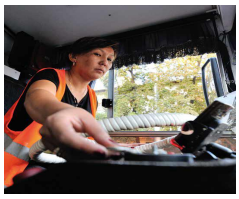
Progress Report (2013-2014) of the MDB Working Group on Sustainable Transport

February 2015



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Executive Summary

1. In June 2012, at the Rio+20 United Nations Conference on Sustainable Development, our eight Multilateral Development Banks[1] (MDBs) delivered a joint statement *Commitment to Sustainable Transport* (hereafter the Rio+20 Commitment). The aim was to draw attention to the critical role that transport plays in sustainable development, and to make clear our commitment to increase support for more sustainable transport in developing countries.

2. Building on our collective history of support for transport, the Rio+20 Commitment outlined our expectation to provide more than $175 billion of loans and grants for transport in developing countries over the coming decade (2012-2022). Increasingly, this funding will support more sustainable transport projects—transport that is accessible, affordable, efficient, financially sustainable, environmentally friendly, and safe.

3. In the second year of the Rio+20 Commitment (2013), our eight MDBs approved approximately $25 billion for transport projects. Combined with the $20 billion approved in the first year of our Commitment (2012), we are on target to meet our goal of $175 billion in support for more sustainable transport in developing countries over the ten-year commitment period.

4. This $25 billion in funding represented more than 200 approvals, including:

    - 115 for roads
    - 39 for urban transport
    - 24 for rail
    - 13 for airports
    - 5 for inland waterway and maritime projects

5. In addition, more than 90 technical assistance projects were approved. These efforts seek to support policy development, research, and capacity building efforts.

6. The Rio+20 Commitment includes a commitment to report annually on our sustainable transport-related lending. Under a common reporting framework, our institutions have made progress in assessing the sustainability of our transport lending, in economic, social and environmental terms.

7. For 2013, four of our eight MDBs have completed the assessment of the sustainability of their entire transport lending, up from two in the year before. Other MDBs have conducted sustainability assessments for a number of projects, in preparation for wider application in subsequent years.

8. 2015 marks several important milestones in international processes, which are directly relevant to sustainable transport. These include completion of the Post-2015 Development Agenda, the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change, and the Second Global Ministerial Conference on Road Safety to mark the mid-year of the United Nations Decade of Action on Road Safety. Our MDBs, in close coordination with our client countries and development partners, will work further in support of these processes.

[1] 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 World Bank.

1 Background and Introduction

1.1 Development challenges for transport in our client countries

9. After a period of low economic growth, relatively high growth is projected in many of our MDB client countries. The South Asian regional economy is expected to expand 6% in 2015, while countries in sub-Saharan Africa are projected to grow around 5%.[2] While this general growth trajectory is promising, a number of challenges remain.

10. First, countries must maintain an upward growth trajectory and avoid stagnating after a certain level of income is reached. According to research by the World Bank, most countries that were middle-income in 1960 remained so in 2008.[3] Some countries that only more recently achieved middle-income status—including the People's Republic of China (PRC) and Brazil—are struggling to maintain their economic ascent. Enhanced quality and quantity of transport infrastructure is vital to support high value-added industries and thereby support sustained economic growth.

11. Second, social inequality is widespread, and appears to be worsening. Even in countries with steady economic growth, financial benefits are not evenly distributed. For example, more than 30% of Indians live below the global poverty line,[4] while the richest 10% holds almost 75% of the country's wealth. In a recent report from the World Economic Forum, deepening income inequality was identified as the single greatest challenge facing the world in 2015.[5] Such inequality contributes to political and social instability, which can threaten sustainable economic development. Inclusive transport systems which provide benefits to all members of society, particularly the poor, are needed in both rural and urban areas.

12. Third, environmental issues including air pollution and climate change threaten to derail economic development. Air pollution plagues developing cities, and is having a severe negative impact on public health. According to the United Nations Environment Program, urban air pollution is linked to more than one million pre-mature deaths, and costs approximately 5% of GDP in developing countries every year.[6] The transport sector is already a major contributor to particulate and GHG emissions, and with private vehicle ownership growing around the world, the sector's contribution to these problems will increase unless a greater emphasis is placed on improving environmental sustainability of transport projects.

13. At the same time, extreme and unpredictable weather aggravated by climate change is more frequently upending lives and damaging infrastructure. Natural disasters have real economic impacts on local economies. According to a recent report by the International Monetary Fund, a country's growth drops by an average 0.7% in the first year after a disaster.[7] Efforts are urgently needed to increase climate resilience in the transport sector, in both new and rehabilitated infrastructure and equipment.

1.2 The Rio+20 Commitment to Sustainable Transport

14. In view of these challenges and the central role of transport in supporting economic development, our eight Multilateral Development Banks came together in June 2012 at the Rio+20 United Nations (UN) Conference on Sustainable Development (hereafter Rio+20), and delivered the joint statement *Commitment to Sustainable Transport* (hereafter the Rio+20 Commitment). The aim was to draw attention to the critical role that transport plays in sustainable development, and to declare our commitment to provide

[2] World Bank. *Global Economic Prospects.* June 2014.
[3] Agénor, Pierre-Richard. Canuto Otaviano. Jelenic, Michael. *Avoiding Middle Income Growth Traps* .Economic Premise Number 98. World Bank November 2012.
[4] United Nations. *The Millennium Development Goals Report 2014.* July, 2014.
[5] World Economic Forum. *Outlook on the Global Agenda 2015.* October 2014.

[6] United Nations Environment Program Website; http://www.unep.org/urban_environment/Issues/urban_air.asp accessed January 10, 2015
[7] Laframboise, Nicole and Acevedo, Sebastian. *Man vs. Mother Nature.* Finance and Development. March 2014.

increased support for more sustainable transport in developing countries.

15. Building on our collective history of support for transport, the Rio+20 Commitment outlined our expectation to provide more than $175 billion of loans and grants for transport in developing countries over the coming decade (2012-2022). Increasingly, this funding will support more sustainable transport projects—transport that is accessible, affordable, efficient, financially sustainable, environmentally friendly, and safe.

16. As part of the commitment, we decided to report annually on our transport lending, and develop a common reporting framework for this purpose.

1.3 Progress since Rio+20

17. In the first year of the Rio+20 Commitment, the MDBs identified key milestones to measure collective progress. These are summarized in our Action Plan, included in Annex 1 of this report. 2014 marks the end of Phase 1 of our commitment. Over the past two years, we have strengthened working relationships among MDBs, made progress toward measuring and reporting on the sustainability of transport projects, and made efforts to advance sustainable transport in the broader international development community.

Strengthening working relationships

18. In 2014, we improved coordination between MDB collaboration on road safety and our work under the Rio+20 Commitment. Both are now overseen by the WGST. Road safety experts from each MDB are now working in close coordination with the WGST to ensure that road safety is firmly embedded within wider discussions on sustainable transport.

19. Efforts are also underway to strengthen dialogue between MDB staff in charge of transport and those staff that oversee climate change and environmental issues.

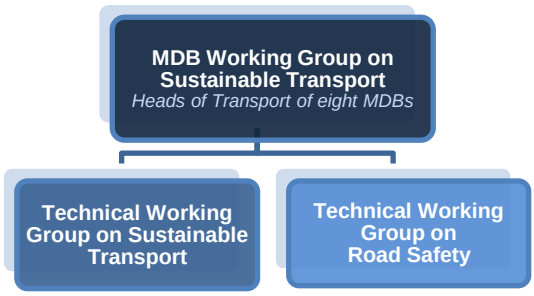

Figure 1: Arrangements in support of coordination and collaboration between MDBs on transport issues

Measuring sustainability of transport projects

20. In the first year of our commitment, we identified and agreed on four key dimensions of sustainability in the transport sector: environmental, economic, social, and risk. This is referred to as the common monitoring and reporting framework (available in Annex 1).

21. In 2014, sector specialists from each of our MDBs conducted dialogue and mutual learning on methods and approaches to sustainability assessments for transport projects.

22. Through these dialogues, we have continued to improve approaches for measuring and reporting on the sustainability of transport projects financed by our MDBs. Each MDB has adapted the common reporting framework to align with corporate priorities, and has taken steps to measure the sustainability of their transport lending. Figure 2 lists the assessment methodology adopted by each MDB.

23. Most of our MDBs are using a version of the Sustainable Transport Appraisal Rating (STAR) framework. Pioneered by the ADB, STAR includes criteria to evaluate the social, economic, environmental, and risk sustainability of transport projects, and creates an aggregate sustainability score.[8]

[8] ADB (2014). Toward a Sustainability Appraisal Framework for Transport. Available at: http://www.adb.org/publications/toward-sustainability-appraisal-framework-transport

BANK	METHODOLOGY
ADB	STAR Framework
AfDB	Modified STAR Framework
CAF	Modified STAR Framework
EBRD	Modified STAR Framework
EIB	REM and 3Pillar Assessment Framework
IADB	Modified STAR Framework
IsDB	Modified STAR Framework
WB	Internal methodology

Figure 2: Each MDB has adopted a methodology for assessing sustainability of transport projects[9]

24. This year, four of our eight MDBs were able to report on the sustainability of their entire transport lending portfolio, while one additional MDB reported on a subset of their portfolio. Since each MDB has committed to making projects more sustainable over the course of the Rio+20 Commitment, sustainability ratings provided this year serve as a preliminary baseline to measure changes in the future. MDBs that did not report this year made progress toward establishing rating methodologies in preparation for wider application in subsequent years.

Contributing to wider global efforts

25. Our MDBs have also been working in support of global efforts to promote sustainable transport.

26. Member States of the United Nations are currently drafting a set of Sustainable Development Goals (SDGs), which will replace the Millennium Development Goals under the Post-2015 Development Framework. The SDGs will have an increased focus on sustainability, and are also expected to have an additional focus on cities. MDBs have engaged with the UN and partner organizations to help frame and define the new SDGs. Our MDBs have advocated for SDGs to be specific and measurable, and to include reference to sustainable transport.

27. The international development community is also preparing for the upcoming 21st Conference of the Parties to the United Nations Framework Convention on Climate Change, to be held in Paris, France in December 2015. Climate change mitigation and adaptation are becoming greater priorities for the transport sector. (For more information on climate change adaptation and mitigation, refer to section 2 of this report.)

