

DEVELOPMENT COORDINATION

A. Major Development Partners: Strategic Foci and Key Activities

1. In India, the major development partners of the Asian Development Bank (ADB) in the rail transport and urban transport subsectors are Japan International Cooperation Agency (JICA) and the World Bank. The Government of India's focus on promoting urban public transport has accelerated under the influence of two nationwide initiatives—the National Urban Transport Policy launched in 2006 and Jawaharlal Nehru National Urban Renewal Mission launched in 2005. In line with this, JICA and the World Bank have supported the development of urban railway systems. JICA has an extensive history of providing loans to metro railway projects. From 1983 to 1996, JICA supported part of the construction of Kolkata (Calcutta) Metro Railways project, the nation's first underground metro railway system. JICA also supported the construction of other metro systems including Delhi Metro, India's first modern public transportation system, followed by Bangalore Metro, Chennai Metro, and Kolkata Metro (East–West Line) projects. Since 2010, the World Bank has been providing technical assistance to the Ministry of Urban Development, which has responsibility for planning and coordination of urban transport, to improve the national, state, and local capacity to implement the National Urban Transport Policy; and supporting the design and implementation of demonstration projects in six cities. Assistance provided by major development partners is summarized in the table.

Major Development Partners

Development Partner	Project Name	Duration	Amount (million)
ADB	Bangalore Metro Rail Transit System Project	2011-2013	\$250
JICA	Calcutta Metro Railways(Phase II) Construction Project	1983-1992	¥4,800
	Delhi Mass Rapid Transport System Project	1997-2011	¥14,760
	Delhi Mass Rapid Transport System Project (II)	2001-2010	¥6,732
	Delhi Mass Rapid Transport System Project (III)	2002-2010	¥28,659
	Delhi Mass Rapid Transport System Project (IV)	2003-2010	¥34,012
	Delhi Mass Rapid Transport System Project (V)	2004-2013	¥59,296
	Delhi Mass Rapid Transport System Project (VI)	2005-2010	¥19,292
	Delhi Mass Rapid Transport System Project (Phase 2) (I)	2006-2010	¥14,900
	Bangalore Metro Rail Project	2006-2014	¥44,704
	Delhi Mass Rapid Transport System Project Phase 2 (II)	2007-2010	¥13,583
	Kolkata East–West Metro Project	2008-2013	¥6,437
	Delhi Mass Rapid Transport System Project Phase2 (III)	2008-2010	¥72,100
	Chennai Metro Project	2008-2015	¥21,751
	Kolkata East–West Metro Project (2)	2010-2014	¥23,402
	Delhi Mass Rapid Transport System Project Phase 2 (5)	2010-2013	¥33,640
	Chennai Metro Project (2)	2010-2015	¥59,851
	Bangalore Metro Rail Project (2)	2011-2014	¥19,832
	Delhi Mass Rapid Transport System Project Phase 3	2012-2020	¥127,917
World Bank	Sustainable Urban Transport Project (IBRD)	2009-2014	\$105
	Sustainable Urban Transport Project (GEF)	2009-2014	\$20

ADB = Asian Development Bank, GEF = Global Environment Facility, IBRD = International Bank for Reconstruction and Development, JICA = Japan International Cooperation Agency.

Source: Asian Development Bank.

B. Institutional Arrangements and Processes for Development Coordination

2. ADB has collaborated significantly with the World Bank in the transport sector. Joint ADB–World Bank mini-retreats for transport operations in South Asia, with the participation of staff from headquarters, have become a regular practice—contributing to more effective coordination of development activities. At resident missions, a broad-based sector collaboration mechanism has been instituted to facilitate the exchange of information between sector coordinators of both institutions. Cooperation between ADB and the Japan International Cooperation Agency has likewise been active, particularly in the rail and urban transport subsectors.

C. Achievements and Issues

3. Improvement of transport infrastructure, including the rail and urban transport subsectors, is one of the main elements of ADB's country strategy for India.¹ Urban areas contribute about 60% of India's national economic growth and over 90% of government revenues. With rapid urbanization, the contribution of urban areas to the economy is increasing. However, the country has inadequate urban and public transport, which could constrain achieving higher economic growth. ADB's sector strategy aims to bring about overall improvements in sector performance by financing high-density rail corridors and supporting institutional and policy reforms. The Government of India has also undertaken its own initiatives to improve the urban transport system through capacity building and capital support.

D. Summary and Recommendations

4. In addition to continuing coordination through the Ministry of Urban Development, closer regular coordination is necessary to ensure a constructive and consistent approach by major development partners regarding the type of assistance, coverage area, and implementation arrangements. Moreover, lessons from the projects in the sector should be applied to the design of future projects.

¹ ADB. 2009. *Country Partnership Strategy: India, 2009-2012*. Manila.