



Completion Report

PUBLIC

Project Number: 53175-001
Technical Assistance Number: 9758
July 2022

Advancing Cooperation in the Maritime Sector in South Asia Subregional Economic Cooperation Program

This document is being disclosed to the public in accordance with ADB's Access to Information Policy.

Asian Development Bank

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.

TECHNICAL ASSISTANCE COMPLETION REPORT

TA Number, Country, and Name: TA 9758-REG: Advancing Cooperation in the Maritime Sector in South Asia Subregional Economic Cooperation Program		Amount Approved: \$1,500,000.00	
		Revised Amount: Not applicable	
Executing Agency: Asian Development Bank	Source of Funding: United Kingdom Fund for Asia Regional Trade and Connectivity (ARTCF) under the Regional Cooperation and Integration Financing Partnership Facility	Amount Undisbursed: \$279,834.82	Amount Used: \$1,220,165.18
TA Approval Date: 8 July 2019	TA Signing Date: 8 July 2019	TA Completion Date	
		Original Date: 30 June 2021	Latest Revised Date: 31 December 2021
		Financial Closing Date: 1 February 2022	Number of Extension: 1
TA Type: Knowledge and support TA	Nature of Activity: Capacity development	TA Arrangement: Regional	

Description

South Asia Subregional Economic Cooperation (SASEC) member countries recognize that transport, particularly maritime connectivity, is a prime catalyst for international trade competitiveness and economic growth because of its critical support role in international logistics.¹ However, SASEC does not have a cooperation mechanism between maritime and the other modes of transport despite its importance in intra-SASEC trade and trade with the rest of the world. A core problem in SASEC ports is the limited maritime connectivity among member countries. Contributory causes are (i) the high cost of trade and transport, (ii) delays in the transit of containers and/or excessive dwell times at SASEC ports, (iii) redundant and manual data exchanges between various parties in the port community, (iv) prolonged cargo clearance procedures, (v) limited inland transport and port infrastructure adversely impacting on hinterland logistics, (vi) legal and regulatory barriers, and (vii) limited knowledge of maritime cooperation and coordination and international best practices in port operations. As trade in South Asia continues to increase with most of the import and export traffic carried via the maritime mode, it is imperative for SASEC countries to advance cooperation in the maritime sector in order to realize the subregion's potential economic growth.

Recognizing this, the Asian Development Bank (ADB) approved the technical assistance (TA) to advance cooperation in the maritime sector of five countries under the SASEC program i.e., Bangladesh, India, Maldives, Myanmar, and Sri Lanka.² The TA addressed common issues adversely impacting the performance of the subregion's ports. Analytical studies were conducted to identify infrastructure projects that would enhance maritime connectivity between South Asia and Southeast Asia and ensure effective knowledge sharing and capacity development of relevant agencies. The TA also supported activities that would encourage dialogue among stakeholders in the maritime sector in selected SASEC member countries. The objectives of the TA were fully aligned with the strategic priorities in the Regional Cooperation and Integration Operational Plan, 2016–2020 and the SASEC Operational Plan, 2016–2025.

Expected Impact, Outcome, and Outputs

The expected impacts of the TA were: (i) enhanced ability of port infrastructure for efficient handling of the subregion's maritime trade developed and capacity to cope with the anticipated growth in container traffic expanded, and (ii)

¹ The SASEC program brings together Bangladesh, Bhutan, India, Maldives, Myanmar, Nepal, and Sri Lanka in a project-based partnership that aims to promote regional prosperity, improve economic opportunities, and build better quality of life for the people of the subregion. ADB serves as the Secretariat for the SASEC program member countries.

² Nepal and Bhutan are SASEC members but are landlocked countries, hence were not included in the study scope. For Myanmar, ADB has placed a temporary hold on sovereign project disbursements and new contracts effective 1 February 2021.

improved port logistics and facilities for the efficient handling of cargo in major SASEC ports.³ The expected outcome was the finalization of the pipeline of SASEC maritime projects and initiatives. Expected outputs were (i) analytical studies promoting maritime cooperation in SASEC conducted, and (ii) capacity and knowledge of SASEC officials on improving port performance and greening of ports enhanced.