28. In the field of road safety, the United Nations Decade of Action on Road Safety sets out a guiding framework for actions on road safety throughout the world. Our MDBs are working in support of this initiative, and have increasingly emphasized road safety considerations in loans and technical assistance programs. The Second Global Ministerial Conference on Road Safety will be held in Brazil in 2015. Representatives from our MDBs plan to update the development community on progress made, and contribute further to meeting the targets and goals for the remaining five years of the Decade of Action.

1.4 What is this report about?

29. This is the second progress report of the Working Group on Sustainable Transport (WGST). It presents progress made by our eight MDBs in the first two years of implementing the Rio+20 Commitment.

30. Our work is ongoing. As such, this report provides a snapshot of progress to date, and serves as a baseline for future annual reporting. Our institutions will continue to enhance approaches to monitoring and reporting in the coming years, drawing upon the lessons presented in this report.

31. The work by our eight institutions is wide-ranging and diverse, and this report does not fully capture all activities conducted by MDBs in support of the Rio+20 Commitment. Rather, it serves as a summary of the activities of each individual MDB, as well as the eight MDBs collectively, in support of sustainable transport.

32. Representatives from each MDB collaboratively developed this report. The report also benefited from inputs from Cornie Huizenga (Partnership on Sustainable Low Carbon Transport) and Michael Replogle (Institute for Transportation and Development Policy) who have served as observers to this process.

[9] MDB methodologies are still evolving. In 2015, the TWG intends to work together to document methodological differences.

2 Special Feature: Supporting climate-resilient, low-carbon growth

33. In many of our client countries, increasingly extreme weather events aggravated by climate change threaten agricultural yields, coastal infrastructure, and public health, among other social, economic, and physical systems.

34. Global efforts to mitigate the causes of climate change, as well as interventions aimed at supporting vulnerable communities in adapting to the impacts of climate change are urgently needed.

2.1 Supporting climate-resilient growth

35. Poor populations in developing countries that our institutions work for are often the most vulnerable to impacts of climate change. These populations tend to be more reliant on agriculture and other sources of livelihood that are being impacted by changes in climate. Further, a warmer climate threatens to increase the transmission of water, vector, and food borne diseases, which disproportionately impact the poor.[10] Finally, these populations are more vulnerable to natural disasters because they tend to live in more hazardous places and have fewer resources to prepare for or recover from natural disasters.[11]

Figure 3: Increasingly extreme weather is disrupting transport systems such as the Central Line in Mumbai, shown here.
(Photo Credit: TheHindu.com)

36. In the transport sector, our MDBs are increasingly focused on improving the climate resilience of transport infrastructure. The Fifth Assessment Report of the Intergovernmental Panel on Climate Change concludes that even if greenhouse gas concentrations were to stabilize at existing levels, climate change will continue to unfold for decades to come.[12] Extreme weather projected as a result of climate change will have wide-ranging impacts on all types of transport infrastructure, including:[13]

    - Increased storm surges will significantly impact coastal transport infrastructure.
    - Changes in temperature are likely to impact road pavements (for example, heat-induced heaving and buckling of joints).
    - Increased wind loads and storm strengths will impact long span bridges, especially suspension and cable-stayed bridges.
    - Increases in high temperatures may lead to rail thermal expansion, while flooding may severely impact underground rail transport systems and damage above-ground transport infrastructure and equipment.

37. As transport systems are crucial to the movement of people and goods, these extreme weather impacts will have a direct effect on local economies and on broader

[10] AfDB. *Solutions for a Changing Climate.* African Development Bank Report, 2012.
[11] Oppenheimer, M., et. al. *Climate Change 2014: Impacts, Adaptation, and Vulnerability.* Contribution of Working Group II to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA, pp. 1039-1099.

[12] Ibid.
[13] Asian Development Bank. *Climate-proofing ADB investments in the transport sector: initial experience*. Asian Development Bank, 2014.

economic development prospects. For example, if roads become impassable after a storm, communities are cut-off from jobs and markets. Further, governments are forced to spend limited financial resources fixing or replacing infrastructure damaged by extreme weather, which could otherwise have been utilized for expansion and improvement of transport infrastructure. This in turn negatively impacts economic growth.

- A recent study from the ADB assessed added costs of climate-proofing 11 transport infrastructure projects. Costs ranged from 0.5%-8.7% of project cost.
- A 2010 research paper from the World Bank estimated that the cost of protecting roads in Bangladesh from inland flooding will exceed $2 billion.
- A 2013 report commissioned by the ADB estimated that the average annual cost to climate-proof port areas in the People's Republic of China could reach up to $350 million ***per year*** over the period 2010–2050.

38. With this in mind, our MDBs are increasingly promoting climate resilience in transport projects, and developing tools and procedures to support countries in making transport networks more resilient. Several MDBs conduct climate risk and vulnerability assessments (CRVA) during the project preparation stage to identify potential vulnerabilities as well as mitigation measures. Many of our MDBs are working together to share best practices on CRVA.

39. We are also seeing increased demand for financing to retrofit existing transport infrastructure to enhance resilience to the impacts of climate change. For example, in a recent harbor reconstruction project in the Maldives, the IsDB incorporated project design elements aimed at improving climate resilience.

40. While climate-proofing transport infrastructure projects may increase capital costs, these measures can help to reduce the cost of future repairs as well as ensure that infrastructure remains operational in the event of an extreme weather event.

2.2 Supporting low-carbon growth

41. Industrialized countries with high levels of vehicle ownership and use currently emit the majority of greenhouse gases from the transport sector. Such high dependence on motorized transport is also correlated with high levels of traffic congestion, road safety impacts, and increased air pollution.

42. Developing countries have a unique opportunity to "leapfrog" toward a low-carbon development model, by building infrastructure and adopting policies that will promote more sustainable transportation systems—systems that are less carbon and energy intensive and more effective at delivering economic and social development benefits.

43. Through financial and technical assistance, MDBs are supporting client countries to develop low-carbon transport systems and policies. In urban areas, this includes public transport systems such as Bus Rapid Transit, Mass Rapid Transit, and Light Rail Transit, accompanied by transport demand management measures and non-motorized transport infrastructure and services. For example, CAF supported metro projects in both Ecuador and Panama, and IADB financed urban rail projects in Argentina and supported Colombia to procure a cleaner bus fleet. Approximately 45% of ERBD's lending went toward rail and urban transport projects, and 35% of EIB's climate mitigation financing was for climate-friendly modes such as urban mass transit, rail and waterways.

44. In non-urban areas, low-carbon transport projects include the appropriate use of rail, short sea shipping, and inland waterway transport. MDBs are supporting a number of projects in these areas. For example, the ADB funded a railway project that has boosted trade between Mazar-e-Sharif in Afghanistan and the border with Uzbekistan, which reduced heavy-vehicle traffic on the alternative road by 35%.

45. Low carbon development is only one part of sustainable development. In this context, our MDBs realize that many of our client countries lack the basic road infrastructure necessary to support economic growth, and

that such investments continue to be needed. Even in such circumstances, MDBs make efforts to support strategic project planning and encourage energy-efficient design improvements for these projects where possible.

2.3 Mobilizing finance for climate mitigation and adaptation

46. MDBs are a key channel for mobilizing climate mitigation and adaptation finance. According to the *Joint Report on MDB Climate Finance,* the seven MDBs included in the report[14] provided more than $24 billion in financing in 2013 to address the challenges of climate change in all relevant sectors, including in transport. Around 80% of this funding went toward mitigation efforts with the other 20% going toward adaptation.

47. Approximately 22% of total mitigation funding reported for 2013 went toward transport projects, including energy efficient retrofits of vehicles, urban mass transit, transit oriented development projects, and measures aimed at moving freight to trains and marine vessels, rather than truck, among other measures. About 30% of adaptation finance mobilized by MDBs went to energy, transport and other built environment and infrastructure.

48. MDBs will continue to play a large role in mobilizing climate financing in support of our client countries.

[14] MDBs covered by the report are: AfDB, ADB, EBRD, EIB, IADB, IFC, and WB. The report is available at: http://www.ebrd.com/downloads/news/mdb-climate-finance-2013.pdf

3 Assessment of our collective progress on sustainable transport in 2013

3.1 Overall assessment

49. Across our eight MDBs, we approved approximately $25 billion for transport in 2013. Combined with the $20 billion approved in 2012, this means that we are generally on target to meet the $175 billion of support for more sustainable transport in developing countries over the 10-year commitment period.

50. This $25 billion in funding represented more than 200 transport approvals, including:

- 115 for roads
- 39 for urban transport
- 24 for rail
- 13 for airports
- 5 for inland waterway and maritime transport.

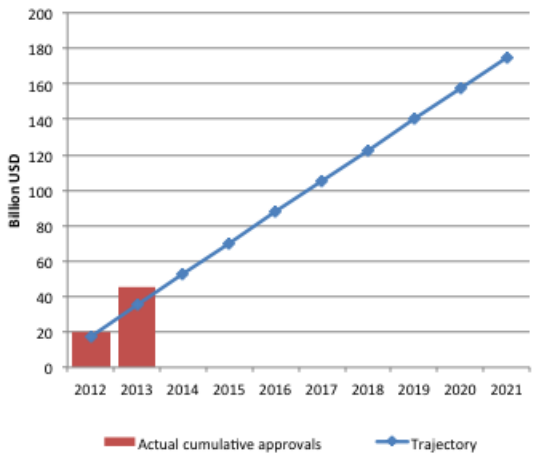

Figure 4: Progress in the first 2 years of the Commitment

51. In addition, more than 90 technical assistance projects were approved. Through these projects, MDBs are supporting policy dialogue, research, and capacity development in areas of importance to sustainable transport. For example:

- AfDB supported four African countries in building government and practitioner capacity on green growth and transport.
- EIB funded technical assistance in multiple countries, including a large program of implementation support for transport projects in Bulgaria and Romania.
- EBRD supported technical assistance for identification of low carbon opportunities and capacity building in several countries. For example, EBRD developed programs for capacity building in energy management in the rail sector in Kazakhstan and Macedonia.
- IADB supported several cities in developing sustainable urban mobility plans and provided technical assistance for non-motorized and mass transit projects in the Latin American region.
- IsDB funded a number of capacity building efforts, including a sustainable transport training that included participants from 13 countries.
- WB developed and released the “Urban Transport Data Analysis Tool”, which provides a comparative framework for practitioners to gauge urban transport performance and identify deficiencies in a city’s transport system.

3.2 Sustainability assessment

52. Our MDBs have increasingly focused on improving the economic, social, and environmental sustainability of all transport projects. Key issues addressed by the MDBs in each of these aspects of sustainability include the following.

