



Country Operations Business Plan

August 2009

Thailand
2009–2011

Asian Development Bank

CURRENCY EQUIVALENTS

(as of 7 August 2009)

Currency Unit	–	baht (B)
B1.00	=	\$0.0293
\$1.00	=	B34.116

ABBREVIATIONS

ADB	–	Asian Development Bank
BIMSTEC	–	Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation
COBP	–	country operations business plan
CPS	–	country partnership strategy
GDP	–	gross domestic product
GMS	–	Greater Mekong Subregion
IMT–GT	–	Indonesia–Malaysia–Thailand Growth Triangle
JICA	–	Japan International Cooperation Agency
MRT	–	mass rapid transit
NEDA	–	Neighbouring Countries Economic Development Cooperation Agency
PPP	–	public–private partnership
TA	–	technical assistance
TICA	–	Thailand International Development Cooperation Agency
TRM	–	Thailand Resident Mission

NOTES

- (i) The fiscal year (FY) of the Royal Thai Government ends on 30 September. FY before a calendar year denotes the year in which the fiscal year ends, e.g., FY2008 ends on 30 September 2008.
- (ii) In this report, "\$" refers to US dollars.

Vice-President	C. Lawrence Greenwood, Jr., Operations Group 2
Director General	A. Thapan, Southeast Asia Department (SERD)
Team leader	J. P. Verbiest, Thailand Resident Mission, SERD
Team members	Thailand country team

In preparing any country program or strategy, financing any project, or by making any designation of or reference to a particular territory or geographic area in this document, the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area.

CONTENTS

	Page
I. CONSISTENCY OF THE BUSINESS PLAN WITH THE CURRENT COUNTRY PARTNERSHIP STRATEGY	1
II. INDICATIVE LENDING AND NONLENDING PROGRAMS	2
III. SUMMARY OF CHANGES TO LENDING AND NONLENDING PROGRAMS	3
IV. INDICATIVE INTERNAL RESOURCE REQUIREMENTS	4
V. RESULTS-BASED MONITORING	4
APPENDIXES	
1. Indicative Assistance Pipeline	11
Table A1.1: Indicative Assistance Pipeline for Lending Products 2009–2011	11
Table A1.2: Indicative Assistance Pipeline for Nonlending Products and Services 2009–2011	12
2. Preliminary Summary Information on Proposed Indicative Lending and Nonlending Products and Services for the First Year of the Business Plan	14
Table A2.1: Summary Information on Proposed Indicative Lending Products and Services for 2009	14
Table A2.2: Summary Information on Proposed Indicative Nonlending Products and Services for 2009	16
3. Updated Country Sectors and Thematic Strategies and Plans and/or Road Maps	20
SUPPLEMENTARY APPENDIX	
1. Table A : Assistance Pipeline for Regional Nonlending Products and Services that included Thailand, 2009-2011	22

I. CONSISTENCY OF THE BUSINESS PLAN WITH THE CURRENT COUNTRY PARTNERSHIP STRATEGY

1. The Thailand country operations business plan (COBP) for 2009–2011 is the second COBP under the Thailand country partnership strategy (CPS) for 2007–2011.¹ During the first two years of CPS implementation, Thailand experienced serious political upheaval with prolonged antigovernment demonstrations and three different prime ministers in one year. In December 2008, Abhisit Vejjajiva, the leader of the Democrat Party, became the 27th Prime Minister of Thailand.

2. Despite this prolonged period of political upheaval, the CPS remains aligned with the Government of Thailand's policies and action plans to promote long-term, sustainable economic growth and social development. This continuity derives from the CPS being firmly anchored in the development strategies outlined in Thailand's 10th National Economic and Social Development Plan, which is focused on environmental protection and global competitiveness.² These strategies have also been broadly reaffirmed in successive government policy statements to the National Assembly.³

3. Over the past two years, the design and execution of a selective technical assistance (TA) program that centers on the three core strategic areas of partnership at the national level (i.e., infrastructure, capital market, and environmentally sustainable development) have contributed to the successful implementation of the CPS, and this is fully acknowledged by the Government. The TA program has concentrated on infrastructure development, particularly on the expansion of the Bangkok Mass Rapid Transit (MRT) system and on capital market development. In 2008, one TA project to mainstream energy-efficiency measures for municipalities was also approved. All completed TA projects were rated *highly successful*.

4. The major outcomes of the three infrastructure investment TA projects were the adoption of a public-private partnership (PPP) for the expansion of the Bangkok MRT, the adoption of a gross cost concession model (currently concessions are net cost), and an agreement on adopting a Bangkok MRT integrated ticketing system. Construction of several new lines along the model proposed by ADB is being financed by the Government and the Japan International Cooperation Agency (JICA), while ADB has been requested to support the implementation of an integrated ticketing system. Another TA project on planning sustainable development in the southern region of the country has led to JICA and several private investors pursuing in-depth analyses of investment opportunities there. The outcomes of two capital market development TA projects include amending the Public Debt Management Act to allow bond issuance for bond market development, initiating the stock exchange demutualization process, and establishing a capital market development committee with all regulators as members. As a result, a Capital Market Development Program loan could be formulated in 2009.

5. Regional-level support focused on the Greater Mekong Subregion (GMS) Program, Indonesia–Malaysia–Thailand Growth Triangle (IMT–GT) Program, and Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) Program. A TA project

¹ ADB. 2007. *Country Partnership Strategy 2007-2011: Thailand*. Manila. The CPS was endorsed by the Board of Directors of the Asian Development Bank (ADB) on 24 May 2007 and formally acknowledged by the Cabinet of the Royal Thai Government on 11 September 2007.

² This plan, for 2007-2011, was finalized by the National Economic and Social Development Board in September 2006.

³ The current government policy statement was submitted to the National Assembly on 29 December 2008.

regarding the Neighbouring Countries Economic Development Cooperation Agency (NEDA) was successful, although it had limited impact due to significant organizational change in NEDA.

II. INDICATIVE LENDING AND NONLENDING PROGRAMS

6. While the broad development priorities of the CPS remain fully valid, the economic environment for implementation of the CPS has dramatically changed since the previous COBP, with the recent global economic turmoil deeply affecting Thailand's economy. Even with economic stimulus packages, Thailand's growth is projected to be negative or marginally positive over 2009–2011. The resulting substantial shortfall in fiscal revenues—combined with the need to increase spending both for short-term income support and longer-term infrastructure investments—will put growing pressure on the national budget. As a result, the Government will need to supplement domestic borrowing with external borrowing and other arrangements such as PPP which is a priority under the CPS. Thailand has already indicated an intention to resume borrowing from ADB in priority areas identified in the CPS.

