.



**Figure 16: Mitigation Strategies and Accounting Methods for Greenhouse Gas Emissions from Transportation (left) and Road Safety Strategy (right)**

85. The **Intelligent Transportation Systems (ITS)** strategic area's overarching objective is to create knowledge on planning and implementation of ITS projects as technology solutions that contribute to improving the efficiency and sustainability of transport systems in LAC.

86. The **Transport Logistics** strategic area strives to improve national and regional competitiveness through implementing national logistics plans and investment policy, providing know-how on effective coordination between stakeholders, and providing national and regional data platforms on logistics indicators.

87. The **Transport Mega Projects** strategic area provides knowledge and expertise to country members on large-scale projects with high social and environmental impact and potential high risks. Some of these include airports, ports and metro projects. It not only provides technical and financial expertise but also manages and advises on potential financial and political impacts of the development or investment.

## Sustainable transport components in IADB Operations

88. This year, as part of the REST strategic area, an analysis was performed to better understand the climate change and general sustainability components in every IADB transport operation. Covering the period between 2006 and 2013,<sup>15</sup> 296 operations representing \$15.7 billion in loans and technical cooperation funds were analyzed. From the total amount, 15% contained climate change mitigation components. In terms of the number of operations, 26% contained climate change mitigation components. In 2012 alone, 24% of the total approved operations had climate change mitigation components.

89. Climate change adaptation components started to appear in IADB loans in 2010. By 2012, the lending containing adaptation components amounted to \$59.4 million, and 1.5% of the loan amounts will be spent to reduce the vulnerability of infrastructure against climate change.

## IADB sustainable transport investments in 2012

90. The pattern of IADB transport investments has been changing in support of member country needs. In 2012:

**16** loans with a total investment of more than **\$1.5 billion** approved.<sup>16</sup>

**11** technical cooperation projects approved, supporting **15** different countries.

<sup>15</sup> Includes projects approved up to May 2013 and operations in the pipeline for 2013.

<sup>16</sup> These investments do not include some other transport-related projects framed under ESCI or projects carried out by the Climate Change and Sustainability Division.

## 3.8 Islamic Development Bank

### Operational context and strategic approach

91. In line with the latest IsDB Group Infrastructure Strategic Plan (2009-2011), interventions of the IsDB in the transportation sector in 2012 were predominantly in least developed member countries in Sub-Saharan Africa (SSA) and Central Asia. Regional transport corridors continued to receive priority attention as well as integrated transport projects with important social impacts, especially in rural areas.

92. The transport portfolio in 2012 also demonstrates a great diversity in terms of modes with operations in the rail, road, port and rural transport sub-sectors.

- **Rail:** A large operation in Turkey, the Ankara-Konya High Speed Railway Line was approved. This is the first high-speed railway operation for IsDB.
- **Road:** In addition to two road projects contributing to the development of regional road transport corridors in Central Asia and Africa (the Trans-Saharan highway and the Central Asia Regional Economic Cooperation corridor 3), three road operations of high national importance were approved in Mauritania, Lebanon and Sierra Leone.
- **Ports:** The Jorf El Asfar Coal Quay Project was approved in Morocco to upgrade an industrial port of critical importance for power generation in the country. The Durres fishing port project in Albania was also supplemented by a new financing phase.
- **Rural transport:** Rural transport components were included in three integrated rural development projects in Lebanon, Sierra Leone and Uganda.

In numbers: IsDB and sustainable transport in 1433H<sup>17</sup>

Totalling **\$472** million of investment.

Serving **9** countries across Africa, Asia, Europe and the Arab regions.

A diversified portfolio with **47%** of financing for rail transport, **32%** for ports and **16%** for roads.



Figure 17: 2012 MENA PPP forum in Beirut

### New instruments to scale-up financing

93. The IsDB is scaling up its financing for infrastructure in member countries through new instruments. In addition to using its ordinary capital resources for sovereign guaranteed projects, the IsDB has set up new facilities and funds including (i) public-private partnership facilities; (ii) the Arab Financing Facility for Infrastructure and the related Arab Infrastructure Investment Vehicle, jointly set up with the International Finance Corporation (IFC) and other development partners; (iii) a new Mudaraba Infrastructure Investment Facility; (iv) an Islamic Infrastructure Fund jointly set up with the ADB; and (v) the IsDB Infrastructure Funds 1 and 2.

<sup>17</sup> The IsDB's financial year is the lunar Hijrah Year (H). 1433H covers the period between November 2011 to November 2012.

## Highlights from 2012

94. **A landmark project in high-speed railway:** The IsDB is supporting Turkey in modernizing its railway transport sector. In 2012, the IsDB approved the Development of the Ankara-Konya High Speed Railway Line with a contribution of \$227.8 million. This project will reduce the rail travel time from Ankara to Konya from 10 hours to 1 hour and 15 minutes by providing a high speed direct railway link of 304 km. This is the third IsDB support to the railway sector in Turkey following the Upgrading of Railway Tracks Project and the Electric Locomotives Project.



