



Regional Cooperation Operations Business Plan

December 2014

South Asia
2015–2017

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Asian Development Bank

CURRENCY EQUIVALENTS

(as of 15 December 2014)

Bangladesh	Currency unit	=	taka (Tk)
	Tk1.00	–	\$0.013
	\$1.00	–	Tk77.57
Bhutan	Currency unit	=	ngultrum (Nu)
	Nu1.00	–	\$0.016
	\$1.00	–	Nu63.59
India	Currency unit	=	Indian rupee/s (Re/Rs)
	Re1.00	–	\$0.016
	\$1.00	–	Rs63.59
Maldives	Currency unit	=	rufiyaa (Rf)
	Rf1.00	–	\$0.065
	\$1.00	–	Rf15.38
Nepal	Currency unit	=	Nepalese rupee/s (NRe/NRs)
	NRe1.00	–	\$0.010
	\$1.00	–	NRs100.04
Sri Lanka	Currency unit	=	Sri Lanka rupee/s (SLRe/SLRs)
	SLRe1.00	–	\$0.008
	\$1.00	–	SLRs131.25

ABBREVIATIONS

ADB	–	Asian Development Bank
ADF	–	Asian Development Fund
RCOBP	–	regional cooperation operations business plan
RCS	–	regional cooperation strategy
SAARC	–	South Asian Association for Regional Cooperation
SASEC	–	South Asia Subregional Economic Cooperation

NOTE

In this report, “\$” refers to US dollars.

Vice-President	W. Zhang, Operations 1
Director General	H. Kim, South Asia Department (SARD)
Director	S. Bonu, Regional Cooperation and Operations Coordination Division, SARD
Team leader	R. Butiong, Principal Regional Cooperation Specialist, SARD
Team members	R. McKenzie, Regional Cooperation Specialist, SARD
	A. Pangilinan, Programs Officer, SARD
	S. Sunayama, Economist, SARD

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I. CONSISTENCY OF THE BUSINESS PLAN WITH THE REGIONAL COOPERATION STRATEGY

1. The regional cooperation operations business plan (RCOBP), 2015–2017 of the Asian Development Bank (ADB) updates the RCOBP, 2014–2016 and is the fourth RCOBP under the regional cooperation strategy (RCS), 2011–2015.¹ The proposed regional operations for 2015–2017 are consistent with the priorities of the RCS. In 2015–2017, operations will continue to focus on (i) improving regional connectivity, (ii) boosting cross-border trade, and (iii) strengthening regional energy cooperation. The results framework remains valid and does not require updating in terms of sector outcomes and ADB areas of intervention.

2. The growth forecasts for South Asia have been updated in September to 5.4% for 2014 and 6.1% for 2015 (up slightly from the April 2014 forecasts of 5.3% and 5.8%).² The slightly better growth forecasts stem largely from expectations of wide ranging reform to revive growth by the new government in India, as well as strong expansions in Bangladesh and Nepal. Inflationary pressures are expected to abate in 2014–2015, as governments have proactively restrained food inflation and enacted vigilant monetary policies. The forecasts for the region's current account deficits for 2014 and 2015 have been lowered, given favorable global prices and expected boosts in exports, remittances, and tourism earnings.

3. The South Asia Subregional Economic Cooperation (SASEC) working group on trade facilitation and transport, which met in Kathmandu in November 2014, noted the progress in advancing transport connectivity projects comprising SASEC transport corridors,³ the SASEC–Myanmar corridor, and other modes (railways and inland waterways). It called for efforts to complete missing links (“last mile connectivity”), transform transport corridors into economic corridors, and promote multimodal transport connectivity that will maximize trade and investment opportunities among existing and future corridors. Future projects will also take into account the needs of the Maldives and Sri Lanka, which became SASEC members in May 2014. Adoption of the SASEC Trade Facilitation Strategic Framework by the SASEC countries in March 2014 will lay the foundation for future work in customs modernization, sanitary and phytosanitary measures, transport facilitation, and border crossing infrastructure. A second round of ADB assistance for trade facilitation reforms and infrastructure investments is being planned, in consultation with the working group.

