

Progress Report (2016-2018)

of the
MDB Working Group on Sustainable Transport



September 2019



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Note: This is a joint document authored by members of the Multilateral Development Bank (MDB) Working Group on Sustainable Transport (WGST), who include staff at the African Development Bank (AfDB), Asian Development Bank (AsDB), CAF – Development Bank of Latin America (CAF), European Bank for Reconstruction and Development (EBRD), European Investment Bank (EIB), Inter-American Development Bank (IADB), Islamic Development Bank (IsDB) and the World Bank (WB) with support from the Partnership on Sustainable, Low Carbon Transport (SLoCaT).

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In this publication, "US \$" refers to US dollars, unless otherwise stated.

1 INTRODUCTION

1. The Multilateral Development Banks (MDBs)¹ have a **target to provide more than US \$175 billion of loans and grants for transport in developing countries between 2012-2022**. This target is included in the MDBs' Joint Statement of 2012 that was made as the Commitment to Sustainable Transport² during the United Nations Conference on Sustainable Development, also known as Rio 2012 or Rio+20.
2. This report looks at the **progress and achievements** of the MDBs between 2016 and 2018. The information is presented in a visual approach summarizing the information in charts and graphics.
3. The special feature of this progress report highlights activities of the MDBs on **road safety**, a major element of sustainable transport. Major processes on road safety and contributions by the MDBs are summarized in the third chapter.
4. MDB contributions to sustainable transport also support the **2030 Agenda for Sustainable Development** and the Sustainable Development Goals (SDGs), the **Paris Agreement** of the United Nations Framework Convention on Climate Change, and the **New Urban Agenda** resulting from the Habitat III Conference. Important are also the commitments made at the Second Global Ministerial Conference on Road Safety, which marked in 2015 the midpoint of the United Nations Decade of Action for Road Safety, and the outcomes of the 14th United Nations Conference on Trade and Development (UNCTAD) in 2016.
5. The MDBs have made contributions to sustainable transport which are ahead of the yearly average goal (of US \$17.5 billion), and thus they are on track to achieve, if not surpass, the 10-year US \$175 billion target by 2022. This funding aims to advance sustainable transport, defined as transport that is **accessible, affordable, efficient, financially sustainable, environmentally friendly, and safe**.
6. Collectively, the MDBs – referred to as the MDB Working Group on Sustainable Transport (MDB WGST) – provided more than **US \$20 billion in 2016, US \$22 billion in 2017, and nearly US \$19 billion in 2018** of new funding for more sustainable transport projects, as described in the Joint Statement.

"Our MDBs have a long history of supporting transport. Given the significance of sustainable transport – both for our developing member countries and globally – we will continue to play a leading role in providing financial support for transport in future.

Over the coming decade we expect to provide more than \$175 billion of loans and grants for transport in developing countries. These investments will help to develop more sustainable transport systems."

Joint Statement to the Rio+20 United Nations Conference on Sustainable Development by members of the WGST³

¹ The MDBs which are part of the agreement are: the African Development Bank (AfDB), Asian Development Bank (AsDB), 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 (WB).

² Commitment to Sustainable Transport, 2012, <https://bit.ly/2MdSsdX>

³ Ibid.

2 MDB ACTION ON SUSTAINABLE TRANSPORT: 2016 to 2018

7. **The MDBs are on track to achieve or surpass the Rio+20 Commitment.** The MDBs have approved since the launch of the commitment a total of US \$149 billion from 2012-2018. Since the MDB WGST progress report 2015-2016 on transport projects in 2015, the MDBs have enabled additional US \$60.8 billion.
8. This means that the MDBs have provided nearly **85% of their Rio+20 Commitment target of US \$175 billion** with three years left in the commitment. The MDBs are on track of meet or surpass their overall target of US \$175 billion over 10 years (2012-2022) (Figure 1).
9. The MDBs approved for sustainable transport projects more than US \$20.2 billion in 2016, US \$21.9 billion in 2017 and US \$18.7 billion in 2018 (Figure 2).
10. The MDBs financed sustainable **transport projects in around 88 countries in 2016** and over **72 countries each in 2017 and 2018** (Figure 2), supporting national and regional economic development and strengthening social and environmental aspects of mobility.
11. In 2016, a total of 235 projects were initiated by the MDBs. This shows a significant increase from 2015 when 185 projects were supported. The number decreased to 170 projects in 2017 and 160 projects in 2018 but the total investment volume for 2017 by the MDBs was slightly higher than the previous year, and investments for 2018 were above the average commitment (Figure 3).
12. The MDBs are contributing toward the overall target with a steady investment volume and similar number of projects.

Progress in Numbers

Overall target: **US \$175 billion** in total by 2022

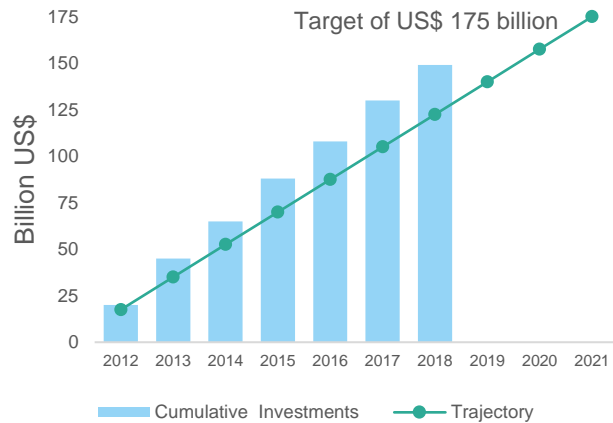


Figure 1: Progress towards Rio+20 Commitment

Value of loans and grants by year (US\$ billion):



Implemented projects (dark: # projects; light: # countries):

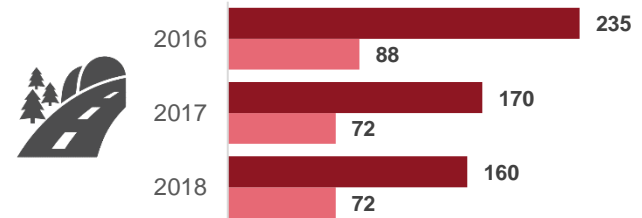


Figure 2: Overview of progress on investments and projects

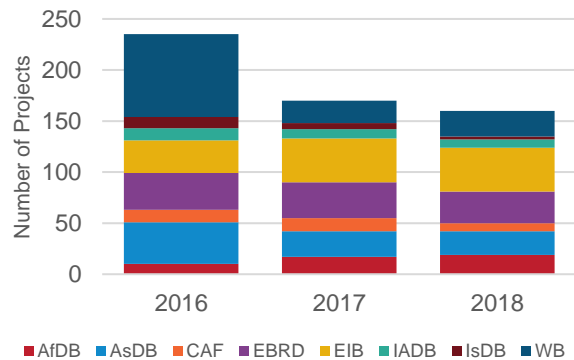


Figure 3: Number of transport projects in 2016-2018

Types of Projects

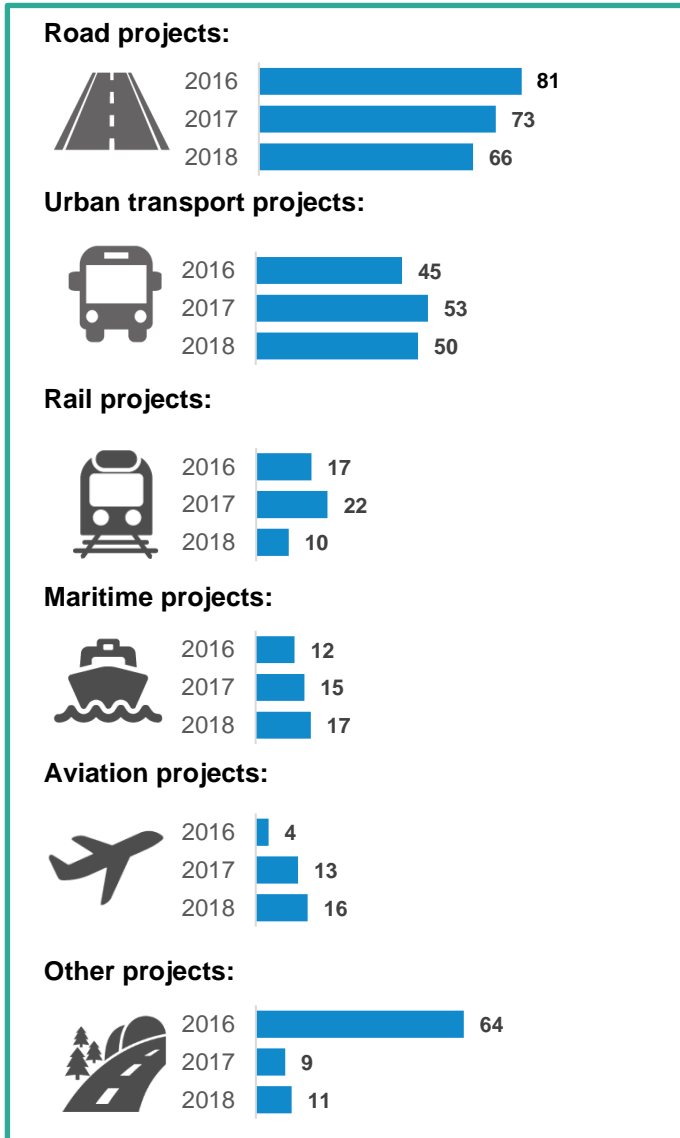


Figure 4: Overview of transport projects

13. Road transport projects represented 35% of transport projects in 2016, 43% in 2017 and 41% in 2018 (Figure 4). These road projects enable trade and economic development and provide people with access to opportunities and services. These projects cover regional, national, provincial road networks in both urban and rural areas.

14. Urban transport projects, accounting for 19% of projects in 2016, 31% in 2017 and 31% in 2018, include metro rail, tramways, high speed rail, bus renewal and BRT projects, and a small number of walking and cycling projects. The increase of urban transport projects between 2016 and 2018 shows the importance of urban mobility to foster a better living quality of city dwellers (Figure 4).

15. Approved railway projects, reflected in 7% of all transport projects in 2016, 13% of projects in 2017 and 6% in 2018 (Figure 4), are intended to improve national and regional railway capacity and upgrade railway performance to meet the growing needs of freight and passenger transport. The number of railway projects decreased 50% between 2017 and 2018.

16. Port and airport projects accounted for 5% and 2% of transport projects in 2016, 8% and 8% of transport projects in 2017 and 10% and 10% in 2018 respectively (Figure 4). The projects involve the expansion of capacity to serve growing needs of trade and tourism.