Economic Sustainability

53. **Facilitating trade.** Trade is being facilitated through marine, road, and rail infrastructure investments supplemented with technical and policy support provided by the MDBs. For example, the EBRD-financed Asya Port project in Turkey will be a transshipment hub for the Black Sea and will not only reduce transportation costs, but will also improve the safety of operations on the congested Bosporus. The IsDB is financing construction of 10 harbors in the Maldives that will support passenger travel and inter-island trade activities in addition to benefitting the local fishing economy. EIB supported a project in Poland to acquire new

rolling stock, improve efficiency of the existing stock, and improve freight rail service in the country—all of which will support goods movement.

54. **Reducing transport costs.** Transport costs are being reduced due to investments provided by the MDBs. For example, the IsDB funded a number of projects to upgrade and improve roadway level of service, including projects in Gambia, Togo, and Kyrgyzstan. Such investments are often part of larger initiatives related to regional cooperation and integration. For example, ADB and development partners are supporting multimodal connections for more effective and efficient movement of goods and people, including through regional cooperation frameworks in Central and West Asia (Central Asia Regional Economic Cooperation), South Asia (South Asia Subregional Economic Cooperation) and Southeast Asia (Greater Mekong Subregion Economic Cooperation).

Social Sustainability

55. **Improving road safety.** Road safety is receiving particular attention by our MDBs. For example, an AfDB loan to Tunisia includes technical assistance to help develop strategies and build local capacity around road safety. CAF is supporting its member countries in developing local road safety strategies that also take into account specific safety measures for motorcycles, which account for 28% of the transport fleet in Latin American countries. IsDB is financing an expressway project in Iraq, with road safety as a primary focus. EIB supported a number of road safety improvement projects, including one in Serbia that includes work to rehabilitate and improve safety measures of about 1,300 km of national highways, as well as provide technical assistance to build local capacity around road safety management and network maintenance. WB's road safety commitments reached $411 million in Fiscal Year 2014 with about 70% of projects using the safe systems approach.

56. **Empowering women.** Impact on and inclusion of women in transport projects is increasingly considered in MDB transport financing. For example, AfDB estimates that transport projects it funded this year will help generate 20,000 job opportunities—including about 30% targeted to women. In Bishkek, Kyrgyzstan, an action plan supported by the EBRD on behalf of the city's trolley bus company will make working conditions and career opportunities more attractive for female staff and help the company reach out to prospective female employees. Similar approaches are being taken in other cities.

Environmental Sustainability

57. **Reducing environmental impacts of transport**. Our MDBs are actively seeking opportunities to promote energy-efficient and low-polluting modes of transport. For example, AfDB is supporting technical assistance and preparatory studies to develop a regional river transport corridor in the Lake Tanganyika region, which will help support this greener mode of transport. The WB is financing the Eastern Dedicated Freight Corridor project in India that will help reduce GHG emissions by shifting freight transport from road to rail (estimated reduction of 55% in GHG emissions by 2042). Further, demand for public transport support is increasing. In 2013, 30% of EIB transport lending was for public transport projects. The IADB is supporting expansion and improvement of Quito's integrated transport system, including financing construction of 22 km of railway and 15 transit stations. The updated metro will be linked to four BRT lines and traditional bus routes. CAF is supporting strategic and master planning efforts for public urban transport systems in metropolitan areas in Panama, Peru, and Venezuela.

58. **Supporting climate resilience.** Climate resilience is increasingly becoming a component of transport project scoping and loan consideration. For example, the IADB is implementing loan components and actions to reduce the vulnerability of road infrastructure in Mesoamerica. The ADB is screening all its transport projects for climate risks and vulnerabilities. The WB funded climate resilient road infrastructure on the Dili Ainaro corridor in Timor-Leste.

4 Assessment of progress on sustainable transport by each MDB

4.1 African Development Bank

Context and strategic approach

59. Mindful of the socio-economic role of transport infrastructure, the AfDB has made transport a priority sector for intervention. Approvals in 2013 demonstrated the importance awarded to the sector: total funding approved came to $1.879 billion for 22 operations, the largest of any sector at the AfDB. This support was diverse in terms of sub-sectors covered and countries targeted: 13 operations were approved in the roads sub-sector, three in air transport, and two in the maritime sector; together with four technical assistance projects. These operations covered five fragile states, 11 low-income countries, and six middle-income countries. Out of the total approvals, 35% were for multinational operations (four operations).

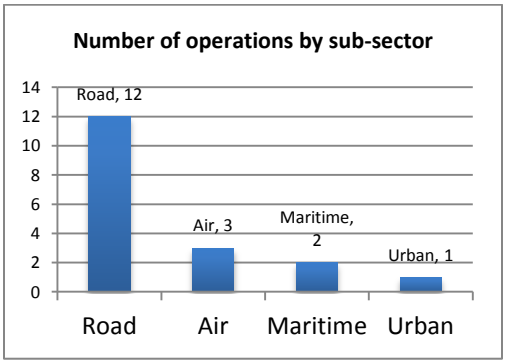

Figure 5: AfDB operations by sub-sector

60. AfDB also committed to supporting cleaner modes of transport, and hence supported two inland waterway operations including one in South Sudan and another in Burundi and Zambia.

61. Through these operations, AfDB will help generate 20,000 job opportunities, of which about 30% are expected to be taken up by women.

Figure 6: Praia Airport Expansion and Modernization in Cape Verde

2013 achievements in numbers

- Total of **18** loans/grants and **4** technical assistance projects approved
- Totaling about **$1.79** billion of investment
- Projects to serve **22** countries
- Projects to support development of **2500** km of road, facilitating regional integration for **11** countries, improving capacities for 2 airports and 1 container terminal, urban transport system in **1** city, and training of more than **1,300** professionals

2013 highlights

62. In 2013 the AfDB approved the Walvis Bay Container Terminal project, which is expected to increase the port's container handling capacity by 70% and help improve Namibia's and the region's economic competitiveness.

63. Similarly, within the air transport sub-sector, the AfDB supported several countries to strengthen their airport facilities—and hence their service sector and revenue earning capacities. This included two operations in Kenya (including an emergency facility), and one in Cape Verde.

64. Aware of its expected role as a knowledge bank, the AfDB commissioned two major Economic and Sector Works in 2013: one on

railway concessions and one on road safety. AfDB's knowledge role was supported institutionally through decentralizing several transport specialists, bringing the dialogue with government closer, with a view to increasing aid effectiveness. Further, AfDB began translating its global commitments in the area of road safety into actions by awarding a grant operation to Tunisia to help develop its road safety strategy.

Figure 7: The Walvis Bay container terminal project, Namibia

Assessment of 2013 lending

65. Throughout the processing phase of all operations, the AfDB rigorously scrutinizes various aspects and elements, including, but not limited to, physical, social, environmental, and economic sustainability.

66. These sustainability elements were used by the AfDB's Transport & ICT Department to prepare a pilot assessment of the sustainability of its operations in 2013. The sustainability assessment will become more mainstreamed in AfDB procedures in future. The assessment methodology draws some elements from ADB's STAR system. The overarching criteria assessed were economic effectiveness, environmental sustainability, and social inclusiveness, with each of these encompassing various attributes.

4.2 Asian Development Bank

Context and strategic approach

67. Transport in Asia and the Pacific still requires major investment. Over the period 2010–20, it is estimated that transport investments totaling more than $2.5 trillion will be required in developing Asia.

68. At the same time, rising incomes combined with widespread policies and subsidies favoring motorization 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.

69. ADB's transport sector support is changing to meet new challenges facing our developing member countries. Guided by the Sustainable Transport Initiative - Operational Plan, ADB's work in 2013 included support for:

- Road programs that benefit lagging areas such as rural parts of India, Indonesia, and Sri Lanka.
- Further emphasis on road maintenance, supported by a bank-wide review of road asset management practices.
- Increased focus on road safety in ADB-supported road projects.
- Projects supporting urban public transport in Georgia, PRC, and India.
- Railway development in Bangladesh and the PRC, the latter focusing on energy efficiency and safety enhancement for the subsector.
- Civil aviation development to improve basic access to remote parts of the Pacific region.

2013 achievements in numbers

- Total of **27** loans/grants[15]
- **38** technical assistance projects approved
- Totaling about **$3.2** billion of investment
- Projects to serve **25** countries
- Projects to support development of **7,134** km of road, **227** kilometers of railways and urban transport systems in **12** cities

Figure 8: ADB is increasingly focused on road asset management and road safety

[15] Includes all approved projects in 2013 with transport as primary sector. Excludes multisector projects with transport components, private sector operations and Information and Communication Technology projects.

2013 highlights

70. **Supporting efficient freight movement through a multimodal approach.** An ADB-supported railway has boosted trade between Mazar-e-Sharif in Afghanistan and Hairatan at the border with Uzbekistan by reducing transport costs by $0.08 per ton/km, cutting travel time by an hour, and reducing heavy-vehicle traffic on the alternative road by 35%, thus contributing to a reduction in carbon dioxide emissions. About seven million people have benefited from the completed project.

Figure 9: Hairatan to Mazar-e-Sharif Railway supported by ADB

71. **ADB is increasingly supporting multimodal connections** for effective movement of goods and people, including in Central and West Asia (Central Asia Regional Economic Cooperation), South Asia (South Asia Subregional Economic Cooperation) and Southeast Asia (Greater Mekong Subregion Economic Cooperation).

72. **Joint learning with developing member countries**. In 2013, ADB provided training to its staff and developing member country officials in various aspects of sustainable transport, including railway reform, governance and anti-corruption, mainstreaming of universal access, bus rapid transit, inland waterway transport, climate resilience, rural road safety, and road asset management.

Assessment of 2013 lending

73. ADB applied the STAR framework to assess the sustainability of projects approved in 2013.[16] Together with ratings from 2012, the assessment provides a picture of the sustainability of ADB transport projects in the first two years of the Rio+20 Commitment.

74. Similar to the year before, most projects were assessed as moderately sustainable or above. Urban transport and water transport projects tended to score well compared to road projects. Across all sub-sectors, projects rated highest on (i) economic, (ii) social, and (iii) environmental sustainability indicators, in that order.

