



Chapter 6

Hard Infrastructure Development

Masahito Ambashi

Research Fellow, ERIA

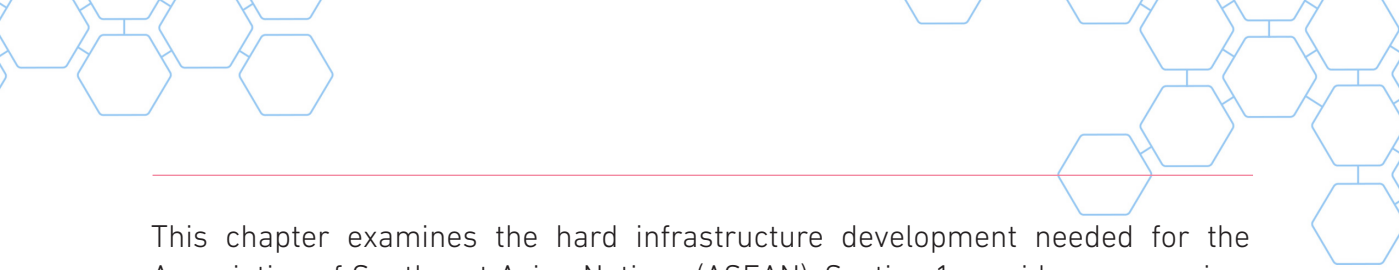
Takuya Fujita

Senior Policy Advisor, ERIA

Hiroshi Suzuki

*CEO and Chief Economist, Business Research Institute
for Cambodia (BRIC)*

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This chapter examines the hard infrastructure development needed for the Association of Southeast Asian Nations (ASEAN). Section 1 provides an overview and assesses the progress of the infrastructure projects covered under the previous Comprehensive Asian Development Plan (CADP 2.0) in 2015 (ERIA, 2015). Section 2, the key section of this chapter, provides a concise description of the new characteristics of necessary infrastructure and prospective projects, which are highlighted in the CADP 3.0. Section 3 concludes, followed by an appendix that lists every concrete infrastructure project as a reference for readers. Finally, Box 6.1 shows a concrete example of hard infrastructure development – the Southern Economic Corridor in Cambodia.

Overview of the CADP 2.0 Infrastructure List

This chapter first describes the progress of infrastructure projects listed in the CADP 2.0 by following the latest comprehensive survey of Fujisawa et al. (2019). According to the degree of participation in production networks, the CADP 2.0 highlighted the importance of infrastructure quality and presented 761 concrete projects, mainly comprised of hard infrastructure development. The CADP 2.0 was submitted to the East Asia Summit in 2015, along with the Master Plan on ASEAN Connectivity 2025, to continue efforts to improve the East–West, Southern, and North–South Economic Corridors as well as to strengthen other regional and country-level connectivity.

The 761 projects cover 11 sectors: roads/bridges, railways, ports/maritime, airports, other transportation, industrial estates/special economic zones (SEZs), energy/power, water supply/sanitation, telecommunications, urban development, and others. The assessment of infrastructure was conducted in 12 countries (ASEAN, China, and India) and three subregions in financial year (FY) 2018 (April 2018–March 2019).

Overall Progress

Generally, infrastructure development takes many years from the conceptual stage through the construction stage to the operation stage. While some of the projects listed in 2015 have been completed, there have also been some changes and discontinuations due to the policy changes taking place. We report on the state of infrastructure development

that is expected to contribute to the improvement of ASEAN connectivity and innovation. We first summarise the progress of the CADP 2.0 projects during FY2018, and subsequently show the progress of all 761 projects from 2015 by region.¹

The 761 infrastructure projects in the region focus on physical and economic infrastructure that is vital for both rural and urban development and innovation. When selecting a project for evaluation, the CADP 2.0 considered the following points:

- (i) the impact on the project area;
- (ii) the medium- and long-term plans of each country, priority projects, and projects related to neighbouring countries; and
- (iii) the project's feasibility and ability to implement and/or construct the project.

Project progress has been classified into four stages: (i) conceptual, (ii) feasibility study, (iii) construction, and (iv) operation. These classification criteria have been utilised since FY2015. The progress of each project was determined through interviews with government officials, researchers' reports, consultant analyses, inspections of the project site, and reading various media reports within each country.

Although the CADP 2.0 covered projects in 11 sectors, progress can be tracked primarily within four sectors, i.e. roads/bridges, railways, energy/power, and industrial estates/SEZs. Compared with the road sector, which is steadily progressing to the construction and operation stages, progress in the railway sector requires more time for land acquisition and financing. Moreover, railway infrastructure takes longer to construct and often stagnates at the feasibility study stage. The progress of power-generation projects and SEZ projects has mostly focused on private enterprises. All seven projects in the SEZ sector are conducted by private enterprises at the operation stage. In addition, 43 projects in the power sector are at the operation stage, and 19 of the 30 power-generation projects are private or under public-private partnerships.²

The number of operation stage projects increased from 7 (1% of all projects) in 2015 to 161 (21%) in 2018, while projects in the construction stage increased from 219 (29%) in 2015 to 264 (35%) in 2018. Conversely, the total number of projects in the feasibility study stage decreased from 431 (57%) in 2015 to 292 (38%) in 2018, and projects in the conceptual stage decreased from 104 (14%) in 2015 to 44 (6%) in 2018 (this includes no change during FY2016–FY2018). Most conceptual stage projects are unlikely to progress to the feasibility study stage.

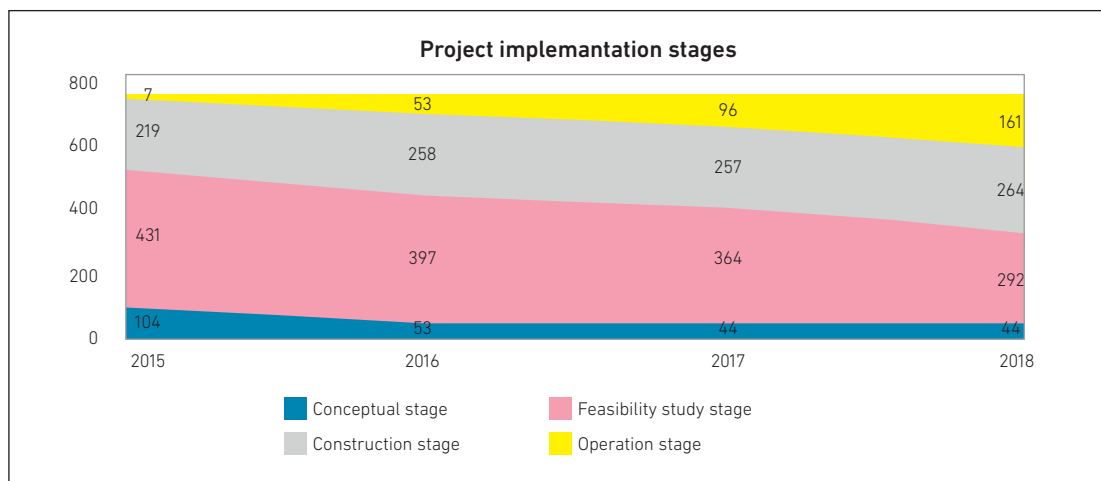
¹ Although the survey as of 2018 may be obsolete, this is the latest comprehensive progress survey of the CADP 2.0 infrastructure projects for reasons such as difficulty in repeating similar surveys due to the coronavirus disease (COVID-19) pandemic.

² Projects that incorporate an element of private funding are considered private finance incentives.

In addition, as of 2018, 24 projects have been discontinued or postponed: 7 in Indonesia, 3 in Malaysia, 6 in Myanmar, 6 in Thailand, and 2 in Viet Nam. By sector, 3 of the projects concern roads, 4 ports, 2 airports, 13 power, 1 urban development, and 1 water supply. The power sector, which accounts for the largest number of cancelled projects, included 5 thermal power projects in Myanmar; 3 hydropower projects, 1 transmission line project, and 2 nuclear power projects in Viet Nam; and 2 hydropower projects in Malaysia.

Some 70 projects (9% of the total, including 46 projects in the conceptual stage that have not been advanced) have no prospect of execution. Land acquisition and finance composition are the most important factors in determining when construction can begin on a project. Land acquisition often poses the most trouble due to higher land prices than initially anticipated, budget shortages due to price increases (including wages), and local regulatory barriers. In addition, events such as construction interruption due to payment delays from the order side have also occurred. However, although some projects have stagnated or been discontinued or postponed, development has begun for many of the projects (161) that conducted a feasibility study during 2015–2018. A total of 425 projects (56%) have been completed or are moving toward realisation, and some are under construction (Figure 6.1).

Figure 6.1 CADP 2.0 Progress, 2015-2018



CADP = Comprehensive Asian Development Plan.

Source: Fujisawa et al. (2019).

Progress by Subregion

The CADP 2.0 infrastructure projects have been classified into three subregions to follow up on their regional progress: (i) Mekong Subregion, (ii) Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth ERIA and surrounding regions (BIMP+), and (iii) Indonesia–Malaysia–Thailand Growth Triangle and surrounding regions (IMT+).³

Mekong

There are 517 infrastructure projects in the Mekong Subregion, accounting for about 68% of all projects. During 2015–2018, the number of projects in the operation stage increased from 1 (0% of all projects) to 107 (21%), while that of projects in the construction stage also increased from 149 (29%) to 172 (33%). Conversely, the number of projects in the feasibility study stage decreased from 297 (57%) to 214 (41%), and that of projects in the conceptual stage decreased from 70 (14%) to 24 (5%).

The East–West Economic Corridor (EWEC) – connecting Yangon to Da Nang through the Lao People’s Democratic Republic (Lao PDR) and Thailand – was fully opened in 2016, while several development projects are still in progress to stimulate the Mekong economies. The EWEC includes the development of a port and other facilities in Da Nang, which will act as the gateway to the Viet Nam side of the border. This project will be advanced in conjunction with the development of National Road No. 9 crossing the Lao PDR, and the Friendship Bridge across the Mekong River to Thailand. Single-stop and single-window operations have begun across several of these border crossings to reduce non-tariff barriers. On the Myanmar side, the Second Thai–Myanmar Friendship Bridge with Thailand was completed in 2018, and the road from Thailand to Yangon has been improved. Construction of the Thilawa Industrial Park and other areas near Yangon have also been completed, indicating that preparations for industrial development centred on the EWEC are in place. In 2017, the Long Binh (Long An)–Chory Thom Bridge over the Mekong River between Viet Nam and Cambodia opened with the cooperation of both countries. The Fifth Friendship Bridge between Thailand and the Lao PDR will also be completed in 2023 as it is currently under construction.

Moreover, infrastructure development of the Southern Economic Corridor (SEC) – connecting Ho Chi Minh City to Phnom Penh, Bangkok, and Dawei – must be continued to strengthen the whole connectivity of the Mekong region. The improvement of the SEC will not only facilitate logistics between Bangkok and Ho Chi Minh City, the two biggest mercantile cities of the region, but also encourage the land transit to Dawei, which is expected to open the economic gateway to the Indian Ocean as an export basis. This bypath,

³ The regional categories of BIMP+ and IMT+ were introduced in ERIA (2010).

using land transit, circumvents ocean transit via the Malacca Strait; and will drastically reduce the amount of time required for logistics from Bangkok to India, Europe, and the Middle East. However, the road development around Dawei has not progressed much, while that of Cambodia (a so-called land-link country in the SEC) has been progressing smoothly (Box 6.1 discusses the SEC from the viewpoint of Cambodia).

There are still several unfinished plans for infrastructure development in the Mekong Subregion to continue to promote economic revitalisation in the future. These plans include evaluating high-standard roads (including express ways) from Vientiane in the Lao PDR to Hanoi in Viet Nam, and the consistent development of the international power grid to make it possible to share power generated in the Lao PDR across the region economically. Thus far, these developments have been primarily supported by neighbouring countries based on bilateral contracts to encourage Thailand, Viet Nam, and Cambodia to import energy from the Lao PDR.

Brunei Darussalam–Indonesia–Myanmar–Philippines+

There are 172 infrastructure projects in the BIMP+ region, including 82 in Indonesia and 77 in the Philippines. From 2015 to 2018, these projects advanced as follows: the number of projects in the operation stage increased from 6 (3% of the total) to 34 (20%); projects in the construction stage increased from 47 (27%) to 64 (37%); projects in the feasibility study stage decreased from 97 (56%) to 65 (38%); and projects in the conceptual stage decreased from 22 (13%) to 9 (5%). Amongst the BIMP+ countries, Indonesia's achievements are remarkable, and as of 2018 the country had 60 projects (73%) in either the operation or construction stage: 23 (28%) in the operation stage and 37 (45%) in the construction stage.

Indonesia–Malaysia–Thailand+

There are 72 infrastructure projects in the IMT+ region. From 2015 to 2018, the number of projects in the operation stage increased from 0 (0%) to 18 (25%), while projects in the construction stage increased from 23 (32%) to 30 (42%). Meanwhile, projects in the feasibility study stage decreased from 37 (51%) to 21 (29%); and projects in the conceptual stage decreased from 12 (17%) to 3 (4%). In the IMT+ region, 33 projects (67%) are in either the construction or operation stage, more than in all the other subregions under consideration.

Infrastructure Projects in CADP 3.0

The choice of prospective infrastructure development projects in the CADP 2.0 was based on the concepts of both the first and second unbundlings,⁴ which reduce the cost of transporting goods through physical infrastructure and of transmitting ideas through information and communication technology (ICT), respectively. Nevertheless, the CADP 2.0 still places emphasis on hard infrastructure development projects that can facilitate the movement of goods and people, while paying some attention to investment in ICT.