7. As of 30 May 2009, ADB's program of operations in Thailand consists of three nonlending products, totaling \$2.5 million, which are in various stages of implementation. Looking forward, ADB's indicative program of operations in Thailand for 2009–2011, which includes both lending and nonlending products, remains fully consistent with the CPS priority areas of partnership at the national and regional levels.

A. Indicative Lending Program 2009–2011

8. ADB's public sector lending program in 2009 consists of two loans: (i) a \$500 million loan for the Capital Market Development Program, and (ii) a \$77.1 million loan for the GMS Highway Expansion Project. The 2009 pipeline for private sector operations in Thailand includes the Biomass Power Project, a \$5 million direct loan combined with a \$72 million partial credit guarantee, which was approved on 13 January 2009.

9. ADB's indicative lending program for 2010 includes two public sector loans: (i) \$100 million to finance the Climate Change/Energy Efficiency Program; and (ii) a \$10 million loan for the Bangkok MRT Integrated Ticketing Project. For private sector operations in 2010, a \$50 million direct loan and a \$162 million partial credit guarantee is planned for the Gas-Fired Power Project. The 2011 lending pipeline includes a \$110 million public sector loan for the Municipal Infrastructure Development Project I. Significant cofinancing will be sought for both the 2010 Climate Change/Energy Efficiency Program and the 2011 Municipal Infrastructure Development Project I. Moreover, financing under the Clean Development Mechanism will be considered for several projects. The indicative lending program for 2009–2011 is summarized in Appendix 1, Table A1.1.

B. Indicative Nonlending Program 2009–2011

10. ADB's indicative pipeline for nonlending products and services for 2009 consists of five TA projects: (i) Strengthening Thai Financial Markets for \$1 million; (ii) Implementation Plan for the Strategic Intercity Motorway Network for \$1 million (to develop PPPs for selected priority motorways); (iii) Climate Change/Energy Efficiency Project for \$900,000; (iv) Chaiyapum Wind Farm Development for \$160,000; and (v) Lamthakong Wind Farm Development for \$160,000. A stand-by TA project for Structuring Public–Private Partnerships in Rail Transport for \$600,000 is also included. ADB will also support two small pilot demonstration activities in agriculture and natural resources. Staff consultancy resources will be used for the Public–Private Partnership

for Reduced Emissions from Deforestation and Degradation project, as well as to support the Ministry of Finance in developing a monitoring and evaluation framework for economic stimulus packages. Finally, some resources will be allocated for knowledge sharing and technology transfer from Thailand to Lao People's Democratic Republic to manage provincial water supply enterprises.

11. The nonlending program for 2010 includes three TA projects: (i) Pension System Implementation for \$800,000; (ii) Preparing a Municipal Infrastructure Development Project I for \$600,000; and (iii) Development of the Southern Thailand Seaboard (Phase I) for \$600,000. The 2011 nonlending pipeline consists of (i) a \$500,000 policy and advisory TA for Capacity Building for Capital Market Development (Final Phase), and (ii) a \$1.2 million project preparatory TA for the Transport Sector Project I. The indicative nonlending program for 2009–2011 is presented in Appendix 1, Table A1.2.

III. SUMMARY OF CHANGES TO LENDING AND NONLENDING PROGRAMS

12. The COBP preparation was undertaken at a time of considerable economic uncertainty. Fiscal revenues in 2009 could show a shortfall of as much as 1.8% of gross domestic product (GDP), with the GDP projected to contract around 3% in 2009. In FY2009, to compensate for the revenue shortfall, the Government intends to borrow up to \$2 billion from international agencies (e.g., ADB, JICA, and World Bank) in addition to over B440 billion (\$12.9 million) of domestic borrowing. The COBP now includes both public and private sector lending operations in the priority areas identified in the CPS. Five new public sector loans and two private sector loans are included in 2009–2011 lending pipeline.

13. In the short term (2009–2010), fast-disbursing financial support to compensate for the projected government revenue shortfalls and to finance the stimulus packages will be needed. The current crisis also provides an opportune time for the Government to examine the possibility of financing some major infrastructure projects through PPPs, such as motorway expansion, railway modernization, and urban development including water and urban energy. Several projects to develop and prepare such PPPs are included in the 2009–2011 TA program, which should lead to PPP projects ready for financing from 2011 onwards. To supplement financing by the private sector including financial institutions, ADB could also provide credit enhancement in the form of guarantees covering various risks for private lenders. ADB guarantees would lower financing costs, extend maturities, and reduce capital costs under Basel II.

14. The CPS also highlights regional-level partnership to develop joint activities to increase Thailand's role, capacity, and effectiveness as a regional development partner. ADB and Thailand—through the Thailand International Development Cooperation Agency (TICA), the Government's grant providing agency—will develop joint training programs, mainly in GMS countries, to share Thailand's expertise and development experience, and may formulate a partnership arrangement in 2009 and first half of 2010.

15. With NEDA, the Government's development lending agency, ADB and Thailand will continue to pursue cofinancing possibilities mainly in Cambodia and Lao People's Democratic Republic. ADB is also facilitating Thailand's investment in GMS projects in neighboring countries, such as the proposed GMS Cambodia Northwest Provincial Road Improvement Project for which Thailand has committed to finance the section from Kralanh to O'smach, and the GMS North–South Economic Corridor International Mekong Bridge Project, linking Chiang Khong and Houayxay. ADB will also support NEDA in capacity building for its staff, mainly through on-the-job training activities. The possible cofinancing of infrastructure at priority GMS

border-crossing points will be further discussed with NEDA. Finally, in the private sector, cofinancing with the Export–Import Bank of Thailand will continue to be part of ADB's ongoing operations.

16. The priority sectors and themes of ADB lending and nonlending programs in Thailand are also fully consistent with the three development agendas of ADB's long-term strategic framework 2008–2020 (Strategy 2020)—inclusive economic growth, environmentally sustainable development, and regional integration.⁴ Additionally, all of the firm and indicative loans and TA projects included in the COBP are in four of the five core operational areas of Strategy 2020—infrastructure, environment, regional cooperation and integration, and financial sector development.