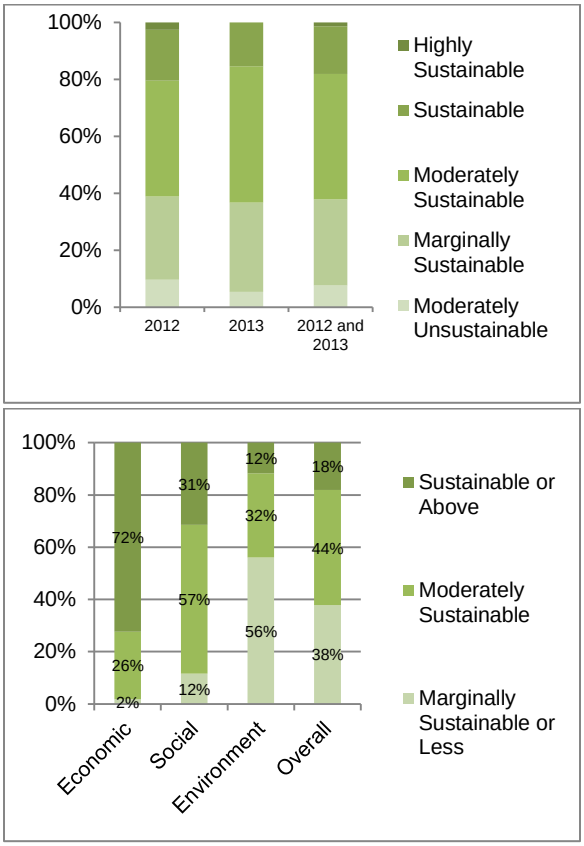

Figure 10: Results of assessment of ADB's 2013 approved transport projects using STAR

[16] Excludes TAs, TA loans and policy-based loans.

4.3 CAF – Development Bank of Latin America

Context and strategic approach

75. The Latin American region continues to urbanize: currently, more than 80% of the population lives in urban areas, and urbanization is expected to continue. Emerging economies and rising GDPs are putting more pressure on transport and mobility systems, which still require huge investment. Annual growth in vehicle ownership is around 4.5% for cars and 14% for motorcycles. Rapid motorization has had severe impacts on traffic and transit fatalities, GHG emissions, air pollution, and increasing congestion. The region is especially challenged by motorcycle growth, with the fleet almost doubling over the past five years. Finally, since economic contraction in 2009, cargo and port activity has also recovered, growing, by around 6.5% in 2011.

76. In 2011, transport sector investment in the region was around 1.25% of regional GDP. CAF joined the largest multilateral development banks in committing to invest in more sustainable transport systems in member countries. It is estimated that for the period 2010-2020, sustainable transport needs in the Latin American region will exceed $0.7 trillion in investments.

77. In order to address regional challenges and meet the member countries´ needs, CAF´s transport sector support is changing to prioritize three main pillars—affordability, safety and clean transport. For 2013, CAF´s work included support for the following:

- Observatory of Urban Mobility covering 25 cities of the region.
- Guidelines for developing Local Road Safety Strategy for Motorcycles.
- Renewed emphasis on road safety in all CAF-supported infrastructure projects.
- Road programs that included new developments that connect and benefit lagging areas such as rural districts in Argentina, Bolivia, Brazil, and Paraguay.
- Programs on logistics and port activity, including operations in Colombia and Uruguay.
- Support to strategic public urban transport systems and master plans for metropolitan areas in Panama, Peru, and Venezuela.
- Support for mass transit in Panama City and Quito (Ecuador) through rail developments.

2013 achievements in numbers

- **16** loans totaling about **$1.45** billion of investments for sustainable transport projects
- **21** technical assistance projects approved for over **$6.18** million
- Projects to serve **8** countries
- Projects to support development and improvement of **5,440** km of roads
- **36** km of metros and urban transport systems in **2** cities

2013 highlights

78. **Supporting road safety strategies for motorcycles.** Motorcycles have become the low-cost mobility solution for low-middle income households in Latin America and the Caribbean, representing 28% of the region´s fleet. Recent studies show that in the Americas, it is 18 times more likely to die in an accident driving a motorcycle as compared to a four-wheel vehicle. Fatality rates for motorcycles have increased from to 0.8 deaths per 100,000 inhabitants in 1998 to 3.7 deaths per 100,000 inhabitants in 2010. Understanding this enormous challenge for mobility and safety, CAF provides holistic support to urban areas by developing Local Road Safety Strategies for Motorcycles. In 2013 CAF developed a strategy for Buenos Aires.

79. **Implementing sustainable urban transport**. Over the last several years, CAF's agenda has focused on mass transit and on providing more sustainable solutions for urban mobility. During 2013, CAF supported the implementation of two subway lines as follows:

- In Ecuador, CAF supported the construction of a 22 km underground subway line, with 15 stations in the Metropolitan District of Quito.

- In Panama, CAF financing for Metro Line 1 in Panama City supported civil works for 14 km of rail and 13 stations, railway system improvements, purchase of rolling stock, mitigation of environmental and social costs, supervision, contingencies, and studies.

Figure 11: Guidelines for developing Local Road Safety Strategy for Motorcycles

80. **Providing technical support and training**. One of CAF´s main strategic roles in the region is to provide technical advisory services. In 2013, CAF supported 21 technical assistance projects totaling over $6.18 million to develop sustainable transport in four countries. In addition, around 15 technical assistance projects for regional integration and interconnection have been approved.

81. **Enhancing the research and knowledge agenda.** To face some of the region´s challenges, CAF has since 2007 developed an Observatory of Urban Mobility. It started with 15 cities, and today covers 25 major cities of the region. The observatory provides information that helps public authorities 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.

82. In 2013, the research agenda focused on developing white papers on traffic management, vehicle technical conditions, road safety conditions for motorcycles, and quality perception of urban transport.

83. The program “Cities with Future”, launched in 2012, aims to promote cities that are more inclusive, competitive, efficient, and sustainable. A first phase will include the cities of Guayaquil, Fortaleza, Lima, Quito, and Panama. During 2013, Cities with Future supported Fortaleza with $85 million for multi-sector urban works. Guayaquil, Quito, and Medellín are structuring holistic operations which could be supported during 2014-2015. Through these operations, CAF provides long-term relationships and support to these urban areas.

Figure 12: CAF supported a strategic BRT Master Plan for Buenos Aires

84. **Joint initiatives and promoting partnerships.** Through fostering partnerships and joint initiatives, CAF continues enhancing the region´s sustainable transport agenda. In 2013, CAF developed a strategic partnership with UN Habitat to develop a Prosperity Index for cities.

Assessment of 2013 lending

85. In 2013, CAF took sound steps towards implementing the STAR framework developed by ADB to assess the sustainability of projects supported by the bank. In 2015, two pilot projects will be selected for assessment, following the STAR methodology.

4.4 European Bank for Reconstruction and Development

Context and strategic approach

86. In October 2013, EBRD approved a new Transport Sector Strategy, which sets out how it will invest in transport in the coming years. This, together with the Municipal and Environmental Infrastructure Strategy for Urban Transport, emphasizes the importance of creating sustainable transport systems in EBRD's region. This means ensuring that the environmental and social impacts of EBRD's transport projects are minimized while also promoting economic growth and social inclusion.

87. In recent years, EBRD has complemented its primary focus on promoting transition to market-oriented economies by increasing the focus on sustainability of its transport operations in terms of volume of financing, number of operations, coverage of sectors, emissions reduction, and social inclusion. EBRD's key initiatives such as the Sustainable Energy Initiative, Road Safety Initiative, and the Strategic Gender Initiative support these efforts. As before, policy dialogue and targeted technical cooperation, supported by EBRD's donors, remain vital to support the delivery of sustainable transport systems.

Figure 13: EBRD has scaled up activities under its Gender Initiative

2013 achievements in numbers

- **32** loans approved, totaling **$1.69** billion of investment[17]
- Projects to serve **19** countries from Central Europe to Central Asia and Southern and Eastern Mediterranean
- A diversified portfolio, in which rail and urban transport represent **45%**
- Engaging with the private sector, which represented **42%** of lending
- **$740** million committed under the Sustainable Energy Initiative with estimated CO_2 savings of over **472** kilotonnes per annum
- **$16** million of technical cooperation funds raised from donors in support of the delivery of **56** projects and policy dialogue initiatives

2013 Highlights

88. Projects signed in 2013 were geographically and sectorally diverse, and ranged from a relatively small investment in the construction of the first modern logistics complex in Georgia, to large infrastructure projects supporting national and regional integration in Serbia, Slovakia, and Azerbaijan.

89. Some flagship projects financed by EBRD include the implementation of modern technologies by the Kazakh national railway company to improve railway infrastructure in the country and reduce operational costs; an equity investment in a Polish rail freight operator; and track renewal by Croatia's national rail infrastructure company.

90. EBRD worked with maritime and intermodal operators to strengthen infrastructure and facilitate increased trade in Turkey, Georgia, and other countries of operation. An investment by EBRD in bonds issued by a port operator and the development of a deep

[17] The figures are for all EBRD countries of operations and consistent with the basis on which EBRD provided the figures under the RIO+20 commitment. These include Central & Eastern Europe, South East Europe, Commonwealth of Independent States, Russia, Turkey, Central Asia, Caucasus and the new Southern & Eastern Mediterranean.

sea container terminal port will contribute to much-needed capacity expansion of the port sector in Turkey and the development of transshipment hubs for safer and more efficient transport links.

91. In Izmir, the third-largest city in Turkey, EBRD supported the delivery of more efficient ferry services. Urban transport projects included the acquisition of more than 700 accessible and modern buses running on compressed natural gas in Belgrade (Serbia) as well as in Almaty and Kyzylorda (Kazakhstan); the development of a modern tram in Lviv (Ukraine) and BRT in Varna (Bulgaria); and the launch of modern smartcard ticketing in Budapest (Hungary).

92. Investment projects are also an opportunity for EBRD to engage with its clients in policy dialogue to promote transition and enhance sustainability. Supported by EBRD's donors, EBRD has funded 56 technical cooperation projects in support of specific areas of reform. For example, a road rehabilitation loan in Serbia included a broad capacity-building program on road safety and also piloted economic inclusion through the provision of on-the-job training opportunities to young people. In Bishkek (Kyrgyzstan), the Gender Action Plan delivered for the trolley bus company aims to make working conditions and career opportunities more attractive to women.

93. EBRD is helping to deliver sustainable transport solutions by working in partnership with civil society organizations. In road safety, EBRD has partnered with the Eastern Alliance for Safe and Sustainable Transport on initiatives in Moldova, Ukraine, and Azerbaijan.