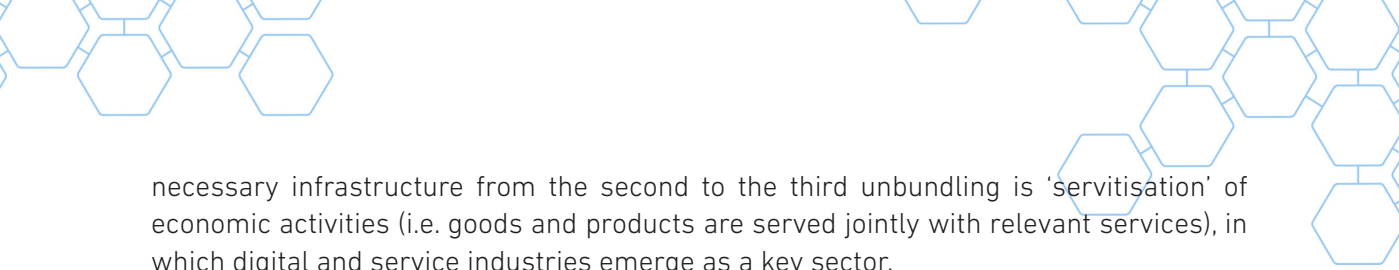
Since the publication of the CADP 2.0, new globalisation and industrialisation – enabled by the third unbundling – have been rapidly approaching owing to the advancement of ICT. This third unbundling is highly likely to lead to a reduction in face-to-face costs and to drastically change our economy, industry, and society. It is also notable that the third unbundling has rapidly accelerated between 2020 and 2021 due to the coronavirus disease (COVID-19) pandemic, by increasing the application of ICT to replace face-to-face physical contacts with virtual contacts via online devices. Given the recent advancement of the third unbundling, the CADP 3.0 attempts to shed light on a broader range of hard infrastructure projects that contribute to the new economy and society.

Unbundling Concept and Infrastructure in the CADP 3.0

The CADP 3.0 uses the concept of ‘unbundlings’ instead of ‘tiers’ – a concept developed in the CADP 1.0 and CADP 2.0 to illustrate the demand for infrastructure in ASEAN and East Asia in accordance with each globalisation stage.

Based on this conceptual framework of unbundlings defined by the level of progress of globalisation, we set criteria to classify the hard infrastructure required at each unbundling stage, as indicated in Table 6.1. This table demonstrates that hard infrastructure arrangements can vary with the representative industries and industrial characteristics installed at each unbundling stage. While the second unbundling calls for physical connectivity such as large-scale transport infrastructure (e.g. ports, airports, and multimodal infrastructure) and (sub)urban development (e.g. logistics and economic infrastructure services) mainly for manufacturing activities, the third unbundling needs to encourage the promotion of urban amenities such as urban transport (e.g. light rail transit (LRT) and subways), living environments (e.g. children’s education and medical services), and others (e.g. variety of consumption) based on ICT. The backdrop to the change in

⁴ See Chapter 1 for a detailed explanation of ‘unbundlings’.



necessary infrastructure from the second to the third unbundling is 'servitisation' of economic activities (i.e. goods and products are served jointly with relevant services), in which digital and service industries emerge as a key sector.

Table 6.2 classifies infrastructure into 'physical' and 'economic' infrastructure for analytical purposes. While physical infrastructure (i.e. roads/bridges, railways, ports/maritime, and airports) enhance connectivity with distant regions and facilitate the movement of goods and people, economic infrastructure (i.e. industrial estates/SEZs, energy/power, water supply/ sanitation, and ICT) play a role in supporting economic activities by providing various services for industries and firms. As might be expected, the third unbundling requires more advanced infrastructure – both physical and economic – than the second unbundling. When it comes to roads and highways, for example, the third unbundling demands better access to and within cities to enhance urban amenities and attract urban residents, while the second unbundling focuses on access to industrial zones. In addition, with respect to industrial estates in the third unbundling, the establishment of high-tech parks is necessary to promote product and service innovation. Physical and economic infrastructure at the stage of the second unbundling has not been fully established yet, but ASEAN needs to move towards new industrial development by creating such third-unbundling infrastructure.

Finally, Table 6.3 highlights the 'social' aspects of infrastructure by providing specific project categories and concrete examples. While such infrastructure is, in principle, included in either physical or economic infrastructure, its social aspects are much more conspicuous in the third unbundling in terms of raising the living standards of urban residents, preserving the natural environment and resources, and creating unique innovations. In this regard, the key is the use of ICT – resolving social challenges by establishing infrastructure based on that technology. Notably, agriculture, which was the main sector in the first unbundling, can become an advanced high-tech sector in the third unbundling if it creates appropriate infrastructure such as special agricultural zones. Additionally, infrastructure related to academia–industry collaborations such as high-tech parks can promote innovation. Therefore, these infrastructure projects are indispensable for ASEAN to achieve the next development stage through new industrialisation.

Table 6.1 Characteristics of Hard Infrastructure by Unbundling

	Before globalisation (0)	First unbundling (1)	Second unbundling (2)	Third unbundling (3)
Type of unbundling	None	Production/consumption	Within industries	Tasks
Representative industry	Traditional agriculture	Plantation agriculture Mining Labour-intensive industry Tourism	Machinery industry Automobile industry	Digital industry Service industry
Industrial characteristics	Autarky	Initial industrialisation: import substitution	Manufacturing: export orientation	Servitisation
Basic technology	Self-subsistence	Mass production	Supply chain management	ICT
Concept of hard Infrastructure	None	Basic infrastructure Middle-grade connectivity: - roads - ports - airports Infrastructure services (e.g. electricity, energy, water)	Advanced infrastructure High-quality connectivity: - large-scale ports - full-scale airports - multimodal (e.g. cargo, passengers) Urban and suburban development for industrial agglomeration: - logistics (e.g. highway system) - large-scale economic infrastructure services (e.g. industrial estates, electricity, energy, water)	Highly advanced infrastructure ICT connectivity: - internet connection - bridging connectivity Urban development for urban amenities: - urban transport (e.g. LRT, subways, airport access, access to resorts) - living environment (e.g. children's education, medical services, urban safety) - other urban amenities (e.g. variety of consumer products)

ICT = information and communication technology, LRT = light rail transit.

Source: Authors.

Table 6.2 Sector Classification for Physical and Economic Infrastructure

Sector		First unbundling	Second unbundling	Third unbundling
Physical infrastructure	Roads/bridges	Long-distance road connections for industrial development Regional road networks	Medium-distance roads to industrial parks and logistic hubs Suburban roads for congestion alleviation	Highways, bridges, and bypasses in and around cities Airport access roads
	Railways	Railways for transporting resources	Main railway network connecting areas	Urban public transportation (e.g. subways, LRT, and MRT) High-speed trains connecting cities with suburbs
	Ports/maritime	Local port improvement	Major port improvement for expansion of handling capacity	Port facilities with large-scale containers Modernisation of ports (e.g. procedures and loading equipment)
	Airports	Local airport establishment and improvement	Major airport improvement for passengers and cargos	Airport facilities that can cope with large passenger and cargo flows
Economic infrastructure	Industrial estates/SEZs	Industrial estates/SEZs in rural areas	Industrial estates/SEZs in border areas and highly populated areas	High-tech parks and industrial estates
	Energy/power	Power plant development with favourable locations Regional electricity and energy supply	Stable and sufficient supply of electricity and energy to industries	Stable and sufficient supply of electricity and energy to both industries and residential areas
	Urban development	Minimum development of urban functions and city services	Urban and suburban development to support surrounding industrial activities	Urban development to enhance amenities for urban residents
	Water supply/sanitisation	Regional water supply and sanitisation	Enhanced water supply and sanitisation for industries	High-quality clean water supply and sanitisation for cities
	ICT	Regional communication network	Development and improvement of communication network	High-speed communication network

ICT = information and communication technology, LRT = light rail transit, MRT = mass rapid transit, SEZ = special economic zone.

Source: Authors.

Table 6.3 Social Aspects of Infrastructure in the Third Unbundling

Project category	Examples
Agriculture	High-tech agriculture Special agricultural zones
Basic living standards	Water and sewage Medical care Environment and resource circulation (recycling) Disaster prevention and management
Urban consolidation	Smart city Transit-oriented development Congestion control system
Innovation	Academia–industry collaboration University for industry-oriented human resources and skills development

Source: Authors.

Infrastructure Project List

This section describes the list of infrastructure projects in the appendix. To compile this list, the Economic Research Institute for ASEAN and East Asia (ERIA) conducted an infrastructure survey in FY2019 with the support of local consultants in each ASEAN Member State (AMS) excluding Singapore. The consultants compiled a draft infrastructure project list in-country, and ERIA held a workshop in Jakarta on 24 April 2019 to share the concept of the CADP 3.0 with them. The authors (Masahito Ambashi and Takuya Fujita) visited the countries to discuss the draft with the consultants and to perform field research to observe the progress of major infrastructure construction sites.

Three criteria were applied to select the infrastructure projects in each country. First, to remove small-scale projects, the threshold of the (planned) budget was set at \$5 million. Second, infrastructure projects to which governments attach great importance, such as national flagship projects or long-term development plans, were prioritised, even if their budget was below the threshold. Third, and most importantly, the selection was based on (i) the impact on the focused region (both quantitative and qualitative), (ii) connectivity with neighbouring regions, and (iii) feasibility. The second and third criteria basically replicated those set by the CADP 2.0 for selecting its infrastructure projects. The authors and consultants made extra efforts to investigate the third criteria by interviewing officials and responsible companies, analysing think tank and aid agency reports, and reading mass media news reports.

According to these criteria, as well as the categories shown in Tables 6.1–6.3, the authors not only gathered physical and economic infrastructure projects suitable for the first and second unbundlings, but also searched for projects with social aspects necessary for the third unbundling. As a result, the infrastructure project list is not merely revised from the CADP 2.0, but is a truly new list – building on the concept of unbundlings – that encompasses a broader range of infrastructure such as that related to ICT.⁵

After examining projects in each country with the consultants, the authors selected 779 representative and prospective projects (Table 6.4).⁶ Figures 6.2–6.4 map out the representative projects. Most of the projects belong to the first (43) and second (542) unbundlings, indicating that conventional economic and physical infrastructure is still planned and required in response to local demand. Nevertheless, about a quarter of the infrastructure projects (192) cater to the third unbundling. This finding implies that AMS acknowledge the importance of developing highly advanced infrastructure that underpins the technology- and innovation-led economy.

By sector, the projects are classified into the following categories: roads/bridges (176 projects), railways (121), ports/maritime (68), airports (58), other transportation (7), industrial estates/SEZs (62), ICT (19), energy/power (135), urban development (39), water/sanitation (63), and others (31). The infrastructure distribution by sector is still biased towards transportation, energy, and industrial infrastructure, reflecting the regional aspiration to manufacturing connectivity across and within countries and subregions, while urban development and others (including infrastructure related to medical and academia–industry collaboration) for the third unbundling are being promoted.

Next, although the authors admit that the number of infrastructure projects is not necessarily balanced across countries, possibly due to different interpretations of the criteria, the project list reveals that all AMS need a variety of infrastructure according to the size of their economy and their development stage (Figures 6.2–6.4). It is also notable that 13 cross-border infrastructure projects (e.g. the Sixth Friendship Bridge between Thailand and the Lao PDR) are under way involving multiple countries. With respect to subregional aggregation, while 396 projects (half of the total) are planned in the Mekong subregion, 361 are in the BIMP+ and 19 are in the IMT+. Therefore, we have to say that the infrastructure development initiatives in the IMT+ are delayed or weak compared with those in the Mekong subregion and BIMP+.

To sum up, we can see from this infrastructure project list that demand for hard infrastructure in ASEAN continues to be very high and that concrete projects for the third unbundling have emerged in this region. The important thing is to step up the steady

⁵ The new list also follows up on important projects listed in the CADP 2.0 that have not been completed.

⁶ See the appendix for details of project names, countries/regions, and unbundling stages.

implementation of such projects, going beyond the conceptual or study phases (Chapter 7 attempts to evaluate the economic impacts on the geographical simulation model by assuming that these infrastructure projects are implemented). AMS should strengthen their cooperation with other states to enhance regional connectivity because all states can benefit from it through the production and service networks that have been thus far developed in ASEAN. As an example of regional infrastructure development, Box 6.1 illustrates the progress, challenges, and benefits of the SEC from the viewpoint of Cambodia, which is located in the central Mekong region. Furthermore, given that the East Asian countries (China, Japan, and the Republic of Korea) have established their industrial bases in ASEAN, they are strongly expected to make further contributions to implementing the infrastructure projects listed in the CADP 3.0.

Conclusion

This chapter has reviewed the progress of and plans for hard infrastructure development in ASEAN based on the project list compiled by ERIA. By assessing the previous project list in the CADP 2.0, we make it clear that ASEAN and AMS have steadily carried out hard infrastructure development from the conceptual and feasibility study stages to the construction and operation stages. Meanwhile, as is shown throughout this book, a new style of globalisation and industrialisation has emerged in recent years, with the advent of the third unbundling in which connectivity amongst regions and people can be enhanced using ICT. At this unbundling stage, alternative hard infrastructure development – with a focus on social aspects such as urban amenity improvement – is essential for ASEAN to spur innovation-driven economies. The revised infrastructure project list in the CADP 3.0 reflects the new characteristics of the third unbundling in addition to those in the first and second unbundlings. For hard infrastructure development to fulfil its purpose, ASEAN and AMS are expected to make cooperative efforts to carry infrastructure development plans into implementation.