4. The Energy Working Group met in Kathmandu in November 2014. It directed the SASEC Electricity Transmission Utility Forum to proceed with its priority work plan activities, namely to oversee the SASEC transmission master plan study and to conduct knowledge sharing on power infrastructure planning and power trade development. Progress on future priority SASEC energy projects will be monitored closely, such as hydropower and grid strengthening projects in Bhutan and Nepal, and interconnection projects between India and other SASEC countries. Energy efficiency studies for Bhutan and Nepal are being finalized to provide the basis for recommending energy efficiency policies for the two countries. A network of national energy efficiency institutions will be operationalized to coordinate activities in the SASEC energy efficiency road map.

5. As with previous South Asia RCOBPs, implementation will require the use of regular country-specific funding from ADB, especially for national projects with regional implications, to promote greater synergies between regional and national priorities. Some investment projects,

¹ ADB. 2011. *Regional Cooperation Strategy: South Asia, 2011–2015*. Manila.

² ADB. 2014. *Asian Development Outlook Update: Asia in Global Value Chains*. Manila.

³ Comprising sections of the South Asian Association for Regional Cooperation (SAARC) road corridors 4 and 8.

included in the RCOBP lending program, are expected to secure funding from ADB-wide subregional Asian Development Fund (ADF) resources.

II. INDICATIVE LENDING AND NONLENDING PROGRAMS

6. The cumulative value of the indicative lending program of the RCOBP, 2015–2017 (Table A2.1, Appendix 2) is \$2.9 billion.⁴ Of the total ADB assistance, 12 projects are in transport (74%)⁵ and 3 in energy (26%). Funding for the indicative lending program of the RCOBP, 2015–2017 is expected to come from ordinary capital resources in the amount of \$2.2 billion, ADF loans (\$725.8 million), and ADF grants (\$42.5 million). The ADF resource allocations will depend on available ADF commitment authority and the outcome of respective country performance assessments. Cofinancing and funding from other sources, including the ADF subregional pool, will be actively explored in consultation with governments. The expected cofinancing for the lending program amounts to \$1.6 billion.

7. The indicative program for nonlending products for 2015–2017 (Table A2.2, Appendix 2) comprises 16 projects with a cumulative value of \$11.9 million. Expected cofinancing for the nonlending program is estimated at about \$2.0 million.

III. SUMMARY OF CHANGES TO LENDING AND NONLENDING PROGRAMS

8. Projects included in the indicative lending and nonlending programs in the RCOBP, 2015–2017 are consistent with the strategic priorities and sector focus of RCS, 2011–2015, and the priorities of the SASEC working groups on trade facilitation and transport, and energy. Changes made in the pipeline of the earlier RCOBP, 2014–2016, arose from the following developments: (i) the priorities indicated by the SASEC working groups, (ii) the required alignment of the RCOBP with ADB's country operations business plans for SASEC countries, (iii) the results of ADB's consultations with the countries, and (iv) the challenges in project preparation faced by ADB project teams.

9. The new 2015 lending pipeline includes the Bangladesh–India interconnection (originally 2016), the Nepal airport improvement project and new corridor development projects in India.⁶ In addition, the SASEC Road Connectivity Project (2015) and SASEC Trade Facilitation Project 2 (2016) have been merged as the SASEC Transport and Trade Facilitation Sector Development Program and deferred to 2016.⁷ The new 2016 lending pipeline includes the SASEC railway project in Bangladesh.⁸ The second round of trade facilitation investments (in Bhutan and Nepal) are retained in 2016. The 2017 pipeline includes the new SASEC road and corridor project in India and the Nepal hydropower project (moved from 2015), which involves a public–private partnership, with ADB funding being raised to \$400 million.

10. Planned nonlending operations, comprising 16 projects, will support project preparation for key road and corridor projects (39%), with the remaining 61% for capacity development and institutional strengthening related to priority SASEC thrusts (e.g., corridor development, trade facilitation, power, and overall SASEC coordination).