Figure 18: High speed railway in Turkey

95. **The joint IsDB-AULT-IRU project:** In partnership with the International Road Transport Union (IRU), IsDB has launched a TA project to help the Arab Union of Land Transport (AULT) increase professional competence for fleet managers and drivers in the Arab region, improve road safety through scientific research and identify the main causes of truck accidents across the region. The flagship 18-month project across seven Arab countries is one of the major initiatives in 2012 of the IsDB to promote the strategic transport sector objectives of promoting land transport efficiency, facilitating trade and transport and improving road safety.

96. **The promotion of women entrepreneurship in the transport sector:** Mrs. Seyedah Moghimi, the founder and the

managing director of “Sadidbar”, an international shipping company in Iran, was awarded the IsDB 1433H prize for promoting women’s role in finance and economy. Mrs. Moghimi has pioneered women entrepreneurial activities in the transport sector in Iran and thereby supported the national, as well as regional economic development of the country and region.

## Initiating the sustainable transport agenda

97. IsDB is one of the 8 MDBs that have jointly committed to the sustainable transport agenda at Rio+20 in June 2012. Voluntary steps were taken to (i) develop a new methodology to assess the sustainability of the transport sector portfolio and (ii) promote the systematic consideration of sustainability issues at the preparation and implementation stage for new transport sector operations. With the support of the joint MDB Working Group on Sustainable Transport, IsDB has made significant progress in 2012 towards these two objectives and a pilot assessment of the sustainability of transport operations using a revised version of the ADB STAR framework is being performed.

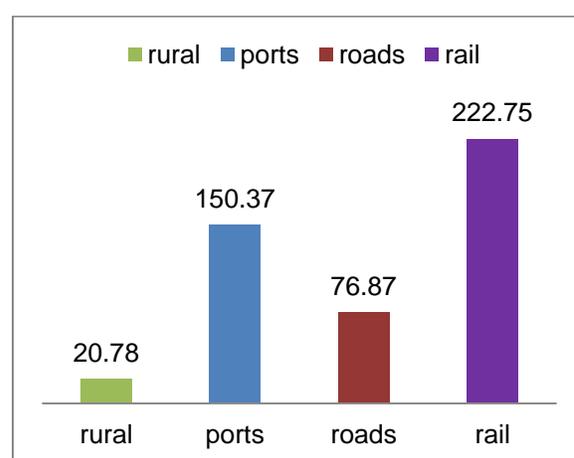


Figure 19: Approved IsDB financing in 2012 in \$ million

## 3.9 World Bank

### Operational context and strategic approach

98. Through its Transport Strategy “Safe, Clean and Affordable - Transport for Development” adopted in 2008,<sup>18</sup> WB emphasizes integrated transport solutions. It takes account of the wider benefits of transport in providing access to social services, generating trade opportunities and shaping the economic geography of countries and regions. It commits WB transport operations to account for social costs in terms of environmental costs and transport safety risks.

99. To address the specific challenges and needs of its clients, WB offers a range of instruments. Investment lending and development policy lending support the provision of essential capacity and institutional strengthening related to transport infrastructure. Transport knowledge products then scale up lessons learnt and offer sectoral guidance.

### In numbers: WB investments in transport in fiscal year 2013<sup>19</sup>

100. In fiscal year (FY) 2013, the WB:  
Approved **36** new operational activities.  
Amounting to **\$4.3 billion** in commitments.  
Serving **30** countries.

101. The Africa region registered the highest commitment both in terms of value and number of projects: eleven projects with a commitment of \$1.5 billion. East Asia had eight projects, with a total engagement of

\$0.5 billion. With the exception of the Middle East and Northern Africa (MNA) region, all the regions had five projects approved. In terms of commitments, they were as follows: South Asia region \$0.6 billion, Europe and Central Asia region \$0.9 billion, and Latin America region \$0.6 billion. MNA registered one project with a commitment of \$40 million.

### Priority areas

102. **Urban transport:** WB has been increasingly involved in urban transport projects to improve the integration across urban services and to increase the access of the urban poor to employment opportunities and health and education facilities. Across WB, the share of urban transport related investments rose from 10% (\$893 million) in FY 2011 to 19% in FY 2013 (\$1billion), with four new urban transport projects approved.

103. A capacity building program for Leaders in Urban Transport Planning has been developed to create awareness amongst leaders about the need to plan for urban transport in a comprehensive and holistic manner rather than through construction of high cost facilities alone. The program seeks to create an understanding of the need to combine supply side measures with demand side measures and also the need for integrating urban transport planning with several dimensions such as land use, environment, social, energy and other issues. In FY 2013 the program trained 250 participants from 20 countries.

104. **Transport and climate change:** The WB’s policy agenda on transport and climate change has been published in 2013 in “Turning the Right Corner – Ensuring Development through a Low Carbon Transport Sector”. This analyses relationships between mobility, low-carbon transport and development, and shows how policies can be organized to generate revenues that allow an affordable transition to low-carbon transport.