17. 27% of projects in 2016 fell into the category of “other projects,” covers trade and logistics, infrastructure resilience and emergency response-related project support. This category accounted for only 5% of projects in 2017 and 7% of projects in 2018 (Figure 4).

18. In summary, the main focus of transport approvals moved from general road transport projects and railway projects in 2016 to urban transport in 2017 and 2018 (Figure 5). With the majority of global population shifting to cities, MDBs are increasingly funding sustainable mobility in urban areas.

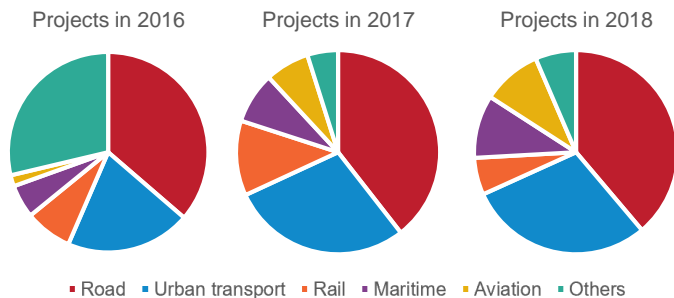


Figure 5: Overview of supported transport projects by type in 2016, 2017 and 2018

Benefits of Sustainable Transport Projects by the MDBs

19. 2017 and 2018 MDB transport projects were assessed on their contribution to the following four benefits of transport investments:

- (1) Reducing greenhouse gas emissions;
- (2) Improving access and mobility for the poor;
- (3) Increasing road safety; and
- (4) Improving access and mobility for women/girls.

20. The following charts summarize how many projects enable any of these four benefits (multiple benefits are possible per project):

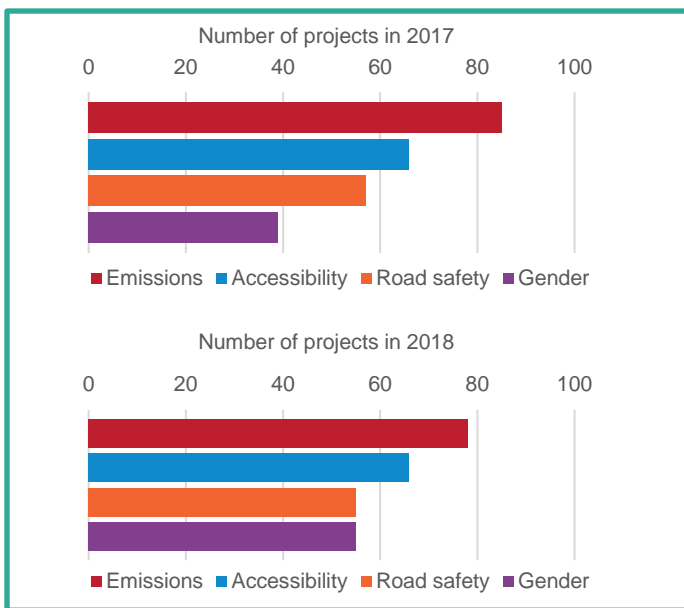


Figure 6: Benefits of transport projects in 2017 and 2018

21. **Reducing greenhouse gas emissions.** MDBs are taking steps to reduce GHG emissions, air pollution, and noise pollution from transport and to promote energy-efficiency in transport. According to the MDB WGST, most of the supported transport projects contribute to the reduction of emissions by the transport sector. In 2017, 86 projects were identified with benefits for low carbon transport. In FY17, 100% of relevant transport projects of WB were subject to an analysis of the net impact on GHG emissions. Emissions reductions can be achieved by avoiding unnecessary trips, shifting to more efficient modes, and improving the environmental

performance of passenger and freight transport. AsADB supports mass rapid transit development in Bangkok which will avoid 50,000 tons CO₂-eq. emissions per year by 2025⁴.

22. **Improving access for the poor.** Transport infrastructure and services facilitate mobility to enable participation in economic and educational opportunities, access to essential goods and services. MDBs' lending for sustainable transport is helping to improve access for vulnerable groups. The improvement of accessibility and mobility for the poor was referred to in roughly two thirds of all projects. For example, IADB's Road Integration Program II in Nicaragua connects areas of production and consumption and improves access of the rural poor to social services. The road project supported by IsDB between Atyrau (Kazakhstan) and Astrakhan (Russia) will enhance economic activities.

23. **Increasing road safety.** All MDBs ensure that road safety is increased through their projects through support for road safety awareness events and training in developing countries, with a view to improving understanding of road safety issues and identifying potential solutions. Nearly every road project by CAF, EBRD and WB demonstrates linkages to road safety. More detail on this topic is given in the next section.

24. **Improving access for women/girls.** MDB transport projects are giving increasing attention to the needs of women. CAF established gender equality as one of the axes of its transport policy. The AfDB's Inclusive Infrastructure Initiative strives to address gaps in gender equality that impact transport sector policies, as well as the design, planning, and provision of infrastructure and services. EBRD's gender awareness and training programme pioneered by Egyptian National Railways improves women's access to public transport and employment opportunities by tackling harassment and creating a safer travel environment on the railways. IADB launched in 2017 the Transport Gender Lab⁵ to incorporate and strengthen the gender perspective in transportation, with Buenos Aires, Santiago, Bogotá, Quito, and Mexico City as member cities.

⁴ AsADB, 2018, Thailand: Bangkok Mass Rapid Transit Project (Pink and Yellow Lines), <https://bit.ly/2Mfjh0V>

⁵ IADB, Transport Gender Lab, <https://bit.ly/2yVfaP1>

Outputs of Approved Projects

25. Major outputs of the approved projects by the MDBs are highlighted in Figure 7. Over 500 MDB transport projects helped to shape mobility globally during the years 2016 to 2018.
26. The MDBs supported to build or upgrade 28,000 km of roads in 2016, 37,000 km in 2017 and 15,000 km in 2018. Between 2017 and 2018 there was a 50% decrease in road projects. For example, IADB supports the Cantonal Road Network II programme in Costa Rica to facilitate better integration of production and consumption areas. While increasing access, roads can have adverse impacts (e.g. increase in private motorization, transport emissions and road crashes). This topic is further discussed in the context of road safety in the next section.
27. The large number of public transport projects in 2016 supported the improvement of mobility in around 80 cities, while in 2017 and 2018 around 45 cities benefited from MDB public transport investments. Among these, EIB supported construction of Pune's two planned metro lines, which are expected to reduce travel time by 75%.⁶ The São Paulo Metro Line 17, a monorail with 14 stations, is being constructed with loans by CAF and EIB, IADB and the WB approved loans for the construction of the first metro line in Bogota.
28. Between 2016 and 2018 over 3,500 km railways have been built or upgraded. However, more rail projects focused on modernizing the rail stock through new purchases or rehabilitating rolling stock. In 2018, EBRD supported the acquisition of 6,500 open freight wagons in Ukraine.
29. The support for ports increased with projects in 2018 being approved in Cabo Verde (AfDB), Estonia and Montenegro supporting private sector participation (EBRD), Lebanon (IsDB) and others. WB supports Micronesia in the improving resilience of maritime infrastructure⁷. Among airport projects, AfDB supported the modernization and extension of the Rabat-Salé

Airport in 2018 to facilitate up to an estimated four million passengers expected by 2040 and EBRD supported the Belgrade Airport concession and became a shareholder in Queen Alia International Airport in Jordan.⁸

Highlights in Numbers

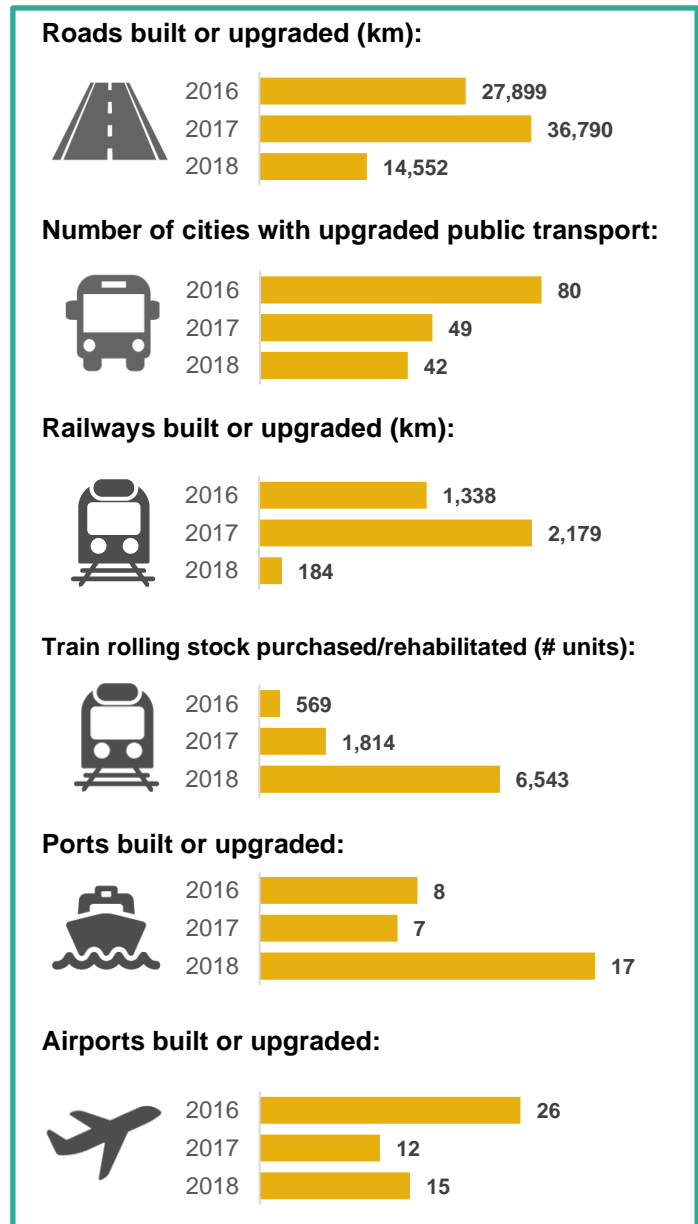


Figure 7: Outputs of MDB transport investments

30. A list of all approved transport projects by the MDBs can be found in the annex.

⁶ RailwayPro, 2018, EIB may provide EUR 600 million for Pune metro, available at: <https://bit.ly/2YZ0won>

⁷ WB, 2019, Federated States of Micronesia Maritime Investment Project available at: <https://bit.ly/31wlyZ6>

⁸ AfDB, 2018, Morocco - Rabat-Salé Airport Expansion Project – ESMP Summary, available at: <https://bit.ly/2Kx0hsM>

3 SPECIAL FEATURE: MDB ENGAGEMENT IN ROAD SAFETY IMPROVEMENTS

31. **Road traffic deaths are on an upward trend.** Between 2013 and 2016, the number of road traffic deaths increased in 104 countries, especially in low-income countries.⁹ In 2016, there were more than 1.35 million road traffic deaths, and more than 50 million people were seriously injured, with many victims suffering a permanent disability. Road traffic injury is now the leading cause of death for children and young people between five and 29 years (Figure 8).

