

Progress Report (2015-2016) of the MDB Working Group on Sustainable Transport

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This is a joint document authored by 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). The views expressed herein do not necessarily represent the views of these institutions, their Board of Directors, Management, or staff, and may be preliminary in nature. In making any designation of or reference to a particular country, territory or geographic area in this document, these institutions do not intend to make any judgments as to the legal or other status of any territory or area.

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

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EXECUTIVE SUMMARY

1. In the fourth year of the implementation of the Multilateral Development Banks' (MDBs) Joint Statement of 2012, our eight MDBs are on target to meet the goal of the Commitment to Sustainable Transport (hereafter the Rio+20 Commitment), which is to provide more than \$175 billion of loans and grants for transport in developing countries over the coming decade (2012-2022). Collectively, the MDBs – referred to as the MDB Working Group on Sustainable Transport (MDB WGST) – provided in 2015 about \$23 billion of new funding for more sustainable transport projects adding to the \$20 billion approved in the first year of our Commitment (2012), \$25 billion approved in 2013, and \$20 billion approved in 2014.
2. The \$23 billion in MDB funding comprised more than 229 approvals, including:
 - 89 for roads
 - 51 for urban transport
 - 16 for rail
 - 12 for airports
 - 13 for inland waterway and maritime projects, and
 - 48 for other transport projects

In addition, the MDBs approved more than 251 technical assistance (TA) projects to support policy development, research, and capacity building.

3. The MDBs are committed to supporting more sustainable transport projects transport investments that are accessible, affordable, efficient, financially sustainable, environmentally friendly, and safe. Under a common reporting framework, our institutions have continued to make progress in assessing and measuring the sustainability of our transport lending in economic, social, and environmental terms.
4. In 2015, all MDBs assessed the sustainability of their respective annual transport lending. AsDB and CAF used the Sustainability Appraisal Rating Framework (STAR). AfDB, EBRD, EIB,

IADB, and IsDB used a modified version of STAR. WB used its own internal methodology. For MDBs that applied STAR or a modified STAR, a common four-point scale was used to present the results of their sustainability assessment. Although the results of the ratings are not yet fully comparable, MDBs that used a modified STAR version initiated steps to share the basis of their modifications with a view to harmonizing approaches to ratings in the future.

5. The MDB WGST has also identified quantitative indicators of project outputs and outcomes that can complement the sustainability assessment. In this regard, available and relevant output and outcome indicators are reported in the “In Numbers” feature of each MDB. This includes, among others, kilometers (km) of roads built or upgraded, km of railways built or upgraded, lending volume invested in projects or activities counted for climate finance (as per MDB joint definition), and percentage of road projects with road safety and gender components. Discussions are ongoing to further harmonize reporting on indicators, particularly for volume of transport investments considered as climate financing, which is not yet reliably available for all MDBs.
6. Global development has seen several important agreements realized in 2015, all of which are directly relevant to sustainable transport. These include completion of the 2030 Agenda for Sustainable Development and adoption of the new Sustainable Development Goals (SDGs), and the Paris Agreement arising from the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change. Important also are the commitments made at the Second Global Ministerial Conference on Road Safety, which marked the midpoint of the United Nations Decade of Action for Road Safety.
7. In addition to our Rio+20 Commitment, we are scaling up climate finance for sustainable transport to help address the global climate change challenge. In 2015, about \$6.16 billion³ of MDB financing in the transport sector supported climate adaptation

¹ 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 For more details, refer to Annex: Lists of projects approved in 2015 by each MDB.

³ This figure reflects climate financing from African Development Bank (AfDB), Asian Development Bank (AsDB), European Bank for Reconstruction and Development (EBRD), European Investment Bank (EIB), Inter-American Development Bank (IADB), and World Bank following the Joint MDB Climate Finance Tracking methodology. CAF Development Bank of Latin America (CAF) and Islamic Development Bank (IsDB) used their own respective internal methodology.

activities and low-carbon transport projects in developing countries and emerging economies. MDBs will also continue to increase transport-related investments that help achieve the SDGs, increase the use of relevant indicators to refine our work, and will continue to be active partners in promoting climate-resilient and low-carbon transport.

1 BACKGROUND AND INTRODUCTION

1.1 The Rio+20 Commitment to Sustainable Transport

8. In June 2012, at the Rio+20 United Nations (UN) Conference on Sustainable Development (hereafter Rio+20), our eight Multilateral Development Banks (MDBs) delivered a joint statement making a Commitment to Sustainable Transport (hereafter the Rio+20 Commitment). The aim was to draw attention to the critical role sustainable transport plays as an enabler of sustainable development, and to make known our intentions to support sustainable transport in developing countries in succeeding years.
9. Building on our collective history of support for transport, the commitment outlined our expectation to provide more than \$175 billion of loans and grants for transport in developing countries over the coming decade (2012-22). This funding has been increasingly supporting sustainable transport – transport that is accessible, affordable, efficient, financially sustainable, environmentally friendly, and safe.
10. We also committed to annually report our sustainable transport-related lending, and to developing a common reporting framework for this purpose.

1.2 Defining sustainable transport

11. Making transport more sustainable requires addressing the dual challenge of increasing and ensuring better access to markets and services while improving the economic, social and environmental sustainability of transport. While each MDB has its own specific definition of sustainability, generally, when assessing transport sustainability, we all consider the following:

12. **Environmental sustainability** concerns the environmental impacts of a project, including transport emissions and pollution, the impact on the natural and built environment, and minimizing waste of natural resources, together with resilience and adaptation to climate change effects.
13. **Economic sustainability** concerns both the expected economic impacts over the lifecycle of a project, and the efficiency with which economic resources are used in its delivery.
14. **Social sustainability** describes the extent to which a project will benefit the poor, vulnerable and marginalized; contribute to creating safe and socially inclusive communities; and, minimize adverse impacts, such as resettlement.
15. Finally, **risk to sustainability** refers to the risk that expected project benefits may not be realized or maintained, due to problems of political or techno-economic feasibility, lack of financing, or uncertainty in the appraisal.
16. Under our commitment, projects are being assessed for their sustainability under these dimensions. While the above reflects our common working definitions, it is important to note that each MDB has its own internal definition and priorities, as well as its own approach to assessing sustainability.

1.3 Where are we four years after Rio+20?

17. Over the past four years, we have expanded our joint work to implement the Rio+20 Commitment. Representatives from each MDB have convened periodically to share best practices, develop evaluation tools to measure sustainability, and progress the framework for common reporting.
18. While our methodologies are continuously being refined, each MDB has improved its approach to evaluating and reporting on sustainability. This fourth progress report follows the harmonized reporting principle introduced in the third progress report. Most MDBs have utilized a similar methodology for assessing sustainability, as well as a common reporting format. We have also reported on a common set of output and

Figure 1 Mr. Nitin Gadkari, Union Minister of Transport, India (L) and Mr. Kiran Kapila, IRF Chairman (R), speaking during the Ministerial Meeting on Road Safety in Brazil



outcome indicators.

19. Section 3.1 of this report discusses the methodology and the progress we have made moving towards a common approach to evaluating and reporting on the sustainability of transport projects.
20. **Technical Working Group on Road Safety (TWG-RS).** Since May 2014, the MDB Road Safety Initiative has been placed under the guidance of the MDB WGST. In 2015, the TWG-RS published a report on *Upscaling Support and Developing a Shared Approach 2011-15*⁴, which was presented during the Ministerial Meeting in Brazil at a side-event on UN Pillar 2: Safer Roads and Mobility, called *Safer Infrastructure for All Road Users*. This event was attended by road infrastructure stakeholders, such as the World Road Association (PIARC), International Transport Forum (ITF), International Road Federation (IRF), and the MDBs. India's Union Minister of Transport, Mr. Nitin Gadkari, opened and chaired the event. In May 2016, the TWG-RS, led by CAF, also published "The Multilateral Development Banks' Road Safety Initiative"⁵ in the *Journal of the Australasian College of Road Safety*.

1.4 What are the major challenges facing the MDBs?

21. Through the Rio+20 Commitment, MDBs sought to highlight the importance of transport in sustainable development. In September 2015, the United Nations introduced the 2030 Agenda for Sustainable Development (hereafter 2030 Agenda), which includes 17 Sustainable Development Goals (SDGs), and 169 associated

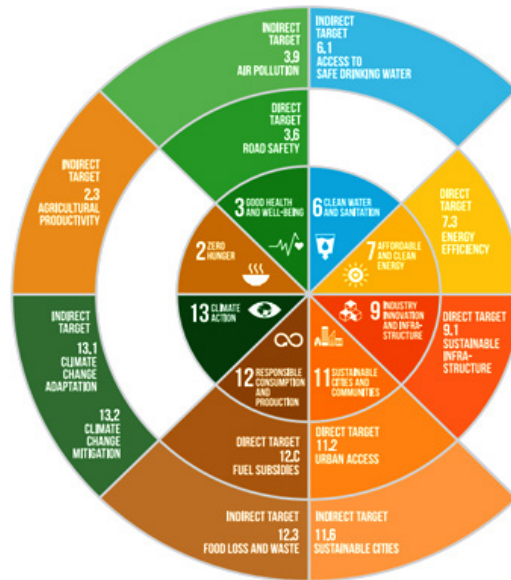
targets. The SDGs provide a comprehensive new vision for sustainable development. While sustainable transport is not represented by a standalone SDG, it is mainstreamed across several SDGs and targets, especially those for food security, health, energy, infrastructure, and cities and human settlements. A critical challenge, therefore, is scaling up sustainable transport given that it is essential to achieving most, if not all, of the SDGs and the 2030 Agenda.

22. **Global sustainable transport agenda.** The MDBs together with other organizations supporting sustainable transport have been considering a proposal for a new global institutional architecture to strengthen efforts on sustainable transport on a wider scale. Although it remains a challenge to gather myriad of stakeholders to amplify investments and innovation to mainstream sustainable transport, the UN Secretary General's High Level Advisory Group (HLAG) on Sustainable Transport is expected to recommend steps in this direction before the end of 2016.
23. **Global climate change agenda.** Through the Paris Agreement countries have agreed to cut carbon emissions in order to limit the rise in global temperatures to less than 2 degrees Celsius. Part of the agreement is to allocate \$100 billion to support developing countries per year by 2020. The Global Climate Fund (GCF), set up as a new financing mechanism under

⁴<http://scioteca.caf.com/handle/123456789/819>

⁵<http://search.informit.com.au/documentSummary;dn=188061023134609;res=IELHEA>

Figure 2. Transport-related SDGs and targets



Source: Partnership for Sustainable Low Carbon Transport

the United Nations Framework Convention on Climate Change (UNFCCC), is mobilizing part of this climate financing. Most of our MDBs are accredited as GCF implementing agencies. This renewed global commitment to climate action drives momentum for the sustainable transport agenda. Our contribution to climate finance is discussed further in section 2.

24. **Global road safety agenda.** In April 2016, the UN General Assembly adopted a resolution on “Improving global road safety.” The resolution reaffirms adoption of the Sustainable Development Goal (SDG) targets on road safety outlined in the 2030 Agenda, specifically SDG target 3.6, which aims for the reduction of global road traffic deaths and injuries by 50% by 2020; and SDG target 11.2, which aims to provide access to safe, affordable, accessible and sustainable transport systems for all by 2030. The resolution also acknowledges reducing road traffic deaths and injuries as an urgent development priority and the importance of a call for action. It also endorses the outcome document of the 2nd Global High-Level Conference on Road Safety (held in Brazil in November 2015), the “Brasilia Declaration on Road Safety”. The resolution also encourages consideration of road safety and sustainable mobility at the UN Conference on Housing and Sustainable Urban Development (Habitat III, Quito, Ecuador, October 2016) and the 9th Global Conference on Health

Promotion (Shanghai, China, November 2016). Put together, these underscore the enormity of the road safety agenda and the quick decisive actions that need to be done to achieve the ambitious SDG targets.

1.5 What is this report about?

25. This is the fourth progress report prepared by the MDB WGST. It presents progress made by our eight MDBs in the fourth year of implementing the Rio+20 Commitment.
26. Our work is ongoing. As such, the report provides a snapshot of developments to date. Our institutions will continue to enhance aspects of monitoring and reporting in the coming years, drawing upon lessons gained from this year and those cited in the three previous progress reports.
27. The transport work of our eight MDBs is wide-ranging and diverse. While this report does not fully capture all activities conducted by our MDBs in support of the Rio+20 Commitment, it summarizes key activities of each MDB and our collective action in support of sustainable transport.
28. Staff from our eight MDBs developed this report. The Partnership on Sustainable Low Carbon Transport (SLoCaT), in its capacity as observer, also provided inputs.

2 SPECIAL FEATURE: SCALING UP CLIMATE FINANCE FOR SUSTAINABLE TRANSPORT⁶

2.1 Background

29. MDBs have an important role to play in steering climate action through transport. We want to ensure that our \$175 billion financing contribution for the transport sector in developing countries between 2012-22 will contribute to scaling up climate finance for sustainable transport projects. In 2015, before and during the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (COP21) in Paris, seven of

our MDBs⁷ announced that they will increase climate financing across all sectors, including transport. This is to support the commitment to provide \$100 billion of climate finance per year to developing countries by 2020 (Box 1).⁸

2.2 Common methodology for tracking climate finance

30. MDBs have been tracking their contribution to climate finance for several years now. Six of our MDBs agreed to a Joint Approach for Tracking Climate Finance (“the joint MDB approach”) in 2011.⁹ Since 2012, the six MDBs have been using this approach for jointly reporting their annual climate finance. The agreed methodology is also

Box 1 – Commitment to Climate Finance Action and Implementation

African Development Bank announced that it would triple its climate financing to reach nearly \$5 billion annually by 2020; 40% of its investments.

Asian Development Bank pledged to double its annual climate financing to \$6 billion by 2020 (own resources only), with \$4 billion for climate mitigation and \$2 billion for climate adaptation.

European Bank for Reconstruction and Development indicated that it would increase the share of environment/climate financing from 25% to 40% of annual commitments by 2020; this will provide \$20 billion over the next five years, compared with \$20 billion over the last ten years.

European Investment Bank will finance \$20 billion a year globally for the next five years under its recently announced climate strategy commitment amounting to a total of \$100 billion, equivalent to at least 25% of its overall lending for the period. The EIB aims to increase its lending for climate action in developing countries to 35% of total lending by 2020.