⁴ Includes 2017 standby projects.

⁵ Of the 12 transport projects, 7 projects also cover the industry and trade sector.

⁶ These are the (i) Second SASEC BAN-IND Electrical Grid Interconnection in Bangladesh, (ii) Tribhuvan International Airport Capacity Enhancement in Nepal; and the Visakhapatnam-Chennai Industrial Corridor Sector Development Program and Industrial Corridor Development Program in India.

⁷ \$100 million was allocated from the national ADF and \$40 million proposed from the Regional Cooperation and Integration (RCI) Fund.

⁸ BAN SASEC Railway Connectivity Investment Program (Tranche 1); originally, the project's tranche 2 was in the 2015 pipeline.

REGIONAL COOPERATION STRATEGY RESULTS FRAMEWORK, 2015–2017

Regional Development Goal				Changes from RCOBP, 2014–2016
Foster greater regional integration by supporting investments in transport corridors, energy, trade, and border-trade facilitation				None
Regional Sector Objectives	Sector Outcomes that ADB Contributes to and Indicators	ADB Areas of Intervention	ADB Indicative Resource Allocation in the Next Pipeline	Changes from RCOBP, 2014–2016
1. Transport (Core Area 1: Infrastructure; 3: Regional cooperation and integration)				
Improve cross-border connectivity	<p>Outcome: Increased movement of goods and services between Bangladesh, Bhutan, India, Maldives, Nepal, Sri Lanka, and their neighbors</p> <p>Indicators with Targets and Baselines</p> <p>Container-handling capacity of Colombo Port increased Baseline: 4 million TEU (2010) Target: 8 million TEU (2015)</p> <p>Average cross-border transit time of trucks from Kolkata to Dhaka decreased Baseline: 20 days (2010) Target: 11 days (2015)</p> <p>Subregional cross-border freight traffic increased Baseline: \$5 billion (2010) Target: \$6 billion (2015)</p> <p>(The transport sector road map provides output details.)</p>	Development of railways, roads, ports, and airports	<p>\$2,165.3 million</p> <p>IEG — 100% RCI — 100% ESG — 68% PSD — 58%</p>	None
2. Energy (Core Area 1: Infrastructure; 3: Regional cooperation and integration)				
Facilitate energy cooperation	<p>Outcome. Increased energy supply in Bangladesh, Bhutan, India, Nepal, and Sri Lanka through development of cross-border power generation and transmission infrastructure, and eventual establishment of a regional energy market</p> <p>Indicators with Targets and Baselines</p> <p>Cross-border power transfer capacity increased Baseline: 1,200 MW (2010) Target: 3,500 MW (2015)</p> <p>Power generation capacity increased Baseline: 120 MW (2010) Target: 850 MW (2015)</p> <p>Indicators with Incremental Targets (Baselines zero)</p> <p>Regulatory framework for regional energy trade (2015) Annual CO₂ emissions reduced by 2 million tons</p> <p>(The energy sector road map provides output details.)</p>		<p>\$767.0 million</p> <p>IEG — 100% RCI — 100% PSD — 100% ESG — 52%</p>	None

3. Trade facilitation (Core Area 1: Infrastructure; 3: Regional cooperation and integration)				
Improve intraregional trade	<p>Outcome. Increased intraregional trade through lower transaction and trade costs at selected border checkpoints</p> <p>Indicators with targets and baselines</p> <p>Intraregional trade share of world trade increased Baseline: 3.9% (2009) Target: 5.0%–6.0% (2015)</p> <p>Average time to export and import decreased Baseline: 27 days (2010) Target: 20 days (2015)</p> <p>Number of documents for export and import decreased Baseline: 8–9 (2010) Target: 5 (2015)</p> <p>Indicators with incremental targets (Baselines zero)</p> <p>Computerized and automated customs systems set up Target: 3 countries by 2015</p> <p>(The trade facilitation sector road map provides output details.)</p>	Customs automation and harmonization, trade facilitation regulatory framework	\$1,598.3 million IEG — 100% RCI — 100% PSD — 75% ESG — 75%	None

ADB = Asian Development Bank, CO₂ = carbon dioxide, ESG = environmentally sustainable growth, IEG = inclusive economic growth, MW = megawatt, PSD = private sector development, RCI = regional integration, RCOBP = regional cooperation operations business plan, TEU = twenty-foot equivalent unit.
Source: Asian Development Bank estimates.