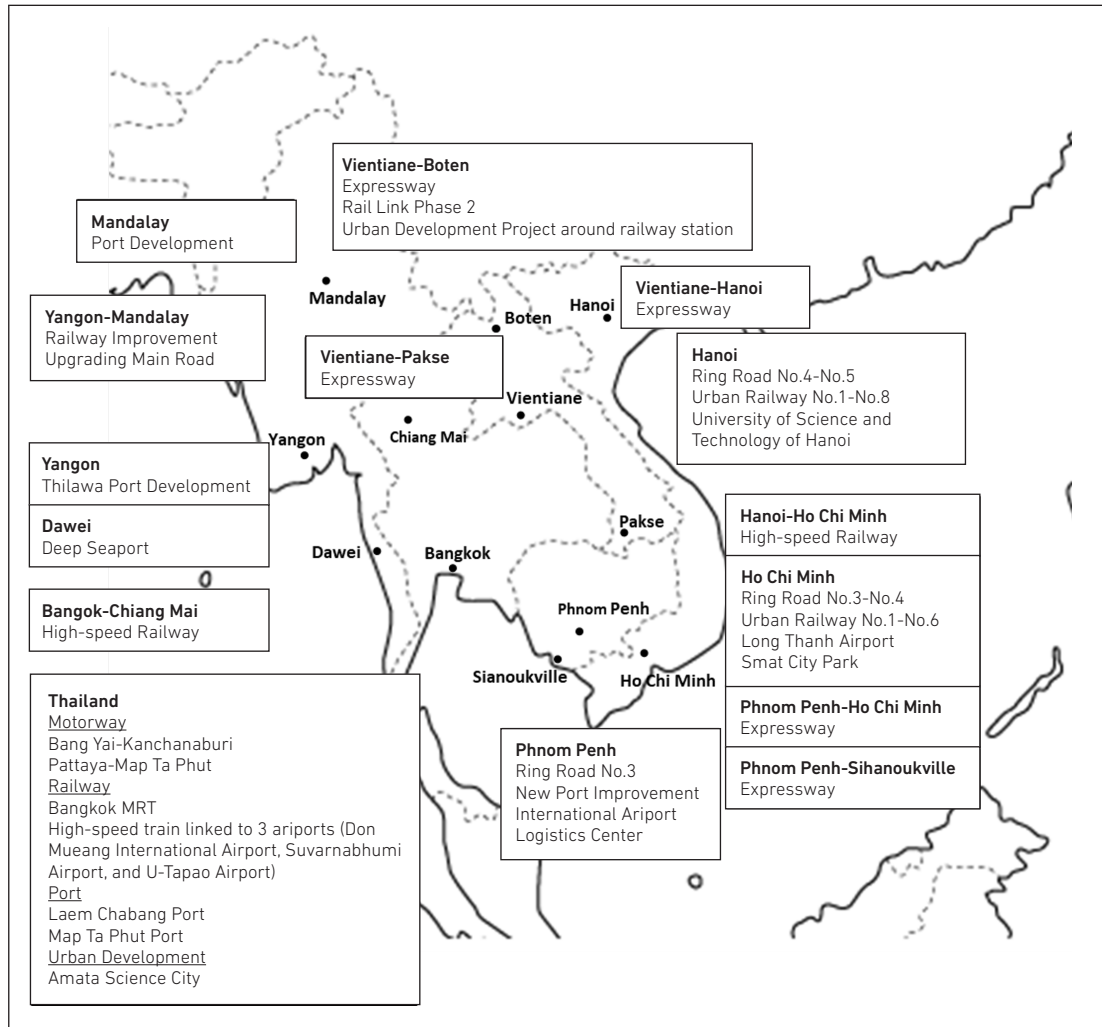
Table 6.4 Summary of the Representative Prospective Project List in the Appendix, by Subregion and by Country

		Brunei	Cambodia	Indonesia	Lao PDR	Malaysia	Myanmar	Philippines	Thailand	Viet Nam	Cross-Border	Mekong	BIMP+	IMT+	ASEAN	Total
Unbundlings	The first unbundling				1		8	20	4	8	2	22	20	1		43
	The second unbundling	31	37	84	64	59	37	88	67	67	10	265	208	71		544
	The third unbundling	1	3	31	6	15	3	32	58	40	3	111	64	16	1	192
Sectors	Roads/Bridges	3	11	14	9	12	6	57	25	32	7	86	73	17		176
	Railways		2	12	5	10	4	21	45	22		73	33	15		121
	Ports/Maritime		2	7	14	6	7	9	14	9		43	16	9		68
	Airports		4	10	2	8	4	14	8	8		25	25	8		58
	Other transportation						2	5				2	5			7
	Industrial estates/SEZs	25		8	5	4			11	9		22	33	7		62
	ICT		2	4		3	1	5	2		2	6	9	3	1	19
	Energy/Power	3	15	21	30	14	11	11	15	10	5	83	39	13		135
	Urban development	1		2	6	12	4	1	2	11		23	5	11		39
	Water supply/sanitation		1	24		5	6	16	5	6		18	40	5		63
	Others		3	13			3	1	2	8	1	17	14			31
	Total		32	40	115	71	74	48	140	129	115	15	398	292	88	1

ASEAN = Association of Southeast Asian Nations, BIMP+ = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth ERIA and surrounding regions, ICT = information and communication technology, IMT+ = Indonesia–Malaysia–Thailand Growth Triangle and surrounding regions, SEZ = special economic zone.

Source: Authors' compilation.

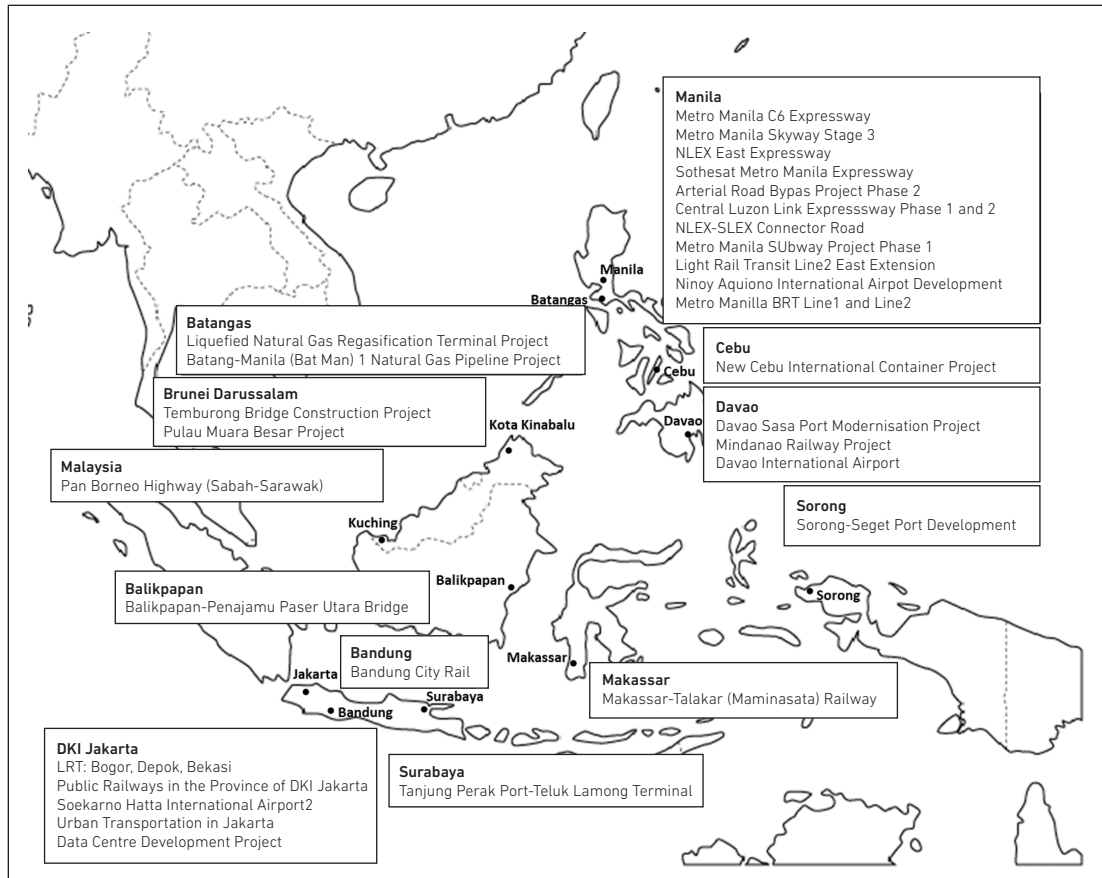
Figure 6.2 Selected Representative Infrastructure Projects in the Mekong Subregion



EWEC = East-West Economic Corridor, MRT = mass rapid transit.

Source: Authors' compilation.

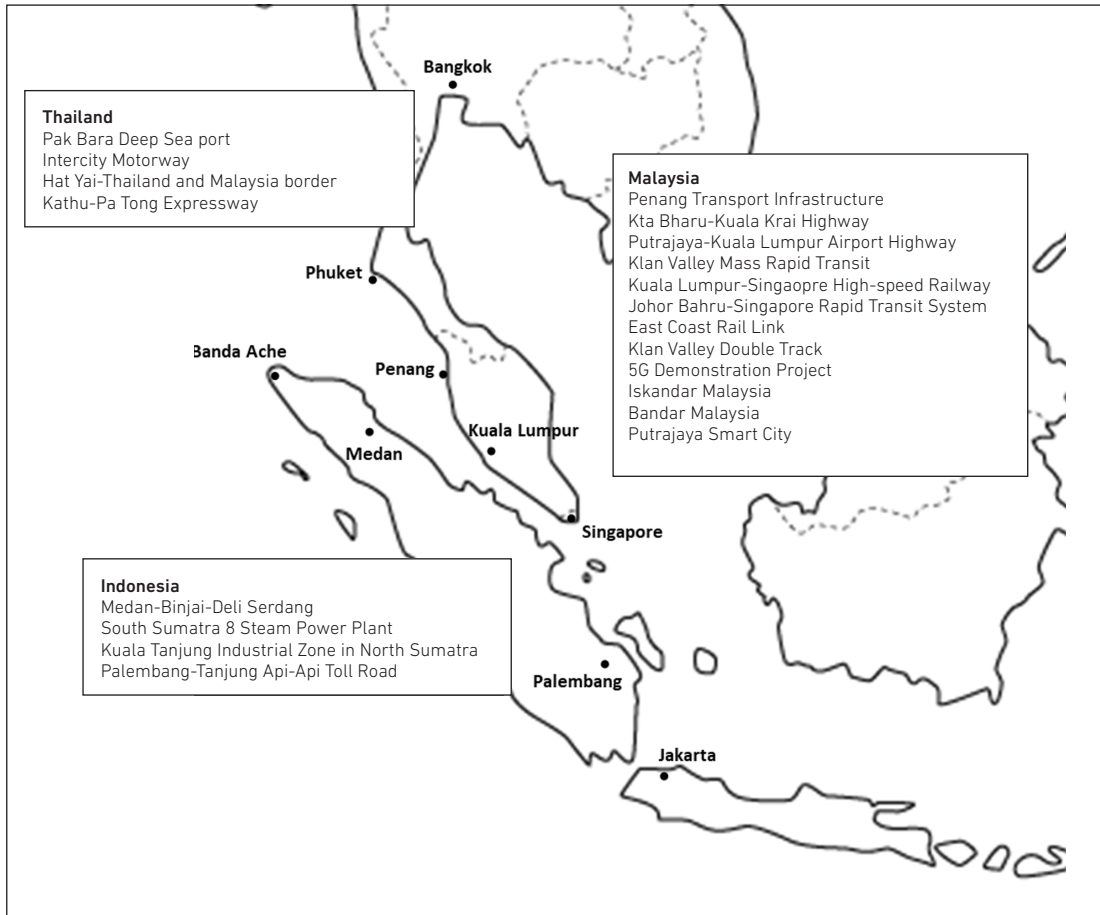
Figure 6.3 Selected Representative Infrastructure Projects in the BIMP+ Subregion



BIMP+ = Brunei Darussalam-Indonesia-Malaysia-Philippines East ASEAN Growth ERIA and surrounding regions, BRT = bus rapid transit, LRT = light rail transit, NLEX = North Luzon Expressway, SLEX = South Luzon Expressway.

Source: Authors' compilation.

Figure 6.4 Selected Representative Infrastructure Projects in the IMT+ Subregion



IMT+ = Indonesia–Malaysia–Thailand Growth Triangle and surrounding regions.

Source: Authors' compilation.

Box 6.1 Southern Economic Corridor – From the Viewpoint of Cambodia

1. Background and Need for the Southern Economic Corridor

The Eighth Greater Mekong Subregion (GMS) Ministerial Conference, held in Manila in 1998, identified the Southern Economic Corridor (SEC) as one of three priority GMS economic corridors. The other two corridors were the East–West Economic Corridor and the North–South Economic Corridor. The meeting expected the role of economic corridors in GMS development to be as follows:

GMS member countries will create economic corridors linking the subregion to major markets; nodal points within these economic corridors will serve as centers for enterprise development; economic corridors will be an expansion of key transport corridors so as to enhance economic activities and benefits, and over the longer term to build on the potential of the subregion as a land bridge serving the People’s Republic of China (PRC), Southeast Asia, South Asia, and East Asia (ADB, 2010: 1).