<sup>18</sup> Available at: <http://go.worldbank.org/RSESS3TIJ0>

<sup>19</sup> As approved by the Transport Sector Board, data as of December 13, 2013. The WB’s fiscal year (FY) starts on 1 July and ends on 30 June. FY 2013 covers the period between July 1 2012 and 30 June 2013.

105. WB is engaged in the reduction of the transport carbon footprint. The transport sector strategy encourages green transport solutions. WB engages in innovative efforts to reduce emissions without endangering mobility (new technologies, new supply structures and demand management), to realize the potential of climate policies and to reduce sector vulnerability by improving infrastructure services and ensuring resilient new investment.



Figure 20: Turning the Right Corner

106. **Measuring the wider impacts of transport:** WB is developing a comprehensive assessment methodology to include the wider benefits of transport, congestion costs, health costs of local air pollution, road safety risks and GHG emissions in ex-ante planning and evaluation of projects and policies.

107. **Road safety:** WB acknowledges the magnitude of the road safety problem and is committed to working with client governments to determine specific road safety interventions and provide TA for activities that increase their capacity to prepare, prioritize and implement cost-effective, multi-sectoral road safety programs. These efforts are translating into a new generation of interventions visible across an increasing number of countries and projects. FY 2013 was a record year for road safety at WB with commitments

amounting to \$191 million, and FY 2014 will very likely be another record year.

108. Special attention is given to co-benefits with other sectors, notably to the health sector through, for example, the implementation of HIV/AIDS awareness and mitigation measures. The inclusive development attributes are also illustrated by pilot interventions for women's groups and spatial development programs for neighborhood infrastructure development targeting the poorest.

### Project examples

- Nanchang Urban Rail project (\$250 million) will emphasize urban transport integration and land use planning while promoting inclusive development
- National urban transport improvement project in Kenya (\$300 million) will support the implementation of policy and institutional reforms in transport, create institutional capacity to provide oversight and regulatory functions, and prepare appropriate investment interventions to promote urban public mass transit systems
- CEMAC transport and transit facilitation project (\$125 million) will adopt road safety interventions and implement HIV-AIDS awareness and mitigation measures in the roads sector
- Nepal-India regional trade and transport project (\$69 million) will decrease transport time and logistics costs for bilateral trade
- Rural Transport Improvement project (\$302 million) in Bangladesh will improve rural road accessibility benefiting approximately 22 million people, including disadvantaged women and other vulnerable groups

## 4 Conclusion and next steps

### Conclusion

109. This report has provided a short summary of the work of our MDBs in the first year of the Rio+20 Commitment. In just over a year from Rio+20, we have concretized working arrangements among our institutions, developed a common framework for monitoring and reporting on our progress, and initiated work to monitor the sustainability of our transport operations.

110. We are generally on track to meet our Rio+20 Commitment. In terms of volume of funding, we approved collectively more than \$20 billion in financing.

111. Beyond financing, our MDBs are working to leverage change in support of sustainable transport through capacity building, knowledge sharing, and policy dialogue. The development of an initial framework for monitoring and reporting is now complete, and is now at the stage of pilot testing and refinement.

112. Building on these achievements, we will continue with our efforts to fully implement our Rio+20 Commitment (see also Annex 1, Action Plan on Sustainable Transport Assessment).

### Tentative plans for 2014

113. In 2014, we plan to further develop our monitoring and reporting framework, and conduct a fuller sustainability analysis of our transport operations. This may involve:

- Further adjustments to the framework, to allow specificities of each MDB and their transport projects to be better captured (e.g. types of projects and their impacts)

- Conduct of joint training workshops
- Outreach/consultation with wider stakeholders, including client countries, experts and other development partners

114. As 2014 is a critical year for the design of the post-2015 development agenda, we will work closely with concerned stakeholders, including agencies of the UN, to ensure that our work can contribute effectively to this process.

### Mid-term plans

115. Looking beyond 2014, we plan to continue with our efforts during the entire course of the 10 year commitment period, with a view to:

- By 2015, our MDBs being in a position to monitor and report on the sustainability of all our new projects under the joint framework
- By around 2017, undertaking a mid-term review of our Rio+20 Commitment, which may include an assessment of the sustainability of completed (in addition to approved) projects.

116. In addition, further work could take place under the WGST and TWG to advance our efforts on specific key issues central to sustainable transport, including but not limited to resilience (climate adaptation), carbon footprinting, road safety, and urban transport.

# Annex 1: Initial Framework for the Assessment of the Sustainability of MDB-supported Transport Sector Operations

## Background

1. **Rio+20 Context.** According to the Multilateral Development Banks' (MDB) Joint Statement at the Rio+20 conference, *"We recognize the need for a results-based approach to supporting sustainable transport. This will require reliable arrangements for measuring, monitoring and reporting results at country, regional and global level. This equally applies to our institutions and we are committed to introducing annual reporting on our sustainable transport related lending and to developing common arrangements for this purpose. Together with 66 agencies that form the Partnership on Sustainable, Low Carbon Transport (SLoCaT), we have initiated work on definitions, setting targets and choosing indicators for sustainable transport/mobility and assistance provided to support sustainable transport/mobility, with a view to finalizing these within 2012."* To deliver these objectives, the MDBs established in 2013 a Working Group on Sustainable Transport. Its Technical Working Group prepared this paper for consideration by the Working Group.