Inter-American Development Bank goal is to double climate finance to 30 percent of operational approvals by 2020 to an average of USD 4 billion per annum, and to improve evaluation of climate risks and identify opportunities for resilience and adaptation measures.

Islamic Development Bank announced its commitment to increase its climate financing in the Transport sector.

The World Bank Group subject to the support of its Governors, pledged a one-third increase in climate financing from 21% to 28% of annual commitments by 2020. If financial capacity were maintained at today’s level in real terms, this would mean reaching \$16 billion a year in public sector climate finance. The WB Group intends to continue leveraging its current levels of co-financing for climate-related projects, which could mean up to an additional \$13 billion a year in 2020, bringing total climate financing to \$29 billion.

⁶ This section draws from the 2014 and 2015 Joint Report on MDBs’ Climate Finance. <http://www.worldbank.org/content/dam/Worldbank/document/Climate/mdb-climate-finance-2014-joint-report-061615.pdf> and <http://www.adb.org/documents/joint-report-mdbs-climate-finance-2015>. Additional inputs were provided by CAF – Development Bank of Latin American and Islamic Development Bank.

⁷ AfDB, AsDB, EBRD, EIB, IADB, IsDB and WB.

⁸ http://www.worldbank.org/content/dam/Worldbank/document/Climate/Joint%20MDB%20Statement%20Climate_NOV%2028_final.pdf.

⁹ AfDB, AsDB, EBRD, EIB, the International Finance Corporation, IADB and WB.

reflected in the Common Principles for Climate Finance Tracking¹⁰ agreed by the MDBs and the International Development Finance Club (IDFC).¹¹

2.3 Defining transport projects for climate finance

31. **Climate mitigation finance in the transport sector.** The joint MDB approach and common framework incorporate 11 attributes for climate mitigation finance across all sectors. These covers: additionality, timeline conservativeness, granularity, scope impact reporting, verification, mitigation results, eligibility exclusions and avoiding double counting (for further details see 2015 Joint Report on MDBs’ Climate Finance Annex C). In the transport sector the overall focus is on projects that will contribute to long-

term structural changes such as modal shift to low-carbon modes of transport.

32. Table 1 shows categories of transport projects that are eligible to be counted fully as climate finance. Finance for such projects or target outputs is counted fully as climate mitigation finance. In projects where only a portion of the project qualifies as mitigation activity (for example, in case where there are several project outputs), only the finance for valid portion is counted as climate finance.

33. Based on the list of eligible transport mitigation projects, the largest opportunities for transport mitigation finance may be in urban mass transit and inter-urban railway projects. Freight transport using inland waterways and coastal

Table 1 List of transport activities eligible for classification as climate mitigation finance
(Eligible list of transport mitigation activities)

Category	Sub-category	Eligible Activities
Energy efficiency	Vehicle energy efficiency fleet retrofit	Existing vehicles, rail or boat fleet retrofit or replacement (including the use of lower-carbon fuels, electric or hydrogen technologies, etc.)
	Energy audits	Energy audits to energy end-users, including transport systems
Transport	Urban transport modal change	Urban mass transit Non-motorized transport (bicycles and pedestrian mobility)
	Transport oriented urban development	Integration of transport and urban development planning (dense development, multiple land use, walking communities, transit connectivity, etc.), leading to a reduction in the use of passenger cars Transport demand management measures dedicated to reduce greenhouse gas (GHG) emissions (e.g., speed limits, high-occupancy vehicle lanes, congestion charging/road pricing, parking management, restriction or auctioning of license plates, car-free city areas, low-emission zones)
	Inter-urban transport	Railway transport ensuring a modal shift of freight and/ or passenger transport from road to rail (improvement of existing lines or construction of new lines) Waterways transport ensuring a modal shift of freight and/ or passenger transport from road to waterways (improvement of existing infrastructure or construction of new infrastructure)

Source: Extracted from Annex Table 3: List of activities eligible for classification as climate finance of the 2015 Joint Report on MDB’ Climate Finance.

¹⁰ For climate mitigation common principles: <http://www.worldbank.org/content/dam/Worldbank/document/Climate/common-principles-for-climate-mitigation-finance-tracking.pdf>. For climate adaptation common principles: http://www.afdb.org/fileadmin/uploads/afdb/Documents/Generic-Documents/Common_Principles_for_Climate_Change_Adaptation_Finance_Tracking_-_Version_102_July2015.pdf.

¹¹ IDFC is a group of 22 development finance institutions including national and subregional development banks. IDFC members are listed at <https://www.idfc.org/Who-We-Are/members.aspx>.

shipping may also have potential. Some types of eligible projects have until now attracted less MDB financing but could become a focus for new types of climate finance projects in future, notably vehicle energy efficiency fleet retrofit projects and transit-oriented urban development projects that reduce motor vehicle use.

34. Not all activities that reduce GHG emissions are eligible to be counted as mitigation finance. For vehicle energy efficiency projects, the methodology acknowledges that drawing the boundary between increasing production and reducing emissions per unit of output is difficult. As such, vehicle energy efficiency investments are only included in a few cases. For example, in projects that incorporate measures that will prevent a long-term lock-in to high-carbon infrastructure, and in cases where old technologies will be replaced well before the end of their lifetime with new technologies that are substantially more efficient. The methodology has some explicit exclusions such as biofuel projects that deplete carbon pools more than they reduce GHG emissions due to high emissions in production, processing and transportation. In the case of projects supporting transport demand management, this is confined to demand management measures to reduce GHG emissions assessed on a case-by-case basis, and general traffic management is not eligible.

35. **Climate adaptation finance in the transport sector.** The focus of climate adaptation finance in the transport sector is on activities undertaken to lower the current and expected risks or vulnerabilities posed by climate change. For a project to be counted as climate adaptation finance, the joint MDB approach requires a three-step method to determine the eligibility on a case-by-case basis: (i) set out the climate vulnerability context of the project, (ii) make an explicit statement of intent to address climate vulnerability as part of the project, and (iii) articulate a clear and direct link between the climate vulnerability context and the specific project activities. This follows a context- and location-specific, conservative, and granular approach. Only those components or elements/proportions of projects that directly contribute to or promote adaptation are counted as adaptation finance.¹² In the case of transport

projects, climate adaptation finance often refers to the additional cost of climate-resilience measures such as the extra cost if the height of an embankment has to be raised or increased capacity of drainage has to be incorporated.

36. Some MDBs have prepared further sectoral guidance to assist in operationalizing transport adaptation actions. For example, AfDB identifies the following adaptation categories: (i) addressing current vulnerabilities that could be exacerbated by climate variability and change, specifically when designed to support poor countries or communities exposed to climate risk (e.g. building local roads and bridges to provide escape routes for populations in flood-prone areas), (ii) building resilience to future climate risks (e.g. diverting a road around a forested area susceptible to forest fires due to drought), (iii) incorporating climate adaptation into investments in infrastructure with a long lifespan (e.g. increasing the capacity of road drainage to cope with an increase in soil saturation and surface run-off), and (iv) incorporating climate adaptation into development plans and policies from local and national levels (e.g. developing transport plans that recognize the implications of projected changes in climate for transport routes and modify routing where necessary).¹³

2.4 MDB climate finance for sustainable transport projects

37. According to the 2015 Joint Report on MDBs' Climate Finance covering six MDBs (AfDB, AsDB, EBRD, EIB, IADB and WB), using MDBs agreed methodology for tracking Climate Finance, plus figures reported by CAF and ISDB using their own internal methodology, about \$6.16 billion of finance was contributed by these MDBs for climate change adaptation and mitigation activities in the transport sector.¹⁴ About \$5.6 billion was financing for climate

¹² Refer to Annex 1 Table 1: Examples of Potential Adaptation Activities in Some Sectoral Groupings of the 2015 Joint Report on MDB' Climate Finance.

¹³ AfDB's Climate Finance Tracking Manual: Transport Sector. Document available for download at: http://www.afdb.org/fileadmin/uploads/afdb/Documents/Policy-Documents/Climate_Finance_Tracking_Guidance_Manual_-_Transport_Sector.pdf.

¹⁴ Based on 2015 Joint Report on MDBs' Climate Finance. <http://www.adb.org/documents/joint-report-mdbs-climate-finance-2015>. Additional inputs were provided by CAF and ISDB.

mitigation projects such as mass transit systems (urban rail, metro rail, bus rapid transit, and other types of mass transit system), energy efficiency in transport projects, railways, and inland waterways and short sea shipping ports. The estimated climate adaptation finance was \$560 million. Examples of MDBs' approved transport mitigation projects in 2015 include the Dar-Es Salaam Bus Rapid Transit Phase 2 in Tanzania (AfDB), the Vientiane Sustainable Urban Project in Lao PDR (AsDB and EIB), Railway Rehabilitation Project in Kosovo (EBRD), Istanbul Underground Rail Network in Turkey (EIB), the Program on Energy Efficiency in the Transport Sector in Ecuador (IADB), the Electric Locomotives Project in Turkey (IsDB) and Zhengzhou Urban Rail Project in the PRC (WB). Examples of transport projects with adaptation components include the Chinsali-Nakonde Road Rehabilitation Project in Zambia (AfDB), Outer Island Maritime Infrastructure Project in Tuvalu (AsDB), Nador West Med Port in Morocco (EBRD), Rural Road Improvement Program II in Paraguay (IADB), and Andhra Pradesh Disaster Recovery Project in India (WB).

38. While tracking transport mitigation finance is fairly straight-forward using the list of eligible activities (Table 1), it is likely that not all transport adaptation finance has been tracked because of the complex methodology.
39. Until recently, MDBs work in developing common approaches to climate change has mainly relied upon their climate change specialists with less involvement of transport sector staff. In the future, to ensure that effective and efficient approaches are followed in respect of supporting climate change in the transport sector, it will be important for transport sector staff to be fully involved. In this respect, coordination between the MDB Working Group on Climate Finance Tracking, the IFI Working Group on GHG Accounting, and the WGST will be further improved to ensure appropriate treatment of transport in MDB joint work on transport climate finance tracking and GHG measurement.

2.5 New and additional sources of climate finance for transport projects

40. Alongside MDBs' efforts to expand our climate

finance, there is a need to leverage other public and private sources of funding to scale up and transform actions of the transport sector in developing countries towards low carbon and climate-resilient pathways. According to WB, around \$3 trillion is needed to increase the sustainability of existing and new transport systems as well as to mitigate climate change in the next 20 years.¹⁵ While the \$6 billion transport climate finance from our MDBs represents a small share of the existing annual investments in the transport sector, MDBs continue to play a key role in introducing best practice approaches that can attract leveraged finance and be scaled up and replicated by developing countries.

41. Based on current trends, energy efficiency gains achieved in other sectors will be offset by rising transport demand. Transport emissions are projected to double by 2050. As such, it is evident that the aim of the Paris Agreement through each country's intended nationally determined contributions (INDCs) cannot be achieved without an expanded commitment to reduce CO₂ emissions in the transport sector.
42. Of the 161 INDCs communicated by 189 countries by 4 April 2016, about 63% explicitly identified transport sector as a source of mitigation actions, of which 81 INDCs included specific transport mitigation measures. Most of the transport related measures in the INDCs focused on passenger transport in urban areas. Shift to heavy rail, inland waterway, high-speed rail and non-motorized transport such as walking and cycling were often less mentioned. Sustainable transport was highlighted by several countries in the context of enhancing energy efficiency through measures such as improving public transport, expanding the fleet of electric and biofuel vehicles, limiting the import of inefficient vehicles and using fuel efficiency standards.¹⁶ Adaptation measures in the transport sector were included in about 14% of INDCs, of which only 6 INDCs identified transport-specific adaptation strategies.
43. In our ongoing transport sector dialogue with

¹⁵<http://www.worldbank.org/en/topic/transport/brief/more-climate-finance-for-sustainable-transport>.

¹⁶Aggregate effect of intended nationally determined contributions: an update. Document available for download at: <http://unfccc.int/resource/docs/2016/cop22/eng/02.pdf>.

developing countries, MDBs are working with countries to strengthen their institutional and technical capabilities for addressing climate change in the transport sector, e.g. to address the expanded challenges of designing and implementing transformative and complex transport projects such as mass transit or railway projects. MDBs have also accumulated experiences in co-financing projects between our institutions and with other development partners to better serve the needs of developing countries in funding capital intensive transport projects.

44. With MDBs becoming implementing agencies of the GCF, there are high expectations that they will facilitate access to climate finance for transport projects and help the difficulty of the sector in tapping climate finance under previous market mechanisms such as the Clean Development Mechanism. GCF has not yet funded projects in the transport sector to date - however, two projects are in the pipeline for 2016.¹⁷ Sustainable transport projects are not perceived to be among the “low-hanging fruits” for climate financing due to the complexity in measuring its GHG reduction potential and taking into account the scale of climate finance available compared with the huge investments

needed. However, even modest levels of climate finance, help in making the low carbon transport projects more attractive to other sources of financing such as national governments and private sector. For example, about 13% of proceeds from green bonds in 2015 were invested in low-carbon transport projects.¹⁸

45. It is important to note that climate benefit alone does not provide sufficient basis for leveraging funding from national governments and the private sector for low-carbon transport investments. Government and investors require clear results not only of climate benefit but also of the economic sustainability and social contribution of the investment, particularly as means of reducing transport cost and travel time, reducing congestion and air pollution, improving economic competitiveness and job creation, and addressing access and mobility constraints.

¹⁷ GCF's "Status of approved and pipeline projects" as of 31 August 2016. More details at: https://www.greenclimate.fund/documents/20182/409835/GCF_B14_Inf.05_-_Status_of_the_Fund_s_portfolio_-_pipeline_and_approved_projects.pdf/f37629a2-7c95-4d94-ae0-78cbf85a1c03.

¹⁸ <http://www.climatebonds.net/files/files/GB-MarketUpdate-2015-Final-01.pdf>.

3 OUR APPROACH TO ASSESSING THE SUSTAINABILITY OF TRANSPORT SECTOR OPERATIONS

46. **Refinement of assessment framework.** In 2015, a dialogue was initiated among MDBs using the STAR or modified STAR framework to document their respective processes of modifying STAR to ensure transparency and improve comparability of each MDB’s assessment of the sustainability of its transport operations. The STAR and modified STAR assessments followed a four-point scale. The dialogue provided a useful platform for further examining and harmonizing MDBs’ treatment of economic, social and environment criteria used in their sustainability assessment. This is an ongoing process, and it is recognized that some differences will remain as MDBs have used STAR in accordance with their respective mandates and circumstances.
47. In 2015, AsDB and CAF used STAR to assess sustainability, five other MDBs used a modified form of STAR while WB used its internal screening tool for assessing the sustainability of approved transport projects. This is shown in Table 2.