INDICATIVE ASSISTANCE PIPELINE

Table A2.1: Lending Products, 2015–2017^a

Project/Program Name	Countries Involved	Sector	Poverty Targeting	Strategic Agendas and Drivers of Change	Division	Year of PPTA	Cost (\$ million)						
							Total ^c	OCR	ADB ^b		Total	Gov't	Co-finance
									ADF				
									Loans	Grants			
2015 Firm													
1. Second SASEC BAN-IND Electrical Grid Interconnection Project	Bangladesh	ENE	GI	IEG/ RCI/ PSD/KNS	SAEN		172.0	55.0	117.0 ^d	0.0	172.0	0.0	0.0
2. AF for Subregional Transport Project Preparatory Facility	Bangladesh	TRA	GI	IEG/ RCI	SATC		37.5	0.0	30.0 ^e	0.0	30.0	7.5	0.0
3. SASEC Transport, Trade Facilitation, and Logistics Project (PDA) ^f	Bhutan	TRA/ IND	GI	IEG/ RCI	SATC		2.5	0.0	0.0	0.0	0.0	0.0	0.0
4. Visakhapatnam-Chennai Industrial Corridor Sector Development Program	India	TRA/ WUS/ IND	GI	IEG/ RCI/ ESG/ PSD	SAOD		571.6	400.0	0.0	0.0	400.0	171.6	0.0
5. Industrial Corridor Development Program	India	FIN/ IND	GI	IEG/ ESG/ PSD/ RCI	SAOD		800.0	400.0	0.0	0.0	400.0	400.0	0.0
6. Tribhuvan International Airport Capacity Enhancement Project	Nepal	TRA	GI	IEG/ RCI/ PSD/ KNS	SATC		75.0	0.0	60.0 ^g	0.0	60.0	15.0	0.0
Total							1,658.6	855.0	207.0	0.0	1,062.0	594.1	0.0
2016 Firm													
1. SASEC Railway Connectivity Investment Program (MFF \$1,000 million) (Tranche 1)	Bangladesh	TRA	GI	IEG/ ESG/EGM/ RCI/ GCD/ PAR	SATC		573.0	189.0	84.0 ^h	0.0	273.0	0.0	300.0
2. AF for Air Transport Connectivity and Enhancement Project	Bhutan	TRA	GI	IEG/ RCI	SATC		4.0	0.0	0.0	4.0	4.0	0.0	0.0
3. SASEC Transport, Trade Facilitation, and Logistics Project	Bhutan	TRA/ IND	GI	IEG/ RCI	SATC	2014	88.3	0.0	49.8	38.5	88.3 ⁱ	0.0	0.0
4. SASEC Transport and Trade Facilitation Sector Development Program	Nepal	TRA/ IND	GI	IEG/ RCI/ GCD	SATC		180.0	0.0	140.0 ^j	0.0	140.0	40.0	0.0
5. Dudh Koshi Hydropower Project	Nepal	ENE	GI	IEG, RCI, PSD	SAEN		795.0	60.0	135.0	0.0	195.0	50.0	550.0
Total							1,640.3	249.0	408.8	42.5	700.3	90.0	850.0