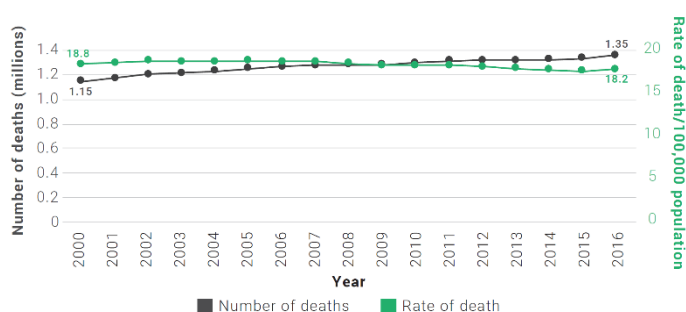


Figure 8: Number and rate of road traffic deaths per 100,000 (Source: WHO, see footnote 5)

32. Even more worrisome is the fact that 90% of fatal and non-fatal road traffic injuries occur in developing countries. More than half of the victims are vulnerable users (i.e. pedestrians, cyclists and motorcyclists). The magnitude of this problem is staggering; deaths from road traffic injuries in one year are equivalent to 20 years of deaths caused by natural disasters (in the period 1994–2013).

33. **More must be done to address the tragedy of road traffic injuries today.** Despite the severity of this situation, evidence shows that commitment, political will, resources and strong cooperation can make a difference in reversing this trend. For example, in Spain, the number of deaths due to road traffic injuries was significantly reduced with strong cooperation among government, civil society and the private sector. To achieve this, Spain promoted strong legislative reforms, a rigid control and sanction scheme and

better infrastructure, accompanied by effective communication campaigns.

34. The solutions to road traffic injuries include safer road design, safer vehicles and safer users' behavior; governance and legislation and post-crash care. There is a need to improve road safety data at the first point of exposure (through effective crash investigation), to coordinate among relevant stakeholders for data collection, and to build national vehicle crash databases.

35. A strong national regulatory framework is essential to managing the road safety system. Over one billion people around the world live in countries that do not adhere to any of the UN Road Safety Conventions. Safe road infrastructure is paramount to the safe system approach. How roads are designed, built and maintained – as well as the planning of the road network in an increasingly urbanized world – have strong implications for road safety outcomes. Road user education and effective enforcement to increase safety should also be emphasised.

36. **Several global actions have been taken** in an attempt to address these challenges, the WHO **Decade of Action for Road Safety 2011–2020** has a target to stabilize and reduce the number of road traffic fatalities.¹⁰



37. The UN's **2030 Agenda for Sustainable Development** has underscored the importance of addressing road safety. As part of Sustainable Development Goal (SDG) 3 ("ensure healthy lives and promote well-being for all at all ages"), a global target has been established to "by 2020 halve global deaths and injuries from road traffic accidents" (Target 3.6). In Development Goal 11 ("Make cities inclusive, safe, resilient and sustainable"), a global target has been established to: "by 2030, provide access to safe, affordable, accessible and sustainable transport

⁹ WHO, 2018, Global Status Report on Road Safety 2018, <https://bit.ly/309FPmY>

¹⁰ WHO, n.d., Global Plan for the Decade of Action for Road Safety 2011–2020, <https://bit.ly/2yRKBK6>

systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons". In order to achieve these targets, a major effort will be needed to address road safety in middle-income and developing countries through targeted action and expansion of the financing provided for road safety programs.

38. To contribute to these global commitments, the MDBs have come together with a common agenda to reduce traffic injuries and fatalities.

The MDBs recognize that road safety is a major challenge, and conflicts between road transport investments and road safety activities are acknowledged by MDBs, who are aware that certain projects intending to reduce travel costs and time result in an increase of vehicle speeds and ultimately adverse impacts on accidents and emissions. To avoid these conflicts, every MDB includes road safety audits in its transport projects. Such considerations are often completed in the early design stage, throughout the planning and during construction.

39. The MDBs aim to foster synergies to jointly leverage road safety programs on national and regional levels to help accelerate knowledge transfer, strengthen institutional capacity and scale up road safety investment.¹¹ The MDBs see the WHO Global Status Report on Road Safety as an important source for information on road safety. Since the launch of the MDB Road Safety Initiative¹², member MDBs have worked together in the following areas:

- **Strengthening road safety management capacity:** MDBs continue to share information on training and capacity building efforts being undertaken by each MDB or among these organizations;

- **Implementing safety approaches in the planning, design, construction, operation and maintenance of road infrastructure projects:** Recently the MDB Road Safety Guidelines were launched as a first step toward more coordinated approaches, and road safety activity has taken place in the field via joint operations between MDBs;
- **Improving results-based safety performance measures** and developing indicators to track progress on road safety by MDBs;
- **Mobilizing more and new resources for road safety:** A proposal for MDB Global Road Safety Incentive Fund has been developed and was discussed with donors but with limited success. Challenges remain in taking the issue of resource mobilization further; and
- **Creating and/or strengthening regional road safety observatories** across a number of the regions in which MDBs work.

40. The MDBs work on **raising the road safety standards of road projects.** Learning from international best practices and applying safety-related interventions at each stage of the project (i.e. during planning, design and implementation) can ensure that the risk due to crashes can be minimized. For example, AfDB produced three road safety manuals for Africa covering the topics of road safety audits, road inspection and blackspot identification and treatment.¹³ The EIB financed research and development programmes aiming to accelerate the development and adoption of low-cost active safety systems.¹⁴

41. **MDBs support road safety through various non-lending activities.** In 2018 CAF approved a technical assistance project for the development of a road safety audit training in Brazil and supported the Bolivian government in the development of a road safety bill. A Massive Open Online Course by IADB provides content on how to translate road safety from theory to action.¹⁵

¹¹ MDB Working Group on Road Safety, n.d., MDB Road Safety Initiative: A Development Priority, <https://bit.ly/2ktHZyy>

¹² MDB Working Group on Road Safety, n.d., MDB Road Safety Initiative: A Development Priority, <https://bit.ly/2ktHZyy>

¹³ AfDB, 2014, New Roads and Schemes: Road Safety Audit, Road Safety Manuals for Africa, <https://bit.ly/2N5piwG>; AfDB, 2014, Existing Roads:

Proactive Approaches, <https://bit.ly/2H1G6RK>; AfDB, 2014, Existing Roads: Reactive Approaches, <https://bit.ly/2OR9P64>

¹⁴ EIB, 2014, Enhancing road safety, <https://bit.ly/2Nr6tV3>

¹⁵ The online course will be translated to English soon, available at: <https://bit.ly/31CHr9n>

- CAF published a report with road safety information for 29 cities in Latin America.¹⁶
42. EIB enabled financing and technical assistance for a major urban road safety project in Ukraine as well as road safety and rehabilitation programmes in Greece and Lebanon. EBRD investments aimed to improve road safety standards by implementing Road Safety Governance Action Plans in Belarus; supporting ISO 39001 certification in Bosnia and Herzegovina and the Republic of North Macedonia; and building capacity of road safety engineers and improving road design standards in Tajikistan.
 43. AfDB supported countries in the establishment of a regional center of excellence for road safety, providing training for professionals and consultancy services. IsDB is in discussion with UNESCWA about the establishment of a data observatory on road safety for Arab countries. WB's recent work included the development of the concept for the African Road Safety Observatory with initial involvement by Benin, Kenya, Morocco, Nigeria, Senegal, South Africa and Tanzania.
 44. **Strategies for increasing road safety are being mainstreamed by the MDBs.** AsDB has adopted a Road Safety Action Plan¹⁷, establishing a basis for support to member countries through engineering and behavioral approaches to safe design, construction, operation and maintenance of road infrastructure, while also supporting the use of intelligent transport systems and development of road safety performance measurements. The EIB established internal guidelines for integrating safety in conventional road rehabilitation projects through road safety audits and requirements to consultants and contractors. The WB aims to strengthen capacity, scale-up funding and mainstream road safety components in its work through new road safety safeguards requirements under its Environmental and Social Framework (2016).
 45. Road safety is a priority area for AfDB and currently it is undertaking the preparation of a Framework and Guidelines to deepen and expand its financial and technical assistance to support the efforts of regional member countries to achieve road safety targets. AsDB sees road safety as a key area, being guided by its Sustainable Transport Initiative Operation Plan¹⁸. EBRD's Environmental and Social Policy (2019) includes road safety in its Health & Safety Performance Requirement and EBRD's new Transport Sector Strategy sees road safety as a priority area of its focus on environmentally and socially responsive transport. IsDB's Transport Sector Policy¹⁹ of 2018 emphasizes the importance of adequate road safety in national policies and programmes. The WB has made road safety one of the core pillars of its transport sector business strategy²⁰ and introduced road safety as an explicit safeguards requirement under its Environmental and Social Framework.²¹
 46. Road traffic injuries and deaths are a global menace that continues to cause needless suffering around the world. Dramatic improvements in safe and sustainable mobility must be achieved worldwide by 2030, and the means to make this happen are readily available. MDBs are playing a key role in improving road safety through infrastructure investments, non-lending activities, mainstreaming in strategic plans and operational guidelines, and structured collaboration to increase joint impacts. We can and we must do more to create safer – and thus more sustainable – transport systems in every part of the world, and the MDB WGST is playing a crucial role in this critical endeavor.