Implementation Arrangements

The Asian Development Bank (ADB), through its Regional Cooperation and Operations Coordination Division (SARC), South Asia Department, was the executing and implementing agency.

The TA was implemented for 2.5 years. The completion date was extended by 6 months (up to December 2021) due to delays in the conduct of activities such as port visits for inspection of port facilities and equipment, observation of port operations, and stakeholder consultations. The delays were mainly due to the coronavirus disease (COVID-19) pandemic and restrictions e.g., travel and mobility restrictions, quarantine requirements, and suspension of work in government.

The TA engaged nine individual consultants (8 international for 40 person-months and 1 national for 23 person-months) against the planned seven individual consultants (4 international for 12 person-months and 3 national consultants for 9 person-months). Considering the wide scope of the studies, additional individual consultants for each of the three planned studies were engaged to provide greater focus on specific sub-topics or areas i.e., port operations and processes, trade facilitation, energy conservation for ports, and tourism infrastructure. A consulting firm, Pricewaterhousecoopers Pvt. Ltd. (Pwc), India, was also engaged to undertake the study focusing on the assessment of core issues affecting port logistics and inland connectivity in the maritime sector and the required interventions for the sector.⁴ The consultants performed their tasks in accordance with the terms of reference, although some activities (e.g., port visits) were not carried out due to travel restrictions. The consultants' activities were carried out in close coordination with and supervision of ADB. Their extensive experience and expertise contributed to the effective implementation of the TA and the achievement of the outputs.

The TA disbursed 81.34% of its budget. The undisbursed funds were mainly due to one study which was not conducted due to the suspension of new commitments issued during project implementation. The Foreign Commonwealth & Development Office (FCDO) of the United Kingdom informed ADB that it would only fund commitments under the ARTCF-funded TAs made by 31 March 2021, and that no new commitments thereafter should be made until further notice. As FCDO's official request to suspend the new commitments was conveyed to ADB on 5 May 2021, this affected the conduct of the fifth study on the institutional and regulatory framework for SASEC maritime cooperation. The study was scheduled to commence in the second quarter of 2021, later than the other studies which were expected to also provide inputs on the institutional and regulatory aspects of the SASEC maritime sector. With the said suspension, the fifth study was not conducted, and the allotted budget was not utilized.

Conduct of Activities

Output 1: Analytical studies promoting maritime cooperation in South Asia Subregional Economic Cooperation conducted. This output was achieved.⁵ Four out of five planned analytical studies were completed: (i) roadmaps for the development of port community systems (PCS) for Chattogram Port and Male Port; (ii) report on port logistics and inland connectivity prepared for 17 ports in Bangladesh, India, Maldives, and Myanmar; (iii) report on development of cruise tourism in Bangladesh, India, Maldives, Myanmar, and Sri Lanka; and (iv) report on green port strategies for Chattogram Port, Male Port, and Visakhapatnam Port.

The TA held virtual consultations and surveys due to limited site visits and face-to-face interactions caused by the COVID-19 pandemic. Senior officials from the planning, port, shipping, tourism, and transportation agencies and/or authorities participated in the consultations. Private sector stakeholders were interviewed through online surveys to assess the issues impacting the ports sector. Despite the lack of a fifth study, the quality of the outcome was not affected. The TA developed the analytical frameworks to assess current port and connectivity issues, and presented the infrastructure, technology, process and regulatory solutions. The studies identified potential investment projects as well as the roadmap and implementation strategy for the development of the ports sector and enhancement of maritime cooperation in the subregion.

³ Asian Development Bank (ADB). 2016. [South Asia Subregional Economic Cooperation Operational Plan, 2016–2025](#). Manila.

⁴ The firm was engaged via quality- and cost-based selection with 90:10 quality–cost ratio.

⁵ Four out of five output indicators in the DMF achieved (80%) is considered substantially achieved as per footnote 23 of the [Guidelines for the Evaluation of Public Sector Operations](#).

Output 2: Capacity and knowledge of South Asia Subregional Economic Cooperation officials on improving port performance and greening of ports enhanced. This output was partly achieved. A combination of face-to-face and virtual stakeholder consultations, workshops and knowledge-sharing events was conducted to collect information and disseminate findings of the studies. A total of eight workshops and knowledge dissemination events were organized and attended by 117 participants from relevant government agencies of participating selected SASEC member countries (Appendix 3). These workshops provided a good venue to connect the officials to new knowledge and opportunities in regional cooperation in the maritime sector. The planned handbook on the greening of port development and operations could not be prepared in view of limited information obtained due to pandemic restrictions which affected the conduct of the port visits.