Assessment of 2013 lending

94. EBRD has traditionally assessed the climate change impact of its transport portfolio under its Sustainable Energy Initiative. Now it is working on a new reporting mechanism to reflect its impact more fully. In this context, EBRD adopted a common evaluation framework with the other MDBs, and in 2013 rolled out its new methodology based on the assessment of a broad range of impacts, including economic effectiveness (economic impact, transition impact, and funding); social sustainability (safety, social inclusion, accessibility and gender impacts); and environmental outcomes (climate mitigation, climate resilience, and environmental impact), as well as the project risks.

95. An analysis of 2013 approved projects showed that all projects obtained an overall positive rating, and a third of them recorded highly positive ratings in terms of economic, social, and environmental impacts.

96. In general, maritime, rail, and urban transport obtained higher ratings than other sectors, based on higher environmental benefits. However, the strong economic benefits and EBRD's efforts on road safety, sustainable funding, and social inclusion also justified a positive assessment for all other projects.

97. Going forward, this approach will help to monitor EBRD's contribution to the development of sustainable transport systems.

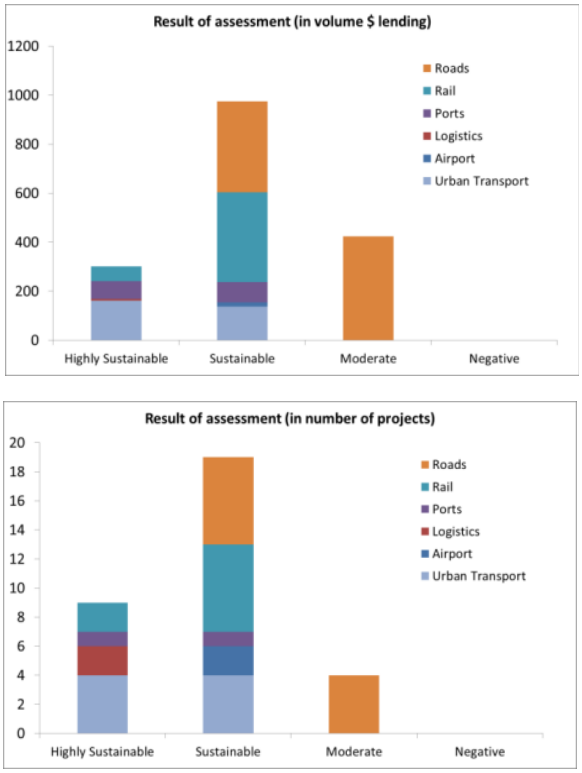

Figure 14: Results of assessment of EBRD's 2013 approved transport projects using EBRD's methodology

4.5 European Investment Bank

Context and strategic approach

98. The EIB engages in investment projects in support of EU external policies for development and cooperation in some 160 non-EU countries around the world. The EIB supports efficient transport infrastructure and services, which are indispensable for any well-functioning society and for long-term economic prospects. Key challenges in the sector include effective planning and prioritization; institutional strengthening and ensuring appropriate implementation; maintenance of infrastructure; and financial sustainability.

99. Total EIB investments in 2013 in the transport sector equaled €12.2 billion, of which €5.2 billion was spent in developing countries and €1.5 billion outside the EU. Overall, about 44% of transport lending went to public transport. This share was slightly lower at 30% for all lending to developing countries.

100. EIB involvement covers road, rail, and urban transport, as well as air and maritime transport. It ensures that projects meet international environmental standards and adequately address environmental and social impacts, while applying good procurement practices. In this context and in line with EU policy, EIB prioritises investments in these sectors.

2013 achievements in numbers[18]

- Total of **38** loans approved
- Totaling about **$6.5** billion (€5.2 billion) of investment
- Projects to serve **15** countries
- **30%** of lending to public transport, equaling **$2** billion

Figure 15: The EIB supports efficient transport infrastructure and services

2013 highlights

101. The *Road Rehabilitation and Safety project in Serbia* will enhance the efficiency, effectiveness, and safety of 1,100 km of trunk roads throughout the country that serve international, inter-city, and local traffic demand. It will scale up the use of efficient road asset management practices and institutionalization of safe road design principles and road safety audits, while strengthening institutional capacity.

102. The *São Paulo rolling stock* project in Brasil comprises the purchase of new trains for both existing lines and for the future Line 13. The envisaged fleet expansion is a priority investment forming part of the promoter's medium term plan to increase the performance and capacity of São Paulo's commuter railway lines. The project will alleviate severe overcrowding on the network, particularly at peak periods.

103. The *Beskyd Railway Tunnel* project concerns the construction of a new 1.8 km twin track rail tunnel on Trans-European Corridor V in the Carpathian mountains in south west Ukraine, replacing an existing single track tunnel between Lviv and the Hungarian and Slovak borders which is in bad technical condition and unsafe. Preparation of projects to rehabilitate and modernise the Ukrainian railways is supported by a technical assistance project, commissioned by the EIB.

[18] The EIB lending towards developing countries, following IMF definition of developing countries (2012), which includes some member states of the EU: Latvia, Lithuania, Poland, Hungary, Romania, and Bulgaria.

104. **Providing technical support.** EIB also plays an important role as an advisor. The EIB supported a Technical Assistance program in Bulgaria and Romania for project implementation support. The program is providing support to strengthen the administrative capacity of the managing authorities, intermediate bodies, and public beneficiaries. It is also helping to streamline the national legislative and regulatory framework relating to the absorption of EU structural funds. In this context, EIB is supporting improvements on day-to-day management of project implementation including design, procurement, contract administration, and monitoring.

105. Furthermore, EIB, jointly with the European Commission, set up the Southern Neighbourhood Advisory Programme for Transport (SNAP-T), which aims to facilitate the development of well-balanced transport systems in the Maghreb and the Mashriq region through preparing bankable investment projects in support of EU and national policies.

106. **Mainstreaming climate action:** Climate action is integral to the EIB's project assessment and financing activities. The EIB has committed to invest at least 25% of its lending portfolio in climate action each year. GHG emissions are estimated for each project [19], allowing EIB to determine if a project will result in GHG emission increases or savings. The results are published at project level and in aggregated form in the EIB's Annual Report. Data is also used in the economic analysis of projects.

Assessment of 2013 lending

107. EIB aimed to score its transport portfolio against the dimensions and sub-criteria agreed between the MDBs for the purpose of this report (as included in Annex 1). The score is mainly based on data collected through EIB's Results Measurement (REM) Framework.

108. As shown below, projects financed by the EIB contribute significantly to each of the three dimensions of sustainability. The good scores on economic sustainability indicate that benefits offset costs. Furthermore, environmental and social effects are always deemed to be acceptable, meaning that projects have positive or neutral residual impacts and minimal or no adverse impacts.

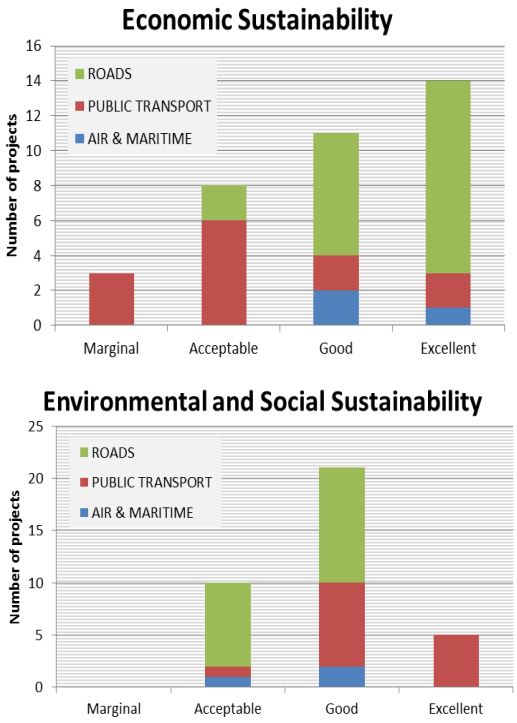

Figure 16: Assessment of EIB's 2013 approved transport projects

[19] EIB Project Carbon Footprint Methodology
http://www.eib.org/about/documents/footprint-methodologies.htm

4.6 Inter-American Development Bank

Context and strategic approach

109. Infrastructure and the services it provides represent an important vehicle for development, bringing about economic growth and competitiveness and important opportunities for social development. The Latin America and the Caribbean region has lagged behind in infrastructure investment with respect to its demand. To address this challenge and close the investment gap, the region will need to invest at least 2% of its GDP, from current $150 billion to $250 billion per year.[20]

110. The IADB has provided lending in infrastructure of $5 billion per year since 2009, and transportation infrastructure lending has played a major role in such investments. In 2013, the IADB transport division approved loans and non-refundable grants for $2.9 billion with emphasis on:

- Support for rural road rehabilitation and maintenance
- Public mass transport improvements in urban areas
- Support for air transport modernization programs
- National strategies and policies to support freight logistics, trade integration, and road safety
- Institutional support and strengthening for urban and non-urban transport projects

2013 achievements in numbers

- Total of **21** loans/grants[21] and **27** technical assistance projects approved
- Totaling about **$2.9** billion of lending
- Projects serve **26** countries

Figure 17: Landslides show road vulnerability to extreme weather events in Nicaragua

2013 Highlights

111. **Supporting urban passenger rail modernization in Argentina.** This project will improve the quality of life for Buenos Aires Metropolitan Area residents by modernizing the Railroad "General Roca", Constitución–La Plata Line. Improving services and the electrification of the 52 km line will bring important benefits to an area with a population over two million people, reducing travel times by 20% and traffic accidents by 15%.

112. **National and regional integration and logistics in Nicaragua.** Several countries in Central America face difficulties in road network maintenance, including lack of financing and institutional capacity for implementing road rehabilitation programs. Furthermore, Central America is one of the most vulnerable regions to climate-related events, which threaten productivity of the road network and hence the development of the region. This project provides the government of Nicaragua with financing for the rehabilitation of more than 150 km of road infrastructure as well as institutional strengthening around road improvement and traffic safety. It also includes measures to address vulnerability of the network to extreme climate events.

[20] IADB Sustainable Infrastructure Strategy for Competitiveness and Inclusive Growth.
[21] Includes all approved projects in 2013 with transport as primary sector. Excludes multi-sector projects with transport components and private sector operations.