¹⁶ Vasconcellos, E. A., & Mendonça, A., 2016, Observatorio de Movilidad Urbana: Informe 2015-2016, <https://bit.ly/2H3WaCf>

¹⁷ AsDB, 2012, Road Safety Action Plan, An Overview, <https://bit.ly/2z7f2MB>

¹⁸ AsDB, 2010, Sustainable Transport Initiative Operational Plan, <https://bit.ly/2H6ny2K>

¹⁹ IsDB, 2018, Transport Sector Policy, <https://bit.ly/31BLHpG>

²⁰ WB, 2008, Safe, clean, and affordable...transport for development: the World Bank Group's transport business strategy for 2008-2012, <https://bit.ly/31zL7IP>

²¹ WB, 2016, Environmental and Social Framework, <https://bit.ly/2z01qnp>

ANNEX: LENDING PROJECTS APPROVED BY EACH MDB

African Development Bank

| PROJECTS IN 2016 | COUNTRY | AfDB financing (US\$ million) |
|--|---------------|-------------------------------|
| Railway Infrastructure Reinforcement Project | Morocco | 112 |
| Sirari Corridor Accessibility and Road Safety Improvement Project: Isebania-Kisii-Ahero (A1) Road Rehabilitation | Kenya | 228 |
| Busega-Mpigi and Kagitumba-Kayonza-Rusumo Roads Project | Rwanda | 245 |
| Accra Urban Transport Project | Ghana | 84 |
| Transport Sector Support Programme Phase 2: Rehabilitation of the Yaounde-Bafoussam-Babadjou Road, Development of the Grand Zambi-Kribi Road and Development of the Maroua-Bogo-Pouss Road | Cameroon | 318 |
| Integrated Transport Program - Phase I (Jimma-Chida and Sodo-Sawla Road Upgrading Project) | Ethiopia | 93 |
| Rosso Bridge Construction Project | Multinational | 41 |
| Mueda-Negomano Road Project - Phase I | Mozambique | 72 |
| Abidjan Urban Transport Project | Cote d'Ivoire | 264 |
| Lomé – Cotonou Road Rehabilitation (Phase 2) and Coastal Protection Project | Multinational | 41 |
| Abidjan – Lagos corridor highway study | Multinational | N/A |

| PROJECTS IN 2017 | COUNTRY | AfDB financing (US\$ million) |
|---|---------------|-------------------------------|
| Road Network Rehabilitation Project | Comoros | 20.42 |
| Nyakararo-Mwaro-Gitega Road (RN18) Upgrade and Asphaltting Project/Phase II – Kibumbu-Gitega (Mweya) - (24 km) | Burundi | 18.75 |
| Proposed Risk Participation of the Private Sector Credit Enhancement Facility in the Loan to Ghana Airports Company Limited (GACL) to finance part of its Capital Investment Programme | Ghana | 39.6 |
| Proposed Risk Participation of the Private Sector Credit Enhancement Facility in the Loan to Central East African Railways Company Limited, Corredor de Desenvolvimento do Norte SA, Corredor Logistico Integrado de Nacala SA, and Vale Logistics Limited to finance part of the costs of the Nacala Rail and Port Project | Multinational | 30 |
| Kapchorwa-Suam-Kitale and Eldoret Bypass Roads Project | Multinational | 224.07 |
| Cities Modernisation Programme – Phase 1 (Promovilles-1) | Senegal | 121.17 |
| Dakar-Diamniadio-AIBD Regional Express Train Project - Phase I: Dakar-Diamniadio Segment | Senegal | 205.28 |
| Guinea - Coyah-Farmoreah-Sierra Leone Border Road Reconstruction Project | Multinational | 45.19 |
| Air Côte d'Ivoire Modernization and Expansion Program | Cote d'Ivoire | 79.39 |
| Air Côte d'Ivoire's Expansion Plan | Cote d'Ivoire | 50 |

| | | |
|---|---------------|--------|
| North-East Road Connectivity Support Project | Tunisia | 144 |
| Community Road Strengthening Project CU2A Gounghin – Koupela - Fada N'gourma – Piega | Multinational | 104.06 |
| Jomo Kenyatta International Airport (JKIA) Airfield Expansion Project - 2nd Runway Development | Kenya | 160 |
| Feasibility Study on the Extension of the Cameroon-Chad Railway Line | Multinational | 5.65 |
| Boke Mine Rail and Port | Guinea | 100 |
| Lake Chad Basin Regional Road Network Integration Project - Construction of a Bridge over the Logone between Yagoua (Cameroon) and Bongor (Chad) | Multinational | 77.55 |
| Transport Infrastructure Improvement Project | Namibia | 146.89 |

| PROJECTS IN 2018 | COUNTRY | AfDB financing (US\$ million) |
|---|----------------|--------------------------------------|
| Abidjan Urban Transport Project | Cote d'Ivoire | 381.39 |
| Rehabilitation of the Senoba – Ziguinchor -Mpack Road and Opening Up of the Southern Regions | Senegal | 99.44 |
| Study for Cross River State Rural Access and Mobility Project Phase 2 (CR – RAMP 2) | Nigeria | 1.22 |
| Mano River Union Road Development and Transport Facilitation Programme, Phase II | Multinational | 41.03 |
| Boke-Quebo Road Improvement Project (Phase 1) | Multinational | 57.96 |
| Commuter Transit-Asset-Backed Structured Finance | South Africa | 108.7 |
| Priority Air Safety Project Phase II (PPSA II) | DRC | 111.62 |
| Development of Manzini Golf Course Interchange | ESWATINI | 30.02 |
| Kampala - Jinja Expression Way Project (Sovereign Operation - Phase 1) | Uganda | 229.46 |
| Rabat-Salé Airport Modernization and Extension Project (PEMARS) | Morocco | 84.88 |
| African Infrastructure Investment Fund 3 (AIIF 3) | Multinational | 40 |
| Rumonge-Gitaza (45 km) and Kabingo-Kasulu-Manyovu (260 km) Road Upgrading Project | Multinational | 189.7 |
| Transport Sector Support Programme (Phase III) - Construction of the Ring Road | Cameroon | 20.33 |
| Indian Ocean - Project to Develop Corridors and Facilitate Trade | Madagascar | 86.22 |
| Porto Ingles and Palmeira Ports Modernisation and Expansion Project | Cabo Verde | 20.3 |
| Trans-Sahara Highway Project (TSH-Phase 2 - Bourem-Kidal Section) | Mali | 54.71 |
| Project Upgrade Access Roads to Border Areas Phase 1 | Cote d'Ivoire | 22.86 |
| Djougou-Pehunco-Banikoara Cotton Road Development Project | Benin | 136.23 |
| GSEZ Port Project | Gabon | 45.44 |

Asian Development Bank

| PROJECTS IN 2016 | COUNTRY | AsDB financing (US\$ million) |
|--|----------------------------------|-------------------------------|
| Road Sector Governance and Maintenance Project | Lao People's Democratic Republic | 27 |
| Railway Sector Investment Program - Tranche 4 | Bangladesh | 50 |
| Post-Flood National Highways Rehabilitation Project | Pakistan | 196.9 |
| Uttar Pradesh Major District Roads Improvement Project | India | 300 |
| Greater Mekong Subregion Ben Luc–Long Thanh Expressway Project – Tranche 2 | Vietnam | 286 |
| Sustainable Transport Infrastructure Improvement Program | Solomon Islands | 21 |
| Rural Infrastructure Maintenance Program (PDA) | Bangladesh | 2 |
| National Motorway M-4 Gojra–Shorkot-Khanewal Section Project - Additional Financing | Pakistan | 100 |
| Bihar New Ganga Bridge Project | India | 500 |
| Air Transport Connectivity and Enhancement Project - Additional Financing | Bhutan | 4 |
| Highlands Region Road Improvement Investment Program, Tranche 3 | Papua New Guinea | 109.31 |
| Kulhudhuffushi Harbor Expansion Project | Maldives | 9.69 |
| CAREC Corridors 1 and 6 Connector Road (Aktobe-Makat) Improvement Project | Kazakhstan | 240.3 |
| Preparation of Central Asia Regional Economic Cooperation Corridors 5 and 6 (Salang Corridor) Project | Afghanistan | 15.45 |
| Transport Project Preparatory Facility | Sri Lanka | 24.42 |
| Central Asia Regional Economic Cooperation Corridors 1 and 3 Connector Road Project | Kyrgyzstan | 95.11 |
| SASEC Chittagong-Cox's Bazar Railway Project | Bangladesh | 300 |
| Thimphu Road Improvement Project (formerly Fourth Urban Infrastructure Project) | Bhutan | 4.26 |
| Karachi Bus Rapid Transit Project Design Advance (previous name Karachi Mass Transit Project Design Advance) | Pakistan | 9.7 |
| Madhya Pradesh District Roads II Sector Project | India | 350 |
| Provincial Roads Improvement Project–Additional Financing | Cambodia | 6 |
| Ningxia Liupanshan Poverty Reduction Rural Road Development Project | China | 100 |
| Armenia-Georgia Border Regional Road (M6 Vanadzor-Bagrashen) Improvement Project | Armenia | 50 |
| Road Asset Management Project | Afghanistan | 25.5 |
| CAREC Corridors 2, 5, and 6 Road Project (Dushanbe–Kurgonteppa) | Tajikistan | 65.2 |
| Dili to Baucau Highway Project | Timor-Leste | 49.65 |
| Chongqing Integrated Logistics Demonstration | China | 150 |
| Outer Island Maritime Infrastructure Project | Tuvalu | 11.3 |