The economic corridors are necessary to help achieve the vision of the GMS as a prosperous, harmonious, and integrated subregion by providing increased connectivity, enhanced competitiveness, and a greater sense of community (ADB, 2010). The Central Subcorridor – connecting Bangkok (Thailand)–Phnom Penh (Cambodia)–Ho Chi Minh City (Viet Nam)–Vung Tau (Viet Nam) – was identified as the main corridor of the SEC. Two subcorridors and an interlink were identified. The Central Subcorridor, from Bangkok, traverses Sa Kaeo Province in Thailand and crosses into Cambodia through the Aranyaprathet–Poipet border gate. In Cambodia, it passes through Sisophon and goes to Phnom Penh via two routes. The first is via National Road No. 5, which crosses the provinces of Banteay Meanchey, Battambang, Pursat, Kampong Chhnang, and Kandal before reaching Phnom Penh. The second is via National Road No. 6, which passes through Siem Reap, Kompong Thom, Kompong Cham, and Kandal provinces before reaching Phnom Penh. From Phnom Penh, this subcorridor follows National Road No. 1 and goes through Svay Rieng Province down to the Bavet–Moc Bai border gate between Cambodia and Viet Nam. From Moc Bai, this subcorridor goes to Ho Chi Minh City via National Road No. 22, after which it connects with National Road No. 51, passing through four provinces in Viet Nam: Tay Ninh, Ho Chi Minh City, Dong Nai, and Ba Ria–Vung Tau. In addition to this route, the SEC can be extended from Bangkok to the deep seaport in Dawei on the western coast of Myanmar.

for a ferry was usually about 30 minutes, but during busy times, even with all three ferries running on full schedules, passengers were forced to wait 7–8 hours. Further, the ferries did not operate at night. For users of National Road No. 1, this spot was a large bottleneck. The completed main bridge of Tsubasa Bridge is 640 metres long, the entire bridge is 2,215 metres long, and the total length (including the attached road section) is 5,400 metres (JICA, 2015). This bridge is indispensable to facilitate exports from Cambodia to major destination countries including the United States, Japan, and China through Viet Nam's ports.

Tsubasa Bridge



Source: Authors.

2.1.2 National Road No. 5 Connecting Phnom Penh to the Thai Border

Linking Phnom Penh and the border with Thailand, National Road No. 5 serves as a trunk road for Cambodia, as well as composing a portion of the Asian Highway and the SEC, and is expected to function as a major industrial artery for the Mekong region.

Improvements to National Road No. 5 include widening of the road from two lanes to four lanes along 309 kilometres; construction of bypass roads for four major cities (59 kilometres in total); and bridge renovation (JICA, 2020). This improvement is financed by Japanese ODA loans totalling ¥81,610 million (\$750 million equivalent). The first portion (Battanbang–Sisophon) has been completed in 2021. Upon completion of all the projects (scheduled for 2023), the transportation capacity is expected to increase and the number of traffic accidents is projected to decrease (JICA, 2019).

2.2 Improvement of Border Checkpoints

2.2.1 Cambodia–Thailand Border

To mitigate the congestion of border facilities at the Poipet border with Thailand, a new border checkpoint for freight trucks was planned at Stung Bot, Cambodia. The loan agreement for the construction of Stung Bot Cross Border Facilities and Access Road to National Road No. 5 was signed on 19 February 2016 between Cambodia and the Neighbouring Countries Economic Development Cooperation Agency (NEDA), Thailand. The loan amount is 928,110,681 (\$26.34 million equivalent). The loan covers border control facilities, roads, a dormitory, a cross dock warehouse, a container yard, improvement of existing roads, flood mitigation, and consulting services. Construction of the new Cambodia–Thailand border checkpoint was expected to be completed by 2019. Although Thailand has completed the new border bridge, the construction of border facilities has been delayed because of procurement issues in Thailand.

Completed Border Bridge at Stung Bot



Source: Authors.

2.2.2 Cambodia–Viet Nam Border

The border between Bavet (Cambodia) and Moc Bai (Viet Nam) is one of the most important borders for both countries. For exports from Cambodia to major export destination countries (e.g. the United States, Canada, Japan, and China), one of the major routes is Phnom Penh–Bavet–Moc Bai–Ho Chi Minh to large-scale container ports such as Cai Mep and Thi Vai ports. From the viewpoint of Cambodia, this border is important infrastructure to promote exports not only to Viet Nam but also other destinations through Viet Nam's ports.

Increased traffic via this route was causing severe congestion at this border checkpoint. The longer waiting time of container tracks was identified as one of the biggest bottlenecks for logistics on this route. To mitigate this challenge, the Government of Cambodia started improvements such as a priority lane, longer customs operation periods, and the abolition of the Cambodia Import–Export Inspection and Fraud Repression Directorate General (Camcontrol) border inspections. Cambodia is now preparing the improvement of checkpoint facilities and infrastructure with assistance from the Government of Japan. Both governments are considering constructing the checkpoint based on the ASEAN Single Window (ASW).

2.3 Improvement of Soft Infrastructure

2.3.1 Facilitation of the ASEAN Single Window

The ASW is a regional initiative that connects and integrates the National Single Windows (NSWs) of ASEAN Member States (AMS). The ASW objective is to expedite cargo clearance and promote ASEAN economic integration by enabling the electronic exchange of border trade-related documents amongst AMS.

In June 2019, Cambodia launched its NSW to facilitate import and export activities. The NSW connects the Automated Systems for Customs Data (ASYCUDA) System of the General Department of Customs and Excise and the e-Certificate of Origin (e-CO) System of the Ministry of Commerce to the ASW, through which the ASEAN Trade in Goods Agreement electronic Certificate of Origin (ATIGA e-Form D) can be issued (Vannak, 2019).

In December 2019, Cambodia and the other AMS joined the ASW Live Operation, which allowed the granting of preferential tariff treatment based on the ATIGA e-Form D exchanged through the ASW.

In December 2020, Cambodia, Myanmar, and Singapore started the exchange of the ASEAN Customs Declaration Document through the ASW, followed by Malaysia and Thailand from 31 March 2021 (ASEAN Single Window, n.d.).

2.3.2 Cambodia–Japan Public–Private Sector Meeting

The Cambodia–Japan Public–Private Sector Meeting is Cambodia’s only bilateral dialogue mechanism, created under the framework of the Bilateral Investment Treaty between Cambodia and Japan signed on 14 June 2007. Since 2009, annual or semiannual meetings have been held periodically. This bilateral meeting is part of the aftercare service mechanism, which gives Japanese investors the opportunity to address challenges and make requests to representatives of Cambodian ministries and agencies to review and take action to promote Japanese investment in Cambodia, as well as to improve the investment and business environment in Cambodia. At the meeting in 2020, Japan started the submission of a formal policy recommendation report to Cambodia that includes issues to be discussed and those already solved.

Many issues and challenges have been solved through this dialogue mechanism, with requests and proposals based on the actual experiences of Japanese companies. One of the biggest examples is the abolition of border inspections by Camcontrol. The Japanese side pointed out that the Camcontrol inspections were redundant, given the customs inspections, and were inefficient in terms of both cost and time. On 1 February 2019, the prime minister issued a sub-decree to abolish Camcontrol inspections at the border checkpoint (JBAC, 2021).

3. Expected Impact, Effects, and Challenges of the SEC

3.1 Expected Impact and Effects of the SEC

The expected impact and effects of the SEC development are (i) the promotion of the investment environment through the improvement of physical connectivity amongst Thailand, Cambodia, Viet Nam, and Myanmar; (ii) strengthening of connectivity and the promotion of regional integration; and (iii) an increase in the transportation capacity and improvement of the logistics efficiency.

The best examples of these effects are investments in Cambodia by the Japanese parts manufacturing industry. Based on the improved connectivity through the SEC, with heavy accumulation of industries in neighbouring countries such as Thailand and Viet Nam, Cambodia has become an attractive location for labour-intensive parts manufacturing, taking advantage of the lower labour costs in Cambodia. Some large-scale Japanese parts manufacturers (including MinebeaMitsumi, Sumitomo Wiring System, Yazaki, DENSO, and Nidec) have shifted the labour-intensive manufacturing of some automobile and electronics parts to Cambodia, given the increasing cost of labour in Thailand, China, and Viet Nam. This type of investment could be regarded as an authentic and typical example of the theory of fragmentation.

Through these investments, Cambodia enjoys the benefits of increasing employment, rising exports, higher value addition, and diversification of export items and destinations. The improvement of both hard and soft infrastructure in the SEC is indispensable for attracting foreign direct investment and for the 'way of kings' development of Cambodia, following the neighbouring AMS.

3.2 Challenges of the SEC

The SEC faces challenges in achieving its expected impact and effects (section 3.1). Regarding hard infrastructure, the biggest issue is the delay in the construction of the Stung Bot Cross Border Facilities between Cambodia and Thailand. This issue was discussed at the 13th Dialogue between the Secretary General of ASEAN and the Federation of Japanese Chambers of Commerce and Industry in ASEAN on 7 July 2021 (Mission of Japan to ASEAN, 2021). It is envisaged that the volume of freight will increase following the recovery of economies in this region after the coronavirus disease (COVID-19) pandemic. It is necessary to expedite the construction of the Stung Bot Cross Border Facilities.

Regarding soft infrastructure, streamlining the procedures for cross-border logistics is crucial. Based on the World Bank Logistics Performance Index (2018), Cambodia was ranked 98 out of 160 countries because of low performance in customs procedures (World Bank, 2018). Improvements towards single window procedures, facilitation of online procedures, and human development will be necessary.

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Appendix. List of Prospective Projects

Country	Sector	Project name	Region	UB
Brunei Darussalam	Road/Bridge	Temburong Bridge Construction Project	BIMP+	UB2
Brunei Darussalam	Road/Bridge	Pulau Muara Besar Bridge Project	BIMP+	UB2
Brunei Darussalam	Road/Bridge	Construction of Telisai–Lumut Highway	BIMP+	UB2
Brunei Darussalam	Energy/Power	Pulau Muara Besar Oil Refinery Project	BIMP+	UB2
Brunei Darussalam	Energy/Power	Ammonia and Urea Plant Project	BIMP+	UB2
Brunei Darussalam	Energy/Power	Hydrogen Demonstration Plant Project	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Sungai Duhon Industrial Site	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Pekan Belait Industrial Park	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Mumong Industrial Site	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Sungai Bera Industrial Park	BIMP+	UB2
Brunei Darussalam	Industrial Estate/ SEZ	Sungai Liang Industrial Park (SPARK)	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Telisai Industrial Park	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Serampang Industrial Park	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Bukit Panggal Industrial Park	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Kuala Lurah Industrial Park	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Mulaut Industrial Site	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Bengkurong Industrial Site	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Lumapas Industrial Site	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Beribi Industrial Park	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Bio-Innovation Corridor Industrial Park	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Digital Junction Industrial Park	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Terunjing Industrial Park	BIMP+	UB2

Country	Sector	Project name	Region	UB
Brunei Darussalam	Industrial estate/ SEZ	Lambak Kanan West Industrial Park	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Lambak Industrial Site	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Anggerek Desa Tech Park	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Tanjong Kajar Industrial Park	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Salambigar Industrial Park	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Salar Industrial Park	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Serasa Industrial Park	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Pulau Muara Besar Industrial Park	BIMP+	UB2
Brunei Darussalam	Industrial estate/ SEZ	Batu Apoi Industrial Park	BIMP+	UB2
Brunei Darussalam	Urban development	Temburong Eco Town Smart Community Project	BIMP+	UB3
Cambodia	Road/Bridge	Phnom Penh–Ho Chi Minh City Expressway (E-1)	Mekong	UB2
Cambodia	Road/Bridge	Phnom Penh–Sihanoukville Expressway (E-4)	Mekong	UB2
Cambodia	Road/Bridge	Road Network Improvement Project (National Road No. 1)	Mekong	UB2
Cambodia	Road/Bridge	National Road No. 2 and No. 22 Improvement Project	Mekong	UB2
Cambodia	Road/Bridge	National Road No. 3 Improvement Project	Mekong	UB2
Cambodia	Road/Bridge	Road Asset Management Project II Additional Financing (National Road No. 4)	Mekong	UB2
Cambodia	Road/Bridge	National Road No. 5 Improvement Project (Battambang–Sri Sophorn Section)	Mekong	UB2
Cambodia	Road/Bridge	National Road No. 5 Improvement Project (Thlea Ma'Am–Battambang and Sri Sophorn–Poipet sections)	Mekong	UB2
Cambodia	Road/Bridge	National Road No. 5 Improvement Project (Prek Kdam–Thlea Ma'Am section)	Mekong	UB2
Cambodia	Road/Bridge	Road Network Improvement Project (National Road No. 6)	Mekong	UB2
Cambodia	Road/Bridge	Phnom Penh Ring Road No. 3	Mekong	UB2
Cambodia	Railway	Phnom Penh City Rail Transit Project	Mekong	UB3
Cambodia	Railway	Missing link of Singapore–Kunming Railway Link: Bat Deng–Loc Ninh	Mekong	UB2
Cambodia	Port/Maritime	Phnom Penh New Port Improvement Project	Mekong	UB2
Cambodia	Port/Maritime	Sihanoukville Port New Container Terminal Development Project	Mekong	UB2
Cambodia	Airport	Expansion of Sihanoukville International Airport	Mekong	UB2
Cambodia	Airport	New Phnom Penh International Airport	Mekong	UB2
Cambodia	Airport	New Siem Reap International Airport	Mekong	UB2