IV. INDICATIVE INTERNAL RESOURCE REQUIREMENTS

17. Thailand Resident Mission (TRM) staff members responsible for implementing ADB operations in Thailand are limited to the country director, two professional officers (one on a part-time basis), and three national officers (one on a part-time basis). As a regional hub for many activities undertaken by several ADB departments and offices, TRM's administrative staffing has become seriously stretched and is unable to provide sufficient support for expanding Thailand operations. TRM also relies on headquarters staff from the Southeast Asia Regional Department and the Private Sector Operations Department to process and manage specific lending and nonlending activities.⁵ While TRM's existing professional staff are considered sufficient to deliver the lending and nonlending program for 2009–2010, there is an urgent need to increase the number of administrative staff members, as the regional and hub activities are too demanding given TRM's limited staff resources. Despite a large increase to their workloads, the number of administrative staff members at TRM has not changed since its inception in early 2005. One additional administrative assistant will be requested in both 2009 and 2010, while an additional national officer will be required in 2011.

V. RESULTS-BASED MONITORING

18. The results framework prepared for the CPS remains the principal tool for managing, monitoring, and assessing the effectiveness of ADB operations in Thailand. The forward program is demand-driven, selective, and fully consistent with the core strategic areas of the partnership. Therefore, the results framework of the CPS remains relevant. At the project level, results-based monitoring involves the active management of ongoing TA projects and the timely preparation of project completion reports. TRM has also begun to prepare a transport sector road map for publication in 2009, and a financial sector road map will be prepared in conjunction with the processing of the Capital Market Development Program. An urban development road map is planned for 2009. These road maps will ensure that specific lending and nonlending operations will collectively contribute to longer-term sector-level outcomes and impacts. Some intermediate indicators in the result framework have been revised to reflect current development in the sectors.

⁴ ADB. 2008. *Strategy 2020: The Long-Term Strategic Framework of the Asian Development Bank 2008-2020*. Manila.

⁵ The loss of a private sector officer in TRM in early 2008 has limited ADB's ability to expand its private sector operations in Thailand and to pursue complex PPPs.

UPDATED COUNTRY PARTNERSHIP STRATEGY RESULTS FRAMEWORK^a

Country Development Goals		Country Partnership Strategy (CPS) Outcomes		Key Areas of ADB's Intervention	Risks
Country-Level Outcomes	Key Constraints	CPS Outcomes	Outcome Indicators		
A. Development Partnership at the National Level					
<ul style="list-style-type: none"> Foundation for sustainable economic growth strengthened through infrastructure development. 	<ul style="list-style-type: none"> Inadequate investment in physical and social infrastructure limits Thailand's productivity and attractiveness for domestic and foreign investments. Insufficient expertise and institutional capacity to structure complex, large-scale infrastructure projects, especially those involving PPPs. Lack of legal provisions and regulatory guidelines for structuring PPPs to increase private sector participation in financing, developing, and operating infrastructure projects. 	<ul style="list-style-type: none"> Thailand's competitiveness within the global economy enhanced and sustained. Specialized unit with institutional capacity to structure PPPs established. Laws and regulations required for structuring PPPs revised and/or enacted. 	<ul style="list-style-type: none"> Thailand's rankings on the WEF growth competitiveness index (34th in 2008–2009)^b and on the IMD world competitiveness index (26th in 2009)^c improved. New unit in MOF responsible for structuring PPPs created and staffed. 1992 Act on Private Participation in State Undertakings revised or replaced by a new legal and regulatory framework. 	<p>Ongoing</p> <ul style="list-style-type: none"> A \$500 million Capital Market Development Program loan to target infrastructure investment as part of an economic stimulus package. A \$77.1 million GMS Highway Expansion Project loan. A high-level PPP committee set up and chaired by the Prime Minister. <p>Future</p> <ul style="list-style-type: none"> TAs and capacity building support to structure PPPs in rail transport and to develop PPPs for selected priority motorways. 	<p>Risks</p> <p>Implementation of Government's medium-term infrastructure investment program is delayed.</p> <p>In the MRT sector:</p> <ul style="list-style-type: none"> Institutional capacity, laws, and regulations inadequate for structuring PPPs. Project viability and sustainability not optimized across economic, financial, and technological criteria. Improper procurement procedures result in allegations of corruption; inadequate social and environmental safeguards result in unmitigated impacts.

Country Development Goals		Country Partnership Strategy (CPS) Outcomes		Key Areas of ADB's Intervention	Risks
Country-Level Outcomes	Key Constraints	CPS Outcomes	Outcome Indicators		
		<p>In the MRT sector:</p> <ul style="list-style-type: none"> • PPPs for the development and O&M of five priority MRT lines structured. • Procurement and safeguard systems and procedures meeting international standards of best practices applied. • Five new priority MRT lines constructed and operational. 	<p>In the MRT sector:</p> <ul style="list-style-type: none"> • Five MRT lines totaling 82 km developed as PPPs; transparent and effective procedures for procurement and social safeguards applied. • Use of MRT system increases from 650,000 trips per day in 2006 to more than 1.5 million in 2011. 	<p>In the MRT sector:</p> <ul style="list-style-type: none"> • TA and capacity building for project preparation to structure projects that attract private sector participation. • Application of innovative financing instruments to lower financing costs mitigates risks and attracts private investment. • Advisory and capacity-building assistance on creating the legal, regulatory, and institutional framework to support PPPs. 	<p>Assumption ADB's knowledge and financial products add value and are competitive with others in the market.</p>
<ul style="list-style-type: none"> • Size, depth, and liquidity of Thailand's capital market increased. 	<ul style="list-style-type: none"> • Thailand's bank-based financial intermediation system limits sources of financing (especially long-term), impedes the introduction of new financial instruments, and inhibits alternative channels for domestic savings 	<ul style="list-style-type: none"> • More conducive regulatory and institutional framework for higher levels of domestic and foreign investments in the capital market created. • Number of listings, market capitalization value, and daily turnover value on the SET increase. • The share of the domestic capital market to bank financing expands. 	<ul style="list-style-type: none"> • Market capitalization returns to pre-financial crisis level of B6 trillion by 2012. • Size of bond market is 60% of GDP by 2013. • Secondary market grows, with increased volume of 	<p>Ongoing</p> <ul style="list-style-type: none"> • Advisory TA on policy and institutional issues for balancing financial regulation and enhancing market stability is implemented with the following outputs: <ul style="list-style-type: none"> - Policy measures introduced to 	<p>Risks</p> <ul style="list-style-type: none"> • Implementation of the Capital Market Development Master Plan II is delayed. • Incentives introduced to increase company listings on the SET are inadequate. • Lack of sufficient