2. **Guiding framework and applicability.** This framework is to help define and establish common standards and good practices for the assessment of the sustainability of MDBs' transport sector operations. The framework aims at enabling a joint and common reporting. It is also expected to help in the MDBs' linkage between their operational processes and evaluation in the pursuit of the common sustainable transport objective. The

framework acknowledges that MDBs' transport-sector interventions are various in nature and that their corporate missions and operational practices differ. Consistency is necessary to permit comparability and aggregability of results across MDBs, but full standardization is not. Last, its higher objective is to facilitate the delivery of more sustainable transport projects, and hence limit transactional costs.

3. The framework and standards presented in this paper (i) derive from good practices in use in MDBs or government agencies, (ii) draw partially on the OECD-DAC evaluation principles, e.g. of independence, credibility, and transparency, and (iii) are designed to be compatible with MDBs' existing operational processes.

4. **Scope and limitation of this paper.** This paper defines a common set of principles that are sufficient to enable common reporting, good practices that aim at facilitating the aggregability of results and improving the quality and usefulness of information for operational purposes, and an action plan for a gradual harmonization over the next years. The paper does not provide a complete operational basis for standardization. ADB's Sustainable Transport Appraisal Rating (STAR) is referenced for use by MDBs that wish to adopt it or derive from it their own practices. Finally, the paper acknowledges that the assessment of the sustainability of transport operations is a relatively new area to MDBs, and that practices and standards will evolve.

## Assessment Framework and Standards

5. **Dimensions.** The MDB statement provides the following definition of sustainable transport: “*transport that is accessible, affordable, efficient, financially sustainable, environment-friendly, and safe.*” Conscious that many definitions of sustainable transport and of sustainability itself exist, the Technical Working Group notes that all definitions implicitly refer to three pillars of sustainability, e.g. economic, social, and environmental sustainability. These dimensions provide the basis for the assessment. The Technical Working Group notes that they can be complemented by a fourth one, representing the risk to the sustainability of the projects and which is very much linked to the soundness of the project and the capacity of the local institutions to implement the project and sustain its benefits.

6. **Scope.** The assessment is primarily concerned with the sustainability of projects. The assessment encompasses all dimensions of sustainability. It is based on specific criteria, subcriteria and indicators. It typically results in ratings for each criterion under pre-defined scales. The assessment provides an overall judgment on the sustainability of an operation. The assessment also provides information on portfolio or groups of operations by aggregating the results of individual operations.

7. **Timing.** The assessment of the sustainability of transport sector operations can be carried out at various moments of the project cycle, from the concept of a project to its appraisal or post-appraisal, as an appraisal tool, and the evaluation of completed operations, as an evaluation tool.

To provide immediate feedback on the changing MDB’s transport sector operations under the Rio+20 mandate, the Technical Working Group proposes to assess projects as they are approved by each MDB during a given year, and to monitor active portfolios.

8. **Assessment Criteria and Subcriteria.** The Technical Working Group understands that sustainable transport projects have positive net economic, social and environmental impacts. Such projects may have limited and acceptable trade-offs between the dimensions of sustainability; they make efficient use of resources, and are within or strengthen the financial and institutional capacity of the local institutions to deliver such projects.

9. Each dimension of sustainability provides a criterion for the assessment. The assessment can consider (i) the project’s positive or negative net, directly attributable impacts, and (ii) the performance of the project when compared to sector common practices. The definitions provided below are broad to allow for individual customization according to each MDB’s corporate objectives.

- **Economic effectiveness** refers to both the significance of the expected economic impacts over the life-cycle of a project, and the efficiency with which economic resources are used to deliver them
- **Social sustainability** describes the extent to which project will benefit the poor, vulnerable and discriminated against, contribute to creating safe and socially-inclusive communities, and minimize adverse impacts, such as resettlement
- **Environmental sustainability** describes the net environmental outcomes of a project, such as reducing transport emissions and pollution,

conserving the natural and built environment, minimizing waste of natural resources, and communities' resilience and adaptation to climate effects

- **Risk to sustainability or project soundness** measures the risk that expected project benefits may not be realized or maintained, such as because of weak institutions, lack of financing, or simply uncertainty in the appraisal

10. When assessing the performance of a project under a dimension, the evaluator considers subcriteria. Some subcriteria will be common to all MDBs, while others will reflect the MDB's specific corporate objectives. Examples of possible subcriteria are:

- Under economic dimension: economic viability
- Under social dimension: affordability, safety, and accessibility
- Under environmental dimension: GHG emissions, air pollution
- Under risk to sustainability or project soundness: financial sustainability, institutional capacity (including maintenance), design risk and uncertainty

11. Project impacts are evaluated with reference to a without-project case, which can be considered to be the most likely future situation, in the absence of the project and of any alternative investment of similar nature.

12. **Additionality.** When measured, the additionality of the MDB intervention is assessed separately from the sustainability of the project. Additionality reflects among others the significance of the role of the MDB in helping plan or design sustainable transport projects.

