

GMS Corridor Towns Development Project (CTDP)

Presentation dealing with the:

- Why?
- What?
- How?
- When?
- Who?
- Funding



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Rationale for CTDP

1. Converting Transport Corridors into Economic Corridors
2. Capturing and maximizing the economic and social benefits of increased trade and traffic flows
3. Enhancing the economic foundation and economic performance of towns/cities
4. Enhancing the basis for prosperity and sustainable development in an urbanizing region



Southern Economic Corridor



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What will the CTDP achieve?

Impact:

The corridor towns will become centers of economic activity which attract private sector investment, develop and grow in a sustainable manner, and contribute to the economic transformation of transit corridors.



Poipet: Cambodian Border

Outcome:

Facilitate the transformation of GMS transport corridors into full-fledged economic corridors through priority infrastructure investments and capacity building in selected corridor towns



Lao Bao Vietnam Border

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What will the CTDP do?

Support economic infrastructure:

Development of trade;
Development of markets;
Logistics centers; dry ports;
Industrial development – incubators for SMEs;
Tourism development



Informal markets

Invest in environmental infrastructure:

Access to basic infrastructure;
Cleaner environment;
Mitigation of climate change impacts



Flooding problems



Uncontrolled Solid Waste

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Geographic focus of CTD

Cambodia - Southern Economic Corridor (SEC):

- Poipet** – border town, tourist destination
- Battambang City**: agro-industrial development, market town
- Svay Rieng City**: agro-industrial development, market town
- Bavet**, Svay Rieng Province: border town – tourism – SEZ.

Lao PDR - East-West Economic Corridor (EWEC):

- Kaysone Phomvihane**: agro-industrial development – tourism - SEZ
- Phine, Savannakhet Province**: market town
- Dansavanh, Savannakhet Province**: border town - SEZ

Vietnam - Southern Economic Corridor (SEC):

- Moc Bai**: border town - SEZ.

Vietnam - East-West Economic Corridor (EWEC):

- Lao Bao**: border town – Tourism – SEZ – Free Trade Zone
- Dong Ha**: market town, transport hub, harbor development



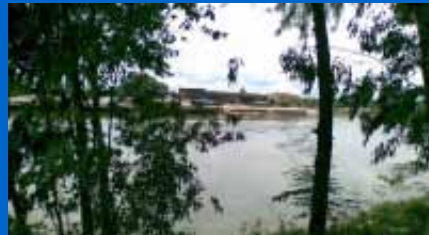
Eligible infrastructure subsectors

Economic Infrastructure:

- markets;
- trade centers;
- logistics infrastructure;
- dry ports;
- incubators for SMEs;
- transport facilities

Environmental Infrastructure

- urban roads & bridges
- water supply;
- sanitation – waste water treatment;
- solid waste management
- flood control / drainage



Dong Ha: Site for Dry Port



Battambang: Sanitary Landfill site

How will CTDTP assist the towns?

1. Strategic Economic Development Planning → Economic profiling of towns
2. Investments – soft loan funding by ADB, cofinancing by bilateral agencies → Priority infrastructure - incentives for private investments
3. Capacity Development → Building Management Capacity – support sustainable urban development and promote private sector investment

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CTDTP implementation: when? What type of funding?

Project Preparatory
Technical Assistance
(PPTA): 2010



Loan / Grant: 2011

Mixture of resources:

ADB-ADF funds \$ 104 million
+ public sector (TBD)

+ bilateral co-financing (TBD)

+ Private Sector investments

Target: double / triple ADB funding

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Preliminary Funding Plan under the CTD

Cambodia:

- \$26 m ADF Loan
- \$ 24 m CAM allocation
- Government: TBD
- Cofinancing: TBD

Laos PDR:

- \$26 m ADF grant
- Cofinancing: TBD
- Government: TBD

Vietnam:

- \$52 m ADF loan
- Cofinancing: TBD
- Government: TBD



New markets – Lao Bao



Flooding impedes economic activity and impacts public health



Waiting for a new bridge to progress



Aw khun ch'ran
Khawp Jai
cảm ơn lắm
Thank you