Country Development Goals		Country Partnership Strategy (CPS) Outcomes		Key Areas of ADB's Intervention	Risks
Country-Level Outcomes	Key Constraints	CPS Outcomes	Outcome Indicators		
	and private investment.	<ul style="list-style-type: none"> The public and private sectors increasingly draw on the domestic capital market as source of financing; new financial products and methods, including securitization, are introduced. The domestic capital market increasingly becomes a destination for long-term savings, especially among pension and provident funds. 	<p>securitized transactions.</p> <ul style="list-style-type: none"> Derivatives market expands with introduction of new hedging instruments. Tax policies revised to ensure greater consistency across financial products. Consistency, transparency, and communication across financial regulators improve. 	<p>deepen the bond and equity markets, including pension reforms;</p> <ul style="list-style-type: none"> Asymmetries and distortions across financial assets reduced through rationalized tax structure; and Means established to expand the derivatives market maintain adequate monitoring and surveillance systems. <p>The actions under Capital Market Development Program Loan of \$500 million contribute to further development of capital market.</p> <p>Future</p> <ul style="list-style-type: none"> Opportunities for ADB loans, guarantees, and/or equity investments pursued to finance infrastructure 	<p>high-quality commercial paper to expand the corporate bond market.</p> <ul style="list-style-type: none"> Absence of new long-term debt instruments and an insufficient demand from institutional investors, especially for pension and provident funds, constrains long-term financing in the capital market. <p>Assumptions</p> <ul style="list-style-type: none"> Reforms to deepen the bond and equity markets, introduce new financial products, rationalize the tax structure, and improve the regulatory framework are prepared and implemented.

Country Development Goals		Country Partnership Strategy (CPS) Outcomes		Key Areas of ADB's Intervention	Risks
Country-Level Outcomes	Key Constraints	CPS Outcomes	Outcome Indicators		
				through the bond market and to pilot securitized transactions.	
<ul style="list-style-type: none"> • Environmental management and energy-efficiency improvements contribute to sustainable development. 	<ul style="list-style-type: none"> • Current command-and-control approaches for reducing pollution are ineffective, costly to administer, and do not encourage innovative and sustainable solutions. • Urbanization and industrialization require more integrated approaches for managing and conserving water resources. • Inefficient use of energy raises cost, increases energy imports, reduces productivity, and negatively affects the environment. 	<ul style="list-style-type: none"> • A pollution taxation act is enacted for the application and enforcement of market-based instruments to control pollution. • IWRM practices are introduced and replicated in river basins across the country. • Innovative and cost-effective technologies are adopted for improving energy efficiency. 	<ul style="list-style-type: none"> • Legal principles, revenue management guidelines, monitoring requirements, and implementation arrangements defined. • Pilot demonstration of IWRM and flood control management conducted for the Yom River Basin. • Strategies, action plans, and investment proposals for energy efficiency projects prepared. 	<p>Ongoing</p> <ul style="list-style-type: none"> • TA and capacity building support to strengthen legal, regulatory, and institutional mechanisms for pollution taxation and resource mobilization. • Project support on PPPs for reduced emissions from deforestation and degradation. • Knowledge sharing and advisory support for preparing an IWRM road map and flood control management plan for the Yom River Basin. • Analytical and advisory support through EEI to prepare energy efficiency projects. • TA to strengthen capacity of PEA and Thai 	<p>Assumptions</p> <ul style="list-style-type: none"> • Government's commitment to introduce and enforce market-based instruments for pollution control is sustained. • IWRM programs receive the necessary technical, institutional, financial, and community support for effective and sustainable implementation. <p>Risks</p> <ul style="list-style-type: none"> • Incentives for pursuing energy efficiency projects are sufficient to justify up-front investment costs and expenses associated with O&M. • Market prices for carbon credits

Country Development Goals		Country Partnership Strategy (CPS) Outcomes		Key Areas of ADB's Intervention	Risks
Country-Level Outcomes	Key Constraints	CPS Outcomes	Outcome Indicators		
	<ul style="list-style-type: none"> Increased greenhouse gas emissions negatively impact human health, environment, and ability to sustain balanced growth in the future. 	<ul style="list-style-type: none"> Clean energy projects are prepared and financed under the CDM. 	<ul style="list-style-type: none"> Pre-feasibility studies and CDM documentation prepared for projects eligible for carbon credits. 	<p>municipalities to identify, finance, and implement energy efficiency measures.</p> <ul style="list-style-type: none"> TA and capacity building for project preparation to structure projects that improve climate change and energy efficiency. <p>Future</p> <ul style="list-style-type: none"> Technical support, financing, and marketing of carbon credits for clean energy projects under CMI. 	<p>under the CDM provide sufficient incentive to invest in clean energy projects rather than adopt traditional energy technologies.</p>
B. Development Partnership at the Regional Level					
<ul style="list-style-type: none"> Thailand's role, capacity, and effectiveness as a regional development partner enhanced. 	<ul style="list-style-type: none"> Institutional capacity to conduct thorough due diligence required to evaluate, prepare, and finance cross-border infrastructure projects are inadequate. Institutional factors, disparate customs procedures, and inadequate 	<ul style="list-style-type: none"> NEDA's institutional capacity for preparing, financing, and implementing infrastructure projects in neighboring countries is strengthened. Subregional trade and investment increase as physical, nonphysical, and institutional constraints are removed. Key risk factors associated with private investments in subregional projects are mitigated. Greater technical knowledge and capacity are gained by policy 	<ul style="list-style-type: none"> NEDA provides parallel cofinancing for at least three infrastructure projects included in the GMS and ACMECS programs. Annexes and protocols to the GMS CBTA are ratified by Thailand and neighboring countries. Clearance times at border checkpoints 	<p>Ongoing</p> <ul style="list-style-type: none"> ADB and JICA jointly provide TA and capacity-building assistance to NEDA for identifying, appraising, financing, and implementing viable development projects in the GMS. Knowledge sharing and technology transfer from Thailand to Lao PDR in the area of managing 	<p>Assumptions</p> <ul style="list-style-type: none"> NEDA allocated sufficient staff and financial resources required for structuring, financing, and implementing projects that adhere to acceptable financial, social, and environmental standards.