Project/Program Name	Countries Involved	Sector	Poverty Targeting	Strategic Agendas and Drivers of Change	Division	Year of PPTA	Cost (\$ million)						Co-finance
							Total ^c	OCR	ADB ^b		Total	Gov't	
									Loans	Grants			
2017 Firm													
1. Andra Pradesh Industrial Cluster Sector Development Program	India	TRA/IND	GI	IEG/ ESG/ PSD/ RCI	SAOD		571.6	400.0	0.0	0.0	400.0	171.6	0.0
Total							571.6	400.0	0.0	0.0	400.0	171.6	0.0
2017 Standby													
1. SASEC Road and Trade Facilitation Investment Program (MFF \$500 million) (Tranche 1)	Bangladesh	TRA/IND	GI	IEG/RCI/ KNS	SATC		170.0	160.0	10.0	0.0	170.0	0.0	0.0
2. SASEC Road Connectivity Project (Tranche 2)	India	TRA	GI	IEG/ RCI	SATC		285.8	200.0	0.0	0.0	200.0	85.8	0.0
3. Hydropower Development through PPP	Nepal	ENE	GI	IEG/ ESG/ RCI/ PSD	SAEN		1,300.0	300.0	100.0	0.0	400.0	100.0	800.0
Total							1,755.8	660.0	110.0	0.0	770.0	185.8	800.0

ADB = Asian Development Bank, ADF = Asian Development Fund, AF = additional financing, EGM = effective gender mainstreaming, ENE = energy, ESG = environmentally sustainable growth, GCD = governance and capacity development, GI = general intervention, Gov't = government, IEG = inclusive economic growth, IND = industry and trade, KNS = knowledge solution, MFF = multitranchise financing facility, OCR = ordinary capital resources, PAR = partnerships, PDA = project design advance, PPP = public-private partnership, PPTA = project preparatory technical assistance, PSD = private sector development, RCI = regional integration, SAEN = South Asia Energy Division, SARC = South Asia Regional Cooperation and Operations Coordination Division, SASEC = South Asia Subregional Economic Cooperation Program, SATC = South Asia Transport and Communications Division, SAUW = South Asia Urban Development and Water Division, TRA = transport.

^a Based on approved or draft country operations business plans for 2015–2017 for Bangladesh, Bhutan, India, Maldives, Nepal, and Sri Lanka.

^b Amount represents the ADB financing, the total amount may still increase.

^c The total cost and total financing do not tally because of the PDA estimated at \$2.5 million, which will be refinanced by the ensuing loan scheduled for 2016.

^d The ADF country allocation will provide \$50.0 million and an additional \$67 million is proposed for RCI funding, subject to availability.

^e The ADF country allocation will provide \$10.0 million and an additional \$20 million is proposed for RCI funding, subject to availability.

^f The PDA will be refinanced by the ensuing ADF Loan and ADF grant for the SASEC Transport, Trade Facilitation, and Logistics Project scheduled for 2016.

^g The ADF country allocation will provide \$40.0 million and an additional \$20 million is proposed for RCI funding, subject to availability.

^h The ADF country allocation will provide \$28.0 million and an additional \$56 million is proposed for RCI funding, subject to availability.

ⁱ The ADF country allocation will provide \$11.3 million and an additional \$77 million is proposed for RCI funding, subject to availability.

^j The ADF country allocation will provide \$100 million and an additional \$40 million is proposed for RCI funding, subject to availability.

Source: Asian Development Bank estimates.

