

DEVELOPMENT COORDINATION

A. Major Development Partners: Strategic Foci and Key Activities

1. Myanmar's transport sector is managed by six ministries (Ministry of Transport, Ministry of Rail Transportation, Ministry of Construction, Ministry for Progress of Border Affairs, Ministry of Defense, and Ministry of Home Affairs) and city development committees from Yangon, Mandalay, and Nay Pyi Taw. Of these, the Ministry of Transport, Ministry of Rail Transportation, and Ministry of Construction are the most important for the greater part of the country's core transport networks.

2. The government plans for the transport sector are essentially lists of construction and maintenance projects, and are not guided by an overarching transport policy or strategy. As a consequence, the subsector plans are neither coordinated with each other nor with the country's overall development plan, beyond the broadly expressed intention that transport links are to be extended to all parts of the country to support national integration. There is broad agreement on the need for a new planning and policy framework for the sector. In response to this need, the Japan International Cooperation Agency (JICA) has prepared the National Transport Masterplan.

3. Since Myanmar initiated reengagement with the Asian Development Bank (ADB) in March 2012, ADB together with JICA, as the two major development partners working in the transport sector, have coordinated their assistance and collaboration with the government. It is against this background that the government, together with development partners, has established the Transportation Sector Working Group to coordinate and oversee donor collaboration.

4. **Asian Development Bank.** In 2012, ADB completed the Transport Sector Assessment, Strategy, and Road Map.¹ Following the findings of this assessment, ADB has prepared several technical assistance projects for Myanmar in the transport sector. In addition to the proposed Maubin–Phyapon Road Rehabilitation Project, ADB is providing support through a project preparatory technical assistance for the Greater Mekong Subregion East–West Economic Corridor road improvement from Eindu to Kawkareik,² capacity development support for an asset management program covering the national road network,³ and support for community engagement in transport projects.⁴ In addition to these ongoing technical assistance projects, ADB is providing continued support to other subsectors, notably in rail and inland water transport.

5. **Japan International Cooperation Agency.** JICA has several projects to support the government in the sector. They have prepared the National Transport Masterplan, and the Yangon Urban Transport Masterplan. JICA projects under preparation include (i) road construction and maintenance equipment in Kayin State; (ii) nationwide airport safety and security; (iii) upgrading the ferryboats in Yangon; and (iv) infrastructure development in Thilawa area, including the port.

6. **Thailand.** The government of Thailand, through the Neighboring Countries Economic

¹ ADB. 2012. *Transport Sector Assessment, Strategy, and Road Map*. Manila.

² ADB. 2013. *Technical Assistance to the Republic of Myanmar for the Greater Mekong Subregion East-West Economic Corridor Eindu to Kawkareik Road Improvement Project*. Manila (TA 8330-MYA approved on 21 February for \$1,500,000).

³ ADB. 2013. *Technical Assistance to the Republic of the Union of Myanmar for the Developing the Asset Management Program for Myanmar Roads*. Manila (TA 8327-MYA approved on 20 February for \$1,365,000).

⁴ ADB. 2012. *Technical Assistance to the Republic of the Union of Myanmar for Maximizing Transport Benefits through Community Engagement Project*. Manila (TA 8304-MYA approved on 21 December for \$190,000).

Development Cooperation Agency, is providing financial assistance to Myanmar for the construction and improvements to the Greater Mekong Subregion East–West Economic Corridor from the border at Mae Sot (Thailand) and Myawaddy (Myanmar) to Kawkariek. The project includes the rehabilitation of 18 kilometers (km) between Myawaddy and Thin Gan Nyi Naung, and the construction of 28 km of a new alignment from Thin Gan Nyi Naung to Kawkariek. Thailand is also discussing development of the Dawei Port and associated transport connections.

7. **People’s Republic of China.** The People’s Republic of China is assisting with the development of the Kyaukphyu economic and technical development zone and related port and railroad development projects connecting the People’s Republic of China with the Bay of Bengal.

8. **India.** India is in discussions for the support of a section of the Trilateral Highway connecting India and Thailand through Myanmar. The sections are from the border at Moreh (India) and Tamu (Myanmar) to Meiktila, with two possible routes: one through Mandalay and the other to the west of Mandalay. India is also considering support to develop the Sittway Deep Seaport and associated transport connectivity, including inland water and road improvements.

9. **Export-Import Bank of Korea.** Korea is assisting the government through the preparation of the Master Plan for Arterial Road Network Development. The study will assess potential investment opportunities in the expressway network development. Korea is also in discussions with the government on Magway Port and the Yangon Dalla Bridge.

Major Development Partners

Development Partner	Project Name	Duration	Amount (\$ million)
Road Transport			
NEDA	Myawaddy–Kawkariek Road Project	2013–2017	40.00

NEDA = Neighboring Countries Economic Development Cooperation Agency.

Source: Asian Development Bank.

B. Institutional Arrangements and Processes for Development Coordination

10. On 23 May 2013, the Ministry of National Planning and Economic Development announced the establishment of 15 sector working groups to coordinate development partner assistance for national development. The transportation sector working group (TSWG) comprises (i) Ministry of Transport, as the lead ministry; (ii) Public Works, a department of the Ministry of Construction; (iii) Ministry of Rail Transportation; (iv) Ministry of Livestock, Fisheries, and Rural Development; and (v) Ministry of National Planning and Economic Development.

11. The TSWG will work to ensure sectoral strategies and priorities are in line with national priorities and that the programs and initiatives are implemented with the support of development partners. The TSWG will coordinate sector activities within the overall framework for national transport plans.

C. Achievements and Issues

12. The first meeting of the TSWG was held at the Ministry of Construction on 25 July 2013 to (i) introduce the scope and working arrangements of the TSWG; (ii) discuss the national spatial development framework; and (iii) discuss the socioeconomic framework. The second TSWG meeting was held on 2 October 2013, and the third was held on 4 April 2014. The intention is for the TSWG to meet every 3 months.

D. Summary and Recommendations

13. Programs and projects are well coordinated between the various development partners through regular meetings of the TSWG and frequent dialogue with relevant line agencies. ADB will continue to undertake the role of lead development partner for multilaterals in the transport sector.