Assessment of 2013 lending

113. The IADB Transport Division, through its Regional Environmentally Sustainable Transport Strategic Area, supports projects that address climate change adaptation and mitigation. Such lending is in line with the IADB sustainability strategic approach,[22] the Transport Division Sector Framework Document, and the sector priorities for the 9th General Capital Increase of the resources of the IADB.

114. Furthermore, the IADB Transport Division has applied the STAR framework to rate a subset of 7 projects approved in 2013 with the objective of adapting the methodology to IADB project preparation processes.

115. The STAR application provided important information regarding the sustainability of IADB transport projects. All projects on this randomly-chosen sample, except one, were rated as sustainable, including one project that was rated as marginally sustainable. The Transport Division at IADB is currently applying a modified version of the STAR methodology to all its 2012 and 2013 projects in order to assess the sustainability of its projects and will continue working on a rating methodology suited for its project preparation processes.

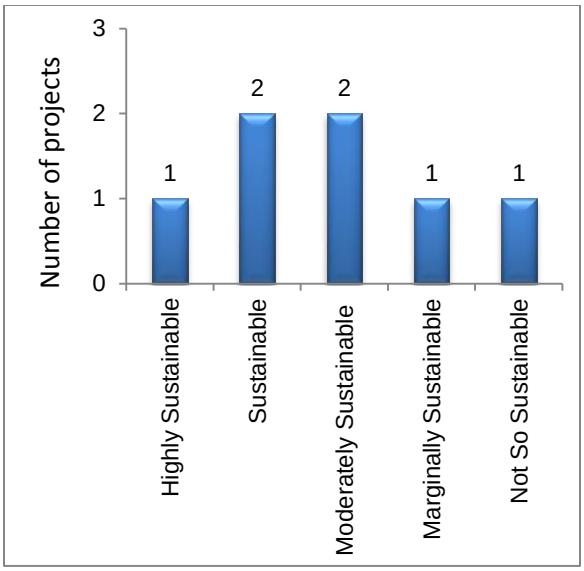

Figure 19: Scores for 7 IADB transport projects approved in 2013

22 This strategic approach is guided by the Sustainable infrastructure Strategy, the Transport Sector Framework, and the GCI-9.

4.8 Islamic Development Bank

Context and strategic approach

116. In 2013, IsDB continued demonstrating its strong commitment to help create an enabling environment in its member countries through supporting infrastructure, which received 73% of its Ordinary Capital Resources financing. The transportation sector received 20% of this funding—the second largest infrastructure allocation.

117. Financing transport networks with the aim of alleviating poverty and accelerating economic development in its member countries remains an important strategic priority of the IsDB. With an increasing focus on sustainability and road safety in its transport sector financing, IsDB's interventions in 2013 included:

- Supporting climate change adaptation and resilience through the reconstruction of harbors in 10 islands in Maldives.
- Increased focus on upgrading and improving level of service of roads in Africa (Gambia, Togo) and Central Asia (Kyrgyzstan) with strong emphasis on road safety.
- A rehabilitation project of a major road corridor in Iraq with emphasis on road safety, with an IsDB contribution of $217 million.
- Supporting the construction of two new airports in Burkina Faso and Jordan.
- Continued strong focus on supporting regional integration through transport projects.

Figure 20: Reconstruction of Harbors in Maldives

2013 achievements in numbers

- Total of **12** operations[23] and **1** technical assistance project approved
- Totaling about **$812** million of investment
- Projects to serve **11** countries
- Projects to support development of **766** km of road, serving **20** cities

Figure 21: Tirane-Elbasan Road Project, Albania

2013 Highlights

118. **Promoting regional integration through road networks.** IsDB continues to support regional integration of its member countries through supporting projects and technical assistance in Sub-Saharan Africa and Europe, namely:

- *Construction of North-West Region Roads in Cote D'Ivoire:* Contributing to regional integration between Cote d'Ivoire, Guinea, and neighboring landlocked countries (Mali, Burkina Faso, and Niger) by providing better access to the port of San Pedro in Cote D'Ivoire. The project consists of upgrading two existing road sections (Boudiali-Odienne, 135 km and Bolona-Tengrela, 40 km) with an IsDB contribution of $ 153 million.
- *Construction of Qukes-Qafe Plloce (Choocus-Chalf Ploch) Section of Tirana-Korca Road Corridor Project in Albania:* This project is expected to

[23] Includes all approved loans and Istisna'a operations serving 8 projects in 2013 with transport as primary sector. Excludes multi-sector projects with transport components, private sector operations and Information and Communication Technology projects.

significantly enhance connectivity within the region by providing the shortest road link between isolated southern villages, and borders of Fyrom and Greece. The project includes the construction of a new 40.5 km long 2-lane roadway between Qukës and Qafë Plloçë.

- *The Kidal-Timiaouine Trans-Saharan 365 km Highway (Algerian Border):* IsDB financed the feasibility study and technical design of this project that will improve access to rural communities and facilitate trade between Mali, Algeria, and Sub Saharan African countries.

119. **Joint learning with member countries**. In 2013, IsDB started a number of partnerships in the areas of sustainable transport and road safety. First was with GIZ focusing on sustainable urban transport with the objective of providing training and capacity building in IsDB member countries. The IsDB-GIZ cooperation started with a workshop on "Sustainable Transport, Bus Improvement and Bus Rapid Transit'' in Amman, Jordan, which was attended by over 30 high-level officials from 14 countries in the Middle East and North Africa (MENA) region. Another partnership with the International Road Federation (IRF) resulted in the organization of road safety training in Riyadh that was attended by transport specialists from 10 IsDB member countries and IsDB staff.

Figure 22: IsDB-GIZ Sustainable Transport Workshop in Amman

Assessment of 2013 lending[24]

120. IsDB applied its interim modified Sustainable Transport Appraisal Rating (modified STAR) framework for the first time to assess the sustainability of projects approved in 2013.[25] Most projects assessed were found to be moderately sustainable. As expected, economic sustainability was found to be consistently high in almost all projects. Social sustainability came after that, followed by environmental. Operational sustainability was usually the lowest scoring aspect in the assessed projects.

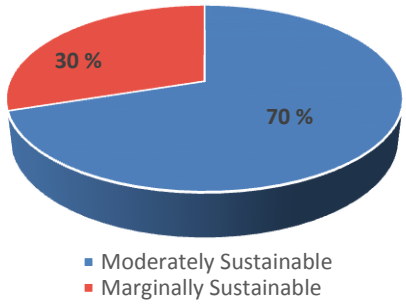

Figure 23: Results of assessment of IsDB's 2013 approved transport projects using IsDB's Modified STAR

[24] Figures based on staff estimates for proof of concept purposes, and do not reflect the official position of IsDB.
[25] Excludes technical assistance.

4.9 World Bank

Context and strategic approach

121. WB supports sustainable and climate sensitive solutions in its mission to reduce extreme poverty and boost shared prosperity. Road fatalities, congestion, air pollution, and GHG emissions represent the major social costs of providing access to jobs, health care, and education. In light of this, WB clients are increasingly seeking socially efficient and cost-effective transport solutions.

122. WB's transport strategy commits to account for social costs related to environmental and safety risks and to engage with clients regarding transport's influence on the environment and its impact on the poor.[26]

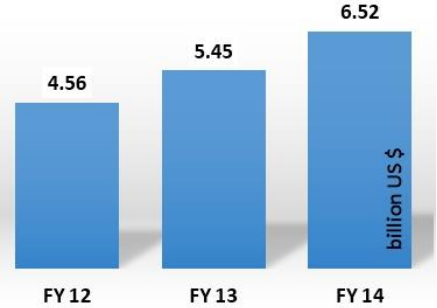

Figure 24: World Bank Transport Lending

Fiscal year 2014 achievements in numbers

- Total of **37** operational commitments totaling **$6.5** billion approved globally in fiscal year 2014 (FY14)[27]—a 19% increase from FY13
- These new transport projects will build or improve more than **8,500** km of roads, **1,500** km of railways and improve mobility in **6** large cities

123. The South Asia region received the largest share of new commitments, with $2.1 billion allocated to six projects. The 13 operational projects approved for the East Asia and Pacific region represented the largest number approved, totaling $1.4 billion in new commitments.

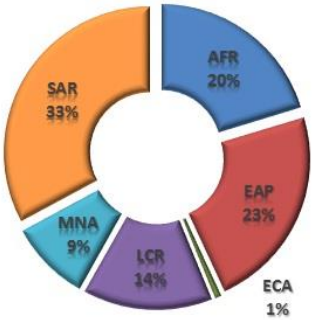

Figure 25: FY 14 Transport Lending by Region

124. Commitments to urban transport projects increased to $1.4 billion in FY14, representing 20% of WB's new lending. Multimodal transport projects represent an emerging trend in FY14, with 27% of transport lending going to railway projects.

Highlights from fiscal year 2014

125. In FY14, WB transport knowledge products offered sectoral guidance and assisted governments in identifying and scaling up best practices in sustainable transport.

126. WB continued to train urban policy-makers from around the world in urban planning. Seven "Leaders in Urban Transport Planning" workshops were offered in FY14, training 250 policy-makers in urban mobility planning, implementation, management, and operations.

127. A new "Urban Transport Data Analysis Tool", with data from 93 cities in 42 countries, was launched. The tool provides a comparative framework for urban transport experts to gauge urban transport performance and identify deficiencies in a city's transport system.[28]

128. All WB transport staff was trained to increase operational capacity on road safety using a new mandatory e-learning training program. This program will be further developed and made available to external stakeholders in the coming year.

129. The 2014 report "Transport for Health" highlighted global growth in road deaths and

[26] See the 2008 transport strategy statement, "Safe, Clean, and Affordable: Transport for Development," and the 2013 policy statement on transport and climate change: Andreas Kopp, Rachel I. Block, and Atsushi Limi, *Turning the Right Corner: Ensuring Development through a Low-Carbon Transport Sector*.

[27] As approved by the Transport Sector Board; data as of January 2015. Fiscal year 2014 is from 1 July 2013 to 30 June 2014.