13. **Ratings.** Qualitative ratings can be assessed for each criterion assessed, and for projects as a whole. Aggregation of ratings between projects for reporting purposes consists in determining the ratio of financing and of projects that meet a given rating level.

14. **Indicators.** Quantitative output and outcome indicators support and complement the assessment of the sustainability of transport sector projects and help aggregate results. The Technical Working Group acknowledges that sustainable transport indicators are being discussed for use in monitoring post-2015 sustainable development goals. The MDB working group on road safety is also preparing road safety indicators. The Technical Working Group also acknowledges the harmonization work being among MDBs on the definition of corporate results frameworks including output indicators. As these frameworks are defined, the Technical Working Group will propose a common set of outcome and output indicators adapted to transport project or portfolio assessments.

15. **Processes.** The Technical Working Group is cognizant of the need for the assessments to be compatible with the business processes, and with the sovereignty of the approval authorities of each MDB. The assessments can be carried out during the appraisal of the operation or within one year after its final approval.

16. **Documentation and Reporting.** The process and the guidelines for the assessment are documented by the MDB. The MDB records for each project the result of the assessment for each dimension, including through a concise narrative

substantiating the assessment, the ratings awarded, and the value of the indicators selected. Each MDB reports to other MDBs aggregated information on new approvals and portfolio, as inputs to the annual joint MDB report. The publicity of project-level assessments is subject to the communication policies of each MDB.

17. **Quality Assurance.** The assessments rely on either, or a combination of, self-assessments, assessments by internal or external experts, independent evaluation departments, or auditors. When determining the process followed, each MDB seeks to ensure inasmuch as possible the relevance, quality and impartiality of the assessments. To ensure coherence between assessments, it is considered good practice that all assessments be reviewed by a single entity or group of people within an MDB.

18. **Harmonization.** The Technical Working Group will review each MDB's

assessment methods and processes with view of maintaining comparability and learning from experience. In case of co-financed projects, the ratings will be discussed between the MDB involved before their finalization. The technical working group notes that ADB has developed STAR for the purpose of carrying out such assessments. ADB welcomes other MDBs to use STAR as it is or after adapting it, will regularly keep other MDBs informed of changes or improvements it makes to the tool, and stands ready to provide training.

### **Action Plan on Sustainable Transport Assessment**

19. In line with the adopted Operational Plan for the MDB WGST, and cognizant of the focus in the first two years on piloting approaches to monitoring and reporting, a proposed Action Plan on Sustainable Transport Assessment is presented in the table below.

	Phase 1 2013-2014	Phase 2 2015-2016	Phase 3 2017-2021
<b>Assessment Framework</b>	<p>WGST endorses initial assessment framework</p> <p>Assessment framework shared with Partnership on Sustainable Low-Carbon Transport, UN, OECD and other partners to solicit comments/feedback</p>	<p>MDB to prepare specific assessment guidelines or adopt common ones</p> <p>Refine further assessment framework</p>	<p>Refine further assessment guidelines</p> <p>Identify lessons learnt and good practices</p>
<b>Portfolio Assessments</b>	<p>MDBs to report each year on portfolio development under each dimension of sustainability</p> <p>On a voluntary basis, some MDBs to report portfolio-level sustainability assessments</p> <p>MDBs to also highlight how their work is catalyzing changes beyond their portfolios, vis-à-vis capacity building, demonstration projects etc.</p>	<p>All MDBs to report portfolio composition and sustainability on the basis of the common framework</p> <p>Aggregated results reported annually to public</p>	<p>Continued aggregation and reporting of results to the public</p> <p>Mid-term review of the Rio+20 Commitment (end 2017)</p>
<b>Project-level Assessments</b>	<p>MDBs to pilot-test project-level assessments under the framework using STAR or equivalent tools</p>	<p>MDBs to carry out project-level assessments on all new projects</p> <p>Post-completion assessments on selected projects</p>	<p>MDBs to carry out project-level assessments on all new projects</p> <p>Decide on scale and scope of assessment of completed projects</p>
<b>Sustainable Transport Indicators</b>	<p>MDBs work on development of list of transport indicators</p>	<p>Common list of transport indicators agreed</p> <p>Good practice assessment methods identified</p> <p>Aggregated results reported for selected indicators</p>	<p>Further refinement of list of indicators and improvement of methods</p>

## Annex 2: Lists of projects approved in 2012 by each MDB

### African Development Bank

Project Title	Country	AfDB financing (in million UA)	AfDB financing (\$ million equivalent)
Mugina-Mabanda-Lake Nyanza and Rubavu-Gisiza roads and transport facilitation on the North-South Corridor - Phase III	Burundi-Rwanda	72.55	111.58
Kumba-Mamfe Road Development Project	Cameroon	47.26	72.69
Transport Facilitation Programme on the Douala-Bangui and Douala-N'Djamena Corridors	Central African Republic	4.20	6.46
Henri Konan Bédié Toll Bridge (Private sector)	Côte D'Ivoire	€58.00	89.00
Batshamba-Tshikapa Road Improvement Project: Loange Bridge - Lovua Bridge Section	Democratic Republic of Congo	53.55	82.36
Nacala Road Corridor Project – Phase III	Mozambique	38.83	59.72
Matotoka-Sefadu Road Rehabilitation Project – Section I: Matotoka-Yiye	Sierra Leone	22.00	33.84
Road Sector Support Project II	Tanzania	140.00	215.36
Rehabilitation and Transport Facilitation on the Lome-Cinkanse-Ouagadougou CU9 Corridor	Togo-Burkina Faso	175.66	270.17