Country Development Goals		Country Partnership Strategy (CPS) Outcomes		Key Areas of ADB's Intervention	Risks
Country-Level Outcomes	Key Constraints	CPS Outcomes	Outcome Indicators		
	<p>logistical systems and facilities constrain subregional trade.</p> <ul style="list-style-type: none"> • Risks concerning political, legal, regulatory, and institutional uncertainties impede private investments in subregional projects. • Policy makers' understanding of complex legal, regulatory, and financial issues for developing domestic and regional bond markets is insufficient. 	<p>makers across the region for developing domestic and regional bond markets.</p>	<p>in the GMS are reduced.</p> <ul style="list-style-type: none"> • An integrated approach to improve physical connectivity and logistics under BIMSTEC is adopted. • At least two projects financed by the EXIM Bank apply ADB credit enhancement mechanisms. • Regional financial integration training program is developed. 	<p>provincial water supply enterprises.</p> <p>Future</p> <ul style="list-style-type: none"> • Analytical, advisory, and capacity-building support to promote increased subregional trade and investment. • EXIM Bank and ADB jointly explore the potential application of guarantees for cross-border investment proposals. • Knowledge sharing support to prepare a training program and curriculum on regional financial integration. 	<ul style="list-style-type: none"> • Political will and initiative sustained to promote collaborative efforts at removing existing constraints to subregional trade. • Risks associated with subregional projects in emerging markets are mitigated to promote higher levels of private investment. <p>Risk</p> <p>Political commitment and financial resources secured from Thailand and other interested countries to develop a regional financial integration training program.</p>

ACMECS = Ayeyawady–Chao Phraya–Mekong Economic Cooperation Strategy, ADB = Asian Development Bank, BIMSTEC = Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation, CBTA = cross-border transport agreement, CDM = Clean Development Mechanism, CMI = Carbon Market Initiative, EEI = Energy Efficiency Initiative, EXIM Bank = Export–Import Bank, GDP = gross domestic product, GMS = Greater Mekong Subregion, IMD = International Institute for Management Development, IWRM = integrated water resources management, km = kilometer, Lao PDR = Lao People's Democratic Republic, MOF = Ministry of Finance, MRT = mass rapid transit, JICA = Japan International Cooperation Agency, NEDA = Neighbouring Countries Economic Development Cooperation Agency, O&M = operation and maintenance, PEA = Provincial Electricity Authority, PPP = public–private partnership, SET = Stock Exchange of Thailand, TA = technical assistance, WEF = World Economic Forum.

^a The original results framework was contained in ADB. 2007. *Thailand Country Partnership Strategy 2007–2011*. Manila. Changes from the previous framework are indicated in bold type.

^b WEF. 2008. *Global Competitiveness Report 2008–2009*. www.weforum.org/en/media/publications/CompetitivenessReports/index.htm

^c IMD. *World Competitiveness Yearbook*. www.imd.ch/wcy

INDICATIVE ASSISTANCE PIPELINE

Table A1.1: Indicative Assistance Pipeline for Lending Products, 2009–2011

Sector Project/Program Name	Targeting Classifi- cation	Thematic Priority	Division	Year of Project Preparatory Assistance	Cost (\$ million)						
					Total	ADB		Total	Gov't	Co- financing	
						OCR	ADF				
							Loans				Grants
2009 Firm Loans											
Energy											
1. Biomass Power Project	GI	PSD/ENV	PSOD	2008	77.00 ^a	0.00	0.00	77.00	0.00	43.00	
Finance											
1. Capital Market Development Program	GI	ECO/ GOV	SEFM	N/A	500.00	0.00	0.00	500.00	0.00	0.00	
Transport and ICT											
1. GMS Highway Expansion Project	GI	RC/ECO	SETU	2008	77.10	0.00	0.00	77.10	126.30	0.00	
Total					654.10	0.00	0.00	654.10	126.30	43.00	
2010 Firm Loans											
Energy											
1. Gas-Fired Power Project	GI	PSD/ENV	PSOD	2010	377.00 ^b	0.00	0.00	377.00	0.00	523.00	
Transport and ICT											
1. Bangkok MRT Integrated Ticketing Project	GI	ECO/CD	TRM	2008	10.00	0.00	0.00	10.00	4.00	0.00	
Energy											
1. Climate Change/Energy Efficiency Program	GI	ECO/PSD	SEEW	2009	100.00	0.00	0.00	100.00	0.00	TBD	
Total					487.00	0.00	0.00	487.00	0.00	TBD	
2011 Firm Loan											
Water Supply and Other Municipal Infrastructure and Services											
1. Municipal Infrastructure Development Project I	GI	ECO/PSD	SETU	2010	110.00	0.00	0.00	110.00	TBD	TBD	
Total					110.00	0.00	0.00	110.00	TBD	TBD	

ADB = Asian Development Bank; ADF = Asian Development Fund; CD = capacity development; ECO = economic growth; ENV = environmental sustainability; GI = general intervention; GOV = governance; GMS = Greater Mekong Subregion; ICT = information and communications technology; MRT = mass rapid transit; NA = not applicable; OCR = ordinary capital resources; PSD = private sector development; PSOD = Private Sector Operations Department; RC = regional cooperation; SEEW = Southeast Asia Energy and Water Division; SEFM = Southeast Asia Financial Sector, Public Management and Trade Division; SETU = Southeast Asia Transport and Urban Development Division; TBD = to be determined; TRM = Thailand Resident Mission.

^a OCR direct loan of \$5 million, and partial credit guarantee of \$72 million.

^b OCR direct loan of \$50 million, OCR B-loan of \$165 million, and partial credit guarantee of \$162 million.

Source: Asian Development Bank

Table A1.2: Indicative Assistance Pipeline for Nonlending Products and Services, 2009–2011

Sector	Assistance Name	Responsible Division	Assistance Type	Sources of Funding			Total (\$'000)
				ADB		Others	
			Source	Amount (\$'000)	Source	Amount (\$'000)	
Firm 2009							
Finance							
	1. Strengthening Thai Financial Markets	SEFM	PATA	TASF	1,000.00	0.00	1,000.00
	2. Thailand: Financial Sector Road Map	TRM	ESW	–	–	–	–
Transport and ICT							
	1. Implementation Plan for Strategic Intercity Motorway Network	SETU	PPTA	JSF	1,000.00	0.00	1,000.00
	2. Thailand: Transport Sector Road Map	TRM	ESW	–	–	–	–
Agricultural and Natural Resources							
	1. Consolidating Integrated Water Resources Management in Yom River Basin	SEAE	PDA	WFPF	50.00	0.00	50.00
	2. Stimulating Participatory Process for Water Allocation in the Bang Prakong River Basin	SEAE	PDA	WFPF	50.00	0.00	50.00
	3. Public–Private Partnership for Reduced Emissions from Deforestation and Degradation Project	TRM	SC	TBD	60.00	TBD ^a	TBD
Water Supply and Other Municipal Infrastructure and Services							
	1. Strengthening the Capacity of Provincial Water Supply Enterprises in Lao PDR through Knowledge Sharing and Technology Transfer from Thailand	TRM	RETA 6498	WFPF	60.00	0.00	60.00
Energy							
	1. Climate Change/Energy Efficiency Project	SEEW	PPTA	JSF	900.00	0.00	900.00
	2. Chaiyapum Wind Farm Development	PSOD	PPTA	CEFPF	160.00	0.00	160.00
	3. Lamthakong Wind Farm Development	PSOD	PPTA	CEFPF	160.00	0.00	160.00