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|--|------------------|---------|
| South Asia Subregional Economic Cooperation Roads Improvement Project | Nepal | 186.8 |
| Kashkadarya Regional Road Project | Uzbekistan | 198 |
| Civil Aviation Development Investment Program, Tranche 3 | Papua New Guinea | 248 |
| Road Rehabilitation Project | Kiribati | 9 |
| South Asia Subregional Economic Cooperation Transport, Trade Facilitation and Logistics Project | Bhutan | 14.61 |
| Local Government Enhancement Sector Project (Additional Financing) | Sri Lanka | 1 |
| Visakhapatnam-Chennai Industrial Corridor Development Program - Tranche 1 | India | 52.4441 |
| Infrastructure Sustainability Support Program, Phase 2 | Armenia | 30.0331 |
| Accelerating Infrastructure Delivery through Better Engineering Services | Indonesia | 45 |
| Peshawar Sustainable Bus Rapid Transit Corridor Project Design Advance | Pakistan | 9.8 |
| Supporting Public-Private Partnership Investments in Sindh Province (formerly Enhancing Public-Private Partnerships in Pakistan [Provincial Support]) | Pakistan | 25 |
| Support to Border Areas Development | Vietnam | 104.12 |
| Air Quality Improvement in the Greater Beijing–Tianjin–Hebei Region—China National Investment and Guaranty Corporation's Green Financing Platform Project (formerly Green Financing Platform for Accelerated Air Quality Improvement in the Greater Beijing-Tianjin-Hebei Region) | China | 59.8 |

| PROJECTS IN 2017 | COUNTRY | AsDB financing (US\$ million) |
|---|----------------------------------|--------------------------------------|
| Batumi Bypass Road Project | Georgia | 114 |
| Secondary Road Improvement Project | Georgia | 80 |
| Ulaanbaatar Urban Services and Ger Areas Development Investment Program - Tranche 2 | Mongolia | 66.35 |
| Central Asia Regional Economic Cooperation Corridor 2 (Pap-Namangan-Andijan) Railway Electrification Project | Uzbekistan | 80 |
| Rajasthan State Highway Investment Program - Tranche 1 | India | 220 |
| Northern Rural Infrastructure Development Sector Project (additional financing) | Lao People's Democratic Republic | 35.6 |
| Peshawar Sustainable Bus Rapid Transit Corridor Project | Pakistan | 335 |
| Sustainable Highlands Highway Investment Program, MFF - Tranche 1 | Papua New Guinea | 302 |
| Third Urban Governance & Infrastructure Project - Additional Financing | Bangladesh | 200 |
| Cyclone Pam Road Reconstruction Project (additional financing) | Vanuatu | 8.2 |
| Shanxi Urban-Rural Water Source Protection and Environmental Demonstration | China | 100 |
| Mountain Railway Safety Enhancement Project | China | 180 |

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|---|-------------|-------|
| Green Transport Finance | China | 200 |
| Xinjiang Changji Integrated Urban-Rural Infrastructure Demonstration | China | 150 |
| Road Network Improvement Project | Cambodia | 70 |
| Second Integrated Road Investment Program - Tranche 1 | Sri Lanka | 150 |
| Shandong Spring City Green Modern Trolley Bus Demonstration | China | 150 |
| Infrastructure Preparation and Innovation Facility | Philippines | 100 |
| SASEC Dhaka-Northwest Corridor Road Project, Phase 2- Tranche 1 | Bangladesh | 300 |
| Khyber Pakhtunkhwa Provincial Roads Improvement | Pakistan | 140 |
| Second Rural Connectivity Investment Program - Tranche 1 | India | 250 |
| Integrated Road Investment Program - Tranche 4 | Sri Lanka | 150 |
| Sustainable Urban Transport Investment Program - Tranche 5 | Georgia | 14.27 |
| Air Quality Improvement in the Greater Beijing-Tianjin-Hebei Region-China Energy Conservation and Environment Protection Group's Emission Control and Pollution Reduction Fund | China | 499 |
| Basic Infrastructure for Inclusive Growth in the Northeast Provinces Sector Project | Vietnam | 150 |

| PROJECTS IN 2018 | COUNTRY | AsDB financing (US\$ million) |
|---|---|--------------------------------------|
| East-West 60 Highway (Khevi-Ubisa Section) Improvement Project | Georgia | 300 |
| CAREC Corridors 1 and 3 Connector Road Project Phase 2 (Additional Financing) | Kirgizstan | 78 |
| Khyber Pakhtunkhwa Provincial Roads Improvement Project (Additional Financing) | Pakistan | 75 |
| Regional Road Development and Maintenance | Mongolia | 60 |
| Guangxi Regional Cooperation and Integration Promotion Investment Program - Tranche 2 | China | 180 |
| Ulaanbaatar Air Quality Improvement Program | Mongolia | 130 |
| Rural Road Improvement Project III | Cambodia | 60 |
| Northern Mountain Provinces Transport Connectivity (prev. GMS Corridor Connectivity Enhancement Project) | Vietnam | 192 |
| Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project | Vietnam | 45 |
| Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project | Lao People's Democratic Republic and Cambodia | 77 |
| GMS Highway Modernization Project | Myanmar | 200 |
| Emergency Assistance for Reconstruction and Recovery of Marawi | Philippines | 400 |
| Railway Rolling Stock Operations Improvement Project | Bangladesh | 360 |
| SASEC Port Access Elevated Highway | Sri Lanka | 300 |
| Second Rural Connectivity Projects- T2 | India | 110 |
| SASEC Road Connectivity Project - T2 | India | 150 |

| | | |
|---|------------|-----|
| Bihar State Highways III Project | India | 200 |
| SASEC Highways Improvement Program | Nepal | 180 |
| Infrastructure Development Investment Program for Tourism– Tranche 4 | India | 31 |
| Urban Project Preparatory Facility | Sri Lanka | 10 |
| Baucau to Viqueque Road Project | East Timor | 44 |
| Bangkok Mass Rapid Transit Project (Pink and Yellow Lines) | Thailand | 318 |
| Railways Track Electrification Project | India | 750 |

Note: The list above includes all approved projects in 2016 with transport as the primary sector. It excludes multi-sector projects with transport components, private sector operations and information and communication technology (ICT) projects. Financing amounts exclude co-financing.

CAF – Development Bank of Latin America

| PROJECTS IN 2016 | COUNTRY | CAF financing (US\$ million) |
|--|-----------|------------------------------|
| Paseo del Bajo [Downtown Promenade] Project | Argentina | 150 |
| Constitución - Belgrano Sur Railway Connectivity Improvement Project | Argentina | 55 |
| Project to build El Salto - Monteagudo highway and Cazaderos and Cazaderitos tunnels | Bolivia | 220 |
| Paving of Km 25-Tarata-Anzaldo-Toro Toro highway | Bolivia | 75 |
| PROINFRA - Urban infrastructure program in São Bernardo do Campo | Brazil | 125 |
| Urban Mobility and Redevelopment Program for Jabotão dos Guararapes's coastal area | Brazil | 57 |
| Sustainable Tourism Development Program in the state of Tocantins | Brazil | 72 |
| Urban Infrastructure and Sustainable Development Program in the municipality of Hortolândia - Via Viva | Brazil | 53 |
| Goiânia's Sustainable City Program | Brazil | 100 |
| National Roadway Infrastructure Investment Program in Panama | Panama | 75 |
| Rehabilitation Program for Secondary and Tertiary Road Networks III | Uruguay | 80 |
| Startup and commissioning of the railway operator | Uruguay | 25 |

| PROJECTS IN 2017 | COUNTRY | CAF financing (US\$ million) |
|--|----------|------------------------------|
| Proyecto De Construcción De La Carretera El Sena – Peña Amarilla – El Chorro | Bolivia | 168 |
| Construcción De La Carretera Santa Cruz – Las Cruces – Buena Vista | Bolivia | 142 |
| Proyecto De Construcción De La Doble Vía Sucre –Yamparáez | Bolivia | 75 |
| Programa De Renovación Urbana En La Cuenca Del Río San Antonio- Aparecida De Goiânia Ii | Brazil | 35 |
| Programa Para El Financiamiento De Inversiones Previstas En El Plan De Gobierno Dde Belo Horizonte Y En El Presupuesto Participativo | Brazil | 82.5 |
| Proyecto De Desarrollo Municipal Del Municipio De Gravataí | Brazil | 27.5 |
| Programa De Recalificación Urbana - Municipio De Palmas – Estado De Tocantins | Brazil | 60.87 |
| Programa De Desarrollo Urbano Integrado – Teresina Sustentable | Brazil | 45.98 |
| Programa De Obras Viales En Zonas Densamente Pobladas De Guayaquil, Fase Iv | Ecuador | 49 |
| Programa De Mantenimiento Y Conservación Vial Por Resultados | Ecuador | 192 |
| Proyecto De Habilitación Y Mantenimiento De La Ruta Nacional N° 9 Y Accesos | Paraguay | 400 |

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|--|----------|-----|
| Programa De Rehabilitación Y Mantenimiento De Rutas Pavimentadas Por Niveles De Servicio – Vial 3 | Paraguay | 100 |
| Programa De Infraestructura Vial Para La Movilidad De Montevideo | Uruguay | 80 |

| PROJECTS IN 2018 | COUNTRY | CAF financing (US\$ million) |
|--|----------------|-------------------------------------|
| Proyecto De Renovación Del Ramal M – Tramo Tapiales - Marinos Del Crucero General Belgrano – Ferrocarril Belgrano Sur Fase II | Argentina | 150 |
| Programa De Conectividad Vial E Infraestructura Productiva Para La Provincia De Buenos Aires | Argentina | 50 |
| Proyecto De Construcción De La Carretera Unduavi – Chulumani, Tramo 2 | Bolivia | 44.23 |
| Programa De Infraestructura Integrada De Caucaia | Brazil | 80 |
| Red Metro De São Paulo, Línea 17 Oro Monorriel - Tramo 1 | Brazil | 296 |
| Programa Municipios Sostenibles Del Estado De Pará | Brazil | 50 |
| Proyecto De La Primera Línea Del Metro De Quito – Segundo Financiamiento | Ecuador | 152.2 |
| Programa De Infraestructura Vial Para La Movilidad De La Intendencia De Canelones | Uruguay | 20 |

