

DEVELOPMENT COORDINATION

A. Major Development Partners: Strategic Foci and Key Activities

1. The Asian Development Bank (ADB) has been the main development partner of the People's Republic of China (PRC) in its road sector, providing \$6.6 billion in loans since 2000. The World Bank, Japan International Cooperation Agency, European Investment Bank, and Agence Française de Développement have also been important partners in the sector. Since 2000, the World Bank has provided \$5.58 billion in loans to finance road investments. Through the Japan Bank for International Cooperation, the Japan International Cooperation Agency has provided ¥108.4 billion, mainly for roads. Agence Française de Développement and the European Investment Bank provided cofinancing of \$88 million for road projects in the southwestern region of the country. The key activities of all development partners since 2000 are shown in the following table.

Key Activities in Road Sector of Major Development Partners, 2000–2014

Project	Date Approved	Amount
A. Loans from the Asian Development Bank		(\$ million)
1. Chongqing–Guizhou Roads: Leichong Expressway Project	21 Nov 2000	120.00
2. Chongqing–Guizhou Roads: Chongzun Expressway Project	21 Nov 2000	200.00
3. Shaanxi Roads Development Project	30 Aug 2001	250.00
4. Guangxi Roads Development Project	30 Oct 2001	150.00
5. Southern Sichuan Roads Development Project	20 Sep 2002	300.00
6. Shanxi Roads Development II Project	12 Dec 2002	124.00
7. Ningxia Roads Development Project	11 Sep 2003	250.00
8. Western Yunnan Roads Development Project	28 Oct 2003	250.00
9. Hunan Roads Development II Project	9 Sep 2004	312.50
10. Guangxi Roads Development II Project	21 Oct 2004	200.00
11. Gansu Roads Development Project	13 Dec 2004	300.00
12. Central Sichuan Roads Development Project	22 Sep 2005	600.00
13. Hunan Roads Development III Project	15 Dec 2005	208.00
14. Heilongjiang Road Network Development Project	26 Jul 2006	200.00
15. Southern Gansu Roads Development Project	18 Dec 2006	300.00
16. Eastern Sichuan Roads Development Project	17 Jul 2007	200.00
17. Western Guangxi Roads Development Project	14 Aug 2007	300.00
18. Xinjiang Regional Road Improvement (Korla–Kuqa Section) Project	13 Dec 2007	150.00
19. Central Yunnan Roads Development Project	25 Sep 2008	200.00
20. Anhui Integrated Transport Sector Improvement Project	10 Dec 2009	200.00
21. Lanzhou Sustainable Urban Transport Project	11 Dec 2009	150.00
22. Second Heilongjiang Road Network Development Project	20 Apr 2010	200.00
23. Yunnan Integrated Road Network Development Project	2 Dec 2010	250.00
24. Xi'an Urban Road Network Improvement Project	8 Nov 2011	150.00
25. Hubei–Yichang Sustainable Urban Transport Project	21 Aug 2013	150.00
26. Inner Mongolia Road Development Project	8 Oct 2013	200.00
27. Yunnan Sustainable Road Maintenance Project	6 Dec 2013	80.00
28. Anhui Intermodal Sustainable Transport Development Project	23 Feb 2014	200.00
29. Jiangxi Fuzhou Urban Integrated Infrastructure Improvement Project	14 May 2014	100.00
30. Yunnan Pu'er Regional Integrated Road Network Development Project	8 Dec 2014	200.00
31. Jiangxi Ji'an Sustainable Urban Transport Project	9 Dec 2014	120.00
Total		6,614.50
B. Loans from the Japan International Cooperation Agency		(¥ million)
1. Xinxiang–Zhengzhou Highway Construction Project	28 Mar 2000	23,491.00
2. Hainan East Expressway Expansion Project	28 Mar 2000	5,274.00
3. Liangping–Changshou Highway Construction Project	28 Mar 2000	24,000.00
4. Heilongjiang Heihe–Bei'an Road Construction Project	30 Mar 2001	12,608.00
5. Hunan Province Road Construction Project	29 Mar 2002	23,000.00
6. Gansu Province Road Construction Project	29 Mar 2002	20,013.00
Total		108,386.00