Table A2.2: Nonlending Products and Services, 2015–2017

					Sources of Funding				
					ADB		Others		
Assistance Name	Sector	Division	Assistance Type	Source	Amount (\$'000)	Source	Amount (\$'000)	Total (\$'000)	
2015									
1. Preparing the SASEC Green Energy Project	ENE	SAEN	PPTA	TASF	500.0	JFPR	1,000.0	1,500.0	
2. Capacity Building for Industrial Corridor Development	FIN/ TRA/ WUS	SAOD	CDTA	TASF–Others	500.0		0.0	500.0	
3. Capacity Development for the Visakhapatnam–Chennai Industrial Corridor Sector Development Program	FIN/ TRA/ WUS	SAOD	PPTA	TASF–Others	500.0		0.0	500.0	
4. Preparing the Visakhapatnam–Chennai Industrial Corridor Sector Development Program	FIN/ TRA/ WUS	SAOD	PPTA	TASF–Others	1,000.0		0.0	1,000.0	
5. Institutional Framework for Regional Connectivity	TRA	SATC	CDTA	TASF	500.0		0.0	500.0	
6. Support for South Asia Regional Economic Cooperation (Supplementary)	IND	SARC	R-CDTA	TASF	750.0		0.0	750.0	
Total					3,750.0		1,000.0	4,750.0	
2016									
1. Supporting SASEC Railway Connectivity Investment Program	TRA	SATC	CDTA	TASF	1,000.0		0.0	1,000.0	
2. Capacity Building for SASEC Transport, Trade Facilitation, and Logistics	TRA	SATC	CDTA	TASF	1,000.0		0.0	1,000.0	
3. Capacity Development for the Andhra Pradesh Industrial Cluster Sector Development Program	FIN/ TRA/ WUS	SAOD	CDTA	TASF–Others	500.0		0.0	500.0	
4. Preparing the Andhra Pradesh Industrial Cluster Sector Development Program	FIN/ TRA/ WUS	SAOD	PPTA	TASF–Others	1,000.0		0.0	1,000.0	
5. Preparing SASEC Roads Projects	TRA	SATC	PPTA	TASF	600.0		0.0	600.0	
6. SASEC Transport and Trade Facilitation Sector Development Program	TRA	SATC/ SARC	CDTA		0.0	TBD	1,000.0	1,000.0	
7. Trade Facilitation in South Asia (Supplementary)	IND	SARC	R-CDTA	TASF	1,500.0			1,500.0	
Total					5,600.0		1,000.0	6,600.0	
2017									
1. Preparing ECEC Project	TRA	SATC	PPTA	TASF	1,000.0		0.0	1,000.0	
2. Capacity Building for ECEC	TRA	SATC	CDTA	TASF	6.0		0.0	6.0	
3. Support for South Asia Regional Economic Cooperation (Supplementary)	IND	SARC	R-CDTA	TASF	1,500.0		0.0	1,500.0	
Total					2,506.0		0.0	2,506.0	

ADB = Asian Development Bank, CDTA = capacity development technical assistance, ECEC = East Coast Economic Corridor, ENE = energy, FIN = finance, IND = industry and trade, JFPR = Japan Fund for Poverty Reduction, PPTA = project preparatory technical assistance, R-CDTA = regional capacity development technical assistance, SAEN = South Asia Energy Division, SARC = South Asia Regional Cooperation and Operations Coordination Division, SASEC = South Asia Subregional Economic Cooperation, SATC = South Asia Transport and Communications Division, TASF = Technical Assistance Special Fund, TBD = to be determined, TRA = transport, WUS = water and other urban infrastructure services.

Source: Asian Development Bank estimates.

ASSISTANCE PROGRAM FOR THE CURRENT YEAR

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Table A3.1: Lending Products, 2014

Project/Program Name Firm	Countries Involved	Sector	Poverty Targeting	Strategic Agendas and Drivers of Change	Division	Year of PPTA	Cost (\$ million)						
							ADB						Co- finance
							ADF						
							Total	OCR	Loans	Grants	Total	Gov't	
1. SASEC Railway Connectivity Akhaurya–Laksam Double Track Project	Bangladesh	TRA	GI	IEG/ RCI/ GCD/ PAR	SATC	2010	805.0	400.0	105.0	0.0	505.0	125.0	175.0
2. Green Power Development II	Bhutan	ENE	GI	ESG/ RCI/ IEG/ PSD/ GCD/ KNS/ PAR	SAEN		179.3	70.0	25.2	25.3	120.5	0.0	58.8
3. SASEC Road Connectivity Project	Bhutan	TRA	GI	ESG/ RCI/ IEG/ GCD	SATC		50.4	0.0	31.4	19.0	50.4	0.0	0.0
7. SASEC Road Connectivity (Tranche 1)	India	TRA	GI	TRA/ IEG/ RCI/ PSD	SATC	2012	424.8	300.0	0.0	0.0	300.0	124.8	0.0
8. SASEC Power System Expansion Project	Nepal	ENE	GI	ESG/ IEG/ RCI/ GCD/ PAR	SAEN	2013	431.5	0.0	180.0	0.0	180.0	60.3	191.2
9. South Asia Tourism Infrastructure Development Project (AF)	Nepal	TRA	GI	ESG/ IEG/ RCI/ GCD/ PAR	NRM		50.7	0.0	30.0	0.0	30.0	17.7	3.0
Total							1,941.7	770.0	371.6	44.3	1,185.9	327.8	428.0