European Bank for Reconstruction and Development

| PROJECTS IN 2016 | COUNTRY | EBRD financing (US\$ million) |
|---|------------------------|-------------------------------|
| GrCF: Gyumri Urban Roads | Armenia | 5.9 |
| Tbilisi Bus Project | Georgia | 29.9 |
| Pristina Urban Transport Project | Kosovo | 11.1 |
| Sarajevo Urban Roads Development Project | Bosnia and Herzegovina | 6.6 |
| SMART: Arad Urban Rehabilitation and Parking Management | Romania | 22.1 |
| Belgrade Bus Renewal Programme | Serbia | 53.0 |
| MR3: Gaziantep CNG Buses Project II | Turkey | 5.5 |
| Pula Bus Renewal project | Croatia | 5.5 |
| UPTF: Lviv Automated Fare Collection | Ukraine | 11.1 |
| SMART - Iasi Urban Transport | Romania | 16.5 |
| UPTF - Kremenchuk Trolleybus | Ukraine | 8.9 |
| UPTF: Ivano-Frankivsk Trolleybus | Ukraine | 8.9 |
| SMART: Constanta Urban Transport | Romania | 24.4 |
| Dushanbe-Uzbekistan Border Road | Tajikistan | 28.8 |
| ER Deniz | Turkey | 29.0 |
| Belarus Rolling Stock | Belarus | 2.8 |
| Olzha loan | Kazakhstan | 16.4 |
| Olzha loan extension | Kazakhstan | 7.0 |
| KTZ Local Currency | Kazakhstan | 14.7 |
| DFF: PIMK / Bulgaria | Bulgaria | 1.1 |
| Olzha Phase III loan | Kazakhstan | 9.4 |
| Kurty Buribaytal road | Kazakhstan | 101.7 |
| Yuzhny Grain Terminal | Ukraine | 38.7 |
| FBIH Roads - Flood Repair and Upgrade | Bosnia and Herzegovina | 72.0 |
| Port of Brčko | Bosnia and Herzegovina | 11.1 |
| KTZ Financial Restructuring | Kazakhstan | 189.6 |
| DFF: AvtoTrans | Turkmenistan | 1.1 |
| HAC Restructuring Project | Croatia | 221.4 |
| DFF GT Globaltruck | Kazakhstan | 3.7 |
| FCB financing | Azerbaijan | 21.4 |
| DFF - Meest Logistics | Ukraine | 8.6 |
| D4/R7 Highway PPP project | Slovakia | 164.3 |
| Sadakhlo-Bagratashen Bridge | Georgia | 5.5 |
| Albanian Railways | Albania | 40.8 |
| Kurty-Buribaytal | Kazakhstan | 90.1 |
| BH Corridor VC 2 | Bosnia and Herzegovina | 84.1 |

| PROJECTS IN 2017 | COUNTRY | EBRD financing (US\$ million) |
|---|------------------------|--------------------------------------|
| ENR - Locomotive Renewal Programme | Egypt | 319 |
| SNCFT Network Upgrade | Tunisia | 176 |
| UZ Electrification | Ukraine | 137 |
| Greek Airports Privatisation Cluster A | Greece | 122.5 |
| Greek Airports Privatisation Cluster B | Greece | 82.9 |
| Budapest Airport Financing (f. Project Shuttle) | Hungary | 110 |
| Kijeve-Zahaq Highway | Kosovo | 78.1 |
| Corridor Vc in Republika Srpska (RS) | Bosnia And Herzegovina | 77 |
| HAC Restructuring Project | Croatia | 55 |
| SMATSA Upgrade | Serbia | 38.5 |
| Project Kanga | Egypt | 36.7 |
| Serbia Voz: TPS Zemun Project | Serbia | 33.0 |
| Moldovan Railways Restructuring Project | Moldova | 30.3 |
| Eastcomtrans loan | Kazakhstan | 22.9 |
| Ekol Ro-Ro II | Turkey | 20.4 |
| Tersan Floating Dock | Turkey | 17.9 |
| Project Nautilus | Regional | 13.2 |
| Banja Luka to Dobož Road | Bosnia And Herzegovina | 11 |
| Main Roads Reconstruction Project | Montenegro | 11 |
| Ekol Ro-Ro Project | Turkey | 9.9 |
| Project Kanga - Working Capital | Egypt | 9.2 |
| Manas Airport Rehabilitation | Kyrgyz Republic | 4.3 |
| DFF - Atasu | Kazakhstan | 9.2 |
| DFF - Mayflower | Kazakhstan | 9.1 |
| DFF - Terra Express Mongolia | Mongolia | 3.8 |
| DFF - Terra Express Mongolia Loan II | Mongolia | 2.3 |
| RSF - Prioirbank - Cargoline | Belarus | 1.7 |
| Istanbul Metro Project | Turkey | 97.1 |
| Belgrade Public Transport and Traffic Infrastructure | Serbia | 11 |
| Pavlodar Tram Project | Kazakhstan | 3.4 |
| Bishkek Public Transport Project Extension | Kyrgyz Republic | 2.2 |
| SMART - Brasov Urban Transport Company Loan II | Romania | 26.9 |
| SMART - Tursib | Romania | 15.5 |
| GrCF - Batumi Bus | Georgia | 3.5 |
| Kharkiv Metro Extension | Ukraine | 176 |

| PROJECTS IN 2018 | COUNTRY | EBRD financing (US\$ million) |
|---|-----------------------------|--------------------------------------|
| Cairo Metro Line 1 Modernisation | Egypt | 225.5 |
| Khujand Public Transport Project | Tajikistan | 10.6 |
| Oskemen Bus | Kazakhstan | 4.4 |
| Khatlon Public Transport | Tajikistan | 3.3 |
| GrCF-Izmir Metro Project II | Turkey | 88.0 |
| UPTF - Mariupol Trolleybus | Ukraine | 14.3 |
| UPTF - Zhytomyr Trolleybus | Ukraine | 9.9 |
| UPTF: Kharkiv Trolleybus | Ukraine | 8.8 |
| UPTF - Kryvyi Rih Trolleybus | Ukraine | 8.8 |
| GrCF: Sofia Electric Buses Acquisition Project | Bulgaria | 4.0 |
| GrCF - Batumi Bus | Georgia | 2.5 |
| Roads Reconstruction and Upgrading Project | Azerbaijan | 317.0 |
| Eastcomtrans | Kazakhstan | 34.3 |
| DLF - Georgia Logistics Terminal | Georgia | 1.1 |
| Railway Rehabilitation Project | Kosovo | 9.5 |
| National Roads Programme | Republic of North Macedonia | 94.6 |
| UZ New Rolling Stock | Ukraine | 144.1 |
| Corridor Vc in FBH - Part 3 | Bosnia And Herzegovina | 132.0 |
| Project Frame (Belgrade Airport PPP) | Serbia | 79.2 |
| Kriva Palanka - Bulgarian Border Road | Republic of North Macedonia | 11.0 |
| Minsk Second Ring Road P80 (f. Road Sector Reform) | Belarus | 46.7 |
| DFF - Terra Express Mongolia Loan II | Mongolia | 1.0 |
| CTGC (Port of Bar) Privatisation Project | Montenegro | 22.0 |
| DFF - Nova Poshta | Ukraine | 10.5 |
| DFF - Temirservice Astana | Kazakhstan | 3.3 |
| Serbia Voz: TPS Zemun Project - Loan II | Serbia | 24.2 |
| DFF - Negabarit | Ukraine | 2.9 |
| DFF - Uzmar | Turkey | 3.3 |
| Port of Tallinn (f. Project Lighthouse) | Estonia | 17.5 |
| Project Sunrise | Kazakhstan | 33.2 |
| Queen Alia International Airport (f. Project Bird) | Jordan | 33.6 |

European Investment Bank

| PROJECTS IN 2016 | COUNTRY | EIB financing (US\$ million equivalent) |
|---|------------------------|---|
| Bolivia East-West Corridor | Bolivia | 84 |
| Corridor VC Zenica North | Bosnia and Herzegovina | 55 |
| Developpement Reseau Peri-Urbain Antananarivo | Madagascar | 31 |
| Gdansk Municipal Infrastructure III | Poland | 211 |
| Georgia Transport Connectivity | Georgia | 550 |
| IDF Loan For SMES & Priority Projects III | Montenegro | 17 |
| Istanbul Underground Rail Network II | Turkey | 275 |
| Kielce Urban Development | Poland | 10 |
| Krakow By-Pass - Lagiewnicka Route | Poland | 99 |
| Miskolc Urban Development | Hungary | 6 |
| Montenegro Railways III | Montenegro | 22 |
| Opole Municipal Infrastructure II | Poland | 35 |
| PLK E75 Rail Baltica Sadowne - Bialystok | Poland | 193 |
| Plock Municipal Investments | Poland | 27 |
| Pont De Bizerte | Tunisia | 135 |
| Post-Earthquake Reconstruction Framework Loan | Ecuador | 28 |
| Poznan Infrastructure & Social Facility Action | Poland | 104 |
| Presov Urban Development | Slovakia | 7 |
| Przewozy Regionalne Rolling Stock Modernisation | Poland | 50 |
| Radom Municipal Infrastructure II | Poland | 34 |
| Riga Transport Company | Latvia | 83 |
| Riga Urban Infrastructure | Latvia | 51 |
| S7 Expressway (Gdansk Elblag) | Poland | 297 |
| S7 Expressway South (Lubien-Rabka) | Poland | 220 |
| Szczecin Municipal Infrastructure V | Poland | 21 |
| Szeged Urban Development | Hungary | 9 |
| Tallinn Airport Upgrade | Estonia | 33 |
| Ukraine Railway Modernization | Ukraine | 165 |
| Ukraine Urban Public Transport FL | Ukraine | 220 |
| Vilnius Urban Infrastructure | Lithuania | 5 |
| VUB SK Multi-Purpose MBIL | Slovakia | 17 |
| Warsaw Tramway II | Poland | 211 |

| PROJECTS IN 2017 | COUNTRY | EIB financing (US\$ million equivalent) |
|--|-----------------------------|---|
| Autoroute Du Centre | Tunisia | 183 |
| BaltCap Infrastructure Fund | Estonia | 1 |
| BaltCap Infrastructure Fund | Latvia | 1 |
| BaltCap Infrastructure Fund | Lithuania | 5 |
| Bangalore Metro Rail Project - Line R6 | India | 550 |
| Belarus Transport Connectivity | Belarus | 121 |
| Bialystok Municipal Infrastructure III | Poland | 57 |
| BRT Bus Rapid Transit Dakar | Senegal | 88 |
| Bus Rapid Transit Corridor | Nicaragua | 140 |
| CAF Climate Action FL | Regional - Latin America | 92 |
| Casablanca Tramway Ligne 2 | Morocco | 66 |
| China Climate Eximbank Framework Loan | China | 66 |
| Corridor VC Mostar South | Bosnia and Herzegovina | 110 |
| Czestochowa Urban Infrastructure III | Poland | 42 |
| Dars - Free Flow Tolling System | Slovenia | 56 |
| E67 A7 Kekava By-Pass PPP TEN-T | Latvia | 58 |
| Extension Tramway Rabat Sale | Morocco | 44 |
| Great North Road (T2) Upgrade | Zambia | 121 |
| HPB Loan For SMES Midcaps And Other Priorities | Croatia | 3 |
| Keflavik Airport Extension | Iceland | 110 |
| Kharkiv Metro Extension | Ukraine | 176 |
| Krakow Intelligent And Sustainable Development | Poland | 104 |
| MBDP Loan For SMES And Other Priorities V | Republic of North Macedonia | 11 |
| Modernisation Reseau Routier Madagascar | Madagascar | 121 |
| Oradea Urban Infrastructure II | Romania | 8 |
| PBZ Loan For SMES Midcaps And Other Priorities | Croatia | 10 |
| PKP LHS Railway Improvement Project | Poland | 31 |
| Polish Railway Network Modernisation | Poland | 847 |
| Port Victoria Rehabilitation And Extension | Seychelles | 14 |
| Poznan Tram III | Poland | 126 |
| Railway Nis-Dimitrovgrad | Serbia | 147 |
| Reseau Ferroviaire Rapide II | Tunisia | 91 |
| Romania EU-Cofinancing For Transport 2014-20 | Romania | 1,100 |
| Route 6 Road Project Kijeve To Peja | Kosovo | 88 |
| S19 Lublin-Rzeszow Expressway | Poland | 638 |