Project	Date Approved	Amount
C. Loans from the World Bank (Highways)		(\$ million)
1. Guangxi Highway Project	28 Mar 2000	200.00
2. Third Henan Provincial Highway Project	16 May 2000	150.00
3. Urumqi Urban Transport Improvement Project	19 Dec 2000	100.00
4. Shijiazhuang Urban Transport Project	27 Mar 2001	100.00
5. Second Jiangxi Highway Project	5 Jun 2001	200.00
6. Inner Mongolia Highway Project	6 Jun 2002	100.00
7. Xinjiang Highway III Project	5 Sep 2002	150.00
8. Hubei Xiaogan–Xiangfan Highway Project	17 Sep 2002	250.00
9. Second Anhui Highway Project	24 Jun 2003	250.00
10. Wuhan Urban Transport Project	9 Mar 2004	200.00
11. Hubei Shiman Highway Project	24 Jun 2004	200.00
12. Inner Mongolia Highway and Trade Corridor Project	15 Feb 2005	100.00
13. Fuzhou Nantai Island Peri-Urban Development Project	15 Dec 2005	100.00
14. Third Jiangxi Highway Project	27 Jun 2006	200.00
15. Liaoning Medium Cities Infrastructure Project	27 Jun 2006	218.00
16. Sichuan Urban Development Project	7 Sep 2006	180.00
17. Fujian Highway Sector Investment Project	12 Oct 2006	320.00
18. Shaanxi Ankang Road Development Project	13 Mar 2007	300.00
19. Guiyang Transport Project	8 Jan 2008	100.00
20. Anhui Highway Rehabilitation and Improvement Project	22 Apr 2008	200.00
21. Hubei Yiba Highway Project	31 Mar 2009	150.00
22. Ningxia Highway Project	13 May 2010	250.00
23. Fujian Highway Sector Investment Project Additional Financing	19 May 2011	50.00
24. Changzhi Sustainable Urban Transport Project	22 Mar 2012	200.00
25. China GEF City Cluster Eco-Transport Project	29 Mar 2012	25.05
26. Hubei Xiangyang Urban Transport	26 Apr 2012	210.87
27. Xinjiang Yining Urban Transport Improvement Project	29 May 2012	208.00
28. Qinghai Xining Urban Transport Project	27 Dec 2013	120.00
29. Guiyang Rural Roads Project	6 Mar 2014	150.00
30. Heilongjiang Cold Weather Smart Public Transport System Project	28 Mar 2014	200.00
31. Yunnan Honghe Prefecture Urban Transport	15 May 2014	150.00
32. Jiaozuo Green Transport and Safety Improvement Project	15 May 2014	100.00
33. Shaanxi Small Towns Infrastructure Project	25 Sep 2014	150.00
Total		5,581.92
D. Cofinancing from AFD and EIB		(\$ million)
1. Guangxi Roads Development Project (EIB)	30 Oct 2001	50.00
2. Western Yunnan Roads Development Project (AFD)	28 Oct 2003	38.00
Total		88.00

AFD = Agence Française de Développement, EIB = European Investment Bank, GEF = Global Environment Facility.
Sources: Asian Development Bank, Japan Bank for International Cooperation, and World Bank.

B. Institutional Arrangements and Processes for Development Coordination

2. ADB coordinates with the PRC's other development partners to discuss progress and issues in the road sector. This includes regular meetings with the World Bank for coordination and information sharing. The ADB resident mission in the PRC and the World Bank's PRC office periodically organize informal round-table discussions to enhance dialogue and collaboration between international development partners and donors.

3. Support from ADB and the World Bank for transport in the PRC has been closely aligned with the programs established under the government's 5-year plans. In May 2012, ADB prepared a new transport support program for its country partnership strategy, 2011–2015 for the PRC, which aligns with the government's transport sector initiatives under its Twelfth Five-Year Plan, 2011–2015.

C. Achievements and Issues

4. ADB's support for the transport sector in the PRC has had much in common with the support provided by the World Bank, except that ADB has focused mostly on roads and railways in the landlocked provinces while the World Bank has also financed projects in the eastern-central region. World Bank lending has also been diversified across more transport subsectors.

5. In line with ADB's Sustainable Transport Initiative Operational Plan approved in 2010, ADB is diversifying its transport portfolio toward making the transport system in the PRC more sustainable.¹ In the road sector, ADB plans to increase its support for road asset management, rural roads, and road safety. ADB has provided more support for urban public transport, railways, and inland waterway transport. ADB's first urban public transport project in the PRC was approved in 2009.

6. The proposed Shaanxi Mountain Road Safety Demonstration Project will demonstrate the benefits of a comprehensive road safety program, including cost-effective road safety enhancements on the project roads, capacity building, and an education and community awareness campaign.

D. Summary and Recommendations

7. ADB transport projects provide access to markets, health, services, employment, and social services. Aligned with the government's poverty reduction efforts, the majority of ADB lending, particularly in the transport sector, targets the central and western provinces to support inclusive, pro-poor economic growth in the PRC. ADB's involvement in transport infrastructure has reduced the geographic isolation of the rural poor. Infrastructure projects stimulate sustainable economic growth, improve trade, and alleviate poverty. ADB will continue to work with the government to strengthen its fight against poverty.

8. ADB will coordinate closely with other development partners on policy dialogue and share its development experiences. The government coordinates the activities of different development partners, and has used ADB's technical assistance for research and to help shape a number of policy interventions, as well as for formulating ideas and programs for its 5-year plans.

¹ ADB. 2010. *Sustainable Transport Initiative Operational Plan*. Manila.