Country	Sector	Project name	Region	UB
Cambodia	Airport	New Koh Kong International Airport (Botum Sakor)	Mekong	UB2
Cambodia	Energy/Power	Coal Power Plant II-2	Mekong	UB2
Cambodia	Energy/Power	Coal Power Plant II-3	Mekong	UB2
Cambodia	Energy/Power	Coal Power Plant III-1	Mekong	UB2
Cambodia	Energy/Power	Coal Power Plant III-2	Mekong	UB2
Cambodia	Energy/Power	Stung Sala Mum Thun Hydroelectric Project	Mekong	UB2
Cambodia	Energy/Power	Middle Stung Russey Chrum Hydroelectric Project	Mekong	UB2
Cambodia	Energy/Power	Veal Thmor Kambot Hydroelectric Project	Mekong	UB2
Cambodia	Energy/Power	Prek Laang Hydroelectric Project	Mekong	UB2
Cambodia	Energy/Power	Stung Battambang II Hydroelectric Project	Mekong	UB2
Cambodia	Energy/Power	Stung Pursat I Hydroelectric Project	Mekong	UB2
Cambodia	Energy/Power	Emergency Project of Thermal Power Plant	Mekong	UB2
Cambodia	Energy/Power	Solar Park Project	Mekong	UB2
Cambodia	Energy/Power	Transmission Line Phnom Penh–Sihanoukville along National Road No. 4	Mekong	UB2
Cambodia	Energy/Power	Phnom Penh City Transmission and Distribution System Expansion Project	Mekong	UB2
Cambodia	Energy/Power	Transmission Line Phnom Penh–Stung Treng–Lao PDR	Mekong	UB2
Cambodia	ICT	5G Network	Mekong	UB3
Cambodia	ICT	Submarine Fibre-Optic Cable between Sihanoukville and Hong Kong	Mekong	UB3
Cambodia	Water/Sanitation	Bakheng Water Treatment Facility	Mekong	UB2
Cambodia	Others	Cross-border facilities at Moc Bai–Bavet	Mekong	UB2
Cambodia	Others	New cross-border facilities at Poipet	Mekong	UB2
Cambodia	Others	Phnom Penh Logistics Centre	Mekong	UB2
Indonesia	Road/Bridge	Serang–Panimbang Toll Road	BIMP+	UB2
Indonesia	Road/Bridge	Yogyakarta–Bawen Toll Road	BIMP+	UB2
Indonesia	Road/Bridge	Probolinggo–Banyuwangi Toll Road	BIMP+	UB2
Indonesia	Road/Bridge	Semanan–Balaraja Toll Road	BIMP+	UB2
Indonesia	Road/Bridge	Kamal–Taluk Naga–Rajeg Toll Road	BIMP+	UB2
Indonesia	Road/Bridge	Patimban Port Access Project	BIMP+	UB2
Indonesia	Road/Bridge	Gedebage–Tasikmalaya–Cilacap Toll Road	BIMP+	UB2
Indonesia	Road/Bridge	Balikipapan–Penajam Paser Utara Bridge	BIMP+	UB2
Indonesia	Road/Bridge	Tol Solo–Yogyakarta–NYIA–Kulon Progo	BIMP+	UB2
Indonesia	Road/Bridge	Palembang–Tanjung Api-Api Toll Road	IMT+	UB2
Indonesia	Road/Bridge	Binjai–Langsa Toll Road	BIMP+	UB2
Indonesia	Road/Bridge	Langsa–Lhokseumawe Toll Road	BIMP+	UB2
Indonesia	Road/Bridge	Pekanbaru–Bangkinang–Payakumbuh–Bukittinggi Toll Road	IMT+	UB2
Indonesia	Road/Bridge	Sigli–Banda Aceh Toll Road	BIMP+	UB2
Indonesia	Railway	Makassar–Parepare Railway	BIMP+	UB2

Country	Sector	Project name	Region	UB
Indonesia	Railway	Kalimantan Timur Railway	BIMP+	UB2
Indonesia	Railway	Integrated LRT: Bogor, Depok, and Bekasi	BIMP+	UB2
Indonesia	Railway	Public Railways in the Province of DKI Jakarta	BIMP+	UB3
Indonesia	Railway	Lahat–Tarahan Line Railway	BIMP+	UB2
Indonesia	Railway	Makassar–Maros–Sungguminasa–Takalar (Maminasata) Railway	BIMP+	UB2
Indonesia	Railway	Medan–Binjai–Deli Serdang (Mebidang) Railway	IMT+	UB2
Indonesia	Railway	Tanjung–Banjarmasin Railway	BIMP+	UB2
Indonesia	Railway	Kertajati Airport Railway	BIMP+	UB2
Indonesia	Railway	Bandung City Railroad	BIMP+	UB3
Indonesia	Railway	LRT of Cibubur–Bogor	BIMP+	UB3
Indonesia	Railway	Cibungur–Tanjungrasa Line Shortcut	BIMP+	UB2
Indonesia	Port/Maritime	Patimban Port	BIMP+	UB2
Indonesia	Port/Maritime	Inland Waterways: Cikarang Bekasi Laut Development Project	BIMP+	UB2
Indonesia	Port/Maritime	Pantoloan Port Development	BIMP+	UB2
Indonesia	Port/Maritime	Anggrek Port	BIMP+	UB2
Indonesia	Port/Maritime	Depapre Port	BIMP+	UB2
Indonesia	Port/Maritime	Tanjung Perak Port–Teluk Lamong Terminal	BIMP+	UB2
Indonesia	Port/Maritime	Sorong–Seget Port Development	BIMP+	UB2
Indonesia	Airport	Kediri Airport	BIMP+	UB2
Indonesia	Airport	Buntu Kunik Airport in South Sulawesi	BIMP+	UB2
Indonesia	Airport	Bukit Malintang Airport in Mandaling Natal	BIMP+	UB2
Indonesia	Airport	Singkawang Airport	BIMP+	UB2
Indonesia	Airport	Siboru Airport	BIMP+	UB2
Indonesia	Airport	Weda Airport	BIMP+	UB2
Indonesia	Airport	Wasior Baru Airport	BIMP+	UB2
Indonesia	Airport	Gorom Airport	BIMP+	UB2
Indonesia	Airport	Lombok International Airport	BIMP+	UB2
Indonesia	Airport	Soekarno Hatta International Airport 2	BIMP+	UB2
Indonesia	Energy/Power	Dieng Small Scale Steam Power Plant	BIMP+	UB2
Indonesia	Energy/Power	Tanjung Steam Power Plant in Tabalong Regency	BIMP+	UB2
Indonesia	Energy/Power	Poso Hydroelectric Power Plant	BIMP+	UB2
Indonesia	Energy/Power	South Sumatra 8 Steam Power Plant	IMT+	UB2
Indonesia	Energy/Power	Java–1 Steam and Gas Power Plant	BIMP+	UB2
Indonesia	Energy/Power	Java–3 Steam Power Plant	BIMP+	UB2
Indonesia	Energy/Power	Java–9 and 10 Steam Power Plant	BIMP+	UB2
Indonesia	Energy/Power	Asahan III Hydropower Project	BIMP+	UB2
Indonesia	Energy/Power	Poso Peaker Hydropower Project	BIMP+	UB2
Indonesia	Energy/Power	Patuha Geothermal Power Project	BIMP+	UB2

Country	Sector	Project name	Region	UB
Indonesia	Energy/Power	Waste-Based Power Plant in Bekasi	BIMP+	UB3
Indonesia	Energy/Power	Waste-Based Power Plant in Jakarta	BIMP+	UB3
Indonesia	Energy/Power	Waste-Based Power Plant in Surakarta	BIMP+	UB3
Indonesia	Energy/Power	Waste-Based Power Plant in Denpasar	BIMP+	UB3
Indonesia	Energy/Power	Waste-Based Power Plant in Palembang	IMT+	UB3
Indonesia	Energy/Power	Waste-Based Power Plant in Tangerang	BIMP+	UB3
Indonesia	Energy/Power	Waste-Based Power Plant in Bandung	BIMP+	UB3
Indonesia	Energy/Power	Waste-Based Power Plant in Semarang	BIMP+	UB3
Indonesia	Energy/Power	Waste-Based Power Plant in Makassar	BIMP+	UB3
Indonesia	Energy/Power	Waste-Based Power Plant in Manado	BIMP+	UB3
Indonesia	Energy/Power	Waste-Based Power Plant in Surabaya	BIMP+	UB3
Indonesia	Water/Sanitation	West Semarang Water Supply Project	BIMP+	UB2
Indonesia	Water/Sanitation	Jatigede Regional Water Supply Project	BIMP+	UB2
Indonesia	Water/Sanitation	Umbulan Water Supply Project	BIMP+	UB2
Indonesia	Water/Sanitation	Bandar Lampung City Water Supply Project	BIMP+	UB2
Indonesia	Water/Sanitation	Mamminasata Regional Water Supply Project	BIMP+	UB2
Indonesia	Water/Sanitation	Jatiluhur Regional Water Supply Project	BIMP+	UB2
Indonesia	Water/Sanitation	Wasusokas Regional Water Supply Project	BIMP+	UB2
Indonesia	Water/Sanitation	Dumai Water Supply Project	IMT+	UB2
Indonesia	Water/Sanitation	Sarbagikung Water Supply Project	BIMP+	UB2
Indonesia	Water/Sanitation	Ciawi District Bogor Water Supply Project	BIMP+	UB2
Indonesia	Water/Sanitation	Tangerang City Water Supply Project	BIMP+	UB2
Indonesia	Water/Sanitation	Karian–Serpong Water Supply Project	BIMP+	UB2
Indonesia	Water/Sanitation	Kamijoro Water Supply Project	BIMP+	UB2
Indonesia	Water/Sanitation	Pekanbaru City Water Supply Project	IMT+	UB2
Indonesia	Water/Sanitation	Kabupaten Gresik Water Supply Project	BIMP+	UB2
Indonesia	Water/Sanitation	Way Sekampung Dam	BIMP+	UB2
Indonesia	Water/Sanitation	Kuwil Kawangkoan Dam	BIMP+	UB2
Indonesia	Water/Sanitation	Leuwikeris Dam	BIMP+	UB2
Indonesia	Water/Sanitation	Temef Dam	BIMP+	UB2
Indonesia	Water/Sanitation	Pamukkulu Dam	BIMP+	UB2
Indonesia	Water/Sanitation	Sadawarna Dam	BIMP+	UB2
Indonesia	Water/Sanitation	Way Apu Dam	BIMP+	UB2
Indonesia	Water/Sanitation	Bener Dam	BIMP+	UB2
Indonesia	Water/Sanitation	Jenelata Dam	BIMP+	UB2
Indonesia	ICT	Palapa Ring Broadband (Eastern part)	BIMP+	UB3
Indonesia	ICT	Multifunction Satellite Project	BIMP+	UB3
Indonesia	ICT	Base Transceiver Station Blank Spot Project	BIMP+	UB3
Indonesia	ICT	Data Centre Development Project	BIMP+	UB3

Country	Sector	Project name	Region	UB
Indonesia	Industrial Estate/ SEZ	Kuala Tanjung Industrial Zone in North Sumatera	IMT+	UB2
Indonesia	Industrial Estate/ SEZ	Batulicin Industrial Zone in South Sulawesi	BIMP+	UB2
Indonesia	Industrial Estate/ SEZ	Jorong Industrial Zone in South Kalimantan	BIMP+	UB2
Indonesia	Industrial Estate/ SEZ	Bantaeng Industrial Zone in South Sulawesi	BIMP+	UB2
Indonesia	Industrial Estate/ SEZ	Morowali Industrial Zone in Middle Sulawesi	BIMP+	UB2
Indonesia	Industrial Estate/ SEZ	Buli Industrial Zone in North Maluku	BIMP+	UB2
Indonesia	Industrial Estate/ SEZ	Teluk Bintuni Industrial Zone in West Papua	BIMP+	UB2
Indonesia	Industrial Estate/ SEZ	Tanah Kuning Industrial Zone in North Kalimantan	BIMP+	UB2
Indonesia	Urban development	Urban Transportation in Jakarta	BIMP+	UB3
Indonesia	Urban development	Transit Oriented Development in Poris-Plawad Tangerang	BIMP+	UB3
Indonesia	Others	Development of Indonesian International Islamic University Campus	BIMP+	UB3
Indonesia	Others	N-245 Medium Range Aircraft Industry Program	BIMP+	UB2
Indonesia	Others	R80 Medium Distance Aircraft Industry Program	BIMP+	UB2
Indonesia	Others	Indonesia National Cancer Centre, Dharmais Hospital	BIMP+	UB3
Indonesia	Others	Pirngadi Hospital	BIMP+	UB3
Indonesia	Others	Zainoel Abidin General Hospital	BIMP+	UB3
Indonesia	Others	Relocation of Salemba Correctional Facility	BIMP+	UB3
Indonesia	Others	University of Sam Ratulangi Teaching Hospital	BIMP+	UB3
Indonesia	Others	Cirebon Campus Development of Institut Teknologi Bandung	BIMP+	UB3
Indonesia	Others	Legok Nangka Regional Waste Treatment	BIMP+	UB3
Indonesia	Others	Sidoarjo General Hospital	BIMP+	UB3
Indonesia	Others	Gorontalo Regional Hospital	BIMP+	UB3
Indonesia	Others	Nambo Regional Waste Management	BIMP+	UB3
Lao PDR	Road/Bridge	Xelamphao Bridge (Lao PDR–Cambodia)	Mekong	UB2
Lao PDR	Road/Bridge	Vientiane–Hanoi Expressway Project	Mekong	UB2
Lao PDR	Road/Bridge	Vientiane–Boten Expressway Project (Phase II and III)	Mekong	UB2
Lao PDR	Road/Bridge	Vientiane–Pakse Expressway Project	Mekong	UB2
Lao PDR	Road/Bridge	Upgrade of three main national roads (vertical lines): No. 1, 3, 11	Mekong	UB2
Lao PDR	Road/Bridge	Upgrade of National Road No. 11 (Nam Sang River–Khaodor–Nonsavanh)	Mekong	UB2
Lao PDR	Road/Bridge	Vang Tao border crossing point	Mekong	UB2