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|---|----------------|-------|
| S7 And S8 Expressways (TEN) II - Poland | Poland | 358 |
| SGEF CZ Climate Action And Other Priorities MBIL | Czech Republic | 30 |
| Sofia Municipality Metro Line 3 Stage I | Bulgaria | 62 |
| Tallinn Urban Infrastructure II | Estonia | 56 |
| Tramwaje Slaskie II | Poland | 78 |
| Ukraine Urban Road Safety | Ukraine | 83 |
| Warsaw II Metro Line Extension | Poland | 1,141 |
| Zabrze Urban Infrastructure | Poland | 40 |

| PROJECTS IN 2018 | COUNTRY | EIB financing (US\$ million equivalent) |
|---|----------------------------------|--|
| A1 Motorway Tuszyn Czestochowa (TEN-T) | Poland | 330 |
| Agria Grain Port Terminal | Bulgaria | 8 |
| Air Traffic Control Upgrade | Montenegro | 1 |
| Air Traffic Control Upgrade | Serbia | 49 |
| Bangladesh Rail Fleet Modernization Project | Bangladesh | 121 |
| Bogota Sustainable Transport FL | Colombia | 451 |
| BRDE Climate Action FL | Brazil | 11 |
| Budapest Airport Concession (Capex Plan) | Hungary | 220 |
| Cairo Metro Line 1 Upgrading And Renovation | Egypt | 385 |
| Casablanca - Travaux Autoroutiers | Morocco | 110 |
| Corridor Cotier - Section Sud | Senegal | 72 |
| Czech Railway Infrastructure Rehabilitation | Czech Republic | 491 |
| E-80 Highway Nis-Merdare Phase I | Serbia | 110 |
| Georgia Transport Connectivity II | Georgia | 275 |
| Gorzow WLKP Urban Infrastructure | Poland | 61 |
| Greenway EV Charging Network (EDP) | Czech Republic | 1 |
| Greenway EV Charging Network (EDP) | Poland | 7 |
| Greenway EV Charging Network (EDP) | Slovakia | 1 |
| IDF Loan For SMES & Priority Projects IV | Montenegro | 25 |
| Jiangxi Water Transport I | China | 220 |
| Karavanke Tunnel Safety Upgrade | Slovenia | 99 |
| Kaunas Public Transport Fleet Renewal | Lithuania | 28 |
| Krakow Tramway III | Poland | 97 |
| Lao Resilient Rural Roads | Lao People's Democratic Republic | 22 |
| Legnica Urban Infrastructure | Poland | 19 |
| Main Roads Rehabilitation Program | Montenegro | 88 |

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|---|----------------|-----|
| Malawi M1 Road Rehabilitation I | Malawi | 88 |
| Mano River Union Road | Liberia | 22 |
| Metro De Buenos Aires Rehabilitation | Argentina | 98 |
| Nitra Smart Urban Development | Slovakia | 3 |
| Pilsen Public Transport | Czech Republic | 55 |
| PKP BB MBIL IV | Poland | 138 |
| PLK GSM-R Implementation | Poland | 275 |
| Pune Metro Rail Project | India | 660 |
| S61 Expressway Via Baltica | Poland | 550 |
| Serbian Inland Waterway Infrastructure | Serbia | 110 |
| Sofia Municipality Metro Line 3 Stage II | Bulgaria | 24 |
| South-Moravia Regional Infra III | Czech Republic | 15 |
| Transtu - Materiel Roulant Ferroviaire | Tunisia | 50 |
| Ukraine Transport Connectivity | Ukraine | 55 |
| Warsaw Bus Fleet Renewal | Poland | 105 |
| Wroclaw Urban Development | Poland | 134 |
| Zachodniopomorskie Regional Framework II | Poland | 38 |

Note: Above EIB data is based on projects approved by the EIB Board of Directors in the period 2016-2018.

Inter-American Development Bank

| PROJECTS IN 2016 | COUNTRY | IADB financing (US\$ million) |
|--|-----------|-------------------------------|
| Santo Andre Sustainable Urban Mobility Program | Brazil | 25 |
| Productive Rural Roads Improvement Program | Uruguay | 75 |
| Productive Rural Roads Improvement Program | Uruguay | 300 |
| Roads Integration Program II | Honduras | 75 |
| Road Integration Program II | Nicaragua | 87 |
| Program to Expand Capacity and Road Safety on Integration Road Corridors | Argentina | 300 |
| Road Corridors Improvement and Maintenance Program | Paraguay | 90 |
| Emergency Program in Response to Hurricane Matthew | Haiti | 20 |
| Agua Negra Pass International Tunnel Structuring Program | Haiti | 40 |
| Improvement Huanuco Road, Conococha Huanuco Sector - Huallanca PE - 3N Route Project | Peru | 80 |
| Support for Panama's Transport and Logistics Sector Reform Program II | Panama | 200 |
| Support for Colombia's Public-Private Partnerships (PPP) Program | Colombia | 400 |

| PROJECTS IN 2017 | COUNTRY | IADB financing (US\$ million) |
|--|-----------|-------------------------------|
| Airport Infrastructure Program | Bahamas | 35 |
| General San Martín Railroad Improvement Project: Retiro-Pilar Branch Line | Argentina | 400 |
| Strategic Program for Transportation Infrastructure and Logistics in Paraná | Brazil | 235 |
| Agua Negra Pass International Tunnel Construction Program First Operation | Argentina | 280 |
| Mairana-Bermejo Segment Reconstruction Project | Bolivia | 64 |
| Upgrade and Maintenance Project for National Route 9 and Access Roads | Paraguay | 160 |
| Connectivity and Safety Program for Road Corridors in the Province of Buenos Aires | Argentina | 200 |
| Improvements to the Cristo Redentor Border Crossing - First Operation | Argentina | 200 |
| Maracanaú Transportation and Urban Logistics Program | Brazil | 31.8 |

| PROJECTS IN 2018 | COUNTRY | IADB financing (US\$ million) |
|--|----------------|--------------------------------------|
| Cantonal Road Network II Program | Costa Rica | 144 |
| Quito Metropolitan Urban Transport System | Ecuador | 250 |
| Support to the development of territorial connectivity of Panama's central and western regions. | Panama | 87 |
| Metro of Bogota First Line - First tranche | Colombia | 70 |
| Additional Financing for George Price Highway Rehabilitation Project | Belize | 7 |
| Transport and Departmental Connectivity | Haiti | 225 |
| Improvements to the Cristo Redentor Border Crossing - Second Operation | Argentina | 324 |
| Public Infrastructure Management Investment Program for Municipal Efficiency | Brazil | 600 |

Note: The list above includes all approved projects in 2016, 2017 and 2018 with transport as primary sector. Excludes multi-sector projects with transport components, private sector operations, and information and communication technology (ICT) projects.

Islamic Development Bank

| PROJECTS IN 2016 | COUNTRY | IsDB financing (US\$ million) |
|---|-------------|-------------------------------|
| Construction of the Kwala-Mourdiah-Nara Road | Mali | 92.4 |
| Urban Transport Program | Turkey | 165.9 |
| Tangier- Casablanca High Speed Rail Line Project | Morocco | 101.5 |
| Regional Express Train (Dakar City Center to the new AIBD Airport) | Senegal | 335.9 |
| Construction of the Northern Road Network Project (Syr Road and the Tripoli Eastern Ring Road-Phase II) | Lebanon | 81.3 |
| Construction of the Kandadji Bypass Road | Niger | 30.2 |
| Construction of Kabul City Ring Road Project | Afghanistan | 74 |
| Construction of Kulyab–Kalaikhumb Road Project | Tajikistan | 20 |
| High Speed Rail Project | Turkey | 350 |
| Reconstruction of Avepozo-Aneho Road Project | Togo | 101 |
| Atyrau-Astrakhan Road Project | Kazakhstan | 350 |

| PROJECTS IN 2017 | COUNTRY | IsDB financing (US\$ million) |
|---|--------------|-------------------------------|
| Rehabilitation of the Road Corridor Cotonou-Niamey; Bérubouay-Malanville Section (169.4 km) | Benin | 117 |
| Development of Trans South-South Java Road Project | Indonesia | 250 |
| The Reconstruction of Atyrau-Border of Russian Federation (Astrakhan) Road Project | Kazakhstan | 328 |
| Expansion and Development of the Port of Tripoli | Lebanon | 87 |
| Infrastructure Development Project for the Expansion of Rusayl Industrial Estate | Oman | 135 |
| Reconstruction of Kambia-Tomparie-Kamakwei Road Project-Phase 1 | Sierra Leone | 110 |

| PROJECTS IN 2018 | COUNTRY | IsDB financing (US\$ million) |
|--|---------|-------------------------------|
| Rehabilitation of the Road Corridor Cotonou-Niamey (Beroubouay-Malanville Section) | Benin | 117.5 |
| Construction of Rural Road using Soil Technology | Senegal | 19.2 |
| Gaziray Suburban Line and Light Rail Transit Project | Turkey | 71.4 |