Technical Assistance Assessment Ratings

Criterion	Assessment	Rating
Relevance	<p>The TA is rated <i>relevant</i>. The TA was aligned with the Strategy 2030 in fostering regional cooperation and integration and enhancing environmental sustainability,⁶ and the SASEC Operational Plan 2016–2025 in facilitating efforts in maritime cooperation and expanding transport and trade in the subregion.</p> <p>The TA addressed the need of SASEC member countries for more responsive and timely knowledge solutions on the maritime and ports sectors to effectively deal with emergent challenges and build and sustain their development momentum. Despite the two planned outputs that were not achieved (partly due to the suspension on new commitments), the reports that were produced adequately provided a strategy for the development of the ports sector. The policy reforms, port infrastructure investment and connectivity projects identified are estimated at more than \$30 billion. The proposed technology and port greening interventions are expected to introduce innovations (e.g., shore power, PCS, digitization of trade documents, and freight marketplace app) in the port operations thereby enhancing their competitiveness. The use of the knowledge and support type TA demonstrated the flexibility and ability of such modality to support the timely delivery of operationally relevant knowledge solutions.</p>	<i>Relevant</i>
Effectiveness	<p>The TA is rated <i>effective</i>. The outcome was exceeded. Thirteen port projects were included in the <i>SASEC Operational Plan 2016–2025</i>, exceeding the target of at least 5. The TA also facilitated the inclusion of two maritime projects in ADB's country operations business plan for Bangladesh for 2021–2023—the SASEC Chattogram Port Access Road Improvement Project and the Development of Multimodal Logistics Plan for Bangladesh.⁷</p> <p>Out of 8 output indicators, 1 was exceeded while 5 were achieved/partly achieved. Under output 1, four analytical studies promoting maritime cooperation in SASEC were prepared. Under output 2, eight workshops were conducted and participated by more than 100 officials from relevant government agencies. While some outputs were not achieved, the primary reason for this was the suspension on entering into new commitments as duly advised by the fund management team, which was beyond the control of the project team and stakeholders. Still, the studies presented a systematic assessment of key port issues and identified potential investment projects that could be incorporated into the countries' project pipelines, and the study findings were presented at the SASEC Transport Working Group Meeting (WGM) in 2022.⁸</p>	<i>Effective</i>
Efficiency	<p>The TA is rated <i>efficient</i>. The TA resources were efficiently utilized, with 81.34% of the TA funds disbursed. The undisbursed funds mainly resulted from the budget allotted for one study, which was not conducted due to the suspension of new commitments. The lockdowns in 2020 and 2021, as well as other mobility restrictions imposed by countries to manage the COVID-19 pandemic resulted in</p>	<i>Efficient</i>

⁶ ADB. 2018. [ADB Strategy 2030: Achieving a Prosperous, Inclusive, Resilient, and Sustainable Asia and the Pacific](#). Manila.

⁷ ADB. 2020. [Country Operations Business Plan – Bangladesh 2021–2023](#). Manila.

⁸ The SASEC Transport Working Group Meeting on 13 June 2022 reviewed the progress and approved the proposed next actions included in the draft Action Plan for SASEC Initiatives (APSI) 2022–2024. The decisions by the Working Group Meeting were endorsed during the SASEC Nodal Officials Meeting on 20 June 2022.