Country	Sector	Project name	Region	UB
Lao PDR	Road/Bridge	Upgrade of eight national roads (horizontal lines): No. 3, 4, 6, 8, 9, 15, 16, and 18	Mekong	UB2
Lao PDR	Road/Bridge	Upgrade of road corridor links: No. 24, 5A, 25, 23, 7, 5B, 10, 26, 22, 21, 16A, 17, and 19	Mekong	UB1
Lao PDR	Railway	SKRL Spur Line: Vientiane–Thakhek–Mu Gia	Mekong	UB2
Lao PDR	Railway	Savannakhet–Lao Bao Railway	Mekong	UB2
Lao PDR	Railway	Thakhek–Pakse–Vantao Railway	Mekong	UB2
Lao PDR	Railway	Thakhek–Savannakhet–Champasak Railway	Mekong	UB2
Lao PDR	Railway	Boten–Vientiane Rail Link (Phase II)	Mekong	UB2
Lao PDR	Port/Maritime	Khammouan Dry Port Development Project	Mekong	UB2
Lao PDR	Port/Maritime	Thanaleng Logistics Hub and Dry Port Development Project	Mekong	UB2
Lao PDR	Port/Maritime	Champasak Dry Port Development Project	Mekong	UB2
Lao PDR	Port/Maritime	Bolikhamsay Dry Port Development Project	Mekong	UB2
Lao PDR	Port/Maritime	Huayxay Logistics Hub Development Project	Mekong	UB2
Lao PDR	Port/Maritime	Luang Prabang Dry Port Development Project	Mekong	UB2
Lao PDR	Port/Maritime	Udomxay Dry Port Development Project	Mekong	UB2
Lao PDR	Port/Maritime	Jo Bounmy Inland Container Depot Development Project	Mekong	UB2
Lao PDR	Port/Maritime	Xieng Kok River Port (Luang Namtha)	Mekong	UB2
Lao PDR	Port/Maritime	Pakbeng River Port (Udomxay)	Mekong	UB2
Lao PDR	Port/Maritime	Kokchong River Port (Luang Prabang)	Mekong	UB2
Lao PDR	Port/Maritime	Savannakhet River Port	Mekong	UB2
Lao PDR	Port/Maritime	Khammouan River Port	Mekong	UB2
Lao PDR	Port/Maritime	Hatkhuyang River Port	Mekong	UB2
Lao PDR	Airport	New Vientiane International Airport	Mekong	UB2
Lao PDR	Airport	New Pakse International Airport	Mekong	UB2
Lao PDR	Energy/Power	Pakbeng Hydropower on Mekong River	Mekong	UB2
Lao PDR	Energy/Power	Sanakham Hydropower on Mekong River	Mekong	UB2
Lao PDR	Energy/Power	Pou Ngoy Hydropower on Mekong River	Mekong	UB2
Lao PDR	Energy/Power	Luang Prabang Hydropower on Mekong River	Mekong	UB2
Lao PDR	Energy/Power	Bankhoum Hydropower on Mekong River	Mekong	UB2
Lao PDR	Energy/Power	Xelanong 3 Dam (Savannakhet)	Mekong	UB2
Lao PDR	Energy/Power	Nam Ngum 4 Hydropower (Xiengkhouang)	Mekong	UB2
Lao PDR	Energy/Power	Nam Moun Dam (Bolikhamsay)	Mekong	UB2
Lao PDR	Energy/Power	Sekong 5 Dam	Mekong	UB2
Lao PDR	Energy/Power	Sekong 3A and 3B Dam	Mekong	UB2
Lao PDR	Energy/Power	Nam Ma 1 2 3 Dam (Houaphanh)	Mekong	UB2
Lao PDR	Energy/Power	Nam Sum 3 Dam (Houaphanh)	Mekong	UB2
Lao PDR	Energy/Power	Nam Pha Gnai Dam (Luang Namtha)	Mekong	UB2
Lao PDR	Energy/Power	Nam Phouan Dam (Xaysomboun)	Mekong	UB2

Country	Sector	Project name	Region	UB
Lao PDR	Energy/Power	Nam Neun 1 Dam (Houaphanh)	Mekong	UB2
Lao PDR	Energy/Power	Nam Emoon Dam (Sekong)	Mekong	UB2
Lao PDR	Energy/Power	Monsoon Wind Farm Project	Mekong	UB2
Lao PDR	Energy/Power	Nam Seuang Hydropower (Luang Prabang)	Mekong	UB2
Lao PDR	Energy/Power	Kalum Lignite Unit 1	Mekong	UB2
Lao PDR	Energy/Power	Coal Power Project (Savannakhet)	Mekong	UB2
Lao PDR	Energy/Power	Coal Power Project (Bolikhamsay and Khammouan)	Mekong	UB2
Lao PDR	Energy/Power	Sekong 4A and 4B Dam	Mekong	UB2
Lao PDR	Energy/Power	Coal Power Project (Houaphanh)	Mekong	UB2
Lao PDR	Energy/Power	Namphak Dam (Champasak)	Mekong	UB2
Lao PDR	Energy/Power	Wind Power Project (Savannakhet, Attapeu, Salavan, Bolikhamsay, and Khammouan)	Mekong	UB2
Lao PDR	Energy/Power	Solar Power Project (Vientiane Capital)	Mekong	UB2
Lao PDR	Energy/Power	East–West Corridor Power Transmission and Distribution Project (Savannakhet and Salavan Provinces)	Mekong	UB2
Lao PDR	Energy/Power	Transmission Line Project (Stung Treng–Lao PDR)	Mekong	UB2
Lao PDR	Energy/Power	Solar Power Plant Development in Thakhek SEZ	Mekong	UB2
Lao PDR	Energy/Power	Transmission Line Interconnection (Hat Xan–Pleiku)	Mekong	UB2
Lao PDR	Industrial estate/ SEZ	Mahanathy Siphandone SEZ	Mekong	UB2
Lao PDR	Industrial estate/ SEZ	Amata Smart and Eco Cities Development Project	Mekong	UB2
Lao PDR	Industrial estate/ SEZ	Bokeo SEZ	Mekong	UB2
Lao PDR	Industrial estate/ SEZ	Xiengkhouang SEZ	Mekong	UB2
Lao PDR	Industrial estate/ SEZ	Nongkang SEZ	Mekong	UB2
Lao PDR	Urban development	New Urban Development Project in Luang Prabang Province	Mekong	UB3
Lao PDR	Urban development	New Urban Development Project in Savannakhet Province	Mekong	UB3
Lao PDR	Urban development	New Urban Development Project in Champasak Province	Mekong	UB3
Lao PDR	Urban development	Urban Development Project in the Lao PDR–Thailand border areas	Mekong	UB3
Lao PDR	Urban development	New Urban Development Project in Vientiane (Vientiane Smart City)	Mekong	UB3
Lao PDR	Urban development	Urban Development Project around the Lao PDR–China railway stations	Mekong	UB3
Malaysia	Road/Bridge	East Coast Expressway (Phase 3)	IMT+	UB2
Malaysia	Road/Bridge	Pan-Borneo Highway (Sabah–Sarawak)	BIMP+	UB2
Malaysia	Road/Bridge	West Coast Expressway (Banting–Taiping)	IMT+	UB2

Country	Sector	Project name	Region	UB
Malaysia	Road/Bridge	Penang Transport Infrastructure Project (Part of the Penang Transport Master Plan)	IMT+	UB2
Malaysia	Road/Bridge	Duta-Ulu Kelang Expressway (Phase 2)	IMT+	UB2
Malaysia	Road/Bridge	Setiawangsa-Pantai Expressway	IMT+	UB2
Malaysia	Road/Bridge	Central Spine Road Project	IMT+	UB2
Malaysia	Road/Bridge	Kota Bharu-Kuala Krai Highway Project	IMT+	UB2
Malaysia	Road/Bridge	Sungai Besi-Ulu Kelang Elevated Expressway	IMT+	UB2
Malaysia	Road/Bridge	Damansara-Shah Alam Highway	IMT+	UB2
Malaysia	Road/Bridge	Putrajaya-Kuala Lumpur International Airport (KLIA) Highway (MEX II)	IMT+	UB2
Malaysia	Road/Bridge	Pan-Island Link 1 (part of the Penang Transport Master Plan)	IMT+	UB2
Malaysia	Railway	Klang Valley Mass Rapid Transit	IMT+	UB2
Malaysia	Railway	Gemas-Johor Bahru Electrified Double Track	IMT+	UB2
Malaysia	Railway	Kuala Lumpur-Singapore High-Speed Rail	IMT+	UB2
Malaysia	Railway	Johor Bahru-Singapore Rapid Transit System Link	IMT+	UB2
Malaysia	Railway	Bayan Lepas LRT (part of the Penang Transport Master Plan)	IMT+	UB2
Malaysia	Railway	LRT Line 2 (Kelana Jaya and Sri Petaling to Putra Heights)	IMT+	UB2
Malaysia	Railway	East Coast Rail Link	IMT+	UB2
Malaysia	Railway	Klang Valley Double Track Project	IMT+	UB2
Malaysia	Railway	LRT Line 3 (Bandar Utama to Klang)	IMT+	UB2
Malaysia	Railway	Sarawak Automated Rail Transit Project	BIMP+	UB2
Malaysia	Airport	Expansion of Langkawi International Airport	IMT+	UB2
Malaysia	Airport	Kuala Lumpur Air Traffic Control Centre, Kuala Lumpur International Airport	IMT+	UB2
Malaysia	Airport	Expansion of Sultan Ismail Petra Airport	IMT+	UB2
Malaysia	Airport	Kulim International Airport	IMT+	UB2
Malaysia	Airport	Mukah Airport	BIMP+	UB2
Malaysia	Airport	Seri Iskandar Airport	IMT+	UB2
Malaysia	Airport	Expansion of Penang Airport	IMT+	UB2
Malaysia	Airport	Air Cargo Terminal 1 (KACT1), Kuala Lumpur International Airport	IMT+	UB2
Malaysia	Energy/Power	Hulu Terengganu Hydroelectric Project	IMT+	UB2
Malaysia	Energy/Power	Tanjung Bin Energy Power Plant	IMT+	UB2
Malaysia	Energy/Power	Prai Combined-Cycle Gas Turbine Power Project	IMT+	UB2
Malaysia	Energy/Power	Manjung 5 Ultra-Super Critical Coal-Fired Power Plant	IMT+	UB2
Malaysia	Energy/Power	Ulu Jelai New Hydroelectric Power Plant	IMT+	UB2
Malaysia	Energy/Power	Balingian Power Plant Project	BIMP+	UB2
Malaysia	Energy/Power	Jimah East Power (Project 3B)	IMT+	UB2
Malaysia	Energy/Power	Baleh Hydroelectric Dam	BIMP+	UB2

Country	Sector	Project name	Region	UB
Malaysia	Energy/Power	Sarawak–Peninsular Malaysia HVDC Transmission Project	BIMP+	UB2
Malaysia	Energy/Power	Trans-Borneo Power Grid Project	BIMP+	UB2
Malaysia	Energy/Power	Baram Hydroelectric Dam	BIMP+	UB2
Malaysia	Energy/Power	Pengerang Integrated Petroleum Complex	IMT+	UB2
Malaysia	Energy/Power	Trans-Sabah Gas Pipeline	BIMP+	UB2
Malaysia	Energy/Power	Multi-Product Pipeline (Melaka and Port Dickson to Jitra, Kedah)	IMT+	UB2
Malaysia	Water/Sanitation	Langat 2 Water Treatment Plant (Selangor)	BIMP+	UB2
Malaysia	Water/Sanitation	Kaiduan Dam and Water Treatment Plant (Sabah)	BIMP+	UB2
Malaysia	Water/Sanitation	Sungai Muda Flood Mitigation Project	IMT+	UB2
Malaysia	Water/Sanitation	Sungai Kedah and Sungai Anak Bukit Flood Mitigation Plan	IMT+	UB2
Malaysia	Water/Sanitation	Sungai Golok and Sungai Kelantan Integrated River Basin Development Project	IMT+	UB2
Malaysia	Industrial estate/ SEZ	Green Technology Park (Phase 2 and 3) (Pekan, Pahang)	IMT+	UB2
Malaysia	Industrial estate/ SEZ	Sarawak Steel and Iron Industry Park	BIMP+	UB2
Malaysia	Industrial estate/ SEZ	Nusajaya Tech Park	IMT+	UB3
Malaysia	Industrial estate/ SEZ	Malaysia–China Kuantan Industrial Park	IMT+	UB3
Malaysia	Port/Maritime	Expansion of Northport, Port Klang	IMT+	UB2
Malaysia	Port/Maritime	Expansion of Westport, Port Klang	IMT+	UB2
Malaysia	Port/Maritime	Kuala Linggi International Port (Melaka)	IMT+	UB2
Malaysia	Port/Maritime	Carey Island Port Development (Port Klang Expansion)	IMT+	UB2
Malaysia	Port/Maritime	Expansion of Kuantan Port New Deep Water Terminal	IMT+	UB2
Malaysia	Port/Maritime	Tok Bali Development Area	IMT+	UB2
Malaysia	ICT	National Fiberisation and Connectivity Plan	IMT+	UB3
Malaysia	ICT	5G Demonstration Project	IMT+	UB3
Malaysia	ICT	Maxis–Huawei 5G Collaboration	IMT+	UB3
Malaysia	Urban development	Iskandar Malaysia	IMT+	UB3
Malaysia	Urban development	River of Life	IMT+	UB3
Malaysia	Urban development	Bandar Malaysia	IMT+	UB3
Malaysia	Urban development	PNB 118 Tower	IMT+	UB3
Malaysia	Urban development	Melaka Gateway	IMT+	UB2
Malaysia	Urban development	Malaysia City Brain	IMT+	UB3