[28] See:http://www.worldbank.org/en/topic/transport/publication/urban-transport-data-analysis-tool-ut-dat1

injuries and their substantial impacts on maternal and child health.[29]

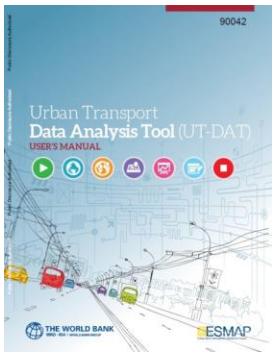

Figure 26: Urban Transport Data Analysis Tool

130. WB developed a GHG accounting methodology and will require its use in all relevant project appraisals starting in FY15. The GHG analysis will be expanded to project analysis to include other aspects of transport sustainability such as local air pollution, congestion, and transport safety risks. In FY14, project staff was trained and a helpdesk was created to support the implementation of this new mandatory requirement.

131. WB operations are increasingly geared towards tackling connectivity in a holistic way. For example, the Quito Metro Line One project in Ecuador will improve mobility in the city while addressing specific needs of women and people with disabilities. By the end of the first year, the project will improve connectivity for 295,000 persons a day, reduce travel time by 15 minutes for public transportation users, reduce CO_2 emissions by 47,000 tons, and decrease operational costs of Quito's vehicle fleet by $60 million.

132. In the PRC, the Yunnan Honghe Prefecture Center Urban Transport project will adopt integrated corridor management solutions to improve the safety, accessibility, and efficiency of trips taken by residents. By 2020, more than 750,000 people (of which 357,000 are women) will benefit from a bus monitoring system and a real-time passenger information system. Moreover, this is WB's first project in the PRC to systematically introduce school transport safety measures.

133. WB targeted infrastructure projects and policies that help to avoid unsustainable "lock-in" of future mobility and support developing countries to leapfrog the experience of developed countries. For example, the Eastern Dedicated Freight Corridor project in India will improve connectivity and domestic market integration for freight consigning industries and help reduce emissions by shifting freight transport from road to rail (an estimated reduction of 55% in GHG emissions by 2042).

134. The South Sudan-EA Regional Transport and Trade Development project will enhance regional connectivity and integration of South Sudan with neighboring Eastern Africa countries, and improve access to seaports. Moreover, the project will support the construction of a fiber optic cable alongside the road to bring enhanced internet connectivity into South Sudan for the first time.

135. Building safer roads and developing institutional capacity in client countries continued to be a key development objective of the WB. Road safety commitments doubled in FY14, reaching $411 million, with about 70% of projects using the safe systems approach. These efforts were translated into a new generation of interventions that are multi-sectoral in nature, addressing the problem from the safe systems approach. For example, the Second Gujarat State Highway project in India will enhance quality and safety of road services and deepen efforts to improve sector policy and institutional development. The project focuses on the core network of state highways passing through 16 districts, covering a population of 38 million (49% of whom are women). The project provides $22 million to strengthen road safety management systems and improve local capacity to undertake multi-sectoral road safety interventions in the state.

[29] See http://www.worldbank.org/en/news/press-release/2014/03/31/safer-cleaner-transport-global-health.

5 Conclusion and next steps

136. This report provided a short summary of the work of our MDBs in 2013—the second year of the Rio+20 Commitment.

137. In 2013, our eight MDBs approved approximately $25 billion for transport projects. Combined with the $20 billion approved in the first year of our Commitment (2012), we are on target to meeting the $175 billion of support for more sustainable transport in developing countries over the ten-year commitment period.

138. This $25 billion in funding represented more than 200 approvals, including:

- 115 for roads
- 39 for urban transport
- 24 for rail
- 13 for airports
- 5 for inland waterway and maritime projects

139. In addition, more than 90 technical assistance projects were approved, supporting capacity building efforts, policy advice, and transport research.

140. Based on a common reporting framework which was agreed to in the first year of our Commitment, our institutions have made progress in assessing the sustainability of our transport lending, in economic, social and environmental terms.

141. For 2013, four of our eight MDBs were able to report on the sustainability of their entire transport lending, up from two in the year before. Other MDBs were able to conduct sustainability assessments for a sample of their transport projects, in preparation for wider application in subsequent years.

Tentative plans for 2015

142. In 2015, we plan to further apply the common monitoring and reporting framework, and conduct more comprehensive sustainability analysis of our collective transport operations. While plans are still being developed, 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)
- Detailed work on indicators on specific aspects of sustainable transport, for example road safety and climate change
- Conduct joint training workshops on monitoring and reporting

143. By the end of 2015, our MDBs hope to be in a position to monitor and report on the sustainability of all our new projects under the joint framework.

144. 2015 marks several important milestones in international processes, which are directly relevant to sustainable transport. These include completion of the Post-2015 Development Agenda, 21st Conference of the Parties to the United Nations Framework Convention on Climate Change, and the Second Global Ministerial Conference on Road Safety to mark the mid-year of the United Nations Decade of Action on Road Safety. Our MDBs, in close coordination with our client countries, will work further in support of these processes.

Mid-term plans

145. We plan to continue with our efforts during the entire course of the 10 year commitment period. By around 2017, we hope to undertake a mid-term review of our Rio+20 Commitment, which may include an assessment of the sustainability of completed (in addition to approved) projects.

146. In addition, further work may take place to advance our efforts on specific key issues central to sustainable transport, including but not limited to resilience (climate adaptation), carbon foot-printing, road safety, and urban transport.

Annex 1: Common approach for assessing sustainability of transport sector operations (approved in 2012)

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

Annex 2: Lists of investment projects approved in 2013 by each MDB

African Development Bank

Project Title	Country	AfDB financing ($ million)
Upgrading of Access Roads Project	Burkina	71.51
Makebuko–Ruyigi Road Project Phase I	Burundi	13.77
Lake Tanganyika Transport Corridor	Burundi–Zambia	2.16
Praia Airport Expansion & Modernisation Project	Cape Verde	39.44
N.-Dolisie Road & Libreville-Brazzaville Transport Facilitation	Congo–Gabon	157.07
Batshamba-Tshikapa Road Improvement Project	DRC	82.47
Modjo-Hawassa Highway Project – Phase 1	Ethiopia	131.99
Emergency Assistance–Jomo Kenyatta International Airport	Kenya	41.59
Jomo Kenyatta International Airport Emergency Project	Kenya	1.00
Nairobi Outer Ring Road Improvement Project	Kenya	119.50
Fish Town-Harper Road Project–Phase I	Liberia	64.74
Road Infrastructure Development Project	Madagascar	71.25
Mzuzu-Nkhata Bay Road Rehabilitation Project	Malawi	33.71
Nacala Road Corridor Development Project–IV	Malawi	73.87
New Port of Walvis Bay Container Terminal Project	Namibia	338.80
Trans-Sahara Highway Project	Niger–Chad–Algeria	185.37
Arusha-Holili/Taveta-Voi Road Project	Tanzania–Kenya	238.55
Road Sector Support Project IV	Uganda	112.33

** Exchange rates: December 2013

For more information on the African Development Bank's transportation projects, visit: http://www.afdb.org/en/topics-and-sectors/sectors/transport/

Asian Development Bank

Project Title	Country	ADB financing ($ million)
Transport Network Development Investment Program–Tranche 3	Afghanistan	220.00
North-South Road Corridor Investment Program–Tranche 3	Armenia	100.00
Railway Sector Investment Program–Tranche 3	Bangladesh	100.00
Inner Mongolia Road Development Project	China, People's Republic of	200.00
Hubei-Yichang Sustainable Urban Transport Project	China, People's Republic of	150.00
Sustainable Urban Transport Investment Program Tranche 3	Georgia	73.00
Jaipur Metro Rail Line 1-Phase B Project	India	167.20
North Eastern States Roads Investment Program (Project 2)	India	125.20
Rural Connectivity Investment Program–Tranche 2	India	275.00
Uttarakhand State-Road Investment Program–Tranche 3	India	150.00
Inclusive Growth through Improved Connectivity, Suprogram 2	Indonesia	400.00
Central Asia Regional Economic Cooperation Corridor 3 (Bishkek-Osh Road) Improvement Project, Phase 4	Kyrgyz Republic	100.00
South Asia Subregional Economic Cooperation Road Connectivity Project	Nepal	75.00
Civil Aviation Development Investment Program–Tranche 2	Papua New Guinea	130.00
Highlands Region Road Improvement Investment Program–Project 2	Papua New Guinea	109.00
Railway Energy Efficiency and Safety Enhancement Investment Program–Tranche IV	PRC	180.00
Yunnan Sustainable Road Maintenance Project	PRC	80.00
Southern Road Connectivity Project	Sri Lanka	75.00
Central Asia Regional Economic Cooperation Corridors 3 and 5 Enhancement Project	Tajikistan	70.00
Road Network Upgrading Sector Project	Timor-Leste	50.00
Central Mekong Delta Region Connectivity Project	Viet Nam	410.00

Note: The list above includes all approved projects in 2013 with transport as the primary sector. It excludes multisector projects with transport components, private sector operations and information and communication technology projects. Financing amounts exclude co-financing.

For more information on the Asian Development Bank's transportation projects, visit:
http://www.adb.org/sectors/transport/main

CAF – Development Bank of Latin America

Project Title	Country	CAF financing ($ million)
Road Development Regional Program III	Argentina	90.00
Road Project Padilla–El Salto	Bolivia	76.70
Construction of the double Track Montero: Bridge Yapacaní–Ichilo	Bolivia	73.50
Road Project Porvenir-Puerto Rico	Bolivia	76.90
Amazon Road Program	Brasil	127.50
Minas Roads Program	Brasil	300.00
Road Integration Program of North Planalto of Sta. Catarina	Brasil	55.00
Urban Requalification Program, Environmental and Social Development of the Municipality of Alagoinhas	Brasil	11.50
Integrated Program of Investment for the Revitalization and Expansion of Urban Infrastructure of Canoas	Brasil	50.00
Puerto Bahía's Port Authority	Colombia	35.00
First Metro Line Project in Quito	Ecuador	100.00
Road Program of the Los Chillos Valley II	Ecuador	26.00
Metro of Panamá III	Panama	100.00
Corridors Improvement of Integration and Road Reconstruction Program	Paraguay	222.10
Public Investment in Road Infrastructure Program II	Uruguay	75.00
Dredging project in Punta Sayago	Uruguay	35.00

For more information on the CAF-Development Bank of Latin America's transport projects, visit: http://www.caf.com/en/topics/c/cities/infrastructure-and-mobility and: http://www.caf.com/en/topics/r/road-infrastructure