Criterion	Assessment	Rating
	<p>unavoidable delays in member countries' confirmation of participation in specific studies. Despite this, the remaining four studies were completed in a timely manner and consultants' reports were of satisfactory quality. An extension of only 6 months, from June 2021 to December 2021 was made to manage the unexpected implementation challenges brought about by the COVID-19 pandemic.</p> <p>Potential investment projects identified in the studies are expected to contribute to socioeconomic benefits in terms of enhanced port and transport infrastructure, improved port operations, and increased tourism activities contributing to inclusive and environmentally sustainable economic growth, and localized benefits of improvement of livelihoods and job creation.</p>	
Overall Assessment	The project was <i>relevant, effective, efficient</i> and overall <i>successful</i> . The TA's design was fully aligned with the strategic priorities identified in the Regional Cooperation and Integration Operational Plan, 2016–2020 and the SASEC Operational Plan, 2016–2025. Despite the delay in project implementation and cancellation of some activities, primarily due to the COVID-19 pandemic, the TA outcome and most of the outputs were achieved.	<i>Successful</i>
Sustainability	The TA is <i>likely sustainable</i> considering the active participation of respective governments and stakeholders. The SASEC Operational Plan 2016–2025 continues to underscore the importance of maritime cooperation in enhancing cross-border connectivity and intra-subregional trade. The TA activities and outputs sparked active dialogue on maritime cooperation issues such as port operations efficiency, connectivity infrastructure, and cruise tourism development. Likewise, related projects that would support interventions identified in the reports are continuously being pursued by the government (e.g., in Maldives, national single window project which would support the proposed PCS, and the development of Gulhifalhu Port which could introduce proposed key port interventions).	<i>Likely sustainable</i>

Lessons Learned and Recommendations

Design and/or planning	<p>The study framework and approach should be adjusted to integrate current realities that could affect the recommendations of the studies. For example, while the terms of reference for the cruise tourism study was prepared prior to the COVID-19 pandemic, the final study approach primarily considered the way forward for the sector that is severely impacted by the global disease outbreak.</p> <p>In framing performance indicators in future TAs, conduct of online knowledge events and virtual work environment should be considered. Online surveys may be utilized to gauge participants' learning and appreciation of the activities. Virtual events have resulted in lower TA implementation costs as well as increased participation since there are times that groups of stakeholders join the activities even if only one had registered.</p>
Implementation and/or delivery	Regular coordination with resident missions and country offices is critical in staging virtual workshops and knowledge events, to mitigate the risk of low response of government agencies in providing attendees, especially considering the mobility restrictions due to the COVID-19 pandemic. Likewise, seeking early confirmation from countries to participate in the studies is important. During TA implementation, Sri Lanka opted not to participate in some of the studies which caused delays in the conduct of activities. ⁹
Management of staff and consultants	To facilitate the collection of data and stakeholder consultations, national consultants and staff of resident missions can be tapped to assist the work of the consultants engaged under the TA. This has been very helpful especially since site visits and face-to-face consultations were limited due to the pandemic.

⁹ Sri Lanka withdrew from the PCS study as a similar study was planned to be undertaken under another ADB project. Sri Lanka also opted not to participate in the studies on port greening and port logistics and inland connectivity. Considering that the [Colombo Port Development Plan](#) had just been finalized in February 2020, ADB indicated to the government that should there be interest later, ADB would be happy to revisit and conduct the studies for Sri Lankan ports.

Knowledge building	<p>Virtual events were held in place of physical events, which attracted a greater number and broader spectrum of audience. Recordings of these virtual events made the presentations and discussions available on demand. Due to the constraints brought by the pandemic, it is important to continuously enhance the delivery and format of virtual knowledge events to maximize not only stakeholder participation but also the learning of the target audience.</p> <p>Study findings resulting from extensive consultations were shared with the governments, which are expected to adopt some key study recommendations. For the study on cruise tourism, India is taking steps to prepare a roadmap for the development of the sector.¹⁰ The reports were also shared with relevant departments in ADB for discussion on potential investment projects.</p>
Stakeholder participation	Having strong stakeholder participation is important to ensure sustainability of the project. A participatory and interactive approach was employed for capacity development in all workshops conducted. This resulted in their sustained interest and engagement, during and after the event. The project team solicited and received participants' feedback and comments after the workshops, to validate findings and strengthen the recommendations of the studies.
Partnership and cofinancing	Strong coordination and collaboration with different partners, particularly the ARTCF, as well as the government, private sector, and the academe are important to ensure a responsive approach during implementation. With the funding from ARTCF, the TA allowed ADB to rapidly provide support and address the government's changing needs. Such extensive partnerships helped deepen the scope and coverage of the TA activities.
Replication and/or scaling up	It is important for the governments to continue ongoing initiatives in digitizing port operations, in particular, the national single window project and the adoption of blockchain technology in Maldives. Such initiatives are very important for the implementation of related projects, including the proposed PCS not only for Maldives but for the entire SASEC region. Findings and recommendations of the studies were presented at the SASEC Transport WGM in June 2022, and next steps were discussed.

