

 Early Warning System

ADB-49452-001

Scoping Potential Economic Corridors in Pakistan



## Quick Facts

<b>Countries</b>	Pakistan
<b>Financial Institutions</b>	Asian Development Bank (ADB)
<b>Status</b>	Active
<b>Bank Risk Rating</b>	U
<b>Voting Date</b>	2016-03-16
<b>Sectors</b>	Industry and Trade
<b>Investment Type(s)</b>	Grant
<b>Investment Amount (USD)</b>	\$ 0.21 million



## Project Description

### DESCRIPTION

In February 2015, the Asian Development Bank (ADB) and the Government of United Kingdom Department for International Development (DFID) agreed upon a Pakistan Economic Corridors Program (PECP) to support the government's strategy to strengthen regional connectivity and trade, accelerate economic growth, and create jobs. The program comprises (i) significant investment in transport, (ii) investment and technical assistance (TA) to promote public private partnerships (PPPs), and (iii) TA to support transport sector policy and economic corridor planning. DFID will contribute up to GBP 262 million of grant co-financing for ADB's operations in these areas. ADB will act as administrator of the 5-year program from March 2015 to March 2020.

Within TA provision under the PECP, a small-scale policy and advisory technical assistance (S-PATA) is proposed to identify potential economic corridors to enhance trade, regional connectivity, growth and job creation. The outcome will be identification of viable economic corridors for further assessment and planning under a subsequent larger TA, which will detail policy actions and investments along the corridors to achieve their potential.

The outputs of the S-PATA will consist of:

(i) A final report with prioritization of about 4 potential economic corridors that have synergy with government plans (including CPEC), and ADB investments, starting with the investments under PECP. The latter investments include the M4 motorway linking Faisalabad and Multan in central Punjab, the N70 and N50 national highways linking Balochistan with the rest of the country, and the E35 expressway from Islamabad to Mansehra in Khyber Pakhtunkhwa and onward to China and the Central Asian Republics.

The report will provide the rationale for selection of each of prioritized corridors, including a description of (a) alignment with government plans; (b) the nodes along the corridor, their characteristics in terms of population size and density, the nature of economic activities, and other relevant economic and social indicators; (c) the nature and extent of connectivity between the nodes related to transport, communications, transport and trade facilitation, etc.; and (d) an initial assessment of economic thrusts for each corridor, and their strengths and weaknesses.

The report will also outline (a) methods (e.g. econometric models, value chain analyses, focus group discussions, among others) required for further detailed assessment of prioritized economic corridors under the larger TA; (b) an assessment of existing sources of national and provincial data and gaps that could be filled, e.g. with geographic information systems and surveys; and (c) design of surveys as appropriate.

The report will identify key government agencies and other main stakeholders involved in the development of selected corridors and mechanisms for institutional coordination during the formulation and implementation of the subsequent larger TA.

The report will describe potential challenges and mitigating measures for the development of selected corridors.

(ii) Agreement among the government agencies and other main stakeholders identified above on the corridors selected and prioritized for further detailed assessment.

The outputs will be based on extensive consultations with key stakeholders, including the main government agencies with responsibilities for aspects of corridor development, key private sector representatives (financiers, producers, suppliers, distributors) active along the corridor, research institutes and non-government organizations, potential representatives of communities along the corridors, other development partners with an interest in corridor development, as well as relevant ADB sector experts (transport, urban, agriculture, energy, public sector management, industry, finance, trade and others as



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**Investment Description**

- Asian Development Bank (ADB)

TA 9094-PAK: Scoping Potential Economic Corridors in Pakistan

Government of the United Kingdom US\$ 215,000.00



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## Contact Information

### ACCOUNTABILITY MECHANISM OF ADB

The Accountability Mechanism is an independent complaint mechanism and fact-finding body for people who believe they are likely to be, or have been, adversely affected by an Asian Development Bank-financed project. If you submit a complaint to the Accountability Mechanism, they may investigate to assess whether the Asian Development Bank is following its own policies and procedures for preventing harm to people or the environment. You can learn more about the Accountability Mechanism and how to file a complaint at: <http://www.adb.org/site/accountability-mechanism/main>

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**Bank Documents**

- [PDS in Urdu](#)
- [Project Disclosure PDF](#)