## Asian Development Bank

Project Title	Country	ADB financing (\$ million)
Transport Network Development Investment Program - Tranche 2	Afghanistan	176.00
Road Network Development Investment Program - Tranche 2 (Supplementary)	Afghanistan	-
Second Road Network Development Investment Program - Tranche 1	Azerbaijan	250.00
South Asia Subregional Economic Cooperation Road Connectivity Project	Bangladesh	198.00
Greater Dhaka Sustainable Urban Transport Project	Bangladesh	160.00
Dhaka-Chittagong Expressway Public-Private Partnership Design Project	Bangladesh	10.00
Air Transport Connectivity Enhancement Project	Bhutan	6.92
Sustainable Urban Transport Investment Program - Tranche 2	Georgia	80.00
Chhattisgarh State Road Sector Project	India	300.00
Bihar State Highways II Project - Additional Financing	India	300.00
Rural Connectivity Investment Program - Tranche 1	India	252.00
Inclusive Growth through Improved Connectivity Program - Subprogram 1	Indonesia	300.00
Central Asia Regional Economic Cooperation Corridor 2 (Mangystau Oblast Section) Investment Program - Tranche 2	Kazakhstan	371.30
CAREC Corridor 3 (Shymkent-Tashkent Section) [Link to the Western Europe-Western People's Republic of China International Transit Corridor] Road Improvement Project	Kazakhstan	125.00
Urban Transport Development Investment Program - Tranche 1	Mongolia	59.90
Maritime and Waterways Safety Project	Papua New Guinea	41.50
Jiangxi Fuzhou Urban Integrated Infrastructure Improvement Project	People's Republic of China	100.00
Hunan Xiangjiang Inland Waterway Transport Project	People's Republic of China	150.00
Domestic Maritime Support (Sector) Project (additional financing)	Solomon Islands	-
Second Road Improvement (Sector) Project (additional financing)	Solomon Islands	-
Northern Road Connectivity Project - Additional Financing	Sri Lanka	98.00
Central Asia Regional Economic Cooperation Corridor 6 (Ayni-Uzbekistan Border Road) Improvement Project	Tajikistan	100.00
Road Network Upgrading Project	Timor-Leste	40.00
Second Central Asia Regional Economic Cooperation Corridor 2 Road Investment Program - Tranche 2	Uzbekistan	220.00
Central Asia Regional Economic Cooperation Corridor 2 Road Investment Program - Tranche 3	Uzbekistan	100.00
Ho Chi Minh City Urban Mass Rapid Transit Line 2 Investment Program - Tranche 2	Viet Nam	500.00

Note: The list above includes all approved projects in 2012 with transport as primary sector. It excludes multisector projects with transport components, private sector operations and Information and Communication Technology projects. Financing amount exclude co-financing.

## CAF – Development Bank of Latin America

<b>Project Title</b>	<b>Country</b>	<b>CAF financing (million \$)</b>
<b>Road Development Regional Program II</b>	Argentina	250.00
<b>Construction of the Road Chacapuco-Ravelo</b>	Bolivia	75.00
<b>Construction of the Road Uyuni-Tupiza</b>	Bolivia	108.20
<b>Rural Infrastructure Program for Santa Cruz</b>	Bolivia	35.00
<b>Construction of the Double Track route F-04</b>	Bolivia	33.60
<b>Tourism Road Development Program of the West Coast of the State of Ceará</b>	Brazil	49.10
<b>Program of transportation, logistics, and Environment of Sao Paulo</b>	Brazil	200.00
<b>Road of integration of the Valleys (Ruta Viva), Mun. Quito. Section II</b>	Ecuador	100.00
<b>Program for upgrading Airports</b>	Ecuador	31.00
<b>Comprehensive road sectoral program</b>	Ecuador	75.00
<b>First line of the Metro of Quito</b>	Ecuador	150.00
<b>Highway plan for highly dense areas in Guayaquil</b>	Ecuador	46.10
<b>Metro of Panama, line 1</b>	Panama	100.00
<b>Barges and Tugs for River (Hidrovia) Paraguay-Paraná</b>	Paraguay	33.00
<b>Regional program of pre-investment</b>	Regional	200.00