Sector	Assistance Name	Responsible Division	Assistance Type	Sources of Funding			Total (\$'000)
				ADB		Others	
				Source	Amount (\$'000)	Source	
Multisector							
	1. Developing a Monitoring and Evaluation Framework for Stimulus Packages	TRM	SC	TBD	30.00	0.00	30.00
	Total				3,470.00	0.00	3,470.00
Standby 2009							
Transport and ICT							
	1. Structuring Public–Private Partnerships in Rail Transport	SETU	PPTA	JSF	600.00	0.00	600.00
Firm 2010							
Finance							
	1. Pension System Implementation (Phase I)	SEFM	PATA	TASF	800.00	0.00	800.00
Water Supply and Other Municipal Infrastructure and Services							
	1. Preparing the Municipal Infrastructure Development Project I	TRM	PPTA	JSF	600.00	0.00	600.00
Multisector							
	1. Development of Southern Thailand Seaboard (Phase I)	TRM	PATA	TASF	600.00	0.00	600.00
	Total				2,000.00	0.00	2,000.00
Firm 2011							
Finance							
	1. Capital Market Development (Final Phase)	SEFM	PATA	TASF	500.00	0.00	500.00
Transport and ICT							
	1. Preparing the Transport Sector Project I	SETU	PPTA	JSF	1,200.00	0.00	1,200.00
	Total				1,700.00	0.00	1,700.00

ADB = Asian Development Bank; CEFPF = Clean Energy Financing Partnership Facility; ESW = Economic and Sector Work; ICT = information and communications technology; JSF = Japan Special Fund; Lao PDR = Lao People's Democratic Republic; PATA = policy and advisory technical assistance; PDA = pilot demonstration activity; PPTA = project preparatory technical assistance; PSOD = Private Sector Operations Department; RETA = regional technical assistance; SC = staff consultancy; SEAE = Southeast Asia Agriculture, Environment and Natural Resources Division; SEEW = Southeast Asia Energy and Water Division; SEFM = Southeast Asia Financial Sector, Public Management and Trade Division; SETU = Southeast Asia Transport and Urban Development Division; TASF = Technical Assistance Special Fund; TBD = to be determined; TRM = Thailand Resident Mission; WFPF = Water Financing Partnership Facility.

^a Possible sources of funding include World Bank (\$2 million), Government of the Netherlands (\$4 million), and private sector (\$7.7 million).

Source: Asian Development Bank.

**PRELIMINARY SUMMARY INFORMATION ON PROPOSED INDICATIVE LENDING AND
NONLENDING PRODUCTS AND SERVICES FOR THE FIRST YEAR OF THE BUSINESS
PLAN**

**Table A2.1: Summary Information on Proposed Indicative Lending
Products and Services for 2009**

Project Name	Description
Biomass Power Project	<p>Impact The project aims to increase Thailand's renewable energy production and to catalyze private sector investment in energy generation by small power producers through the use of innovative financial products.</p> <p>Major Components The major component is a partial credit guarantee for project bond issue, financing the construction of a 120 MW biomass-fired power plant. The project will supply energy to the grid as well as to industries located in the 304 Industrial Park in Prachinburi Province. The project will use waste wood from the nearby pulp and paper industry as fuel.</p> <p>Expected Outputs and Outcomes The expected output is increased renewable energy capacity of 120 MW produced from waste by-products. In addition to supplying energy to the grid, the project will contribute to the development of industries in the area by satisfying their increasing demand for power. The project will also demonstrate to the local financial community that long-dated project bonds in local currency are a viable source of finance for medium-sized power-generation projects.</p>
Capital Market Development Program	<p>Impact The program will provide budgetary support—anchored in existing medium-term policy dialogue—for capital market development. The expected impacts of medium-term capital market reform are financial sector diversification and enhanced resilience.</p> <p>Major Components A loan of \$500 million is to be provided as a single tranche based on completed prior actions demonstrating satisfactory progress. Actions include (i) strengthening regulatory coordination and enhancing investor protection; (ii) increasing market efficiency, liquidity, and transparency; (iii) strengthening market infrastructure and intermediaries; and (iv) developing new products and expanding the investor base through enhanced education and improved risk management.</p> <p>Expected Outputs and Outcomes The expected output is medium-term capital market reform. The expected outcome is increased contribution by the capital market to domestic financing, thereby redressing the imbalance between the current predominant role of banks and developing capital markets. The program will lead to a resilient and competitive capital market that supports higher growth for the national economy.</p>
GMS Highway Expansion Project	<p>Impact The project aims to increase efficiency in the transport sector to lower logistics costs for users of transport infrastructure in Thailand and to increase Thailand's competitiveness in the global economy.</p>

	<p>Major Components</p> <p>Civil works will be procured using international competitive bidding procedures with prequalification. In total, nine civil works packages will be procured, of which five will be for Highway 12 (Phitsanulok–Lom Sak), two for Highway 2042 (Nakrai–Khamcha-i), and two for Highway 359 (Phanom Sarakham–Sa Kaeo). Highways 12 and 2042 are located on the GMS East–West Economic Corridor; Highway 359 is located along the GMS Southern Economic Corridor. Consulting services will be required for contract management; highway construction supervision; and implementation of resettlement activities, social development plans, HIV/AIDS awareness, and environmental management plans.</p> <p>Expected Outputs and Outcomes</p> <p>The project will upgrade about 210 km of existing two-lane national highway in three locations to a four-lane divided highway standard. Two sections are located along the GMS East–West Economic Corridor, and one section is located along the GMS Southern Economic Corridor. The upgrade of these highways will reduce logistics costs for users of these corridors in Thailand.</p>
--	---

GMS = Greater Mekong Subregion, MW = megawatt; km = kilometer.

Source: Asian Development Bank.