48. **Progress on developing a common list of transport indicators.** An initial list of proposed outcome indicators was introduced in 2014 to complement the reported output indicators. These indicators provide additional insights on overall sustainability of transport projects being assessed. In 2015, further progress was made toward achieving full reporting of the indicative output and outcome indicators shown in Table 6 in each MDB’s respective “In Numbers” highlight in section 5.
49. **Opportunity to align the MDB indicators with the SDGs and targets.** The transport sector is mainstreamed into many of the SDGs, including energy, food security, health, infrastructure, urban development, and climate change. Sustainable transport is included in 7 of the 17 SDGs and is covered directly by 5 targets and indirectly by 7 targets. While agreement is yet to be reached on the choice of indicators for the transport-related targets, work on indicators in ongoing and examples of possible indicators are shown in Table 4. MDBs will be supporting the international dialogue on indicators and once these are agreed, we will seek to incorporate them in our list of common indicators for WGST annual reporting.

Table 2 Methodology MDBs used for assessing sustainability of 2015 transport projects

BANK	SUSTAINABILITY ASSESSMENT METHOD
AfDB	Modified STAR
AsDB	STAR
CAF	STAR
EBRD	Modified STAR
EIB	Modified STAR
IADB	Modified STAR
IsDB	Modified STAR
WB	Internal screening methodology

Table 3 List of Common Indicators

LEVEL	COMMON INDICATORS
Output	<ul style="list-style-type: none"> • km of roads built or upgraded • km of railways built or upgraded • number of airports built or upgraded • number of ports built or upgraded • number of cities with upgraded public transport systems • units of train rolling stock purchased or rehabilitated (traction/non-traction) • number of shipping vessels purchased or rehabilitated

Outcome	<ul style="list-style-type: none"> • lending volume invested in projects counting for climate finance (as per MDB joint definition) • jobs created during construction and operation • economic internal rate of return of transport projects • % (or number) of road projects incorporating road safety audit and other road safety initiatives • % (or number) of road projects with gender indicators
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Table 4 List of transport-related SDGs and indicators

Transport-related SDGs targets	Indicators
3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents	3.6.1 Death rate due to road traffic injuries
3.9 By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination	3.9.1 Mortality rate attributed to household and ambient air pollution
7.3 By 2030, double the global rate of improvement in energy efficiency	7.3.1 Energy intensity measured in terms of primary energy and gross domestic product (GDP)
9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all	9.1.1 Proportion of the rural population who live within 2 km of an all-season road 9.1.2 Passenger and freight volumes, by mode of transport
9.4 By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities	9.4.1 CO ₂ emission per unit of value added
11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those invulnerable situations, women, children, persons with disabilities and older persons	11.2.1 Proportion of population that has convenient access to public transport, by age, sex and persons with disabilities
11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management	11.6.2 Annual mean levels of fine particulate matter (e.g. PM _{2.5} and PM ₁₀) in cities (population weighted)
12.c Rationalize inefficient fossil-fuel subsidies that encourage wasteful consumption by removing market distortions, in accordance with national circumstances, including by restructuring taxation and phasing out those harmful subsidies, where they exist, to reflect their environmental impacts, taking fully into account the specific needs and conditions of developing countries and minimizing the possible adverse impacts on their development in a manner that protects the poor and the affected communities	12.c.1 Amount of fossil-fuel subsidies per unit of GDP (production and consumption) and as a proportion of total national expenditure on fossil fuels

Source: <https://sustainabledevelopment.un.org/post2015/transformingourworld>

4 ASSESSMENT OF OUR COLLECTIVE PROGRESS ON SUSTAINABLE TRANSPORT IN 2015

4.1 Overall assessment

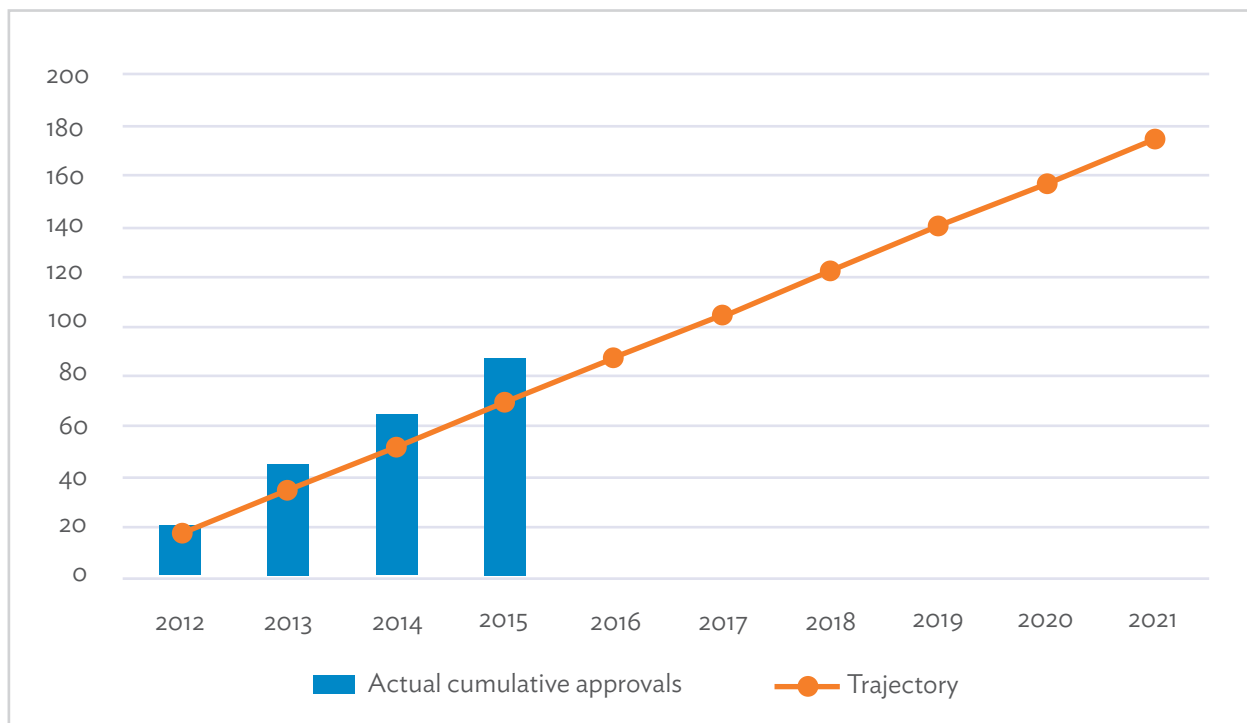
50. Across our eight MDBs, we approved more than \$23 billion of loans and grants for transport in 2015. This brings cumulative MDB transport financing approvals during the first four years of the Rio+20 Commitment to over \$88 billion, which is on track for meeting our target of \$175 billion over 10 years (2012-22).
51. The 2015 transport approvals financed 229 transport projects in 85 countries:
- 89 road projects
 - 12 airport projects
 - 16 rail projects
 - 13 port and marine projects
 - 51 urban transport projects
 - 48 other transport projects
52. For the seven MDBs using STAR or modified STAR, about 84% of projects approved in 2015 were rated sustainable or moderately sustainable, with the remaining 16% rated marginal or less

sustainable. The lower rated projects tended to perform well in one dimension (e.g. economic) but less well in other aspects. WB, using its own internal screening tool assessed its 71 projects as sustainable.

53. The following are notable highlights of MDB transport projects approved in 2015:

- Road projects remained the largest part of MDB transport lending accounting for 39% of transport projects. MDBs approved 89 new road projects to construct and upgrade 36,923 km of roads, mainly for non-urban roads including regional, national, provincial and rural. Most road projects approved in 2015 incorporated activities to mainstream sustainability by incorporating road safety, road asset management, climate resilience and gender aspects.
- There is an increasing demand for MDB financing of urban transport rising from 32 projects in 2014 to 51 in 2015. About 50% of EIB lending in 2015 was for public transport. Similarly, about half of CAF's lending operations last year focused on urban mobility while WB saw a 10% increase in urban transport projects compared to 2014. These urban transport projects include

Figure 3 Progress in the first 4 years of the Rio+20 Commitment



metro rail, bus rapid transit, trolleybus as well as facilities for pedestrians and cyclists.

- The focus of approved **railway projects** is on improving national and regional railway capacity and upgrading railway performance to meet the growing needs of freight customers and passengers including in Bangladesh, Kazakhstan, Kosovo, Moldova, Mozambique, Poland and Russian Federation.
- The approved **port and airport projects** involved expansion of capacity to serve the growing needs of trade and tourism in Central and Western Africa, Central Asia and the Pacific.

4.2 Sustainability assessment

54. Key aspects of the economic, social, and environmental sustainability of MDB-financed transport projects approved in 2015 are described below.
55. **Economic sustainability: making transport more efficient to facilitate economic growth and trade.** Improved economic efficiency and access to markets are being facilitated by marine, road, and rail infrastructure investments supplemented with technical, policy, and capacity enhancement, and knowledge development support provided by the MDBs. MDB-financed transport projects help reduce costs and travel time, as well as increase the reliability of transport services, allowing people to maximize opportunities. Our projects likewise enhance cross-border trade among industries and countries by reducing transport costs across regional transport networks and enhancing multimodal connectivity. AfDB, for instance, funded major corridor improvements in South, East, and West Africa linking Zambia and Tanzania. It also provided supplementary financing for the Mano River Union area and Mali-Ivory Coast corridor to improve economic effectiveness and competitiveness of the target regions. AsDB for its part supported 6 projects enhancing cross-border trade and regional integration in Central Asia and the Greater Mekong Subregion in Southeast Asia. EBRD also invested in road infrastructure to support regional integration in the Western Balkans, including arterial routes in Bosnia and Herzegovina, FYR Macedonia, Kosovo and Montenegro. EIB financed the Honduras strategic roads project connecting San Pedro Sula, the industrial capital of Honduras, to Guatemala and El Salvador to facilitate trade.
56. **Social sustainability: making transport more inclusive by improving access to basic services.** Transport infrastructure and services facilitate access and mobility so that women and men can equally participate in economic opportunities, obtain services, and exercise their democratic rights, thus promoting social inclusiveness and stability. MDBs' lending for sustainable transport in developing countries also significantly helps the poor to gain more access to jobs and education, there by reducing poverty. Examples of these types of project include AfDB's work in Senegal, Tanzania, and Tunisia to support agriculture development and livelihoods of people living in disadvantaged rural communities. AsDB also funded a project to improve rural connectivity in India by providing all-weather roads.
57. *Empowering women and vulnerable groups.* MDB transport projects are being designed to address the needs of women, children and other vulnerable segments of society. Improvements in rural and urban access usually have significant benefits for women and their families since women typically make several trips to fulfill their domestic and income-earning obligations, such as bringing children to school, going to market, and traveling to their place of employment. Meanwhile, urban transport projects also consider people with disabilities at the design stage, wherein their needs are accounted for in addition to other aspects of universal access to transport. Case in point, AsDB's approved financing of an integrated bus rapid transit (BRT) system in Lao People's Democratic Republic (Lao PDR) co-financed with EIB will include improvement of pedestrian facilities near BRT station areas by installing universal accessibility measures, signalized pedestrian crossings, street lighting, and pavement upgrades. The project will also finance capacity building for tuk-tuk drivers and demonstration of hybrid pedicabs.
58. *Improving safety.* In addition to financing investments in road safety, all MDBs included support for road safety awareness events and training in developing countries, with a view to improving understanding of road safety problems and approaches. AfDB made the

use of its road safety audit manuals and road safety tool kit in its road operations for use by national road agencies. AsDB approved a road safety demonstration project in Shaanxi province in the PRC to develop and institutionalize modern road safety design and management approaches to reduce road deaths and injuries in mountainous areas. CAF continued its strong commitment to improve road safety by enhancing training and capacity building, strengthening its work on motorcycles, and engaging a wider set of stakeholders in developing a comprehensive guide for traffic crash victims. EIB supported rehabilitating 116 km of roads in Honduras following standards of the European Commission's Road Safety Directive.

59. **Environmental sustainability: making transport more green.** Along with improving access and transport efficiency, we are taking steps to reduce GHG emissions, air pollution, and noise pollution resulting from transport. Our MDBs are also promoting energy efficiency in transport. In particular, we are lessening environmental impact and ensuring sustainability by investing in more projects that promote a shift to low-carbon and less polluting modes. AfDB is

supporting BRT in Dar Es Salaam in Tanzania to reduce traffic congestion and improve the livability of the city. The rail corridor between Laksam and Akhaura in Bangladesh, co-financed by AsDB and EIB, will likewise lessen congestion and dependency on road vehicles to transport passengers and freight, therefore reducing GHG emissions. WB is also assisting Bangladesh to improve the efficiency and safety of passengers and cargo along an inland waterway regional corridor.

60. *Supporting climate resilience.* Climate resilience continues to be an important consideration in preparing MDB transport lending. For most projects approved, climate resilience is assessed, taking into account the need for year-round transport services. AsDB screens all transport projects for climate risks and vulnerabilities. Newly approved projects in Kiribati, Tuvalu, Vanuatu and Timor Leste focus on climate resilient infrastructure. Similarly, WB is working in Cambodia to improve the condition, safety and climate resilience of key national road links by systematically introducing climate proofing of infrastructure supplemented by capacity enhancement to implement road maintenance planning, contracting and management.

5 ASSESSMENT OF EACH MDB'S PROGRESS ON SUSTAINABLE TRANSPORT

5.1 African Development Bank

Operational context and strategic approach

61. In 2015, AfDB adopted five thematic areas of focus, namely Power Africa, Integrate Africa, Industrialize Africa, Feed Africa and Improving Living Conditions for African Population. The transport sector is central to four of these focus areas.
62. AfDB continued to invest in transport projects and programs aimed at developing efficient and sustainable transport and logistics systems to stimulate socio-economic activities and improve economic competitiveness in the continent.

