



## Project Data Sheet

Project 50381-001

Project Name	Second Greater Mekong Subregion Highway Modernization Project (formerly GMS East-West Economic Corridor Highway Development)	
Project Number	50381-001	
Country / Economy	Myanmar	
Project Status	Closed	
Project Type / Modality of Assistance	Technical Assistance	
Source of Funding / Amount	<b>TA 9314-MYA: Greater Mekong Subregion East-West Economic Corridor Highway Development</b>	
	Japan Fund for Prosperous and Resilient Asia and the Pacific	US\$ 2.00 million
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth Regional integration	
Drivers of Change	Gender Equity and Mainstreaming Governance and capacity development Partnerships	
Sector / Subsector	<b>Transport</b> / Road transport (non-urban)	
Gender	Some gender elements	
Description	The technical assistance will prepare a feasibility study for a project to develop a new arterial highway between Bago and Kyaikto of about 75 kilometers (km), along the Greater Mekong Subregion (GMS) East West Economic Corridor (EWEC).	

Project Rationale and Linkage to Country/Regional Strategy	<p>The GMS road corridors are the backbone of Myanmar's transport system. The EWEK connects Thailand with Yangon and its special economic zone of Thilawa, and then onwards to Patheingyi, the capital of the Ayeyarwaddy delta. Improvements to this corridor will reduce national transport costs and improve regional connectivity with Thailand, and onwards to the GMS region. The Thailand, Lao PDR and Viet Nam sections of the corridor have been completed to high standards, and border facilities improved. However, most of the GMS EWEK road corridor in Myanmar has only two lanes, with a pavement in fair to poor condition; road safety features are generally missing. The alignment is long, crosses urban areas, and its low standards often make it unsafe for speeds higher than 40-60 kph. The technical assistance will prepare a feasibility study for a project to address capacity issues on the Bago-Kyaikto section of the EWEK where the current two-lane road experiences high traffic. A pre-feasibility study prepared by the Japan International Cooperation Agency (JICA) showed that the section would reach capacity between 2020 and 2025. Upgrading the current road is not the preferred solution, as it would come with high resettlement impacts, and because the alignment is long and winding in several areas. The project involves instead the construction of a new arterial highway shorter by 32 km than the current alignment, which will halve travel time. The new arterial highway will be about 62 km long, and includes a 2.3 km bridge upon the Sittaung River.</p>
Impact	<p>An arterial highway network supporting economic development, regional economic growth, and international industrial competitiveness in a way that is safe, environmentally-friendly and efficient is established (Master Plan for Arterial Road Network Development in Myanmar)a</p>

## Project Outcome

Description of Outcome	More efficient and safer movement of goods and people between Bago and Kyaikto, along the GMS EWEK
Progress Toward Outcome	

## Implementation Progress

Description of Project Outputs	<p>New Bago-Kyaikto highway constructed Rural access roads completed Capacity of MOC enhanced</p>
Status of Implementation Progress (Outputs, Activities, and Issues)	
Geographical Location	Bago, Kyaikto

## Summary of Environmental and Social Aspects

Environmental Aspects	
Involuntary Resettlement	
Indigenous Peoples	

## Stakeholder Communication, Participation, and Consultation

During Project Design

The TA will prepare the stakeholder and communication plan in line with the environmental and social safeguards requirements. There were rounds of public consultations in August 2018. There are continuous consultations with the different stakeholders, especially with the affected people, during the course of the project preparation.

During Project Implementation

### Business Opportunities

Consulting Services

ADB recruited a consulting firm for a total estimated 52.5 person-months international consultant input and 90 person-months national consultant input. The mode of recruitment was under quality-cost based selection method (90:10 quality to cost ratio), using output-based terms of reference, and full technical proposal. PADECO Co., Ltd. and Yooshin Engineering Corporation in association with Myanmar International Consultants, Ltd. and PADECO India Pvt. Ltd. have been engaged by the Asian Development Bank (ADB) to implement the transactional TA (9314). The Consultant mobilized on 11 December 2017.

Responsible ADB Officer Date, Shihiru

Responsible ADB Department Southeast Asia Department

Responsible ADB Division Transport and Communications Division, SERD

Executing Agencies *Ministry of Construction  
Department of Rural Road Development Yan Aung 2 ward, Area 6,  
near Shan Lake, Pyinmana, Naypyitaw, Myanmar*

### Timetable

Concept Clearance -

Fact Finding -

MRM -

Approval 21 Apr 2017

Last Review Mission -

Last PDS Update 22 Oct 2019

### TA 9314-MYA

#### Milestones

Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
21 Apr 2017	29 Sep 2017	29 Sep 2017	31 Oct 2018	31 Aug 2021	19 Oct 2021

#### Financing Plan/TA Utilization

Financing Plan/TA Utilization							Cumulative Disbursements	
ADB	Cofinancing	Counterpart				Total	Date	Amount
		Gov	Beneficiaries	Project Sponsor	Others			

0.00	2,000,000.00	0.00	0.00	0.00	0.00	2,000,000.00	17 Jun 2022	1,947,830.29
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