Follow-up Actions

Findings of the four studies were presented at the SASEC Transport WGM in June 2022. With guidance from the WGM and the SASEC Nodal Officials Meeting, SARC will consider support for the follow-up actions identified.

Prepared by:
Tadateru Hayashi

Designation and Division:
Principal Economist, SARC

¹⁰ PTI. 2022. [Govt working on comprehensive national tourism policy: G Kishan Reddy](#). TravelWorld.com. 15 May.

DESIGN AND MONITORING FRAMEWORK

Impacts (i) Port infrastructure to enable the efficient handling of the subregion's maritime trade developed and capacity to cope with anticipated growth in container traffic expanded. (ii) Port logistics and facilities for efficient handling of cargo in major SASEC ports improved.		
Results Chain	Performance Indicators with Targets and Baselines	Achievements
Outcome Pipeline of SASEC maritime projects and initiatives finalized	By 2021 a. At least five additional SASEC maritime projects included in the SASEC Operational Plan (2018 baseline: 0) b. At least two SASEC maritime projects included in ADB COBP for any of the SASEC member countries (2018 baseline: 0)	a. Exceeded. Thirteen port projects identified in the SASEC Operational Plan 2016–2025 (Appendix 4). ^a b. Achieved. Two maritime projects identified in ADB COBP for Bangladesh i.e., SASEC Chattogram Port Access Road Improvement Project and Development of Multimodal Logistics Plan for Bangladesh. ^b
Outputs 1. Analytical studies promoting maritime cooperation in SASEC conducted	1a. At least two roadmaps for the development of PCSs at SASEC ports prepared (2018 baseline: 0) 1b. A report, including recommendations on possible legal and regulatory changes to promote maritime cooperation, submitted (2018 baseline: NA) 1c. Report on the development of dry ports and inland connectivity to boost logistics efficiency prepared for at least three ports (2018 baseline: 0).	1a. Achieved. Roadmaps for the development of PCSs for Chattogram Port and Male Port prepared. The <i>Report on Advancing Cooperation in the Maritime Sector in South Asia Subregional Economic Cooperation Program: Study on Developing Port Community System in SASEC</i> was submitted in September 2021. The roadmaps show that use of ICT is still generally low in the port environment. A comprehensive migration strategy and a solid governance framework are therefore imperatives for a successful development of PCS. 1b. Not Achieved. This target was not achieved in view of the suspension issued on entering into new commitments during TA implementation. 1c. Exceeded. Report prepared on port logistics and inland connectivity prepared for 17 ports in Bangladesh, India, Maldives, and Myanmar. ^c The <i>Report on Advancing Cooperation in the Maritime Sector in SASEC: Port Logistics and Inland Connectivity Study</i> was submitted on October 2021. ^d Proposed interventions relate to performance improvement at existing terminals to unlock capacities, usage of technology to improve transaction times, development of pre-gate facilities, parking areas and truck appointment systems, adoption of risk management systems based customs clearances, development of port approach flyovers and hinterland connectivity infrastructure, and formulating policies for private sector participation in development of port terminals and external logistics facilities. Apart from this, regional agreements on reducing border