In numbers: AfDB and sustainable transport in 2015

- Total of 17 loans/grants and 6 technical assistance (TA) projects approved (including 2 private sector loans)
- Total financing of \$2.5 billion of investment
- Projects to serve 19 countries
- Projects to develop 2,924 km of roads, urban transport systems in 4 cities, regional integration between 11 countries, development of 1 airport and 1 seaport
- Transport mitigation financing totaling \$110 million, and similar level of climate adaptation financing
- 14 projects with gender indicators and 11 road projects with road safety indicators

Highlights from 2015

63. In 2015, AfDB stepped up efforts to diversify its transport portfolio into aviation, maritime, railways and urban transport which collectively accounted for at least 30% of transport lending.
64. AfDB remained strongly committed to its regional integration mandate. Approvals in 2015 included major corridor projects in South and East Africa (Zambia, Tanzania) and West Africa (Mano River Union area, Mali-Côte d'Ivoire corridor). The projects will contribute to the economic effectiveness and competitiveness of the target regions.
65. Several transport projects included the objective to improve the quality of life. Projects in Senegal, Tanzania and Tunisia support agriculture development and livelihoods of people living in disadvantaged rural communities.
66. There was a notable increase in the share of urban transport projects, with two new transport approvals in Benin and Tanzania. The projects will reduce traffic congestion and contribute to improving mobility and making the cities vibrant and livable. In Tanzania, the support to the Dar Es Salaam bus rapid transit represented AfDB's first significant intervention for urban public transport.
67. In the road subsector, AfDB approved projects that will impact positively on the lives of over 10 million people. Many of these operations were complimented with activities in areas of gender mainstreaming, building climate change resilience, building governance and institutional capacities.

Figure 4 Supporting Dar Es Salam BRT



Figure 5 Supporting Aviation (L) and Railways (R)



68. In the aviation and maritime subsectors, two operations were approved, with co-financing from WGST member MDBs. These are the Nador Port in Morocco, and Sharm El Sheikh Airport Development Project in Egypt. Both projects will have transformational impact on the economies of the two countries and generate direct and indirect job opportunities for millions of people.
69. At the regional level, AfDB extended a TA in the aviation subsector to about 25 countries in Central and West Africa to reinforce aviation safety by increasing the number of airports that are compliant with ICAO safety standards (from 3 to 20 by 2019). Two of the AfDB's 2015-approved transport operations were private sector loans, one to develop the capacities of the Ghana Airport Company Ltd., and another to develop the Nacala Railways system in Mozambique.
70. In terms of knowledge management, AfDB

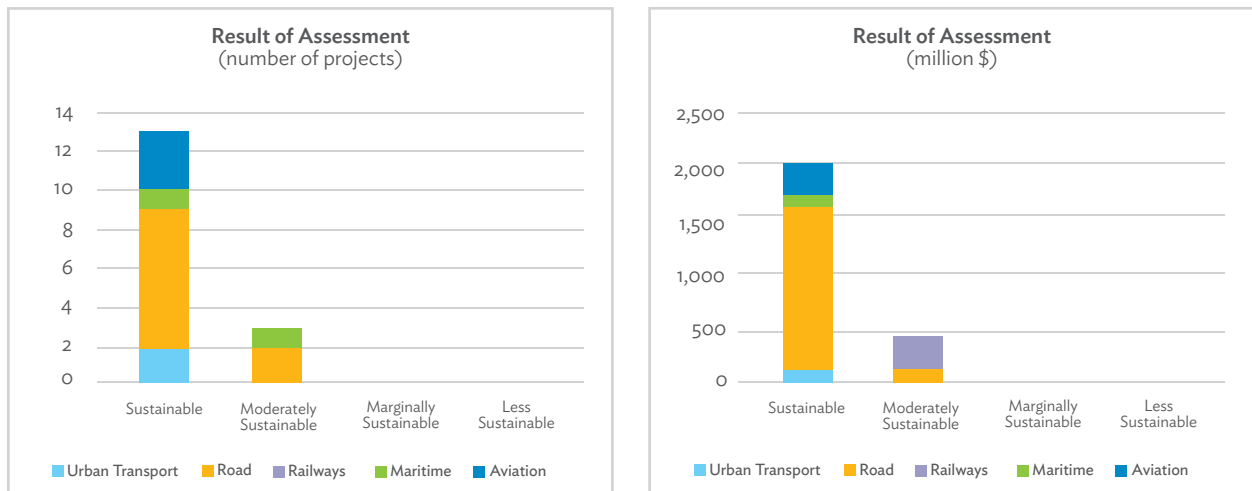
produced a flagship diagnostic report on the air transport situation in West and Central Africa as well as a series of manuals dedicated to road safety auditing on new and existing road projects. The manuals also include an updated road safety audit tool kit. The manuals are now being mainstreamed in the AfDB's operations and adopted by national road agencies.

70. In addition to issuing of knowledge products, AfDB successfully hosted an inaugural transport forum that provided a platform for transport experts from across the globe to discuss development challenges and sustainable transport in Africa.

Assessment of the sustainability of 2015 lending

72. The AfDB applied the modified Sustainable Transport Appraisal Rating (STAR) framework to assess the sustainability of projects approved in 2015. The results of the assessment are shown in the charts below.

Figure 6 Results of Assessment of AfDB's 2015 Approved Transport Projects using Modified STAR



5.2 Asian Development Bank

Operational context and strategic approach

73. AsDB is midway through implementation of its Sustainable Transport Initiative Operational Plan, 2010-20 (STI). It is undertaking a mid-term review of STI to assess progress, identify obstacles and recommend mid-course adjustments needed during 2016-20. AsDB plans to double its annual climate financing to \$6 billion by 2020, with transport to contribute \$1 billion of the \$4 billion in financing for climate mitigation.

74. AsDB's work in 2015 covered a wide range of transport operations in client countries:

- Road programs that benefit rural districts in India and Sri Lanka
- Road upgrading, rehabilitation and reconstruction in various countries in the Pacific, South and Southeast Asia
- Urban public transport in Viet Nam and Lao PDR
- Railway development in Bangladesh
- Regional and trade corridor improvements in various countries in South and Central Asia
- Road safety demonstration project in the PRC
- Increased focus on climate proofing AsDB-supported road projects

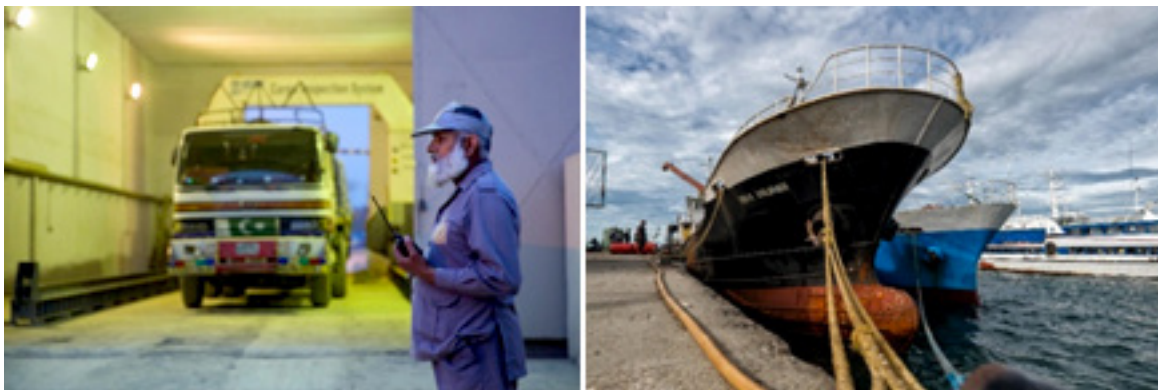
In numbers: AsDB and sustainable transport in 2015*

- Total of 30 loans/grants and 27 TA projects approved for \$2.8 billion
- Projects to serve 18 countries
- Projects to support development of 10,024 km of roads, 21 km of railways, urban transport systems in 2 cities, as well as upgrading of 2 ports
- Estimated climate mitigation finance of \$393 million and \$70 million for climate adaptation
- 16 projects with gender indicators
- 15 road projects with road safety indicators

Highlights from 2015

75. **Supporting road safety measures in mountain roads in PRC.** AsDB approved a road safety demonstration project in Shaanxi Mountain province, PRC. The project will (i) upgrade three trunk roads (approximately 187 km) in Ankang and Shangluo incorporating major safety design enhancements (iRAP 3 STAR minimum); (ii) upgrade eight rural roads (approximately 140 km) in poor agricultural areas from earthen to paved standard, including improved safety design enhancements; (iii) invest in crash reduction program for 25 additional rural roads (approximately 570 km); and (iv) assist in institutional development of local road safety units and traffic bureaus.

Figure 7 Improving Trade and Border Services in AsDB transport operations (L) and Interisland Shipping in Vanuatu (R)



* Includes all projects approved in 2015 with transport as primary sector and multi-sector projects with transport components. Excludes private sector operations and information and communication technology (ICT) projects.

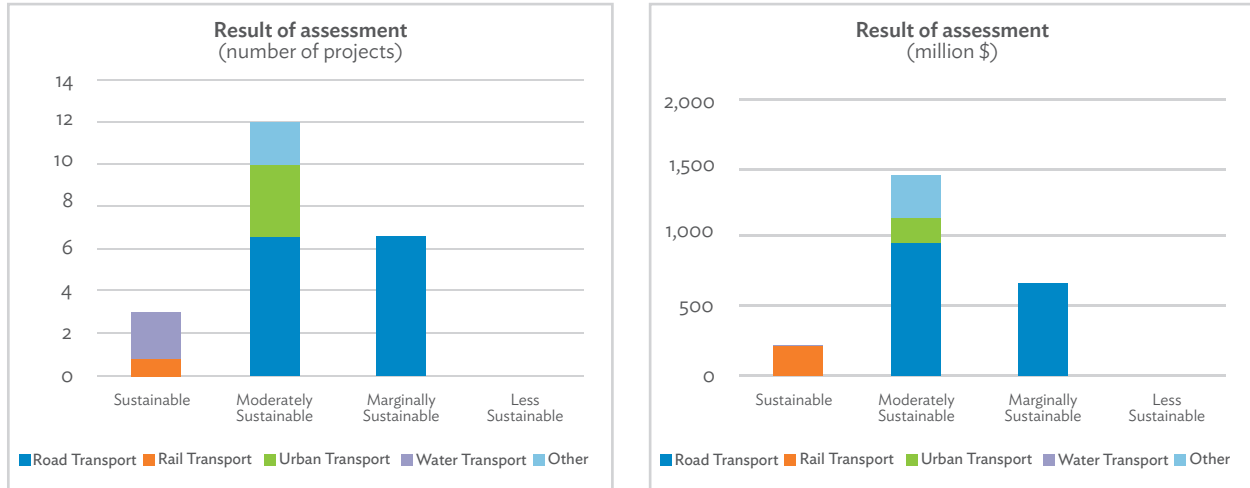
76. **Supporting safe and climate-resilient interisland shipping in Vanuatu.** AsDB approved additional financing to build a new interisland shipping terminal in Port Vila, to provide sufficient berthing capacity to handle conventional vessels and landing crafts. To improve remote area access, one outer island wharf and three jetties will be constructed, and three existing outer island wharves will be rehabilitated or repaired. Ancillary infrastructure will be provided to cater for the transit of passengers (including market shelters and separate facilities for women, children, men, and people with disabilities) and storage for cargo trans-shipment. The design will adopt a low-maintenance strategy in recognition of the limited capacity for maintenance in outer islands, and will include climate proofing measures.
77. **Enhancing sustainable urban transport in Vientiane, Lao PDR.** AsDB approved a project to develop 11.5 kms of BRT corridors and NMT in the city centre of Vientiane, including 24 enclosed stations, which will be serviced by

96 new BRT buses meeting a minimum Euro IV emissions standard using cleaner fuel and advanced propulsion and exhaust system technology. The new BRT buses will serve a network of 84 km of routes covering much of the city. The project will improve pedestrian facilities near BRT station areas by installing signalized pedestrian crossings, street lighting, pavement upgrades, and universal accessibility measures. In addition, capacity building support will be provided for tuk-tuk drivers and demonstration of modern electric-assist vehicles.

Assessment of the sustainability of 2015 lending

78. AsDB applied the web version of Sustainable Transport Appraisal Rating (STAR) framework to assess the sustainability of projects approved in 2015.¹⁹ Across all projects, the aspects of sustainability that were strongest were (i) social, (ii) economic, and (iii) environmental, respectively. From experience since 2012, the use of STAR has contributed to improving the social inclusiveness of projects.

Figure 8 Result of STAR Assessment of AsDB’s 2015 Approved Transport Projects



¹⁹ Excludes TAs, TA loans, policy-based loans and multi-sector projects.

5.3 CAF – Development Bank of Latin America

Operational context and strategic approach

79. Transport remains one of the main challenges in CAF's region. During the last year, some improvements have been achieved in the sector, and transport continues to serve as an enabler for competitiveness and equity in the region. CAF's transport agenda supports and fosters programs, projects and research dedicated to sustainable, low carbon transport, and has been focusing on how to meet challenges posed by economic growth, continued urbanization, and climate change. Motorization growth rates are moderate but are still around 5% for automobiles and 9% for motorcycles. Transport infrastructure investments continue to be around 1.2% of GDP. These are primarily in the public sector where as in previous years there was more private participation. Issues of gender and inclusion, as well as recent technological advances are adding to the difficulty of searching for holistic, inclusive and efficient solutions to accessibility and mobility.

80. During 2015 CAF has prepared its urban mobility strategy for fostering sustainable transport. CAF's urban transport group undertook the task of developing the Urban Sustainable Mobility Strategy – a policy document that provides the framework for future initiatives on urban transport. Clean, safe, inclusive, and integrated transport constitute the four pillars of urban mobility that CAF will prioritize in lending operations and TAs.