ADB = Asian Development Bank, ADF = Asian Development Fund, AF = additional financing, EGM = ENE = energy, ESG = environmentally sustainable growth, GCD = governance and capacity development, GI = general intervention, Gov't = government, IEG = inclusive economic growth, KNS = knowledge solutions, NRM = Nepal Resident Mission, OCR = ordinary capital resources, PAR = partnerships, PPTA = project preparatory technical assistance, PSD = private sector development, RCI = regional integration, SAEN = South Asia Energy Division, SASEC = South Asia Subregional Economic Cooperation, SATC = South Asia Transport and Communications Division, TRA = transport.
Source: Asian Development Bank estimates.

Appendix 3

Table A3.2: Nonlending Products and Services, 2014

Assistance Name	Sector	Division	Assistance Type	Sources of Funding				
				ADB		Others		Total (\$'000)
				Source	Amount (\$'000)	Source	Amount (\$'000)	
1. Preparing the SASEC BAN-IND Electrical Grid Interconnection Project II	ENE	SAEN	S-PPTA	TASF	225.0		0.0	225.0
2. SASEC Transport, Trade Facilitation and Logistics Project	TRA	SATC	PPTA	TASF	1,000.0		0.0	1,000.0
3. Advanced Project Preparedness for Poverty Reduction-Detailed Design for the SASEC Subregional Connectivity (Supplementary)	TRA	SATC	Cs-PPTA			DFID	200.0	200.0
4. SASEC Cross-Border Power Trade Development	ENE	SAEN	CDTA			RCIF	500.0	500.0
5. SAARC Food Security through Control of Transboundary Animal Diseases	ANR	SAER	CDTA			JFPR	2,000.0	2,000.0
6. Promoting South Asian Regional Economic Cooperation II (Supplementary)	IND	SARC	CDTA	TASF	225.0		0.0	225.0
7. Trade Facilitation in South Asia (Supplementary)	IND	SARC	CDTA	TASF	525.0		0.0	525.0
8. Development Partnership Program for South Asia	IND	SARC	CDTA			DFID	453.0	453.0
9. Enhancing Economic Analysis and South-South Learning (Supplementary)	PSM	SARC	PATA	TASF	540.0		0.0	540.0
10. Support for South Asia Regional Economic Cooperation (Supplementary)	IND	SARC	CDTA	TASF	695.0		0.0	695.0
Total					3,210.0		3,153.0	6,363.0

ADB = Asian Development Bank; ANR = agriculture, natural resources, and rural development; CDTA = capacity development technical assistance; Cs = cluster; DFID = Department for International Development of the United Kingdom; ENE = energy; IND = industry and trade; JFPR = Japan Fund for Poverty Reduction; PATA = policy and advisory technical assistance; PPTA = project preparatory technical assistance; PSM = public sector management; RCIF = Regional Cooperation and Integration Fund; SAARC = South Asian Association for Regional Cooperation; SAEN = South Asia Energy Division; SAER = South Asia Environment, Natural Resources and Agriculture Division; SARC = South Asia Regional Cooperation and Operations Coordination Division; SASEC = South Asia Subregional Economic Cooperation; SATC = South Asia Transport and Communications Division; S-PPTA = small-scale project preparatory technical assistance; TASF = Technical Assistance Special Fund; TRA = transport.

Source: Asian Development Bank estimates.