Results Chain	Performance Indicators with Targets and Baselines	Achievements
2. Capacity and knowledge of SASEC officials on improving port performance and greening of ports enhanced	1d. A report on improving port facilities for handling tourists shared (2018 baseline: NA)	<p>compliances would also aid in improving logistics efficiency.</p> <p>1d. Achieved. Report on development of cruise tourism in Bangladesh, India, Maldives, Myanmar and Sri Lanka prepared, which discusses imperatives for improvement of passenger facilities for tourists in SASEC ports. The <i>Report on Achieving Sustainable Cruise Tourism for the Maritime SASEC Region Post-COVID-19</i> was submitted in September 2021.</p> <p>In the post-COVID-19 era, developing the cruise tourism industry in SASEC requires improvements in port operations and the visitor service sector, regional cooperation, and enhancement of supporting infrastructure. A priority action would be a regional approach among SASEC member countries on establishing the region as a cruise destination.</p>
	1e. A report on recommendations on green port strategies for SASEC ports submitted (2018 baseline: NA)	<p>1e. Achieved. Report on green port strategies for Chattogram Port, Male Port, and Visakhapatnam Port prepared. The <i>Report on Green Ports Study for Ports in SASEC Countries: Bangladesh, India, Maldives</i> was submitted in October 2021. The report highlights the complexity of port activities and issues requiring the development and implementation of environmental management systems. Ports should also adopt energy efficiency measures such as cleaner energy carriers, local renewable power generation and shore power.</p>
	2a. At least 80% of participants at the workshops, trainings, and learning events (of which at least 30% are female) reported enhanced knowledge and higher awareness of port performance improvement and greening of ports (2018 baseline: NA)	<p>2a. Partially Achieved. The target is noted partly achieved as information on reported enhanced knowledge after virtual learning events was not captured in the virtual meeting settings. However, subsequent to the workshops, the project team received from relevant government agencies a number of comprehensive comments and recommendations on port improvement measures suggesting improved knowledge and increased awareness gained from the workshops.^e</p> <p>Related lessons on evaluation and/or participant feedback during online knowledge events in a virtual work environment have been added under lessons learned.</p>
	2b. At least 100 staff and officials (of which at least 20% are female) of relevant port and government authorities in SASEC member countries participated in knowledge dissemination activities on selected thematic areas (2018 baseline: NA)	<p>2b. Achieved. 117 officials and staffers (19, or 16% of which are female) of relevant government agencies participated in the eight workshops on the findings of the studies. Relevant agencies from shipping, customs and port authorities including transport, planning, environment, finance and tourism were represented. Total participation would have been higher had the study on the institutional and regulatory framework, which was envisioned to have at least two knowledge dissemination activities, was conducted.</p>

Results Chain	Performance Indicators with Targets and Baselines	Achievements
	2c. A handbook on the greening of port development and operations, based on international best practices, is prepared and disseminated (2018 baseline: not applicable)	2c. Not Achieved. The handbook could not be prepared in view of the limited information obtained because of pandemic restrictions. Port visits were not conducted due to COVID-19 pandemic travel restrictions. As a result, the status quo of port operations and local circumstances remained uncertain, and information on hand was not sufficient to serve as a basis for a handbook.
Actual Key Activities with Milestones		
<p>1. Analytical studies promoting maritime cooperation in SASEC conducted</p> <p>1.1 Conducted scoping study on PCSs (Q4 2019–Q3 2021).</p> <p>1.2 Prepared road maps for the development of PCSs (September 2021).</p> <p>1.3 Undertook consultations on PCS development with SASEC countries (Q4 2019–Q2 2021).</p> <p>1.4 Conducted scoping study on the development of port logistics and inland connectivity (Q2 2020–Q3 2021).</p> <p>1.5 Prepared report on the development of port logistics and enhanced inland connectivity (October 2021).</p> <p>1.6 Undertook consultations on the findings of the report with SASEC countries (Q3 2020–Q2 2021).</p> <p>1.7 Conducted scoping study on the development of cruise tourism in SASEC countries (Q2 2020–Q3 2021).</p> <p>1.8 Prepared report on the development of cruise tourism in SASEC countries (September 2021).</p> <p>1.9 Undertook workshops on the study findings with SASEC countries (December 2020–February 2021).</p> <p>1.10 Conducted scoping study on greening technologies in SASEC ports (Q4 2019–Q4 2021).</p> <p>1.11 Prepared report on recommendations for green port strategies for SASEC ports (October 2021).</p> <p>1.12 Undertook consultations on the study findings with SASEC countries (Q1 2020–Q2 2021).</p> <p>2. Capacity and knowledge of SASEC officials on improving port performance and greening of ports enhanced</p> <p>2.1 Organized capacity-building sessions for applying new technologies to develop PCSs (October–November 2020).</p> <p>2.2 Conducted knowledge-sharing event participated by selected SASEC member countries on performance indicators to measure and benchmark ports' efficiency and operational performance (July 2021).^f</p> <p>2.3 Organized workshops on greening of port development and operations (September–October 2020).</p>		
Actual Inputs		
United Kingdom Fund for Asia Regional Trade and Connectivity under the Regional Cooperation and Integration Financing Partnership Facility: \$1,220,165.18		

ADB = Asian Development Bank, COBP = country operations business plan, NA = not applicable, PCS = port community system, Q = quarter, SASEC = South Asia Subregional Economic Cooperation, TA = technical assistance.