## European Bank for Reconstruction and Development

Project Title	Country	EBRD Financing (\$ million)
Levan-Vlore Road Project	Albania	10.35
Armenia Northern Corridor Modernisation Project	Armenia	14.21
Yerevan Metro Rehabilitation project Phase II	Armenia	6.90
Banja Luka to Doboj Roads	Bosnia Herzegovina	103.50
Burgas Integrated Urban Transport Project	Bulgaria	13.80
Port of Split Infrastructure Rehabilitation Project	Croatia	25.94
Rehabilitation Rail Corridor VIII	FYR Macedonia	64.03
MZT Rail Fleet Renewal	FYR Macedonia	69.00
Shymkent-Tashkent Road Rehabilitation	Kazakhstan	148.63
Klaipeda Port - Baltic Transhipment	Lithuania	44.85
Moldova Road Rehabilitation III	Moldova	31.74
Danube Logistics - Giurgiulesti Port	Moldova	12.64
Balti Trolleybus Project	Moldova	4.14
Montenegro Rail Infrastructure Emergency Project	Montenegro	13.80
CFR Financial Restructuring	Romania	241.50
Arad Urban Transport - Extension	Romania	20.4
WHSD St Petersburg ring road	Russian Federation	276.00
Lokomotiv-Globaltrans Acquisition of Railcars	Russian Federation	85.84
Brunswick Rail (Bravo)	Russian Federation	26.22
UNPK - Acquisition of railcars	Russian Federation	7.47
JSC Serbia Railways (Rehab. Corridor X)	Serbia	131.10
Dushanbe - Uzbekistan Border Road Improvement	Tajikistan	39.33
Eurasia Tunnel PPP Project	Turkey	157.04
ER Denizcilik - Fleet Renewal	Turkey	40.30
TAV EGE (Izmir Airport)	Turkey	96.60
Arkas	Turkey	8.00
Istanbul Ferries Privatisation	Turkey	1.3
Ukraine Rail Fleet Renewal	Ukraine	66.65
Uksatse ANS Modernization	Ukraine	56.86
Dnipropetrovsk Metro Construction Completion Project	Ukraine	209.76
Yugreftransflot (YTF)	Ukraine	10.35

## European Investment Bank

Project	Country	EIB financing (€ million)	EIB financing (\$ million equivalent)
<b><i>OUTSIDE THE EU</i></b>			
Border Crossing and Infrastructure	Armenia	30.85	39.64
Railway Rehabilitation Vinkovci-Border	Croatia	32.00	41.11
Metro de Quito	Ecuador	200.00	256.96
Air Navigation Upgrade Egypt	Egypt	50.00	64.24
Cairo Metro Line 3 (Phase 3)	Egypt	600.00	770.88
Lebanese Highways II	Lebanon	75.00	96.36
Chisinau Urban Roads	Moldova, Republic of	10.30	13.23
Urgent Flood Relief and Prevention ADM IX	Montenegro	16.00	20.56
ASECNA V	Morocco	240.00	308.35
Nurminen Logistics Project	Regional - Africa	40.00	51.39
Eastern Africa Transport Corridor	Russian Federation	22.50	28.91
Air Navigation Upgrade Ukraine	Uganda	55.00	70.66
Dnipropetrovsk Metro Extension	Ukraine	57.00	73.23
		152.00	195.29
<b><i>INSIDE THE EU</i></b>			
Budapest – Szekesfehervar Railway	Hungary	65.89	84.65
Zahony Rail Infrastructure	Hungary	10.00	12.85
Sopron-Szentgotthard Railway	Hungary	19.77	25.40
Margit Bridge Rehabilitation	Hungary	60.22	77.37
E22 Ludza-Terehova	Latvia	21.50	27.62
E22 Tinuzi Koknese	Latvia	21.00	26.98
Gdansk Transport Project	Poland	46.10	59.23
Warsaw II Metro Line Infrastructure	Poland	239.43	307.63
Poznan Tram Depot	Poland	32.85	42.20
Poznan Franowo Tramway	Poland	34.52	44.36
Bydgoszcz Tramway	Poland	34.11	43.83
PLK Railway Modernization E59 PHASE 2	Poland	74.50	95.72
PKP PLK Warsaw - Lodz Railway Line	Poland	200.00	256.96
PKP Cargo Fleet Improvement	Poland	47.07	60.48
Lodz Gorna Route	Poland	49.99	64.23
Bialystok Municipal Infrastructure II	Poland	79.80	102.53
Warsaw Infra III Roads	Poland	63.92	82.12
S7 and S8 Expressways (TEN) - POLAND	Poland	900.00	1156.32
Warsaw Ring Road (TEN) II	Poland	300.00	385.44
Rail Border-KM 614 (FL20080170)	Romania	49.60	63.73
Rehabilitation of NR 24 and NR 24B	Romania	38.58	49.57
Rehabilitation of NR 1H	Romania	29.96	38.49
Construction of Nadlac-Arad Motorway	Romania	43.00	55.25
Orastie-Sibiu Motorway	Romania	39.70	51.01
Timisoara-Lugoj Motorway	Romania	25.60	32.89
Lugoj-Deva Motorway	Romania	4.60	5.91
Rehabilitation of NR6	Romania	44.44	57.10