81. CAF's work in 2015 covered a wide range of operations to support sustainable transport, inclusive growth and competitiveness in the region. Approvals of operations include:

- Urban public transport for Brazil and Panamá
- Road programs that benefit rural districts in Argentina, Bolivia, Ecuador, Paraguay and Venezuela
- Transport to foster tourism for Barbados
- Urban development to enhance and improve mobility and accessibility for Argentina, Brazil, and Ecuador
- Increased focus on road safety and climate change in CAF-supported transport projects

In numbers: CAF and sustainable transport in 2015

- 14 credit operations and 21 TA projects
- Lending of \$1,483 million to serve 8 countries
- TA of \$2.3 million to foster sustainable transport in 7 countries
- 7 operations to support regional development with 1,224 km of road improvements
- 7 urban operations to foster and enhance urban mobility, access, and public space
- 100% of road operations included road safety audits
- 35% of operations include green elements

Highlights from 2015

82. **Supporting innovation in implementation of road safety.** CAF is committed to reducing fatalities from road traffic crashes in the region. It has included road safety as the main pillar in its urban mobility and roads strategies in order to incorporate safety for all users (including vulnerable road users) in all operations. It has continued to foster awareness through: (i) training and capacity building events throughout the region, (ii) awareness raising on road safety, such as organizing a side event at the Brazilian Ministerial meeting on Powered Two Wheelers safety, and (iii) development of a Guideline for attending to traffic crash victims in collaboration with the Iberoamerican Road Victims Federation that will help create awareness of the concerns of the victims. In strengthening its work on motorcycles, CAF has also developed the Motorcyclists Road Safety Plan for Costa Rica and has started preparing additional plans for several other countries. In addition, CAF formulated a road safety training course and a proposal on how road safety auditors can be certified in countries to reduce the shortage of trained road safety auditors.

83. **Data driven policy.** In 2015, CAF provided the Latin American region with sound and standardized data through its Observatory of Urban Mobility (OUM). The initiative developed research on affordability and traffic demand management, which include undertaking new data collection for 29 cities under UOM. In addition, CAF signed a Memorandum of Understanding with the University of Toronto

Figure 9 A Comprehensive Guide for Traffic Crash Victims (L), and Road Safety Congress in Lima Perú (R)



Transportation Research Institute to promote innovation on data collection and enhance urban transportation planning through ITS and real time data. Montevideo (Uruguay) and Asunción (Paraguay) have been selected for pilot research activities in 2016. Building on these two initiatives, CAF continues to support data driven policy.

the national government are discussing future feasibility studies of public transport solutions in the historic city center using technical cooperation funds from the European Union. In 2015, through a policy based loan for \$115 million, CAF supported investments to implement Panama’s recently launched Sustainable Urban Mobility Plan (PIMUS).

84. **Green funding increased.** CAF approved six (6) operations with green components, totaling \$524 million. These operations include urban transport projects, urban enhancement, improvement of the conditions of public transport access and traffic, and public space enhancements. These projects provide strong economic, social (including road safety), and environmental benefits, which accounted for 35.3% of total approvals in 2015.

86. **Urban holistic operations.** CAF has strengthened its urban interventions that includes a more holistic approach in understanding the complexities of urban environments, enhancing traditional operations, fostering strategic investments in public space, accessibility to transit, and green areas. Through these operations, CAF continues to promote and build more inclusive urban areas while improving safety, environmental issues and equity. In Brazil, which has shown social disparities, CAF has increased the types of interventions, to reduce social gaps and building better cities for all.

85. **Panama urban transport agenda.** CAF continued supporting Panama in mainstreaming its urban mobility agenda after partially financing Metro Line 1 in Panama City with \$600 million in the past years. Based on the positive impacts of Metro Line 1, wherein demand forecasts estimated 150,000 passenger-trips per day and currently the system is carrying more than 250,000 passenger-trips per day, the national government is not only expanding its Metro Network (Line 2 is under construction and Line 3 is in planning stages) but also planning future interventions in the wider urban area. CAF is also supporting the government in preparing an Urban Mobility NAMA, which will provide foundation for expansion of the bus system transformation and implementing an integrated public transport system. In parallel, CAF and

87. **Technical assistance and knowledge building.** CAF dedicated over \$2.3 million for research and TA to countries in the region to support building of knowledge to provide appropriate solutions responding to identified challenges. Particular attention was devoted to Uruguay where an analysis of measures for multimodal optimization and introduction of new and energy efficient technologies in the transportation sector was prepared. In Cuenca, Ecuador, a TA for integrating public spaces with the mobility system was prepared.

88. Continuing work started in 2014, CAF published a Practical Guide to Implement Public Bicycle

Figure 10 Panama City Metro



Programs in 2015, and held several workshops to foster capacity building on active modes. As motorcycles continue to grow exponentially in the region, CAF has launched a publication summarizing research on 5 cities, and providing recommendations on the impacts on mobility, financial sustainability of mass transit systems, regulations and road safety.

that 13% of projects were sustainable, 53% were moderately sustainable, 27% were marginally sustainable, and 7% were less sustainable. Similarly, when assessed in terms of lending amount, 13% of lending was sustainable, 38% was moderately sustainable, 37% was marginally sustainable, and 12% was less sustainable.

Assessment of the sustainability of 2015 lending

89. CAF applied the Sustainable Transport Appraisal Rating (STAR) framework to assess the sustainability of projects approved in 2015. As shown in the following figures, assessment found

90. When assessing the projects approved in 2015 according to the aspects of sustainability it was found that the ones that were stronger were (i) social, (ii) economic, and (iii) environmental in that order.

Figure 11 Results of STAR Assessment of CAF's 2015 Approved Transport Projects



5.4 European Bank for Reconstruction and Development

Operational context and strategic approach

91. The EBRD invests in transport projects that connect businesses to suppliers and markets and give people access to economic opportunities and essential services. Guided by its strategies for the transport sector and for municipal and environmental infrastructure, EBRD's work in 2015 sought to increase the sustainability of its transport operations. Policy dialogue and targeted technical cooperation, generously supported by the EBRD donors, remained vital to support the delivery of these activities.

92. In 2015, the EBRD approved the Green Economy Transition Approach to increase the volume of its sustainable financing up to 40% by 2020 and broaden its scope. It also approved its first Strategy for the Promotion of Gender Equality to encourage advancement of equal opportunities, access to services and access to finance. In recognition of the need to scale up private sector investment in infrastructure, it also joined the new Global Infrastructure Facility (GIF) to facilitate the preparation and structuring of complex infrastructure PPPs. The GIF complements the Infrastructure Project Preparation Facility, approved by EBRD Governors in 2015 to meet infrastructure challenges in the region over the period 2015-17.

In numbers: EBRD and sustainable transport in 2015

- 40 transactions approved

- A total of \$1.35 billion of investment in both the public and private sectors (private sector lending represented 40%)
- \$32.3 million of technical cooperation grants raised from donors in support of 98 initiatives and projects
- Projects to serve 24 countries
- A diversified portfolio, in which rail and public transport represent 43%
- Projects to support development of 217 km of roads, 148 km of railways, urban transport systems in 10 cities, as well as upgrading of 4 ports and 2 airports
- 17 projects supporting modernisation of transport fleet (railcars, locomotives, vessels, clean trucks and buses)
- Estimated climate financing of \$ 575 million, with estimated savings over 200 ktonnes of CO₂ per annum
- Road safety components included in all seven projects in the road sector
- Gender focus and components in 3 projects for passenger transport

Highlights from 2015

93. A major focus for EBRD efforts to promote sustainable transport is investments in logistics and projects that support more efficient movement of cargo across different modes of transport. For example, during 2015 EBRD extended a loan to a Polish freight transport company, PKP Cargo, to finance the acquisition of Advanced World Transport and promote the development of intermodal services in central and eastern Europe; and a loan to a Bulgarian company, PIMK Holding Group, to build an intermodal cargo terminal in the city

Figure 12 New Port near Nador West, Eastern Morocco will promote development of the Oriental region



of Plovdiv. Investments in maritime transport included the construction of a new port close to the town of Nador in Morocco to contribute to the economic development of Morocco's north-eastern Oriental region, as well as the development of a new liquid-cargo terminal in Ploče, Croatia, and the construction of a grain drying and purification facility in the port of Odessa, Ukraine.

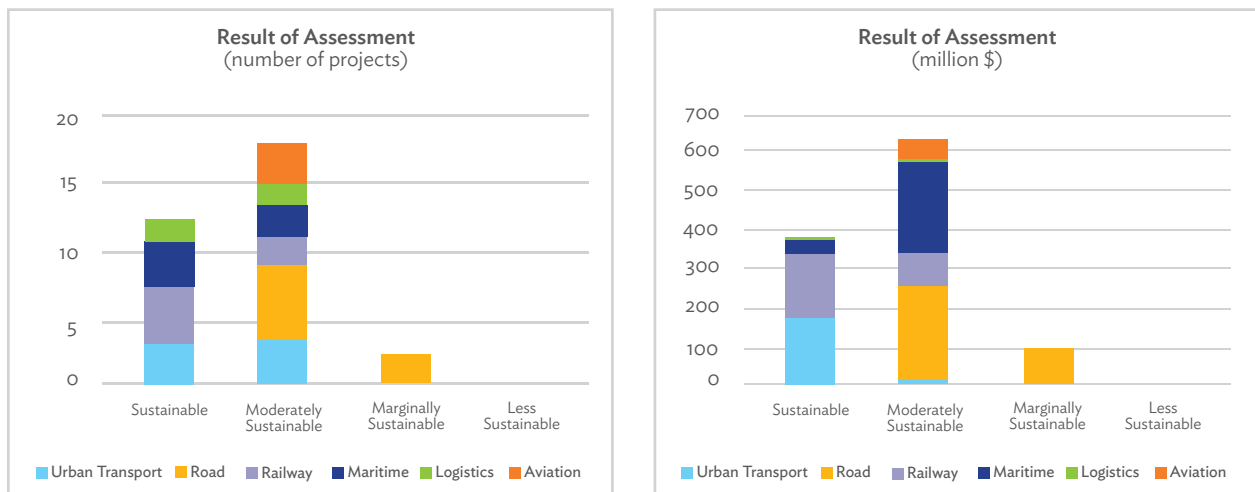
94. In the railway sector, the EBRD extended its longstanding cooperation with Kazakhstan's national rail company, KTZ, by arranging a syndicated loan in support of a modernisation and restructuring programme. In Kosovo, EBRD signed its first transport deal for the country to improve the national rail network and its connection with neighbouring countries and the rest of Europe. To support regional integration, the EBRD also invested in road infrastructure in the Western Balkans, including arterial routes in Bosnia and Herzegovina, FYR Macedonia, Kosovo and Montenegro.

95. EBRD financing of urban transport systems will modernise fleets of urban buses and electric trams in 10 cities of Ukraine, Romania, Kazakhstan, Tajikistan and Egypt, benefitting more than 500 million passengers every year. Together with the focus on greener modes, these projects included a focus on better accessibility to services for underserved social groups, including women, the elderly and people with disabilities. For example, the EBRD launched the Cairo Urban Transport Integrated Approach to address key challenges in the Egyptian capital's transport system such as the lack of safe travelling conditions for female passengers.

Assessment of the sustainability of 2015 lending

96. For the third year, EBRD assessed the sustainability of its projects under a common evaluation framework agreed with other MDBs, obtaining an overall average rating of 1.59, which has shown the increasing impact of its initiatives on gender equality, road safety and green economy together with the strong economic impact of project it finances.

Figure 13 Results of Assessment using Modified STAR²⁰



²⁰ In 2015, 6 transactions financial operations (e.g. IPO, balance sheet and loan restructuring) with no additional or new associated capital expenditure; these transactions have not been rated.

5.5 European Investment Bank

Operational context and strategic approach

97. The EIB invests in projects that promote sustainable and inclusive growth. Whether in pre-accession countries in eastern European countries, in Africa, Asia, Latin America, the Caribbean or the Pacific countries, the EIB works in accordance with country needs and EU policies and development goals.
98. The total EIB financing for transport in developing countries²¹ was €5.3 billion (\$6.0 billion) in 2015, of which two thirds was for projects in developing countries in the EU (mainly Poland).
99. The EIB's lending to the transport sector is mainly guided by the following objectives:
- Climate change mitigation and adaptation, for instance support to a bus rapid transport project in Vientiane, Laos, to revitalize its city center, reduce urban road congestion and increase traffic safety.
 - Development of social and economic infrastructure, for instance, a road development and safety program in Copan region of Honduras to increase connectivity and trade and strengthen the country's position as a logistical center in Central America.
 - Regional integration and growth, for instance

a rail program that upgrades a railway line in Bangladesh and will enhance trade links and regional integration with India and Bhutan.

In numbers: EIB and sustainable transport in 2015

- 33 loans/grants projects approved
- Totaling about \$6 billion of EIB lending (€ 5.3 billion)
- Helping to mobilise finance from other sources to enable investments of \$17 billion (€ 15.1 billion)
- Projects to serve 18 countries, of which 14 are outside the EU
- Projects to support construction or rehabilitation of 3,646 km of roads and 1,573 kilometers of railways
- Urban transport systems in 13 cities, as well as upgrading of 1 airport and 1 port
- About 50% of lending for public transport

Highlights from 2015

100. Honduras strategic roads: connecting Honduras, Guatemala and El Salvador: The Corredor de Occidente connects the industrial capital of Honduras, San Pedro Sula, to Guatemala and El Salvador. Recently signed customs agreements between the three countries are expected to lead to increased trade and traffic along the route. However, sections of the corridor are in poor condition. The EIB will contribute to rehabilitation of 116 km of the corridor, bringing it into line with the European Commission's

Figure 14 More Than Half of EIB's Finance to the Transport Sector is for Public Transport



²¹Total EIB lending for transport in 2015 was €16.4 billion (\$18.5 billion). This report refers only to the share of EIB lending to developing countries following the International Monetary Fund definition of developing countries in 2012. This includes the following emerging economies that were at that time EU members: Latvia, Lithuania, Poland, Hungary, Romania, and Bulgaria.

Road Safety Directive – a first for the country. In partnership with the Latin America Investment Facility, the project encompasses a capacity-building program that will ensure enhanced road safety through capacity-building for road safety audits. The improvements implemented by the project are expected to save travellers 2.5 million hours and reduce vehicle operating costs by €2.1 million every year, whilst also reducing the number of road fatalities.

101. **Enhancing modal shift from road to rail in Bangladesh.** In Bangladesh, the rail corridor linking Dhaka, the capital, with Chittagong, the second city and main port, is of vital economic importance. However, the capacity of the existing line presents a significant barrier to the expansion of trade and personal travel. Currently, 203 km of the line is served by a single track. As part of a program to upgrade the whole rail corridor, the EIB is lending €132 million for upgrading 70 km section of the corridor between the towns of Laksam and Akhaura. The project will increase the capacity of the line by upgrading the existing track and building a second track and implementing a dual-gauge to allow more trains of different gauges to use the line. A new signalling system, extended stations and increase in overhead capacity will add to the capacity of the line by facilitating use of longer trains and enabling freight containers to be double-stacked. As well as being economically

important for Bangladesh, the upgraded rail line will enhance trade links and regional integration with neighbouring Indian states and Bhutan.