Table A2.2: Summary Information on Proposed Indicative Nonlending Products and Services for 2009

Project Name	Description
Strengthening Thai Financial Markets	<p>Impact The expected impact is a capital market that plays a stronger role in creating a resilient financial sector and supporting Thailand's economic development agenda.</p> <p>Major Components The project will support the implementation of the Capital Market Development Master Plan and the Financial Sector Master Plan II to (i) strengthen regulatory coordination; (ii) increase market efficiency, liquidity, and transparency; (iii) strengthen market infrastructure and intermediaries; and (iv) develop new products and expand the investor base.</p> <p>Expected Outputs and Outcomes The expected outputs include enhancing regulatory approaches and new capital market products in Thailand's financial markets. The project will help regulatory agencies achieve technical regulatory excellence and will contribute to financial system stability.</p>
Implementation Plan for Strategic Intercity Motorway Network	<p>Impact The intended impact is to enhance the role of the private sector in the motorway subsector by assisting the Government in structuring PPP projects.</p> <p>Major Components The TA will provide the Government with (i) a detailed road map to commence development of motorways radiating from Bangkok, and (ii) detailed financial and implementation plans so that all motorway components on the five strategic corridors will be constructed and operational by 2017. The TA study will build on the documentation prepared under a World Bank study covering the Bang Pa-In to Nakhon Ratchasima motorway, which will pilot test a PPP in the highway sector. The TA study will also assess economic and financial feasibility of the planned motorways for the following sections: (i) Chonburi to Map Ta Put, including an access link to Leam Chabang port; (ii) Bang Yai to Nakhon Pathom; and (iii) Nakhon Pathom to Cha-am; and will develop an appropriate PPP model for the above motorways and prepare a selected motorway project under the PPP model. The Government will undertake procurement of civil works, operations, and maintenance for a selected motorway project.</p> <p>Expected Outputs and Outcomes Outputs of the TA study will include economic and financial indicators of the three motorway sections and an appropriate PPP model for the motorways. The outcome will be a pilot project and a replicable PPP model.</p>
Structuring Public-Private Partnerships in Rail Transport	<p>Impact The expected impact is more efficient, safe, and sustainable railway transport.</p> <p>Major Components Since SRT is planning significant investments in infrastructure and</p>

	<p>equipment, the Government requested ADB to finance railway line rehabilitation. SRT was recently divided into two companies: one to manage assets and the other to operate its rolling stocks. Because considerable resources are needed to mobilize the SRT financing plan, attracting investments from the private sector and structuring projects under PPP are attractive options. Therefore, ADB will identify projects for railway lines or sections that can be undertaken under this framework, preferably connecting to other neighboring GMS countries. ADB will assist the Government in designing an appropriate framework for private sector participation to allow private operators to propose services, analyze the financial and economical viability of candidates' business plans, and support the Government in implementing the PPP contracts.</p> <p>Expected Outputs and Outcomes The outcome will be the development and management of railway infrastructure through a PPP. Expected outputs will be the rehabilitation of the lines, an increase in railway market share, and a duplicable and sustainable regulatory framework.</p>
<p>Public–Private Partnership for Reduced Emissions from Deforestation and Degradation Project</p>	<p>Impact The impact of this project will be improved forest cover and associated ecosystem services through sustainable forest management using pro-poor livelihood improvement interventions. This will be measured by establishing about 75,000 ha (i.e., 65,000 ha of good healthy forest, 5,000 ha for carbon sequestration, and 5,000 ha of livelihood plantations) of unbroken forest cover connecting healthy forest areas (with more than 80% of healthy forest cover) to denuded degraded areas along the Tenasserim Corridor by 2017. The project will deliver measurable improvements on curbing carbon dioxide emissions, catalyzing energy independence (biomass renewable energy), and creating an environment where poor communities can participate in economic growth. This project is a Biodiversity Conservation Corridors Initiative upscaling investment project based on PPPs.</p> <p>Major Components The project includes investments in sustainable forestry and building capacity for sustainable management of watershed environmental services, SMEs, tourism activities and visitor loads, and other sector-related developments.</p> <p>Expected Outputs and Outcomes Expected outputs and outcomes include livelihood improvements for about 7,000 households in the corridor area by 2015; zoning of protected areas and forest reserves; forest restoration and afforestation with native species of at least 5,000 ha; capacity building for climate change awareness and disaster preparedness; and project employment and economic development opportunities.</p>
<p>Strengthening the Capacity of Provincial Water Supply Enterprises in Lao PDR through Knowledge Sharing and Technology Transfer from Thailand</p>	<p>Impact The expected impact is the improved sustainability of the water sector in Lao PDR, through knowledge transfer from Thailand to provincial water supply enterprises. These enterprises will benefit from (i) a new knowledge base on operation and maintenance best practices for systems that are either new to Lao PDR or are inadequately managed, and (ii) an improved understanding of the importance of using standard operating procedures on existing installations. As a result, Thailand will have (i) greater opportunities for knowledge transfer, (ii) demonstrate Thai best practices, and (iii) identify issues of mutual interest for future</p>

	<p>cooperation or assistance.</p> <p>Major Components Key areas for capacity building have been identified through operations and training needs analyses, and cover new technologies and approaches being adopted by the provincial water supply enterprises. Specifically, the six operational areas for the training program are: (i) the operation and maintenance of sludge lagoons; (ii) operation and maintenance of floating pontoons; (iii) backwashing techniques and management of filters and underdrains; (iv) operation and maintenance of pumping equipment; (v) emptying, flushing, and refilling of transmission and distribution mains; and (vi) identification and management of leaks.</p> <p>Expected Outputs and Outcomes The expected outcome is acquired new knowledge of best practice operation for provincial water supply enterprises, resulting in (i) a greater level of confidence in adopting new best practices for water supply operations in Lao PDR, (ii) a move from informal to more formal organizational networking, (iii) more cost effective and efficient operation and maintenance of water supply facilities, and (iv) more reliable water supply systems to improve the sustainability of the operation and the level of service for 90,000 water consumers.</p>
<p>Climate Change/Energy Efficiency Project</p>	<p>Impact This project aims to increase energy efficiency and energy diversification and to reduce greenhouse gas emissions. It will assess the feasibility of a \$100 million climate change program loan with the possibility of mixed OCR and concessionary loan cofinancing for improving energy efficiency and energy diversification in urban mass transit, power and industry, and solid waste treatment subsectors. Attention will also be paid toward protecting investments in the energy and transport sectors from adverse impacts of climate change.</p> <p>Major Components The project includes (i) an energy efficiency improvement and energy diversification technical report in response to Thailand's energy policy, alternative energy development plan, and climate change master plan; (ii) report on options to enhance climate resilience of the energy and transport sectors, and (iii) feasibility report of a program loan for climate change focusing on energy, transport, and waste management sectors with program monitoring framework for 2010.</p> <p>Expected Outputs These include an energy options report and a draft program loan document.</p>
<p>Developing a Monitoring and Evaluation Framework for Stimulus Packages</p>	<p>Impact This project will assist the Government in monitoring and evaluating the implementation of investment projects under various economic stimulus packages.</p> <p>Major Components There are two parts: progress monitoring and implementation evaluation. Eventually, the designed system will be linked with the e-budgeting system and the Government's management information system.</p>

	Expected Outputs and Outcomes The expected outcome is effective implementation of government investment projects. The expected output is a well-designed monitoring and evaluation framework that can be applied not only to stimulus packages but to all government investment projects in the longer term.
--	--

ADB = Asian Development Bank, ha = hectare, Lao PDR = Lao People's Democratic Republic, OCR = ordinary capital resources, PPP = public-private partnership, SMEs = small and medium-sized enterprises, SRT = State Railway of Thailand, TA = technical assistance.