## Inter-American Development Bank

Project title	Country	IADB financing (\$million)
<b>Norte Grande Road Infrastructure Program II</b>	Argentina	300.00
<b>New Providence Transport Program Supplementary Financing II</b>	Bahamas	65.00
<b>Segment Montero-Yapacaní from the double lane in the road Santa Cruz-Cochabamba</b>	Bolivia	122.00
<b>Blumenau's Sustainable Urban Mobility Program (BID-Blumenau Program)</b>	Brazil	59.00
<b>Sao Bernardo do Campo Urban Transportation Program II</b>	Brazil	125.00
<b>Santa Catarina Logistics Infrastructure Program</b>	Brazil	250.00
<b>Supplementary Financing. Cali Integrated Transport System</b>	Colombia	105.00
<b>Quito Metropolitan Urban Transport System</b>	Ecuador	100.00
<b>Road Network Upgrade and Expansion Program</b>	Guyana	66.20
<b>Support for Transport Sector in Haiti II</b>	Haiti	53.00
<b>Emergency road Rehabilitation Program in Response to Hurricane Sandy</b>	Haiti	17.50
<b>Support to the Transportation Sector II Program</b>	Nicaragua	39.20
<b>Improving road Lima-Canta-Huallay-Unish</b>	Peru	70.00
<b>Meerzorg - Albina Integration Corridor Rehabilitation Project - Sup. Financing</b>	Suriname	40.00
<b>road Infrastructure Program II</b>	Uruguay	80.00
<b>Montevideo Urban Transportation Program II</b>	Uruguay	51.75

## Islamic Development Bank

<b>Project Title</b>	<b>Country</b>	<b>IsDB financing (\$ million)</b>
<b>Construction of Durres fishing port</b>	Albania	7.58
<b>Reconstruction of Taraz-Talas-Suusamyr Road</b>	Kyrgyz Republic	10.00
<b>Hadath El Jubba -Bqerqasha Road Project</b>	Lebanon	16.00
<b>Saida Infrastructure development project</b>	Lebanon	8.50
<b>Nema-Bangou-Bassiknou-Fassala Road</b>	Mauritania	20.42
<b>Upgrade of Jorf El Asfar (JLEC) Coal Quay Project</b>	Morocco	142.79
<b>Arlit-Assamaka Road Project</b>	Niger	15.00
<b>Pendembu-Koindu Road Project</b>	Sierra Leone	15.45
<b>Linking Smallholders to Markets</b>	Sierra Leone	10.00
<b>Development of Ankara- Konya High Speed Railway Line</b>	Turkey	222.75
<b>Community Agriculture Infrastructure Improvement Program (CAIP-III)</b>	Uganda	4.00

## World Bank

Project Title	Country/Region	WB (IBRD/IDA) Financing (\$ million)
Southern Africa Trade and Transport Facilitation Project	Africa	202.35
CEMAC Transport and Transit Facilitation-3rd Additional Financing	Africa	125.00
Lifeline Road Network Improvement Project	Armenia	45.00
Rail Trade and Transport Facilitation Additional Financing	Azerbaijan	220.00
Second Rural Transport Improvement Project	Bangladesh	262.74
MST Tocantins Integrated Sustainable Regional Development	Brazil	246.00
Sao Paulo Sustainable Transport Project	Brazil	273.00
Donsin Transport Infrastructure Project	Burkina Faso	85.00
Transport Sector Reform	Cape Verde	19.00
Shangrao Sanqingshan Airport Project	China	50.00
Fujian Meizhou Bay Navigation	China	50.00
China GEF Large-City Congestion and Carbon Reduction Project	China	0.90
Nanchang Urban Rail Project	China	250.00
Multi-Modal Transport Additional Financing	Congo, Democratic Republic of	180.00
Transport Sector Project	Ethiopia	415.00
East-West Highway 4	Georgia	75.00
Additional Financing Infrastructure & Institutions Emergency Recovery	Haiti	21.70
Additional Financing Rural Infrastructure Project	Honduras	5.00
Kerala State Transport Project II	India	216.00
HP State Roads - Additional Financing	India	61.70
Connectivity Development Policy Loan 1	Indonesia	44.00
National Urban Transport Improvement	Kenya	300.00
Lao Road Sector Additional Financing	Lao People's Democratic Republic	21.00
Institutional Capacity Building OISEVI	Latin America	1.00
Road Asset Management Additional Financing	Liberia	50.00
Emergency Infrastructure Preservation & Vulnerability Reduction Project	Madagascar	60.18
Transport Sector Program Support Project Additional Financing	Niger	19.50
FATA Emergency Rural Roads Project	Pakistan	0.80
Enhancing Climate Resilience-West Coast Road	Samoa	1.00
Road Rehabilitation and Safety Project	Serbia	100.00
Nepal-India Regional Trade And Transport Project	South Asia	51.48
2nd Central Transport Corridor Project - Additional Financing	Tanzania	100.00
Second Road & Safety Improvement Project	Ukraine	450.00
Road Rehabilitation and Maintenance Project	Uruguay	66.00
Mekong Delta Transport Infrastructure Development Project - Additional Financing	Vietnam	140.40
Road Asset Management	Yemen, Republic of	40.00