102. **Incentivizing public transport and increasing safety in Lao PDR.** EIB is supporting the Lao government’s sustainable development strategy to facilitate a shift from private to public transport. The EIB loan will help to finance a bus rapid transit system with 11.5 km of dedicated bus ways and 96 new buses. This will improve traffic flow and safety across the capital. The introduction of parking management and vehicle registration systems will enable traffic management and improve accessibility for pedestrians and other non-motorised traffic. These improvements are expected to encourage a shift from private to public transport that will reduce CO₂ emissions whilst saving travel time for bus passengers. The project will benefit from TA provided by the EIB and funded through a €5 million grant provided by the Asian Investment Facility.

Assessment of the sustainability of 2015 lending

103. Using the Sustainable Transport Appraisal Rating (STAR), the EIB assessed the sustainability of its projects approved in 2015. As shown below, 90% of projects received a rating of moderately sustainable or above.

Figure 15 Assessment of EIB’s 2015 Approved Transport Projects in Developing Countries using ModifiedSTAR



5.6 Inter-American Development Bank

Operational context and strategic approach

104. **Infrastructure investment needed for economic development.** In Latin America and the Caribbean (LAC) region, investment in infrastructure has lagged behind growth in demand. To address this challenge and close the investment gap, the region will need to invest at least 2% of its GDP, rising from the current level of \$150 billion to \$250 billion per year.²²

105. **IADB's work in 2015 covered a wide range of transport operations to support sustainable growth in client countries.** The IADB has provided about \$5 billion of lending for infrastructure per year since 2009. A major portion of this funded for transport infrastructure. In 2015, approved loans and non-reimbursable grants prepared by the IADB transport division came to over \$560 million with emphasis on:

- Support for rural road rehabilitation and maintenance
- Climate proofing of road infrastructure
- National strategies and policies to support freight logistics, trade integration, and road safety
- Institutional support and strengthening for urban and nonurban transport projects
- Support for low-carbon urban mobility

In numbers: IADB and sustainable transport in 2015

- Total of 8 loans/grants and 31 TA projects approved totaling \$567 million of investments, benefiting 26 countries
- Approved projects will support the development, rehabilitation and/or maintenance of 2,273 km of roads in 8 countries
- Estimated climate finance of approximately \$53.3 million
- Of the 8 loans approved, 75% have gender indicators and 50% have road safety indicators

Highlights from 2015

106. **Supporting the development and management of the primary road network in Bolivia.** In 2015, the IADB approved a loan to support road infrastructure program to improve the quality, accessibility and safety conditions of Bolivia's primary road network. The loan will increase the coverage of paved roads, rehabilitate and upgrade road corridors connecting production centers to local and foreign markets. The program will also promote improvements in public expenditure efficiency in the sector by supporting integrated road asset management using road maintenance management systems, and building the capacity at the Bolivian Highway Administration.

Figure 16 Rural Roads Improvement Program in Paraguay (L) and Climate change Adaptation Study of the Port of Manzanillo, Mexico (R)



²² IADB Sustainable Infrastructure Strategy for Competitiveness and Inclusive Growth

107. **Rural road connectivity in Nicaragua.** The IADB provided a loan to support a Road Integration Program which gives priority to road improvement interventions in the poorest rural areas in Nicaragua. The program prioritizes aspects to increase the social effectiveness of interventions and incorporates road safety actions for the benefit of users of the roads, particularly pedestrians. The program will prioritize the gender perspective by introducing a pilot training initiative for women to be trained as heavy equipment operators.

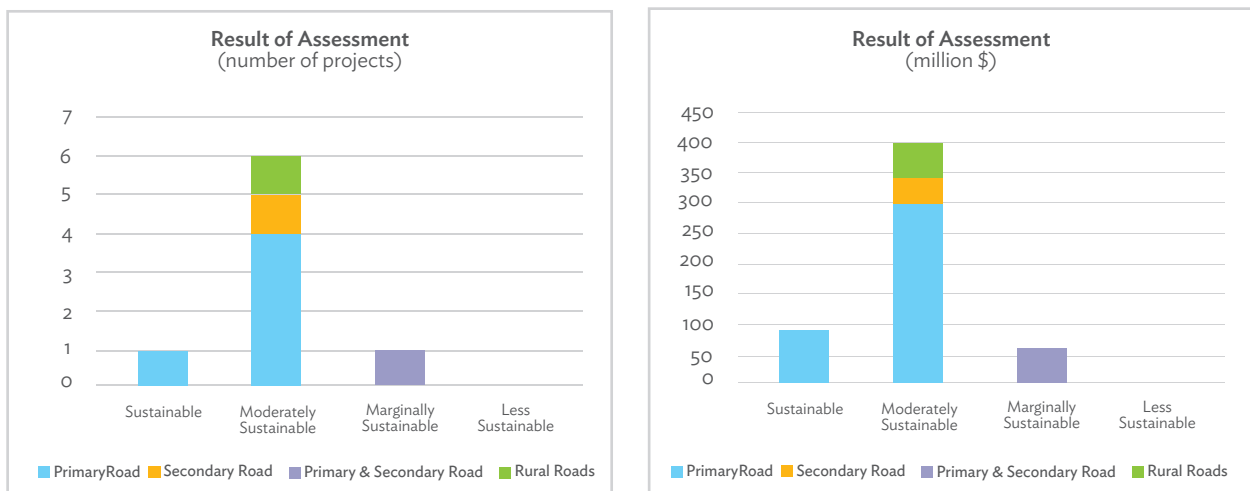
108. As the program includes support for improving and rehabilitating highways throughout the country, IADB funded an analysis to assess the vulnerability of the highway infrastructure to climate-related stress factors such as rain and the increase in the number of days with temperatures over 35° Celsius. The climate modeling assessment is helping to identify the vulnerability and exposure of the sections of the roads to receive financing and adapt the roads accordingly. As a result, vulnerable geographical areas have been identified and design parameters are being reviewed, taking into account the rainfall recurrence intervals such as adequate slope stabilization, height of embankments, and width of drains.

109. **Highlights of technical cooperation activities.** In 2015 the IADB completed a Climate Risk Management Assessment to the Port of Manzanillo in Mexico, one of the leading container cargo ports in the world. Recognizing the potential significance of climate change to ports, the IADB provided a technical cooperation to analyze in depth the climate-related risks and opportunities facing the port. The study determined the level of present-day and future climate-related risk to elements of the value chain of the port, making use of various methods to reflect the different sensitivity and exposure to different activities in the port. Risks identified were evaluated against current vulnerability, projected impacts of climate change, adaptation and uncertainties. Accordingly, climate risks were prioritized and their financial and economic implications quantified, and an Adaptation Plan for the port was prepared. This is the first climate risk management study performed on a major port in LAC.

Assessment of the sustainability of 2015 lending

110. IADB applied the Sustainable Transport Appraisal Rating (STAR) framework to assess the sustainability of projects approved in 2015.²³ Across all projects, the aspects of sustainability that were strongest were (i) economic, (ii) social, and (iii) environmental.

Figure 17 Assessment of IADB’s 2015 Approved Transport Projects in Developing Countries using ModifiedSTAR



²³ Excludes TAs, TA loans and policy-based loans.

5.7 Islamic Development Bank

Operational context and strategic approach

111. In 2015, infrastructure operations continued to receive the largest share of IsDB financing and the transport sector overtook the energy sector receiving the largest allocation of infrastructure financing (48%). Total IsDB operations in the transport sector amount to \$1.92 billion, which is the highest level of annual transport approval in IsDB history, reflecting high demand from IsDB member countries, especially in Africa.

112. In line with the IsDB vision for infrastructure development, IsDB continues to focus on regional transport networks that facilitate the integration of its member countries in Africa and Central Asia with the regional and/or global economy. It also continues to emphasize road safety in its operations. IsDB's interventions in 2015 included:

- An increase in rural and regional roads financing, with 94% of approved projects in 2015 in the road sector, of which 59% of the approved financing was in Africa, 26% in the Middle East and North Africa (MENA) region and 15% in Central Asia.
- Continuing to work closely with various development partners in co-financing projects in member countries. In Central Asia (Kazakhstan and Kyrgyzstan) IsDB co-financed projects with the AsDB and the Saudi Fund for Development. In Africa, (namely Cote D'Ivoire, Niger, Cameroon, Togo, and Chad), IsDB co-financed projects with the AfDB, West African Development Bank, Fund for International Development, Kuwait

Fund for Arab Economic Development, and Japan International Cooperation Agency.

- Supporting the railway transport sector in Turkey by improving utilization of the electrified rail network and contributing to the transfer of electric locomotive manufacturing technology to the country through providing additional financing for procurement of locomotives.
- Supporting the upgrading of the Ibra – Sur Road corridor in Oman through the financing of two major road projects to provide opportunities for economic development and support expected growth in that region of the country.

In numbers: IsDB and sustainable transport in 2015

- Total of 16 projects approved, totaling \$1.92 billion of investment
- Projects to serve 13 countries
- Projects to support development of 1,486 km of roads, and locomotives for a rail system serving 2 cities
- 56% of projects include climate-proofing components
- 100% of road projects include road safety components

Highlights from 2015

113. **Enhancing regional connectivity through roads construction in Africa.** IsDB is financing the construction of the Abeche-Abougoulem-Adre Road in Chad. The project is part of the N'Djamena-Abéché-Sudan Border axis, which is part of the Ndjamen-Djibouti corridor of the trans-African road system. It will provide better access to the central and North-Eastern regions

Figure 18 Procurement of Railway Locomotives for Turkey (L) and Rural Roads for Upgrading in Uganda (R)



in Chad and facilitate trade between Chad and Sudan. The route will provide Chad with an alternative access to the sea through the ports of Djibouti and Port Sudan.

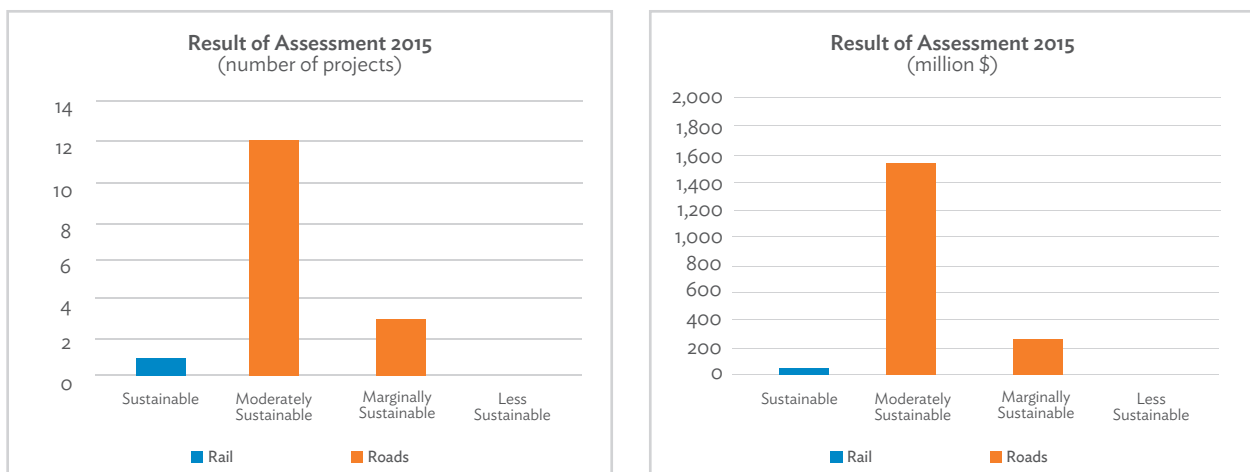
- 114. **Supporting regional road corridors in Central Asia.** IsDB and AsDB are jointly financing the Aktobe-Makat road (452 km) which is part of the Western Europe-Western China international transit corridor. This corridor provides access to China and South East Asia along with access to Europe. The project will improve the efficiency of the existing road network in west Kazakhstan and satisfy future demands for transportation driven by increased industry development.
- 115. **Focusing on social infrastructure and providing value-added financing in road projects.** For the upgrading of the Rwenkunya-Apac-Musingo Road in Uganda, IsDB includes civil works for improvement of local access roads, market places, up grading of schools, health centers, drilling of safe drinking water collection points and other social infrastructure in the vicinity of the road supported by an IsDB funding allocation of \$3 million.
- 116. **Consistent support of road safety in road projects.** IsDB is continuously focusing on the integration of road safety in its projects, towards the goal of 100% compliance of its road projects. In 2015, 14 road projects (93%) included road safety audits.
- 117. **Joint learning with member countries continues.** The IsDB-Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)

partnership on sustainable transport provided continuing support for training and capacity building for IsDB member countries in the MENA and South-East Asia regions. Two training workshops were held on Sustainable Urban Mobility Planning in Dubai in May 2015 (co-organized with International Road Transport Union) and in Kuala Lumpur in November 2015. These two workshops were attended by more than 60 high-level representatives from 13 countries, where principles of urban transport planning were discussed, and consultations on major urban mass transit projects in these were carried out.

Assessment of the sustainability of 2015 lending²⁴

- 118. For the third year, IsDB applied its interim modified Sustainable Transport Appraisal Rating (modified STAR) framework to assess the sustainability of projects approved in 2015. Similar to previous years, most projects assessed were found to be moderately sustainable (75%). The proportion of projects with low sustainability (marginally sustainable) was found to be 19%, which was similar to 2014 and significantly lower than in 2013. On the other hand, only 6% of projects were rated as sustainable, mainly due to the large share of roads in 2015 approved projects.
- 119. As in previous years, economic sustainability was found to be consistently high in all projects. Social sustainability came after that (also similar to previous years) and was higher than in 2013 and 2014. Environmental sustainability followed that, and operational sustainability remained the lowest rated aspect for the assessed projects, as in previous years.

Figure 19 Results of Assessment of IsDB’s 2015 Approved Transport Projects using modified STAR



²⁴ Figures are based on staff estimates for proof of concept purposes, and do not reflect the official position of IsDB.