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| PROJECTS IN FISCAL YEAR 2016-2017 | COUNTRY/REGION | WB (IBRD/IDA) financing (US\$ million) |
|---|----------------------------------|--|
| Metro Manila BRT Line 1 Project | Philippines | 40.7 |
| PY Transport Connectivity | Paraguay | 100 |
| Capacity Augmentation of the National Waterway- 1 (JAL MARG | India | 371.3 |
| Dar es Salaam Maritime Gateway Project | Tanzania | 310.5 |
| Dar es Salaam Urban Transport Improvement Project | Tanzania | 425 |
| Cameroon Transport Sector Development Project | Cameroon | 192 |
| Transport Sector Improvement Project | Ghana | 100.5 |
| Santa Cruz Road Corridor Connector Project (San Ignacio - Sa | Bolivia | 230 |
| Federation Road Sector Modernization Project | Bosnia and Herzegovina | 64.6 |
| Anhui Road Maintenance Innovation and Demonstration Project | China | 150 |
| Three Gorges Modern Logistics Center Infrastructure Project | China | 86 |
| Bihar Rural Roads Project | India | 235 |
| Modernization and restructuring of the road sector | Croatia | 23.3 |
| Dakar Bus Rapid Transit Pilot Project | Senegal | 300 |
| BF-Transport Sector Modernization and Corridor Trade Facilitation | Burkina Faso | 16.4 |
| Transport Sector Modernization and Corridor Trade Facilitation | Cote d'Ivoire | 26.4 |
| Additional finance to Road Sector Development Project | Nepal | 55 |
| Corridor X Highway Additional Financing | Serbia | 38.9 |
| Lao Road Sector Project 2 (LRSP2) | Lao People's Democratic Republic | 22.8 |
| Northern Delta Transport Development Project Additional Finance | Vietnam | 78.7 |
| Central Highlands Connectivity Improvement Project | Vietnam | 150 |
| Zambia: Improved Rural Connectivity Project | Zambia | 200 |
| Roads and Employment Project | Lebanon | 154.6 |
| Rural and Urban Access Improvement Project | Nicaragua | 96.8 |
| LAKE VICTORIA TRANSPORT PROGRAM - SOP1, RWANDA | Eastern Africa | 81 |
| Rural Connectivity Project | Central African Republic | 40.5 |
| First Additional Financing to the Cabo Verde Transport Sector | Cabo Verde | 27 |
| Metropolitan Areas Urban Transport Project | Argentina | 45 |
| Vanuatu Aviation Investment Project Additional Financing | Vanuatu | 14.1 |
| Second Additional Financing to Liberia Road Asset Management | Liberia | 40 |
| Uruguay Road Rehabilitation and Maintenance Program - AF | Uruguay | 70 |
| Road Climate Resilience Project Second Additional Financing | Timor-Leste | 35.2 |

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|---|----------------------------------|------|
| Agro-Processing, Productivity Enhancement and Livelihood Imp | Nigeria | 24 |
| Inclusive Partnerships for Agricultural Competitiveness | Philippines | 12.9 |
| Madagascar Sustainable Landscape Management Project | Madagascar | 2.6 |
| PK: Punjab Tourism for Economic Growth Project | Pakistan | 13.5 |
| DRC Agriculture Rehabilitation and Recovery AF | Congo, Democratic Republic of | 22.5 |
| Agro-Pastoral Productivity and Markets Development - AF | Burundi | 5.5 |
| Green Resilient Growth DPF | Lao People's Democratic Republic | 2.7 |
| Clean Air and Sustainable Environment Project - Additional F | Bangladesh | 22.1 |
| Indonesia Infrastructure Finance Facility - Additional Financing | Indonesia | 80 |
| State Consolidation Development Program | Central African Republic | 1.2 |
| Serbia Public Expenditure and Public Utilities DPL 1 | Serbia | 48 |
| Mali - Poverty DPO | Mali | 5.5 |
| Sustainable Cities | Turkey | 33.2 |
| GT: Urban Infrastructure and Violence Prevention | Guatemala | 11.7 |
| Ningbo Sustainable Urbanization Project | China | 69 |
| Lushan Earthquake Reconstruction and Risk Reduction Project | China | 96 |
| Indonesia National Slum Upgrading Project | Indonesia | 43.3 |
| Regional Infrastructure Development Fund | Indonesia | 20 |
| SLU Disaster Vulnerability Reduction Project (Additional Fin | St. Lucia | 1 |
| Project for Integrated Urban and Tourism Development (PIUTD) | Albania | 21.3 |
| Infrastructure Renewal and Urban Management Project Addition | Cote d'Ivoire | 15.6 |
| DRC - Urban Development Project Additional Financing | Congo, Democratic Republic of | 31.5 |
| Upper Egypt Local Development PforR | Egypt, Arab Republic of | 100 |
| Multi-Sectoral Crisis Recovery Project for North Eastern Nigeria | Nigeria | 22 |
| St. Vincent and the Grenadines RDVRP AF | St. Vincent and the Grenadines | 5 |
| Myanmar Flood and Landslide Emergency Recovery Project | Myanmar | 170 |
| PNG Tourism Sector Development Project | Papua New Guinea | 2.4 |
| Additional Financing for Danang Sustainable City Development | Vietnam | 31.2 |
| Strengthening Hydro-Meteorological and Climate Services | Congo, Democratic Republic of | 1.6 |
| Vietnam Scaling up Urban Upgrading Project | Vietnam | 84 |
| Vietnam - Additional Financing for Medium Cities Development | Vietnam | 13.3 |
| TSCP Second Additional Financing | Tanzania | 57.2 |
| Citizens' Charter Afghanistan Project | Afghanistan | 20 |
| Rapid Employment Project Additional Financing | Solomon Islands | 0.72 |
| Cambodia Southeast Asia Disaster Risk Management Project | Cambodia | 60 |

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|---|--------------------------|------|
| Service Delivery and Support to Communities Affected by Displacement Project | Central African Republic | 5.6 |
| Karachi Neighborhood Improvement Project | Pakistan | 70.5 |
| Vietnam - Emergency Natural Disaster Reconstruction Project | Vietnam | 47.2 |
| Disaster Risk Management and Reconstruction Additional Financing | Haiti | 16.8 |
| Citizens' Charter Afghanistan Project - Emergency Regional D | Afghanistan | 25.5 |
| CI-Infrastructure for Urban Development and Competitiveness | Cote d'Ivoire | 44.4 |
| Mali Support to Agroindustrial Competitiveness Project | Mali | 8.4 |
| OECS Regional Tourism Competitiveness | OECS Countries | 1.6 |
| Albania Competitiveness Development Policy Loan | Albania | 7.7 |
| Ethiopia Trade Logistics Project | Ethiopia | 64.5 |
| DPL to reform the Indonesian maritime logistics sector | Indonesia | 92 |
| Second Regional Trade Facilitation Competitiveness Credit | Africa | 56 |
| Trade and Logistics Services Competitiveness Project | Togo | 3.8 |
| Vietnam Coastal Cities Sustainable Environment Project | Vietnam | 42.5 |

| PROJECTS IN FISCAL YEAR 2017-2018 | COUNTRY/REGION | WB (IBRD/IDA) financing (US\$ million) |
|--|----------------------------------|---|
| Additional Financing for PMGSY Rural Roads Project | India | 500 |
| Additional Financing Quito Metro Line One Project | Ecuador | 230 |
| China: Hubei Inland Waterway Improvement Project | China | 150 |
| East West Highway Corridor Improvement Project Additional Financing | Georgia | 20 |
| Enhancing Infrastructure Efficiency and Sustainability | Serbia | 118.6 |
| Enhancing Waterway Connectivity and Water Service Provision | Colombia | 41.9 |
| Greater Abidjan Port-City Integration Project | Cote d'Ivoire | 315 |
| Greater Beirut Public Transport Project | Lebanon | 225.2 |
| Haiti Rural Accessibility & Resilience Project | Haiti | 75 |
| Integrated Feeder Road Development Project | Mozambique | 150 |
| Khyber Pass Economic Corridor Project | Pakistan | 460.6 |
| Lao National Road 13 Improvement and Maintenance | Lao People's Democratic Republic | 40 |
| Lesotho Transport Infrastructure and Connectivity Project | Lesotho | 18.3 |
| Madhya Pradesh Rural Connectivity project | India | 210 |
| Mali - Rural Mobility and Connectivity Project | Mali | 70 |
| Northwestern Road Development Corridor Project | Argentina | 300 |
| Pacific Aviation Safety Office Reform Project Additional Financing | Pacific Islands | 3.6 |
| Regional and Local Roads Connectivity | Albania | 50 |

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|--|------------------------|------|
| Republika Srpska Railways Restructuring Project | Bosnia and Herzegovina | 60.6 |
| Road Asset Management Project II Additional Financing | Cambodia | 110 |
| Rural and Urban Access Improvement Project Additional Financing | Nicaragua | 35 |
| Tuvalu Aviation Investment Project Additional Finance III | Tuvalu | 8.8 |

| PROJECTS IN FISCAL YEAR 2018-2019 | COUNTRY/REGION | WB (IBRD/IDA) financing (US\$ million) |
|---|---------------------------------|---|
| Abidjan Urban Mobility Project | Cote d'Ivoire | 300 |
| Additional Financing for Second Rural Transport Improvement | Bangladesh | 100 |
| Anhui Rural Road Resilience Program | China | 200 |
| Chad Rural Mobility and Connectivity Project | Chad | 30 |
| Federated States of Micronesia Maritime Investment Project | Micronesia, Federated States of | 38.5 |
| Framework Development and Infrastructure Financing | Sri Lanka | 25 |
| Integrated and Resilient Urban Mobility Project | Sierra Leone | 50 |
| Karachi Mobility Project | Pakistan | 382 |
| Lifeline Road Network Improvement Project | Armenia | 15 |
| Maritime Investment in Climate Resilient Operations | Tuvalu | 20 |
| Marshall Islands Maritime Investment Project | Marshall Islands | 33.1 |
| Operation for Supporting Rural Bridges (SupRB) | Bangladesh | 425 |
| Rajasthan State Highways Development Program II | India | 250 |
| Rural Mobility and Connectivity Project | Niger | 50 |
| Rural Mobility and Connectivity Project | Guinea | 40 |
| Samoa Aviation Investment Project Additional Finance II | Samoa | 2.2 |
| Samoa Climate Resilient Transport Project | Samoa | 35.8 |
| Sao Tome e Principe Transport Sector Development and Coastal | Sao Tome and Principe | 29 |
| Second Bridges Improvement and Maintenance Program | Nepal | 133 |
| Solomon Islands Roads and Aviation Project | Solomon Islands | 51 |
| Southeastern Corridor Road Asset Management Project | Liberia | 29 |
| Support to the Bogota Metro Line 1 Section 1 Project | Colombia | 70 |
| Third Phase of the Central Asia Regional Links Program | Central Asia | 55 |
| Tonga Climate Resilient Transport Project | Tonga | 26 |
| Uttar Pradesh Core Road Network Development Project | India | 400 |

Note: The World Bank's fiscal year starts July 1 and ends June 30. For example, projects in fiscal year 2018-2019 were delivered between July 1, 2018 and June 30, 2019. Some outputs reported for "Additional Financing" projects reflect data of the parent project. Outputs reflect estimated target at project's completion.

The list above includes all projects with a transport sector component financed by IBRD/IDA. Where multi-sector projects are included, listed commitment amounts include only transport components. For more information on the WB's transport projects, visit: <http://www.worldbank.org/en/topic/transport>