^a ADB. 2016. [South Asia Subregional Economic Cooperation Operational Plan, 2016–2025](#). Manila.

^b ADB. 2020. [Country Operations Business Plan – Bangladesh 2021–2023](#). Manila.

^c For Myanmar, ADB has placed a temporary hold on sovereign project disbursements and new contracts effective 1 February 2021.

^d Chattogram, Mongla, Payra, and Matarbari in Bangladesh; Tuticorin, Kattupalli, Chennai, Krishnapatnam, Kakinada, Vishakhapatnam, Paradip, Haldia and Kolkata in India; Male in Maldives; Yangon, Thilawa, and Sittwe in Myanmar.

^e Includes emails from Srinivasa Rao, Superintending Engineer, Visakhapatnam Port Trust, dated 21 November 2020, and Tanay Kumar Pal, Senior Assistant Traffic Manager, SMP-Kolkata, dated 9 August 2021 (submission was a consolidation of comments from three SMP-Kolkata officials). The comments and suggestions (particularly on latest data and additional constraints in port operations, and updates on ongoing initiatives and recent regulations) were valuable inputs for the study teams.

^f Participated by relevant government agencies from Bangladesh, India and Maldives.

Source: Asian Development Bank.

TECHNICAL ASSISTANCE COST

Table A2.1: Technical Assistance Cost by Activity
(\$'000)

Item	Amount		
	Original	Revised ^a	Actual
1. Consultants	868.0	1,328.0	1,172.7
2. Training, seminars and/or conferences	502.0	77.0	47.5
3. Miscellaneous TA administration	50.0	15.0	0.0
4. Contingency	80.0	80.0	0.0
Total	1,500.0	1,500.0	1,220.2

TA = technical assistance.

^a The increase in consultants' remuneration covers additional working days for those with time-based contracts.

Source: Asian Development Bank estimates.

Table A2.2: Technical Assistance Cost by Fund
(\$'000)

	ARTCF	Total Cost
1. Original	1,500.0	1,500.0
2. Revised	0.0	0.0
3. Actual	1,220.2	1,220.2
4. Unused	279.8	279.8

ARTCF = United Kingdom Fund for Asia Regional Trade and Connectivity.

Source: Asian Development Bank estimates.

WORKSHOPS CONDUCTED

Date/ Location	Title of Activity/Key Agenda Items	Participation		
		Agencies	Per Country	Total
3-5 Dec 2019 (Singapore)	<p>SASEC Maritime Cooperation Study – Inception Workshop on Port Community System and Port Greening</p> <ul style="list-style-type: none"> • Discuss the plan of approach for the development of a port community system (PCS) and implementation of a green port strategy for SASEC • Review and discuss the options for port information sharing and processing and reducing the environmental impact of operations in SASEC ports 	Port authorities/trusts, Customs, and ministries of shipping, finance, planning, transport, and environment	Bangladesh (3), India (3), Maldives (3), Myanmar (3), Sri Lanka (4)	16
29 Sep 2020 (virtual)	<p>Advancing Maritime Cooperation in SASEC – Dissemination Workshop on Green Ports Study</p> <ul style="list-style-type: none"> • Present the findings and recommendations of the report on port greening in Maldives • Seek stakeholders' support and guidance on the development of a green port policy and roadmap for Maldives 	Port authority ministries of planning, transport, and environment	Maldives	8
12 Oct 2020 (virtual)	<p>Advancing Maritime Cooperation in SASEC – Dissemination Workshop on Study on Port Community System (Maldives)</p> <ul style="list-style-type: none"> • Present the findings and recommendations of the report on PCS development in Maldives • Seek stakeholders' support and guidance on the development of a PCS roadmap for Maldives 	Port authorities/trusts, Customs, and ministries of shipping, finance, and planning,	Maldives	12
19 Nov 2020 (virtual)	<p>Advancing Maritime Cooperation in SASEC – Dissemination Workshop on Study on Port Community System (Bangladesh)</p> <ul style="list-style-type: none"> • Present the findings and recommendations of the report on PCS development in Bangladesh • Seek stakeholders' support and guidance on the development of a PCS roadmap for Bangladesh 	Ministries of shipping, and planning	Bangladesh	6
20 Nov 2020 (virtual)	<p>Advancing Maritime Cooperation in SASEC – Dissemination Workshop on Green Ports Study</p> <ul style="list-style-type: none"> • Present the findings and recommendations of the report on port greening in Visakhapatnam Port • Seek stakeholders' support and guidance on the development of a green port policy and roadmap for Visakhapatnam Port 	Port trusts and Ministry of Ports, Shipping and Waterways	India	10
7 Dec 2020 (virtual)	<p>Advancing Maritime Cooperation in SASEC – Dissemination Workshop on Study on Cruise Tourism</p> <ul style="list-style-type: none"> • Present the findings and recommendations of the report on cruise tourism in the SASEC region • Seek stakeholders' support and guidance on the development of follow-up actions and 	Port authorities/trusts, and ministries of shipping, finance, planning, transport, and tourism,	Bangladesh (1), India (3), Maldives (6), Myanmar (6), Sri Lanka (4)	20