5.8 World Bank

Operational context and strategic approach

120. As globalization and innovation change the way people, goods, and information move through the world, mobility is becoming increasingly fluid and disruptive. The future holds more people, more goods, and more information. By 2030, there will be over a billion more people on earth, and aspirations for mobility will continue to rise. Freight volume is expected to double, and the dollar value of global digital information flows already exceeds that of goods.
121. WB remains a key partner for developing countries in the transport sector and continues to play a pivotal role in moving the world towards sustainable mobility—accessible, efficient, safe, and green. Its work covered a range of activities, some examples include: (i) urban mobility projects in countries such as in the PRC, Peru and Morocco—to improve the ability of residents to travel in cities more quickly and efficiently; (ii) rural and inter-urban roads projects in 20 countries, from Afghanistan to Viet Nam, connecting populations to markets and other services through safer, more resilient roads; (iii) aviation projects in small island countries in the Pacific, strengthening links to the global economy that these countries rely on; (iv) waterways project in Bangladesh, improving the safety and reliability of the nation’s inland waterways; and (v) multi-modal, transport services, and transport system wide projects in a number of countries, such as Tonga, the PRC and Cote d’Ivoire, where the WB is helping countries to improve the efficiency of their transport networks

In numbers: WB and sustainable transport in 2015-16

- Total of 66 loans/grants and 69 TA projects approved, totaling \$6.7 billion of investments
- Projects to serve 43 countries
- Projects to support development of 12,000 km of road, urban transport systems in 9 cities, as well as upgrading of 1 port and 4 airports
- Climate finance from WB own resources amounted to \$1.55 billion, of which 74% were directed toward activities with climate mitigation co-benefits and 26% to climate adaptation co-benefits.
- 80% of transport projects included a gender

indicator, while 100% of road projects with road safety components

Highlights from FY2016²⁵

122. Reflecting continued demand from clients, road projects accounted for 62% of WB transport lending. However, the trend of growing demand for urban mobility continued, with urban projects accounting for 26% of yearly commitments (up from 16% in the previous year). Ports and waterways projects made up another 5%, with lending for aviation and general transport administration and operation accounting for the remainder. While no rail projects were approved this year, the railways pipeline remains strong looking forward. The LAC region, and the Europe and Central Asia regions accounted for the largest share of lending, at 26% of the total each, followed by East Asia and the Pacific (21%), South Asia (13%), Africa (9%), and the Middle East and North Africa (5%).
123. WB’s core transport expertise is roads, inter-urban roads and urban mobility. This provides the foundation of our effort to expand access. But clients are increasingly turning to WB to address the next generation of issues in mobility, which are expected to shape WB’s strategy over the next three years: climate change, development corridors, and road safety.
- **Resilience to climate change impacts** is a growing area of demand from client countries, and a growing area of focus for WB. In Cambodia, for instance, the WB is working with the client to improve the condition, safety and climate resilience of key national road links, by systematically introducing climate proofing of the infrastructure while enhancing the capacity of the transport agency to carry out road maintenance planning, contracting and management.
 - **Development corridor projects** are taking various forms depending on the environment and needs of the situation. In Bangladesh, for instance, the WB is supporting a project to improve the efficiency and safety of passengers and cargo along an inland waterway regional corridor, while working to improve the sustainability of the sector.

²⁵World Bank’s financial year covers the period from July 1, 2015, to June 30, 2016.

In Kazakhstan, a highway-centered regional development corridor is pairing civil works on over a 1,000 km of roads with a focused effort to engage with local governments and municipalities to ensure the corridor better unlocks the potential for development along its length. In Afghanistan, the WB is supporting the client in building a road and tunnel links through the Hindukush mountain range while simultaneously integrating broadband internet roll-out through fiber optic cable network expansion.

- **Road safety interventions** throughout the portfolio, such as in Ukraine, Bolivia and Senegal, where the WB is supporting the client in improving both the safety of road infrastructure and the capacity of the government to ensure the safety of its road network.

124. **The WB has been engaged to raise the profile of sustainable transport in global discussions on sustainable development and climate change.** We have been actively supporting the UN Secretary General’s High-Level Advisory Group on Sustainable Transport. We are engaged with the UN in developing metrics for measuring the SDGs in transport. At COP21, we took the lead in drafting a joint MDB Statement on Transport and Climate Change. We also issued a flagship report to call for more action on adaptation and transport (“Moving Towards Climate Resilient Transport”). Finally, we took the lead on the transport track of the UN SG’s Climate Action Summit in Washington DC.

125. **At the Climate Action Summit, the WB President put forth a proposal for the international community to develop a common vision on transport.** This vision would consist of 4 goals that embrace ongoing initiatives and global commitments, including the SDGs and the Paris Climate Agreement, include a global tracking framework to measure progress and a program of bold and ambitious actions. This proposal is now being further discussed and refined taking into account consultations with the transport community. A global vision could be articulated around the following goals:

- **Goal 1:** Achieve access for all economic and social opportunities by 2030. The benefits cut across economic, social, and environmental dimensions of sustainable

development (especially for women, young people, persons with disabilities, and vulnerable groups).

- **Goal 2:** Increase the efficiency of transport systems and the services they provide to businesses and people by 2030.²⁶
- **Goal 3:** Improve the safety of mobility (with a focus on roads).
- **Goal 4:** Shift transport infrastructure and services to a “green” and clean path—a low-carbon, low-polluting, low-noise path—and enhance their resilience by 2030.

126. **To generate the evidence needed by the sector to support its vision, in 2015 the WB launched a new program—Impact Evaluation: Connect for Impact.** This program was officially launched in Rio de Janeiro in June 2015, covering 20 projects, 18 client countries, and researchers from leading academic institutions. This year, a second workshop was held in Kenya, to further refine the implementation and evaluation design for development corridors and urban mobility projects selected under this program.

Sustainability Assessment of FY 2015-16 Lending

127. **All WB projects comply with mandatory “sustainability” requirements.** The WB environmental and social safeguard policies require an assessment prior to project approval, considering the natural environment, health impacts, indigenous peoples, involuntary resettlement and other aspects. Since 1 July 2014, all IDA projects are subject to climate change and disaster screening. In terms of risks, WB uses its Systematic Operations Risk-Rating Tool (SORT) to assess all forms of risks threatening the development results of its operations, including fiduciary, technical, environmental and social risks. SORT helps teams monitor risks consistently across all instruments and throughout the life of an operation.

128. In addition, all transport projects are enhanced with certain sustainability dimensions that are backed by objective measurement and sector targets. Those dimensions align with strategic

²⁶ Generally, transport efficiency covers four aspects: (i) technical efficiency/capacity utilization, (ii) energy efficiency/emissions reduction, (iii) spatial efficiency/land-use improvement, and (iv) multimodal integration/operational and modal coordination.

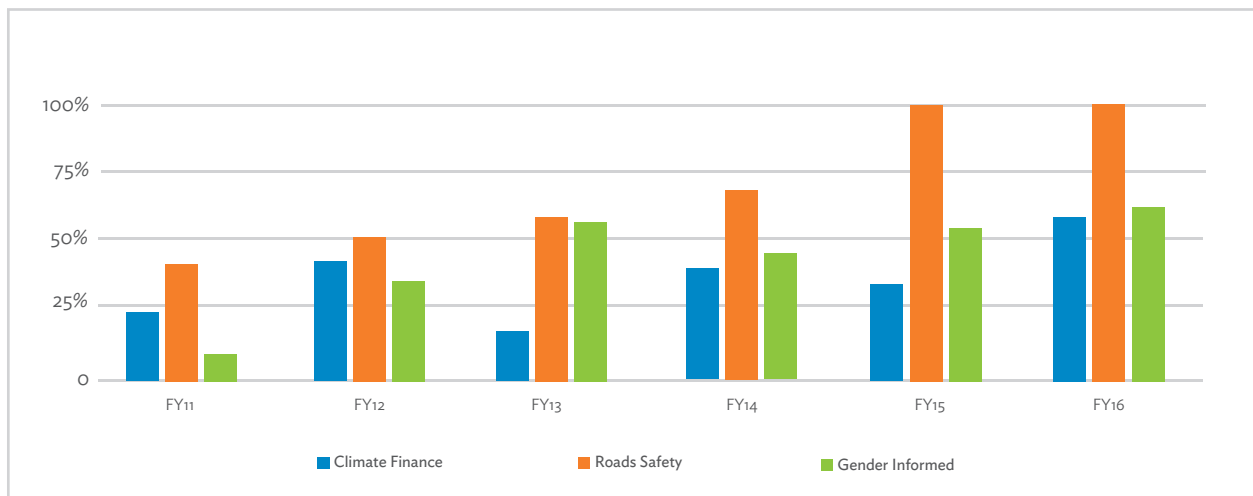
and operational targets set by the sector to increase the sustainability of its interventions:

- **Climate Benefits.** In FY16, new transport projects included climate finance in the amount of \$1.55 billion, or 24% of WB own resources directed toward transport projects.
- **Greenhouse Gas Emissions.** In FY16, 89% of relevant transport projects conducted an analysis of the net impact on GHG emissions.
- **Road Safety.** All roads projects are screened for road safety during the preparation

and design phase, and dedicated safety components are included if possible. In FY16, all new WB roads projects included such a component.

- **Gender.** Projects are screened for being gender informed: supported by a gender analysis, action and monitoring and evaluation. In FY16, 59% of transport projects met all three criteria, and 88% met at least one.

Figure 20 Metrics of Sustainability in World Bank Transport Projects
(FY11-15 share of transport engagements)²⁷



²⁷ Climate finance includes climate change mitigation and/or adaptation. Climate finance projects depicted in Figure 20 include projects where transport is the primary objective. Projects assessed for road safety includes only those with a roads component. Gender informed projects are those meeting all three aspects of gender (analysis, action, and monitoring and evaluation).

6 CONCLUSION AND NEXT STEPS

Conclusion

129. This report provides a snapshot of progress that our MDBs made in the fourth year of implementing the Rio+20 Commitment.
130. The MDBs are on track to meet our Rio+20 Commitment in terms of volume of funding. Collectively, we approved more than \$23 billion for transport projects in 2015. Our financing has been provided to develop more sustainable transport projects, which includes making our transport projects more climate resilient.
131. Our MDBs have made further progress toward using a common sustainability assessment methodology, with two MDBs now using STAR and five MDBs using the modified STAR framework. Common reporting of sustainability using the 4-point scale introduced in 2014 is now being followed by seven MDBs. There is potential for further harmonizing these approaches and ensuring comparability of results. Discussions will continue among WGST members to further improve comparability of reported results.
132. Following the adoption of the SDGs, there is a need to align MDBs' list of common indicators with the SDG targets and associated indicators. The MDBs will work together with the UN and advocates for sustainable transport to develop

the suitable metrics for measuring the SDGs in transport, and to ensure consistency between SDG targets and MDBs' common indicators.

Tentative plans for 2017

133. In 2017, we plan to work on improving further the methodology for assessing sustainability and improve the common reporting of sustainability as well as advance the implementation of a common indicator framework relevant to all MDBs including aligning with the new SDG indicator framework.
134. Our plans are expected to feature:
- Identifying and, as far as possible, reconciling differences in the treatment of economic, social and environmental criteria
 - Possible 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)
 - Improving harmonization and common reporting
 - Aligning the MDBs' common indicators with the new SDG indicator framework.
135. Other activities are expected to include:
- Conducting joint training workshops
 - Outreach/consultation with wider stakeholders, including client countries, experts and other development partners.

ANNEX: LISTS OF PROJECTS APPROVED IN 2015 BY EACH MDB

African Development Bank

PROJECT	COUNTRY	AfDB financing (\$ million)
Aviation Support Program	Western/ Central Africa	12.00
Mombasa – Mariakani Road Dualling Project	Kenya	123.00
Port Louis Harbour studies	Mauritius	2.00
Sharm El-Sheikh Airport Project	Egypt	142.00
Dar Es Salam BRT	Tanzania	142.00
Nador West Med Port Complex Project	Morocco	127.00
Rehabilitation of Chinsali - Nakonde Road	Zambia	243.00
Yaounde-Brazzaville Corridor Phase II	Cameroon/ Congo	207.00
The Mano River Unio Program (Suppl.)	Cote D'Ivoire/ Guinea/ Liberia	95.00
Transport Sector Support Project III	Tanzania	346.00
Road Sector Support Program VII	Tunisia	206.00
RN2 Rehab. & Morphil Island Connectivity	Senegal	134.00
Parakou Urban Transport Project	Benin	55.70
Transport Facilitation Bamako-San Pedro	Cote D'Ivoire/ Mali	194.90
Rehabilitation of Bo-Bandajuma Road Project	Sierra Leone	9.70
Ghana Airport Company (Private sector)	Ghana	128.00
Nacala Railway project (Private sector)	Mozambique	300.00
TOTAL		2,467.30

Asian Development Bank

PROJECT	COUNTRY	AsDB financing (\$ million)
Ha Noi Metro Line System Project (Line 3: Nhon-Hanoi Station Section) (Additional Financing)	Viet Nam	64.80
Second Central Asia Regional Economic Cooperation Corridor 2 Road Investment Program (Tranche 3)	Uzbekistan	150.00
Central Asia Regional Economic Cooperation Regional Improving Border Services Project	Pakistan	250.00
Road Network Upgrading Sector Project (additional financing)	Timor Leste	76.22
Cyclone Pam Road Reconstruction Project	Vanuatu	13.61
Integrated Road Investment Program - Tranche 3	Sri Lanka	200.00
Second Northern Greater Mekong Subregion Transport Network Improvement Project (Additional Financing)	Viet Nam	71.13
Road Rehabilitation Project (Additional Financing)	Kiribati	2.40
Outer Island Maritime Infrastructure Project - Project Design Advance	Tuvalu	2.00
Greater Mekong Subregion East-West Economic Corridor Eindu to Kawkareik Road Improvement	Myanmar	100.00
Rural Connectivity Investment Program - Tranche 3	India	273.00
Sindh Provincial Road Improvement Project	Pakistan	197.85
Railway Rolling Stock Project	Bangladesh	200.00
National Motorway M-4 Gojra-Shorkot Section Project	Pakistan	178.00
Sustainable Urban Development Investment Program - Tranche 2	Armenia	112.97
Subregional Transport Project Preparatory Facility - Additional Financing	Bangladesh	30.00
Shaanxi Mountain Road Safety Demonstration Project	People's Republic of China	200.00
Second Jharkhand State Road Project	India	200.00
Central Asia Regional Economic Cooperation Corridors 1 and 3 Connector Road Project Design Advance	Kyrgyz Republic	3.00
Vientiane Sustainable Urban Transport Project	Lao PDR	35.00
Interisland Shipping Support Project (Additional Financing)	Vanuatu	18.48
Ho Chi Minh City Third Ring Road Technical Assistance Project	Viet Nam	12.58
Beijing-Tianjin-Hebei Air Quality Improvement – Hebei Policy Reforms Program	People's Republic of China	2.28
Port Development Project – Project Design Advance	Nauru	1.95
Jiangxi Pingxiang Integrated Rural-Urban Infrastructure Development	People's Republic of China	25.51
Sustainable Urban Transport Investment Program – Tranche 4	Georgia	11.50
Flood Emergency Reconstruction and Resilience Project	Pakistan	143.01
Xinjiang Tacheng Border Cities and Counties Development Project	People's Republic of China	90.00
Xinjiang Akesu Integrated Urban Development and Environment Improvement Project	People's Republic of China	93.20
Earthquake Emergency Assistance Project	Nepal	80.00
TOTAL		2,838.49

Note: The list above includes all approved projects in 2015 with transport as the primary sector and multi-sector projects with transport components. It excludes private sector operations and information and communication technology (ICT) projects. Financing amounts exclude co-financing.