Country	Sector	Project name	Region	UB
Malaysia	Urban development	Penang South Reclamation Project	IMT+	UB2
Malaysia	Urban Development	Forest City	IMT+	UB3
Malaysia	Urban Development	Smart Selangor	IMT+	UB3
Malaysia	Urban Development	Putrajaya Smart City	IMT+	UB3
Malaysia	Urban Development	KLIA Aeropolis Digital Free Trade Zone Park	IMT+	UB3
Malaysia	Urban Development	Kota Kinabalu Smart City Initiatives	BIMP+	UB3
Myanmar	Road/Bridge	Ruili–Kyaukpyu Expressway	Mekong	UB2
Myanmar	Road/Bridge	Kyaing Tong–Monglar Road (part of Daluo–Tachileik Highway)	Mekong	UB2
Myanmar	Road/Bridge	Construction of Yangon Inner Ring Road, Outer Ring Road, and Arterial Road	Mekong	UB2
Myanmar	Road/Bridge	Rural Road Development Project	Mekong	UB1
Myanmar	Road/Bridge	Upgrading Yangon–Mandalay Main Line	Mekong	UB2
Myanmar	Road/Bridge	Upgrading of Bago–Mawlamyine, Yangon–Pyay, and Mandalay–Myitkyina	Mekong	UB2
Myanmar	Railway	Muse–Kyaukpyu Rail Transportation System	Mekong	UB2
Myanmar	Railway	Thanbyuzayat–Three Pagoda Pass (SKRL missing link)	Mekong	UB1
Myanmar	Railway	Freight Railway Station in Yangon and Mandalay	Mekong	UB2
Myanmar	Railway	Yangon–Mandalay Railway Improvement Project (Phase I and II)	Mekong	UB2
Myanmar	Port/Maritime	Mandalay Port Development	Mekong	UB2
Myanmar	Port/Maritime	Navigation channel improvement of Ayeyarwady, Chindwin, and Yangon	Mekong	UB2
Myanmar	Port/Maritime	Modernisation of Dalla Dockyard	Mekong	UB2
Myanmar	Port/Maritime	Thilawa Port Development	Mekong	UB2
Myanmar	Port/Maritime	Mandalay Container Port Development Project	Mekong	UB2
Myanmar	Port/Maritime	Container-based multipurpose port terminal construction project in Thilawa Area	Mekong	UB2
Myanmar	Port/Maritime	Dawei Deep Seaport	Mekong	UB2
Myanmar	Airport	Hanthawaddy Airport Development	Mekong	UB2
Myanmar	Airport	Implementation of ASR System at Yangon International Airport and ATC Simulator	Mekong	UB2
Myanmar	Airport	PSR/SSR at Nay Pyi Taw International Airport and SSR at Mandalay International Airport	Mekong	UB2
Myanmar	Airport	Project of radar application and maintenance (airport project)	Mekong	UB2
Myanmar	Other transportation	Ayeyarwady Integrated River Basin Management Project: Inland water transport facilities improvement and development	Mekong	UB2

Country	Sector	Project name	Region	UB
Myanmar	Other transportation	Truck terminal development in Yangon	Mekong	UB2
Myanmar	Energy/Power	Power Sector Improvement Project in the Greater Yangon (Phase I)	Mekong	UB2
Myanmar	Energy/Power	Southern Myanmar Development Company	Mekong	UB2
Myanmar	Energy/Power	Construction of Electrification for Rural Area National Electrification Project (Sagaing)	Mekong	UB2
Myanmar	Energy/Power	Construction of 230 kV transmission line between Bhamo, Na Ba, and Ohn Daw	Mekong	UB2
Myanmar	Energy/Power	Construction of 66 kV transmission line between Kalaywa and Maw Lite	Mekong	UB2
Myanmar	Energy/Power	Construction of 230 kV transmission line between Namsam, Mine Pyin, and Kyaing Ton	Mekong	UB2
Myanmar	Energy/Power	Upper Kyaing Taung Hydropower Project (Shan)	Mekong	UB2
Myanmar	Energy/Power	Phyu Chaung Hydropower Project (Bago)	Mekong	UB2
Myanmar	Energy/Power	Mone Chaung Hydropower Project (Magway)	Mekong	UB2
Myanmar	Energy/Power	Mandalay Rural Area Electrification Project	Mekong	UB1
Myanmar	Energy/Power	Urgent Rehabilitation and Upgrade Project (Yangon)	Mekong	UB2
Myanmar	Water/Sanitation	Urgent Expansion of Water Supply System in Mandalay City	Mekong	UB2
Myanmar	Water/Sanitation	Megala Dam Project	Mekong	UB1
Myanmar	Water/Sanitation	Sewage System Improvement Project in Yangon City (C1 + part W1 Area)	Mekong	UB2
Myanmar	Water/Sanitation	Reconstruction of North Yama Irrigation System (Sagaing)	Mekong	UB1
Myanmar	Water/Sanitation	Project of Water Supply for Irrigation (North Yama Dam, Sagaing)	Mekong	UB1
Myanmar	Water/Sanitation	Reconstruction of Nat Taung Dam (Mandalay)	Mekong	UB1
Myanmar	ICT	Expansion of Community ICT Centre activities in Myanmar	Mekong	UB2
Myanmar	Urban development	Low-Cost Housing Project in Yangon	Mekong	UB2
Myanmar	Urban development	Yangon Mapping Project	Mekong	UB3
Myanmar	Urban development	Project for improving Yangon's bus service	Mekong	UB3
Myanmar	Urban development	Project for enhancing the urban development capacity in Yangon (Phase I)	Mekong	UB3
Myanmar	Others	Development of cross-border trade facility	Mekong	UB2
Myanmar	Others	Construction of Agriculture Income Improvement Project (Mandalay)	Mekong	UB1
Myanmar	Others	Construction of Building for Myanmar Japan Technical Development Centre 1 and 2	Mekong	UB2
Philippines	Road/Bridge	Mindoro–Batangas Super Bridge	BIMP+	UB2
Philippines	Road/Bridge	Cavite–Laguna Expressway (CALAX) Project (CALA East–West National Road Project)	BIMP+	UB2

Country	Sector	Project name	Region	UB
Philippines	Road/Bridge	Cebu North Coastal Road (Mandaue–Consolacion–Liloan Bypass Project)	BIMP+	UB2
Philippines	Road/Bridge	Davao City Bypass Construction Project (Phase I and II)	BIMP+	UB1
Philippines	Road/Bridge	Metro Manila C6 Expressway Project	BIMP+	UB2
Philippines	Road/Bridge	Metro Manila Skyway Stage 3	BIMP+	UB2
Philippines	Road/Bridge	North Luzon East Expressway	BIMP+	UB2
Philippines	Road/Bridge	Samal Bridge Project	BIMP+	UB2
Philippines	Road/Bridge	Camarines–Catanduanes Friendship Bridge (Nationwide Island Provinces Link Bridges)	BIMP+	UB2
Philippines	Road/Bridge	Bohol–Leyte Link Bridge (included in Nationwide Island Provinces Link Bridges)	BIMP+	UB2
Philippines	Road/Bridge	Cebu–Bohol Link Bridge (Nationwide Island Link Bridges)	BIMP+	UB2
Philippines	Road/Bridge	Luzon–Samar Link Bridge (Nationwide Island Provinces Link Bridges)	BIMP+	UB2
Philippines	Road/Bridge	Leyte–Surigao Link Bridge (Nationwide Island Link Bridges)	BIMP+	UB2
Philippines	Road/Bridge	Davao City Coastal Road Project including Bucana Bridge	BIMP+	UB1
Philippines	Road/Bridge	Metro Cebu Circumferential Road (Metro Cebu Expressway Project)	BIMP+	UB2
Philippines	Road/Bridge	Southeast Metro Manila Expressway Project	BIMP+	UB2
Philippines	Road/Bridge	Panay–Guimaras Negros Bridge	BIMP+	UB2
Philippines	Road/Bridge	Bataan–Cavite Interlink Bridge	BIMP+	UB2
Philippines	Road/Bridge	Quezon–Bicol Expressway	BIMP+	UB2
Philippines	Road/Bridge	Arterial Road Bypass Project (Phase II)	BIMP+	UB2
Philippines	Road/Bridge	Circumferential Road 3 (C3) Missing Link Project	BIMP+	UB2
Philippines	Road/Bridge	Camarines Sur Expressway Project (San Fernando–Pili Section)	BIMP+	UB2
Philippines	Road/Bridge	Sheridan–J.P. Rizal Bridge	BIMP+	UB1
Philippines	Road/Bridge	Cebu BRT Project	BIMP+	UB3
Philippines	Road/Bridge	Central Luzon Link Expressway (Phase I) (Tarlac–Cabanatuan, Nueva Ecija)	BIMP+	UB2
Philippines	Road/Bridge	Central Luzon Link Expressway (Phase II) and operation and maintenance of Phases I and II	BIMP+	UB2
Philippines	Road/Bridge	Dalton Pass East Alignment Alternative Road Project (East Dalton Bypass Project)	BIMP+	UB1
Philippines	Road/Bridge	Bonifacio Global City to Ortigas Center Road Link Project (Phase I, IIA, and IIB)	BIMP+	UB2
Philippines	Road/Bridge	Iba–Tarlac Road (Capas–Botolan Road) Project	BIMP+	UB2
Philippines	Road/Bridge	Improvement, operation, and maintenance of Kennon Road and Marcos Highway	BIMP+	UB1
Philippines	Road/Bridge	Palanca–Villegas (2nd Ayala) (initially submitted as Ayala Bridge)	BIMP+	UB2

Country	Sector	Project name	Region	UB
Philippines	Road/Bridge	Beata–F.Y. Manalo Bridge (initially submitted as Pandacan–Sta. Ana Bridge)	BIMP+	UB2
Philippines	Road/Bridge	Blumentritt–Antipolo Bridge	BIMP+	UB2
Philippines	Road/Bridge	Marikina–Vista Real Bridge (initially submitted as Kabayani–Katipunani Bridge)	BIMP+	UB2
Philippines	Road/Bridge	J.P. Rizal–Lopez Jaena Bridge (initially submitted as Reposo–Guatemala Bridge)	BIMP+	UB2
Philippines	Road/Bridge	J.P. Rizal–St. Mary Bridge (initially submitted as J.P. Rizal–Yale Bridge)	BIMP+	UB2
Philippines	Road/Bridge	Mercury–Evangelista Bridge (initially submitted as G. Gabriel Mercury Ave. Bridge)	BIMP+	UB2
Philippines	Road/Bridge	East–West Bank Bridge 1	BIMP+	UB2
Philippines	Road/Bridge	East–West Bank Bridge 2	BIMP+	UB2
Philippines	Road/Bridge	North–South Harbor Bridge (initially submitted as Robinson Bridge)	BIMP+	UB2
Philippines	Road/Bridge	Binondo–Intramuros Bridge	BIMP+	UB2
Philippines	Road/Bridge	Estrella–Pantaleon Bridge	BIMP+	UB2
Philippines	Road/Bridge	Metro Manila Interchange Construction Project (Phase VI)	BIMP+	UB2
Philippines	Road/Bridge	Metro Manila Priority Bridges Seismic Improvement Project	BIMP+	UB3
Philippines	Road/Bridge	NAIA Expressway Project (Phase II)	BIMP+	UB2
Philippines	Road/Bridge	NLEX–SLEX Connector Road Project	BIMP+	UB2
Philippines	Road/Bridge	Road Network Development Project in conflict-affected areas of Mindanao	BIMP+	UB2
Philippines	Road/Bridge	Davao City Expressway Project	BIMP+	UB2
Philippines	Road/Bridge	Quezon–Bicol Expressway	BIMP+	UB2
Philippines	Road/Bridge	Aqueduct No.7 (AQ–7)	BIMP+	UB2
Philippines	Road/Bridge	R–7 Expressway	BIMP+	UB2
Philippines	Road/Bridge	Samal Bridge Project	BIMP+	UB2
Philippines	Road/Bridge	Sen. Gil Puyat Ave.–Makati Ave.–Paseo de Roxas Underpass Project	BIMP+	UB1
Philippines	Road/Bridge	South Luzon Expressway Toll Road 4 (Sto. Tomas to Lucena Toll Road)	BIMP+	UB2
Philippines	Road/Bridge	Tagum–Davao–General Santos High Standard Highway	BIMP+	UB2
Philippines	Road/Bridge	Pasacao–Balatan Tourism Coastal Highway	BIMP+	UB2
Philippines	Road/Bridge	Cebu–Negros Link Bridge (Nationwide Island Provinces Link Bridges)	BIMP+	UB2
Philippines	Railway	PNR North 2 (Malolos–Clark International Airport–New Clark City)	BIMP+	UB3
Philippines	Railway	Mindanao Rail Project (Phase 1), Tagum–Davao–Digos Segment	BIMP+	UB3
Philippines	Railway	Mindanao Railway Project (Phase 2)	BIMP+	UB3
Philippines	Railway	LRT Line 1 Cavite extension, operation, and maintenance	BIMP+	UB3