European Bank for Reconstruction and Development

Project Title	Country	EBRD financing ($ million)
Local And Regional Road Rehabilitation	Albania	31.00
Fier and Vlore bypass roads	Albania	22.30
Roads Reconstruction and Upgrading Project	Azerbaijan	108.00
Belarus Rolling Stock Project	Belarus	24.80
Corridor Vc–Construction of several sections of motorway	Bosnia And Herzegovina	31.00
Banja Luka to Doboj Road–Motorway	Bosnia And Herzegovina	93.00
Varna Integrated Urban Transport Project	Bulgaria	9.80
HZ Infrastructure Modernisation	Croatia	49.60
M-NAV Air Navigation System Modernisation	FYR Macedonia	13.80
Georgia Logistics Terminal	Georgia	1.20
Budapest Automated Fare Collection	Hungary	67.60
KTZ Energy Efficiency–Introduction technologies in railways	Kazakhstan	35.40
Shymkent-Tashkent Road Reconstruction and upgrading	Kazakhstan	49.10
Almaty Bus Sector Reform Phase 2–Acquisition of CNG buses	Kazakhstan	35.40
Olzha loan–Acquisition of freight railcars	Kazakhstan	22.30
Kyzylorda CNG Bus Fleet Aquisition	Kazakhstan	16.90
Moldova Roads Rehabilitation IV	Moldova	78.10
Local Roads Reconstruction and Upgrade Project	Montenegro	6.20
PKP Cargo–Equity participation in IPO of rail freight operator	Poland	46.10
JSC "Freight One"–Acquisition of railcars	Russian Federation	72.30
Alpha Rail–Acquisition of railcars	Russian Federation	135.00
Belgrade Public Transport and Traffic Infrastructure	Serbia	37.20
Belgrade Bus Renewal Programme	Serbia	80.60
Road Rehabilitation and Safety Project	Serbia	124.00
R1 Motorway	Slovak Republic	248.00
Khujand International Airport Rehabilitation	Tajikistan	2.70
Izmir Ferries Project	Turkey	40.90
Asya Port–Construction of Container terminal	Turkey	82.80
Project Jasmine–Expansion of Mersin International Port	Turkey	71.60
Akel Logistics–Capacity investments and warehousing	Turkey	5.50
Interleaseinvest–Acquisition of railcars	Ukraine	33.80
Lviv Road Rehabilitation–Construction of tram line	Ukraine	7.40

For more information on the European Bank for Reconstruction and Development's transport projects, visit: http://www.ebrd.com/transport.html

European Investment Bank

Project	Country	EIB financing ($ million equivalent)
Armenia North–South Road Corridor	Armenia	75.00
Road F-21 Uyuni–Tupiza	Bolivia	63.00
Banja Luka-Doboj Motorway	Bosnia and Herzegovina	338.00
Sao Paulo Rolling Stock	Brazil	250.00
Maritsa Motorway	Bulgaria	43.00
Plovdiv–Burgas Rail	Bulgaria	52.00
Sofia Metro Phase III	Bulgaria	25.00
Sofia Municipal Roads Rehabilitation	Bulgaria	63.00
Struma Motorway	Bulgaria	91.00
Airport Expansion Zagreb	Croatia	150.00
Budapest-Esztergom Railway Reconstr I	Hungary	38.00
Railway Infrastructure Rehabilitation	Hungary	313.00
Lithuanian Railways Rolling Stock	Lithuania	63.00
Moldova Roads III	Moldova, Republic of	188.00
Programme de Modernisation Routiere	Morocco	188.00
Rehabilitation of Maputo Airport	Mozambique	25.00
Lekki Port	Nigeria	175.00
Augustow Bypass	Poland	110.00
Bialystok Municipal Roads	Poland	34.00
Dabrowa Gornicza Municipal Roads	Poland	35.00
Gdansk Metropolitan Rail	Poland	45.00
Gdansk Road Infrastructure	Poland	126.00
Pkp Intercity Rolling Stock	Poland	231.00
Plk E20 Siedlce–Biala Podlaska	Poland	50.00
Plk E-30 Phase 2 Katowice–Krakow	Poland	335.00
Plk Warsaw Radom	Poland	294.00
Poznan Kaponiera Roundabout	Poland	44.00
Radom Municipal Roads	Poland	73.00
Rail Freight Rolling Stock	Poland	188.00
S3 Expressway	Poland	568.00
S5 Expressway (Bydgoszcz-Wroclaw)	Poland	709.00
S7 Expressway (Gdansk-Warsaw-Krakow)	Poland	985.00
S8 Expressway (Warsaw-Bialystok)	Poland	255.00
Swietokrzyskie Bridge	Poland	22.00
Szczecin Tramway Infrast	Poland	25.00
Warminsko-Mazurskie Roads	Poland	25.00
Road Rehabilitation and Safety	Serbia	125.00
Beskyd Railway Tunnel	Ukraine	69.00

For more information on the European Investment Bank's transport projects, visit:
http://www.eib.org/projects/priorities/transport/

Inter-American Development Bank

Project title	Country	IADB financing ($ million)
Norte Grande Road Infrastructure Program III	Argentina	300.00
Railroad Gral Roca Improvement Program–Constitución–La Plata Line	Argentina	300.00
Airport Infrastructure Program. Phase I	Bolivia	73.50
La Paz–El Alto Highway Rehabilitation	Bolivia	35.00
Road Program for Logistic and Integration–Ceara IV	Brazil	400.00
Sao Paulo State Road Investment Program	Brazil	480.14
Fiscal Consolidation of the State of Alagoas Program PRONCOFIS-AL	Brazil	250.00
Bogota's Integrated Public Transit System Transformation Program	Colombia	40.00
Support to the Implementation of the National Logistics Policy	Colombia	15.00
Support National Road Safety Policy	Colombia	10.00
Program to Support Public Private Partnerships in Infrastructure	Colombia	25.00
Infrastructure Transport Program (PIT)	Costa Rica	450.00
Quito Metropolitan Urban Transport System	Ecuador	100.00
Provincial Road Support Program: PROVIAL	Ecuador	60.00
Mesoamerican Pacific Corridor Improvement Program	El Salvador	115.00
Support for Haiti's Transportation Sector III	Haiti	50.00
Public Transportation Program for the Central District	Honduras	8.00
Improving PPP Atlantic Corridor. Supplementary Financing II	Honduras	17.20
Support Program for the Transportation Sector III	Nicaragua	91.50
Integration Corridors, Road Rehabilitation and Maintenance Phase II	Paraguay	122.00
Montevideo Urban Transportation Program II	Uruguay	18.25

For more information on the Inter-American Development Bank's transport projects, visit:
http://www.iadb.org/en/topics/transportation/transportation,1236.html

Islamic Development Bank

Project Title	Country	IsDB financing ($ million)
Construction of Qukes-Qafe Plloce (Choocus-Chalf Ploch) Section of Tirana-Korca Road CorridorProject	Albania	125.00
Construction of Ouagadougou-Donsin International Airport	Burkina Faso	100.00
Construction of North-West Region Roads	Cote D'ivore	153.66
Construction of Sukuta-Jambanjelly Road Project	Gambia	20.00
Improvement of Expressway No. 1 Main Trade Corridor with Neighbouring Countries (Phase I)	Iraq	217.00
Upgrading of Millosheve-Mitrovica M2 Main Road (26.7KM)	Kosova	20.00
Reconstruction of Osh-Batken-Isfana Road	Kyrgyz	21.32
Reconstruction of Harbours for Tsunami Victims (Phase II)	Maldives	20.00
F.S. Kidal–Timeaoune (Alg. Border)	Mali	2.05
Reconstruction of Adagali-Atakpame Road	Togo	13.00
Upgrading of Tirinya-Pallisa-Kumi and Pallisa-Kamonkoli Road	Uganda	120.00

For more information on the Islamic Development Bank's transport projects, visit: http://thatswhy.isdb.org/irj/go/km/docs/documents/IDBDevelopments/Internet/thatswhy/en/our-work-and-vision/infrastructure-transcript.html

World Bank

Project Title	Country/Region	WB (IBRD/IDA) financing ($ million)
South Sudan-EA Regional Transp.Trade Dev	Africa	80.00
Enhancing Public Manag for Service Deliv	Brazil	500.00
CM–Multimodal Transport Project	Cameroon	71.00
Central Asia Road Links–Kyrgyz Republic	Central Asia	45.00
CN Yunnan Honghe Prefecture Urban Tran	China, People's Republic of	150.00
CN-HaJia Railway	China, People's Republic of	300.00
Qinghai Xining Urban Transport Project	China, People's Republic of	120.00
Guiyang Rural Roads Project	China, People's Republic of	150.00
Jiaozuo Green Transport & Safety Improve	China, People's Republic of	100.00
Heilongjiang Public Transport	China, People's Republic of	200.00
EC Quito Metro Line One	Ecuador	205.00
Ethiopia–Road Sector Support Project	Ethiopia	320.00
HT–Ctr & Artibonite Reg Dev.	Haiti	50.00
Second Gujarat State Highway Project	India	175.00
Natl Highways Inter-Conn	India	500.00
IN: Rajasthan Road Sector Modernization	India	160.00
IN: Eastern Ded Freight Corridor II	India	1,100.00
Mizoram State Roads II–Reg Connectivity	India	107.00
IQ-Transport Corridors Project	Iraq	355.00
KE-Transport Sect Suppt Proj–Add'l Fin	Kenya	203.50
Liberia-Urban Rural Infrastr. Rehab. AF	Liberia	19.60
MA-Second Rural Roads Project–AF2	Morocco	96.55
MZ-Rds and Bridges Mgmt Maint. Ph-2–AF2	Mozambique	39.40
SNRTP	Nepal	100.00
NI Rural Roads Infrastructure Imp. AF	Nicaragua	57.00
Pacific Aviation Safety Office Reform	Pacific Islands	2.15
RMRP II Additional Financing	Papua New Guinea	126.50
PE Cusco Transport Improvement	Peru	120.00
RW: Feeder Roads Development	Rwanda	45.00
Samoa Aviation Investment Project	Samoa	25.00
Enhanced Road Access Project	Samoa	20.00
TZ-Intermodal & Rail Development Project	Tanzania	300.00
TP: Road Climate Resilience Proj–AF	Timor-Leste	40.00
Tuvalu Aviation Investment Project–AF	Tuvalu	6.06
UG North Eastern Road-corridor Ass Mgmt	Uganda	243.80
Vietnam Road Asset Management Project	Vietnam	250.00
RY–Corridor Highway Project	Yemen, Republic of	133.54

For more information on the World Bank's transport projects, visit: http://www.worldbank.org/en/topic/transport