Source: Asian Development Bank.

UPDATED COUNTRY SECTORS AND THEMATIC STRATEGIES AND PLANS AND/OR ROAD MAPS

Priority Sector	Developments Since the Adoption of the Country Partnership Strategy
Energy	One advisory TA project in the energy sector is ongoing in 2009 while two project preparatory TA projects will be processed in 2009. One private sector transaction was approved in 2009, and another is planned in 2010.
Finance	A program loan for the capital market sector will be processed in 2009, and a piggyback TA project on financial market development to support it will occur in 2009 and another follow-up TA project in 2011. An advisory TA project for the implementation of a pension system is scheduled for processing in 2010.
Multisector	One multisector staff consultancy will be processed in 2009, while another policy and advisory TA project on the development of Southern Thailand is planned in 2010.
Transport and ICT	Two project preparatory TA projects are planned for 2009, one for the implementation plan for the strategic intercity motorway network and another for structuring public-private partnerships in rail transport. A loan project for GMS highway expansion will also be undertaken in 2009, and another loan for the Bangkok MRT integrated ticketing project is planned in 2010. A transport sector road map will be prepared in 2009.
Water Supply and Other Municipal Infrastructure and Services	One project preparatory TA project on preparing the municipal infrastructure development is planned for 2010.

Priority Theme	Developments Since the Adoption of the Country Partnership Strategy
Environmental Sustainability	A TA project on public-private partnerships for reduced emissions from deforestation and degradation will be processed in 2009.
Private Sector Development	Promoting private sector participation and investment continues to be a principal objective in the infrastructure sector (i.e., toward energy, motorways, railways, and MRT).
Governance	Good governance remains the cornerstone of all lending and nonlending activities. A

Priority Theme	Developments Since the Adoption of the Country Partnership Strategy
Regional Cooperation	<p>governance risk assessment of the capital market was undertaken in 2009 for the proposed program loan to the capital market sector.</p> <p>Joint activities and a partnership arrangement with Thailand's international development agencies are planned for implementation in 2009 to enhance Thailand's role as a regional development partner and capacity building in the region. A capacity development project on strengthening the capacity of provincial water supply enterprises in Lao People's Democratic Republic through knowledge sharing and technology transfer from Thailand will be undertaken in 2009.</p>

GMS = Greater Mekong Subregion, TA = technical assistance.

Source: Asian Development Bank.

Table A : Indicative Assistance Pipeline for Regional Nonlending Products and Services that Include Thailand, 2009–2011

Sector Assistance Name	Responsible Division	Assistance Type	Sources of Funding				Total (\$'000)
			ADB		Others		
			Source	Amount (\$'000)	Source	Amount (\$'000)	
2009							
Education							
1. GMS Phnom Penh Plan for Development Management IV	SEOD	R-CDTA	TASF-IV	1,400.00		0.00	1,400.00
2. GMS Phnom Penh Plan for Development Management III (third supplementary)	SEOD	R-CDTA		0.00	AFD	900.00	900.00
3. GMS Phnom Penh Plan for Development Management II (fourth supplementary)	SEOD	R-CDTA		0.00	Republic of Korea	500.00	500.00
Multisector							
1. Enhancing the Development Effectiveness of the GMS Program (second supplementary)	SEOD	R-PATA		0.00	RCIF	450.00	450.00
2. Implementing the GMS HRD Strategic Framework and Action Plan	SESS	R-PATA		0.00	PRCF/ RCIF	1,250.00	1,250.00
3. Strengthening GMS Local Chambers of Commerce to Integrate SMEs into the Global Value Chains	TRM	R-PATA		0.00	ICFF	600.00	600.00
Transport and ICT							
1. GMS Railway Strategy Study	SETU	R-PATA	TASF-IV	225.00		0.00	225.00
Total				1,625.00		3,700.00	5,325.00
2010							
Energy							
1. Developing the Regional Transmission and Regulatory Authority	SEEW	R-PATA		0.00	France	1,000.00	1,000.00
Multisector							
1. Strengthening Coordination of the GMS Program	SEOD	R-PATA	TASF	1,000.00	RCIF/ Others	1,000.00	2,000.00
2. Enhancing Transport and Trade Facilitation in the GMS (cluster TA, year 1)	SEOD	R-PATA	TASF	2,000.00		0.00	2,000.00
Total				3,000.00		2,000.00	5,000.00

Sector Assistance Name	Responsible Division	Assistance Type	Sources of Funding				Total (\$'000)
			ADB		Others		
			Source	Amount (\$'000)	Source	Amount (\$'000)	
2011							
Agriculture and Natural Resources							
1. Core Environment Program and Biodiversity Conservation Corridor Initiative in the GMS, Phase II	SEAE	R-PPTA	TASF	1,000.0		0.00	1,000.0
Multisector							
1. Enhancing Transport and Trade Facilitation in the GMS, (cluster TA, year 2)	TRM	R-PATA	TASF	2,000.0		0.00	2,000.0
2. Implementing the GMS HRD Strategic Framework and Action Plan, Phase II	SESS	R-PATA	TASF	700.0		0.00	700.0
Total				3,700.0			3,700.0

ADB = Asian Development Bank; AFD = Agence Française de Développement (French Development Agency); GMS = Greater Mekong Subregion; HRD = human resource development ; ICFF = Investment Climate Facilitation Fund; PRCF = People's Republic of China Regional Cooperation and Poverty Reduction Fund; RCIF = Regional Cooperation and Integration Fund; R-CDTA = regional capacity development technical assistance; R-PATA = regional policy and advisory technical assistance; R-PPTA = regional project preparatory assistance; SEAE = Southeast Asia Agriculture, Environment, and Natural Resources Division; SEOD = Office of the Director General, Southeast Asia Department; SEEW = Southeast Asia Energy and Water Division; SESS = Southeast Asia Social Sectors Division; SETU = Southeast Asia Transport and Urban Development Division; SMEs = small and medium-sized enterprises; TA = technical assistance; TASF = Technical Assistance Special Fund; TRM = Thailand Resident Mission.
Source: Asian Development Bank.