Date/ Location	Title of Activity/Key Agenda Items	Participation		
		Agencies	Per Country	Total
	policy initiatives on cruise tourism development			
15 July 2021 (virtual)	Advancing Maritime Cooperation in SASEC – Workshop on the Findings of Port Logistics and Inland Connectivity Study <ul style="list-style-type: none"> • Present the findings on longlist of solutions for addressing inefficiencies identified in the study • Seek stakeholders' feedback on the findings and guidance on the development of follow-up actions and policy initiatives on developing port logistics and inland connectivity in SASEC 	Port authorities/trusts, Customs, and ministries of shipping, finance, planning, and transport	Bangladesh (12), India (14), Maldives (11)	37
27 Sep 2021 (virtual)	Advancing Maritime Cooperation in SASEC – Workshop on Green Ports Study <ul style="list-style-type: none"> • Present the findings and recommendations of the report on port greening in Chattogram Port • Seek stakeholders' support and guidance on the development of a green port policy and roadmap for Chattogram Port 	Port authorities and Ministry of Shipping	Bangladesh	8

ARTCF = United Kingdom Fund for Asia Regional Trade and Connectivity, PCS = port community system, SASEC = South Asia Subregional Economic Cooperation.

Note: The support of the Government of the United Kingdom (through ARTCF) has been duly acknowledged in the knowledge events conducted under the TA.

Source: Asian Development Bank.



Participants at the SASEC Maritime Cooperation Study – Inception Workshop on Port Community System and Port Greening, 3-5 December 2019, Singapore.



Advancing Maritime Cooperation in SASEC – Dissemination Workshop on Study on Port Community System (Maldives), 12 October 2020



Advancing Maritime Cooperation in SASEC – Workshop on the Findings of Port Logistics and Inland Connectivity Study, 15 July 2021

POTENTIAL SASEC PORT PROJECTS

Country	Project	Estimated Cost (\$ million)	Indicative Funding Source
Bangladesh	Karnafully Container Terminal at Chittagong Port	100	NF
	Development of Sonadia Port	1,000	NF
	Additional container handling equipment at Chittagong	170	Port
India	New container port at Diamond Harbour	250	Concession
	Development of Haldia port	280	PPP
	Development of Sagar Island port	1,300	NF
	Additional harbor cranes at Kolkata	40	Port
Maldives	New port at Thilafushi	500	NF
	Extension and rehabilitation of Kulhuduffushi port	10	ADB
Sri Lanka	Extension of Colombo Port East terminal	400	Concession
	Development of Colombo Multimodal Transport Hub	300	NF
	Development of Trimcomalee Port	200	ADB
	Construction of Colombo Port West Terminal	800	Concession

ADB = Asian Development Bank, JICA = Japan International Cooperation Agency, NF = no funding identified, PPP = public-private partnership.

Source: ADB. 2016. [South Asia Subregional Economic Cooperation Operational Plan, 2016–2025](#). Manila.