CAF- Development Bank of Latin America

PROJECT	COUNTRY	CAF financing (\$ million)
Urban Development Program for the City of Resistencia	Argentina	30.00
Regional Road Development Program IV	Argentina	70.00
Transport Policy Loan	Barbados	35.00
Santa Cruz - Warnes Road	Bolivia	86.20
Caracollo-Colomi Road - Section 2B Confital - Bombeo	Bolivia	88.00
San Borja - San Ignacio de Moxos Road	Bolivia	172.00
Program for the urban mobility and socio environment improvement of Taubaté	Brazil	60.00
Articulation and improvement of urban spaces and accessibility in Porto Alegre	Brazil	92.00
Program of integration, mobility and development of Manaus	Brazil	100.00
Neighborhood upgrading program in Cuenca	Ecuador	60.00
Neighborhood upgrading program in Guayaquil	Ecuador	49.40
Transport Policy Loan	Panama	115.00
Maintenance and Rehabilitation of the National Road Network	Paraguay	100.00
Rural Roads Improvements in the East Region	Paraguay	100.00
Transport Policy Loan	Venezuela	300.00
TOTAL		1,457.60

European Bank for Reconstruction and Development

PROJECT	COUNTRY	EBRD financing (\$ million)
Armenia Airport – Refinancing	Armenia	29.10
BH Corridor Motorway Vc 2	Bosnia and Herzegovina	88.00
PIMK – Intermodal Rail Services	Bulgaria	5.50
Luka Ploce – Liquid Cargo Terminal	Croatia	10.60
Interorient Marine Services Ltd	Cyprus	9.60
Cairo Metro	Egypt	110.00
National Roads Programme	FYR Macedonia	23.10
Shtip-Radovish Road Section	FYR Macedonia	70.40
Duna – Equity Stake in M2 Motorway	Hungary	20.80
Tolna – Equity Stake in M6 Motorway	Hungary	12.20
Eastcomtrans	Kazakhstan	0.00
Olzha Phase III Loan – Rail Rolling Stock	Kazakhstan	9.30
Astana Airport Rehabilitation	Kazakhstan	25.50
Niet Loan – Road Service Stations	Kazakhstan	1.50
Air Astana – Technical Centre	Kazakhstan	11.80
KTZ Logistics and Infrastructure Programme – Two Vessels and Maintenance Equipment	Kazakhstan	11.80
Astana Bus Project	Kazakhstan	71.50
Pavlodar Tram Project	Kazakhstan	3.60
KTZ Balance Sheet Restructuring	Kazakhstan	126.90
Railway Rehabilitation Project	Kosovo	21.10
Regional Roads Project	Kosovo	31.90
Bishkek Public Transport Extension	Kyrgyz Republic	3.30
Moldova Roads Rehabilitation IV	Moldova	51.70
Danube Logistics – Giurgiuilesti Port	Moldova	9.80
Local Roads Reconstruction and Upgrade	Montenegro	22.00
Nador West Med Port	Morocco	229.00
InPost S.A. IPO – Expansion of APM Network	Poland	6.30
PKP Cargo – Acquisition of AWT	Poland	110.00
Siubiu Streets Rehab	Romania	16.40
Alpha Rail	Russian Federation	94.80
Sava River Crossing	Serbia	7.80
Khujand International Airport Emergency Loan	Tajikistan	0.80
Khujand Public Transport	Tajikistan	6.30
TLS Logistics	Turkey	7.70
Global LimanIsletmeleri IPO	Turkey	58.70
AvtoTrans – Fleet Renewal	Turkmenistan	0.90

PROJECT	COUNTRY	EBRD financing (\$ million)
Olimpex Dry Port	Ukraine	15.80
Vinnitsia Automated Fare Collection	Ukraine	8.80
Lviv Road Rehabilitation Project Extension	Ukraine	6.60
Odessa Trolleybus	Ukraine	8.80
TOTAL		1,350.70

European Investment Bank

PROJECT	COUNTRY	EIB financing (€ million)
Dubrovnik Airport Development	Croatia	32.00
Budapest Urban Transport	Hungary	350.00
Road Network Modernisation	Hungary	500.00
Lithuanian Railways V	Lithuania	68.00
Bydgoszcz Municipal Infrastructure IV	Poland	29.00
Lublin Municipal Infrastructure II	Poland	63.00
Zielona Gora Municipal Infrastructure II	Poland	15.00
Upper Silesia Urban Framework Programme	Poland	399.00
Rzeszow Municipal Infrastructure II	Poland	101.00
Torun Urban Infrastructure	Poland	40.00
PLK railway Modernization E59 Phase 3	Poland	190.00
PLK Railway Modernization E20 SochaczewSwarzedz	Poland	200.00
PLK Warsaw Railway Node Phase I	Poland	115.00
Warsaw Ring Road III	Poland	150.00
PLK Railway Modernization Warsaw Lublin	Poland	250.00
PKP Cargo Multi-System Locomotives	Poland	40.00
S5 Expressway II (NoweMarzy-Bydgoszcz-Wroclaw)	Poland	550.00
Regional Mombasa Port Access Road	Kenya	50.00
Post Disaster Infrastructure Reconstruction	Madagascar	40.00
MeridiamInfrastructure Africa Fund	Regional – Africa	6.00
Timor-Leste Roads	Timor-Leste	47.00
Cairo Metro Line 2 Rolling Stock	Egypt	75.00
ModernisationRoutiere II	Tunisia	150.00
Armenia M6 Interstate Road	Armenia	51.00
Georgia East-West Highway II	Georgia	49.00
Moldova Rail Infrastructure and Rolling Stock FL	Moldova, Republic of	50.00
PetlimPort	Turkey	114.00
Iller Bank Urban Transport and Environment Loan	Turkey	225.00
Istanbul Underground Rail Network	Turkey	350.00
Road ModernisationFederation BIH	Bosnia and Herzegovina	50.00
Lucknow Metro Rail Project	India	450.00
Vientiane Sustainable Urban Transport	Lao PDR	20.00
Honduras Sustainable Roads	Honduras	84.00
TOTAL		5,303.00

Inter-American Development Bank

PROJECT	COUNTRY	IADB financing (\$ million)
Road Infrastructure Program to Support the Primary Network	Bolivia	178.57
Support for Haiti's Transport Sector V	Haiti	65.00
Road Integration Program	Nicaragua	90.70
CVU Highway Program II	Uruguay	76.00
Road Rehabilitation and Improving Connectivity of Road Infrastructure	Barbados	25.00
Subnational Transportation Support Program	Peru	50.00
Regional Road Integration Program	Honduras	20.00
Rural Road Improvement Program II	Paraguay	62.00
TOTAL		567.27

Note: The list above includes all approved projects in 2015 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

PROJECT	COUNTRY	IsDB financing (\$ million)
Yamossokro-Bouake highway Project (Yamoussoukro-Tiebossou Section)	Cote D'Ivoire	153.00
Dualization of Alkamil-Sur Road Project	Oman	225.00
Batchenga-Ntui-Yoko-Tibati-N'Gaoundere Corridor Phase-I (Cons of Lena-Tibati Road Section)	Cameroon	177.20
Tebaram-Tahoua Road	Niger	31.40
Dualization of Ibra-Alkamil Road	Oman	225.00
Katchamba-Sadori Road Project	Togo	21.00
Reconstruction of the North-South Alternative Highway Project (Balyktchy T-Jalalabad T)	Kyrgyz Republic	12.00
Upgrading of Rwenkunya-Apac-Lira Acholibur Road Project	Uganda	210.00
Abeche-Abougoulem-Adre Road (Sudan Border)	Chad	151.19
Aouda-Sekode-Kara Road Project	Togo	134.98
Guiba-Garango Road Project	Burkina Faso	50.61
Electric Locomotives Project	Turkey	58.90
Upgrading Of Beterou-Tchaourou-Nigeria Border Rd.	Benin	77.29
Center-West Region Roads Project	Cote D'Ivoire	93.86
Bir-El-Hith-Qartaba Road (Ph-III)	Lebanon	20.70
Reconstruction of Aktobe-Makat Road Project	Kazakhstan	273.00
TOTAL		1,915.12

World Bank

PROJECT	COUNTRY	WB financing (\$ million)
Trans-Hindukush Road Connectivity Project	Afghanistan	225.00
AFCC2/RI-Regional Great Lakes Integrated Agriculture Development	Africa	19.90
Additional Financing to Eastern Recovery Project	Africa	9.50
Lifeline Road Network Improvement Additional Financing	Armenia	40.00
Azerbaijan Highway 3 Additional Financing	Azerbaijan	140.00
Bangladesh Regional Waterway Transport Project 1	Bangladesh	360.00
Benin Cross Border Tourism and Competitiveness Project	Benin	10.50
Bolivia Road Sector Capacity Development Project	Bolivia	225.00
BR AF Teresina Enhancing Municipal Governance and Quality of Life Project	Brazil	4.40
Bahia road rehabilitation and maintenance project - 2nd phase	Brazil	200.00
BR Manaus Service Delivery and Fiscal Management DPL	Brazil	15.00
Transport and Urban Infrastructure Development Project	Burkina Faso	82.00
KH - Road Asset Management Project II	Cambodia	60.00
Central African Republic - LONDO Project	Central African Republic	4.00
CN-Hubei Xiaogan Logistics Infrastructure	People's Republic of China	100.00
GuizhouTongren Rural Transport Project	People's Republic of China	150.00
China: Tianjin Urban Transport Improvement Project	People's Republic of China	100.00
Wuhan Integrated Transport Development	People's Republic of China	120.00
Hubei Jingzhou Historic Town Conservation Project	People's Republic of China	7.00
Urumqi Urban Transport Project II	People's Republic of China	140.00
Hebei Air Pollution Prevention and Control Program	People's Republic of China	75.00
Programmatic Development Policy Loan for Sustainable Development	Colombia	238.00
DRC High Priority Roads Reopening and Maintenance - 2nd AF	Congo, Dem. Rep. of	81.30
Urban Development and Poor Neighborhood Upgrading Project	Congo, Rep. of	16.00
EC Ibarra Transport Infrastructure Improvement Project	Ecuador	48.80
Ecuador Risk Mitigation and Emergency Recovery Project	Ecuador	48.00
Ethiopia: Transport Systems Improvement Project (TRANSIP)	Ethiopia	300.00
Tana&Beles Integrated Water Resources Development AF	Ethiopia	0.50
Infrastructure and Local Development Project II	Gabon	35.00
East-West Highway Corridor Improvement	Georgia	140.00

PROJECT	COUNTRY	WB financing (\$ million)
Secondary Road Asset Management Project	Georgia	40.00
Third Regional Development Project	Georgia	15.60
Second Regional Development Project Additional Financing	Georgia	5.30
IN: Bihar Kosi Basin Development Project	India	115.00
Emergency Operation for Development	Iraq	140.00
Jamaica Disaster Vulnerability Reduction Project	Jamaica	6.00
Center West Regional Development Corridor	Kazakhstan	977.90
Kiribati Aviation Investment Project Additional Financing	Kiribati	12.50
Road Upgrading and Development Project	Macedonia, FYR	90.90
Second Municipal Services Improvement Project	Macedonia, FYR	9.80
Madagascar Agriculture Rural Growth and Land Management Project	Madagascar	12.70
Local Roads Improvement Project	Moldova	80.00
Morocco Urban Transport Project (P4R)	Morocco	200.00
Moz Agriculture and Natural Resources Landscape Management Project	Mozambique	2.40
Support to the Subnational Transport Program Project	Peru	50.00
Peru Lima Metro Line 2 Project	Peru	300.00
Rwanda Urban Development Project	Rwanda	71.30
Samoa Aviation Investment Project Additional Financing	Samoa	16.60
Transport & Urban Mobility Additional Financing	Senegal	50.00
Smallholder Commercialization and Agribusiness Development Project	Sierra Leone	11.20
Solomon Islands Rapid Employment Project Additional Financing	Solomon Islands	0.90
Transport Connectivity and Asset Management Project	Sri Lanka	125.00
North East Local Services Improvement Project - Additional Financing	Sri Lanka	8.00
Climate Resilience Improvement Project Additional Financing	Sri Lanka	12.60
Strategic Cities Development Project- Additional Financing	Sri Lanka	24.80
Tanzania Business Environment and Competitiveness for Jobs Development	Tanzania	8.80
Tonga Transport Sector Consolidation Project - Additional Financing	Tonga	4.00
Tonga Aviation Investment Project - Additional Financing	Tonga	7.60
TN-Road Transport Corridors	Tunisia	200.90
Tuvalu Aviation Investment Project Additional Financing II	Tuvalu	2.90
Road Sector Development Project	Ukraine	560.00
Vanuatu Infrastructure Reconstruction and Improvement Project	Vanuatu	22.50
Can Tho Urban Development and Resilience	Viet Nam	92.50

PROJECT	COUNTRY	WB financing (\$ million)
Local Road Asset Management Program	Viet Nam	385.00
Climate Change and Green Growth in Vietnam	Viet Nam	9.00
TOTAL		6,666.60

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