Country	Sector	Project name	Region	UB
Philippines	Railway	Modified LRT 6 Project (Phase I)	BIMP+	UB3
Philippines	Railway	Subic-Clark Railway Project	BIMP+	UB3
Philippines	Railway	Metro Manila Subway Project (Phase I)	BIMP+	UB3
Philippines	Railway	MRT Line 7	BIMP+	UB3
Philippines	Railway	North-South Commuter Railway (formerly Manila-Malolos Commuter Line)	BIMP+	UB2
Philippines	Railway	PNR South Commuter Line (Tutuban-Los Baños)	BIMP+	UB2
Philippines	Railway	PNR South Long-haul (Manila-Bicol)	BIMP+	UB2
Philippines	Railway	Ortigas-Taytay LRT Line 4 Project	BIMP+	UB3
Philippines	Railway	C5 MRT 10 Project	BIMP+	UB3
Philippines	Railway	MRT 11	BIMP+	UB3
Philippines	Railway	Cebu Monorail System	BIMP+	UB3
Philippines	Railway	MRT 4	BIMP+	UB3
Philippines	Railway	LRT Line 2 East Extension (Manila LRT: 2nd line extension)	BIMP+	UB3
Philippines	Railway	LRT Line 2 West Extension Projects	BIMP+	UB3
Philippines	Railway	Metro Manila Central Business District Transit System Project	BIMP+	UB3
Philippines	Railway	MRT 3 Capacity Expansion Project	BIMP+	UB3
Philippines	Railway	Mindanao Railway Project (Phase 3)	BIMP+	UB3
Philippines	Port/Maritime	Cagayan de Oro Port Development Project	BIMP+	UB1
Philippines	Port/Maritime	Rehabilitation/Improvement of the Zamboanga Fish Port Complex	BIMP+	UB1
Philippines	Port/Maritime	Nationwide Fish Ports Project Package III	BIMP+	UB2
Philippines	Port/Maritime	Central Spine Roll-on/Roll-off (RoRo)	BIMP+	UB2
Philippines	Port/Maritime	Davao Sasa Port Modernization Project	BIMP+	UB2
Philippines	Port/Maritime	New Cebu International Container Port	BIMP+	UB2
Philippines	Port/Maritime	General Santos City Port (Makar Wharf Expansion) Project	BIMP+	UB2
Philippines	Port/Maritime	Regional Fish Port Project for Greater Capital Region (Upgrading/Rehabilitation of Navotas Fish Port Complex)	BIMP+	UB1
Philippines	Port/Maritime	Maritime Safety Capability Improvement Project for the Philippine Coast Guard	BIMP+	UB2
Philippines	Airport	Davao International Airport Project	BIMP+	UB2
Philippines	Airport	Iloilo International Airport Project	BIMP+	UB2
Philippines	Airport	NAIA Development Project	BIMP+	UB1
Philippines	Airport	Bulacan International Airport Project (New Manila International Airport)	BIMP+	UB2
Philippines	Airport	Sangley International Airport	BIMP+	UB2
Philippines	Airport	Laguindingan Airport	BIMP+	UB1
Philippines	Airport	Busuanga Airport Development Project	BIMP+	UB2
Philippines	Airport	Clark International Airport Expansion Project	BIMP+	UB1
Philippines	Airport	Bacolod-Silay International Airport Project	BIMP+	UB1

Country	Sector	Project name	Region	UB
Philippines	Airport	Laguindingan International Airport Project	BIMP+	UB1
Philippines	Airport	New Bohol Airport operation and management concession	BIMP+	UB1
Philippines	Airport	Mactan–Cebu International Airport Passenger Terminal Building Project	BIMP+	UB1
Philippines	Airport	Puerto Princesa Airport Development Project	BIMP+	UB1
Philippines	Airport	San Fernando Airport	BIMP+	UB1
Philippines	Other transportation	C-5 Modern Bus Transit System Project	BIMP+	UB3
Philippines	Other transportation	Metro Manila BRT Line 1 (Quezon Ave.)	BIMP+	UB3
Philippines	Other transportation	Metro Manila BRT Line 2 (EDSA/Central)	BIMP+	UB3
Philippines	Other transportation	Road Transport Information Technology Infrastructure Project (Phase II)	BIMP+	UB3
Philippines	Other transportation	Davao Public Transport Modernization Project	BIMP+	UB3
Philippines	Energy/Power	600 MW Mariveles Coal-Fired Power Plant Expansion Project (known as Dinginin Power Station)	BIMP+	UB2
Philippines	Energy/Power	Batangas Liquefied Natural Gas Regasification Terminal Project	BIMP+	UB2
Philippines	Energy/Power	Pagbilao LNG Hub Terminal Project	BIMP+	UB2
Philippines	Energy/Power	AG&P Energy City Project	BIMP+	UB2
Philippines	Energy/Power	Batangas–Manila (BatMan) 1 Natural Gas Pipeline Project	BIMP+	UB2
Philippines	Energy/Power	Pulangi 4 Selective Dredging (Phase 3)	BIMP+	UB1
Philippines	Energy/Power	Chiller Energy Efficiency Project	BIMP+	UB2
Philippines	Energy/Power	Integrated Bataan LNG Terminal, Power Plants, and Bataan–Manila Gas Pipeline Project (BatMan 2)	BIMP+	UB2
Philippines	Energy/Power	Rehabilitation of all Agus–Pulangi Hydroelectric Plant Units	BIMP+	UB2
Philippines	Energy/Power	Bohol Northeast Basin Multipurpose Project	BIMP+	UB2
Philippines	Energy/Power	Rehabilitation, Operation, and Maintenance of the Angat Hydro Electric Power Plant (AHEPP) Auxiliary Turbines 4 and 5	BIMP+	UB2
Philippines	Water/Sanitation	Bulacan Bulk Water Supply Project	BIMP+	UB2
Philippines	Water/Sanitation	Ambal–Simuay River and Rio Grande de Mindanao River Flood Control Projects	BIMP+	UB2
Philippines	Water/Sanitation	Kanan Dam Project	BIMP+	UB2
Philippines	Water/Sanitation	Kabulnan-2 Multipurpose Irrigation and Power Project	BIMP+	UB2
Philippines	Water/Sanitation	Pasig–Marikina River Channel Improvement (Phase IV)	BIMP+	UB2
Philippines	Water/Sanitation	Angat Water Transmission Improvement Project	BIMP+	UB2
Philippines	Water/Sanitation	Design and Construction of Parañaque Water Reclamation Facility 1	BIMP+	UB2
Philippines	Water/Sanitation	Cavite Industrial Area Flood Management Project	BIMP+	UB3
Philippines	Water/Sanitation	Chico River Pump Irrigation Project	BIMP+	UB2

Country	Sector	Project name	Region	UB
Philippines	Water/Sanitation	Malitubog–Maridagao Irrigation Project (Phase II)	BIMP+	UB2
Philippines	Water/Sanitation	New Centennial Water Supply Source (Kaliwa Dam Project)	BIMP+	UB2
Philippines	Water/Sanitation	Ipo Dam No. 3	BIMP+	UB2
Philippines	Water/Sanitation	Ilocos Norte Irrigation Project, Stage 2	BIMP+	UB2
Philippines	Water/Sanitation	Asbang Small Reservoir Irrigation Project	BIMP+	UB2
Philippines	Water/Sanitation	Water Supply and Wastewater Project in Boracay Island	BIMP+	UB2
Philippines	Water/Sanitation	Integrated Disaster Risk Reduction and Climate Change Adaptation Measures in the Low-Lying Areas of Pampanga Bay	BIMP+	UB2
Philippines	ICT	Philippine Identification System	BIMP+	UB3
Philippines	ICT	National Government Data Center	BIMP+	UB3
Philippines	ICT	Luzon Bypass Infrastructure Project	BIMP+	UB3
Philippines	ICT	Automated Fare Collection Clearing House	BIMP+	UB3
Philippines	ICT	Safe Philippines Project (Phase 1)	BIMP+	UB3
Philippines	Urban development	Clark Green City Project (including Government Center, Commercial Center, and Mixed-Income Housing)	BIMP+	UB3
Philippines	Others	Improvement of remaining sections along Pasig River from Delpan Bridge to Napindan Channel	BIMP+	UB1
Thailand	Road/Bridge	Motorway M6: Bang Pa-in–Saraburi–Nakhon Ratchasima	Mekong	UB2
Thailand	Road/Bridge	Motorway: Bang Yai–Ban Pong–Kanchanaburi	Mekong	UB3
Thailand	Road/Bridge	Motorway: Pattaya–Map Ta Phut	Mekong	UB3
Thailand	Road/Bridge	Motorway M8: Nakhon Pathom–Cha Um	Mekong	UB2
Thailand	Road/Bridge	Motorway: Bang Pa-in –Nakhon Sawan	Mekong	UB2
Thailand	Road/Bridge	Road network to support 2nd Moei Bridge	Mekong	UB2
Thailand	Road/Bridge	Road network to support Mukdahan border, Highway No. 12 (Kalasin–Baan Nakrai), sections 1 and 2	Mekong	UB2
Thailand	Road/Bridge	Road network to support Khlong Yai border, Highway No. 3 (Trat–Hat Lek), section 1	Mekong	UB2
Thailand	Road/Bridge	Highway improvement: Highway No. 4 (Krabi–Huai Yot), No. 12 (Kalasin–Somdet), No. 314 (Bang Pakong–Chachoengsao), and No. 3138 (Ban Bueng–Ban Khai)	IMT+	UB2
Thailand	Road/Bridge	Project to develop highway along East–West Economic Corridor (EWEC)	Mekong	UB2
Thailand	Road/Bridge	Inter-City Motorway: Hat Yai–Thai–Malaysia border	IMT+	UB2
Thailand	Road/Bridge	Highway improvement: Lom Sak–Phetchabun	Mekong	UB2
Thailand	Road/Bridge	Four-lane road construction and border checkpoint at Aranyaprathet–Poipet	Mekong	UB2
Thailand	Road/Bridge	Si Rat–Bangkok Outer Ring Road Expressway Project	Mekong	UB3
Thailand	Road/Bridge	Third-Stage Expressway System, North Sections	Mekong	UB3
Thailand	Road/Bridge	Rama III–Western Outer Ring Road Expressway Project	Mekong	UB3
Thailand	Road/Bridge	Kathu–Patong Expressway Project, Phuket Province	IMT+	UB2
Thailand	Road/Bridge	Burapha Withi–Pattaya Expressway Project	Mekong	UB3

Country	Sector	Project name	Region	UB
Thailand	Road/Bridge	Udon Rattaya–Ayutthaya Expressway Project	Mekong	UB3
Thailand	Road/Bridge	Chalongrat–Nakhon Nayok–Saraburi Expressway Project	Mekong	UB3
Thailand	Road/Bridge	Hat Yai–Sadao Intercity Motorway Project	IMT+	UB2
Thailand	Road/Bridge	Don Muang Tollway: Rangsit–Bang Pa-in	Mekong	UB3
Thailand	Road/Bridge	Motorway: Mahachai–Ban Paew	Mekong	UB3
Thailand	Road/Bridge	Motorway: Srinakarin–Suwannaphum Airport	Mekong	UB3
Thailand	Road/Bridge	Coastal Road Project (or Thailand Riviera)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Extension Blue line (Hualumpong–Bangkae and Bang Sue–Tha Phra)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Extension Blue line (Bang Khae–Phutthamonthon Sai 4)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Dark Green Line (Morchit–Saphan Mai–Kukot)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Dark Green Line (Kukot–Kam Luk Ka)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Dark Green Line (Bearing–Samut Prakan)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Dark Green Line (Samut Prakan–Bang Pu)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Orange Line (Taling Chan–Cultural Center)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Orange Line (Cultural Center–Min Buri)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Purple Line (Bang Yai–Bang Sue)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Purple Line (Taopoon–Rat Burana)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Pink Line (Khae Rai–Min Buri)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Yellow Line (Lat Phrao–Samrong)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Dark Red Line (Bang Sue–Rangsit)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Dark Red Line (Rangsit–Thammasat)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Light Red Line (Bang Sue–Taling Chan)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Light Red Line (Bang Sue–Hua Mak) and Dark Red Line (Bang Sue–Hualampong)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Light Red Line (Taling Chan–Salaya)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Light Red Line (Taling Chan–Sirirat)	Mekong	UB3
Thailand	Railway	Bangkok MRT: Dark Red line (Hualampong–Mahachai)	Mekong	UB3
Thailand	Railway	High-speed train rail project linked to 3 airports (Don Mueang International Airport, Suvarnabhumi Airport, and U-Tapao Airport)	Mekong	UB3
Thailand	Railway	Railway: Den Chai–Chiang Rai–Chiang Khong	Mekong	UB2
Thailand	Railway	Double-track railway: Jira, Nakhon Ratchasima–Khon Kaen	Mekong	UB2
Thailand	Railway	Double-track railway: Prachuap Khiri Khan–Chumporn	IMT+	UB2
Thailand	Railway	Double-track railway: Nakhon Pathom–Hua Hin	Mekong	UB2
Thailand	Railway	Double-track railway: Lopburi–Paknampho	Mekong	UB2
Thailand	Railway	Double-track railway: Mabkabao–Jira junction, Nakhon Ratchasima	Mekong	UB2
Thailand	Railway	Double-track railway: Hua Hin–Prachuap Khiri Khan	Mekong	UB2

Country	Sector	Project name	Region	UB
Thailand	Railway	Double-track railway: Chachoengsao–Klong Sibkao–Kaeng Khoi	Mekong	UB2
Thailand	Railway	Railway: Baan Pai–Nakhon Phanom	Mekong	UB2
Thailand	Railway	High-speed railway: Bangkok–Pattaya–Rayong	Mekong	UB3
Thailand	Railway	Double-track railway: Surat Thani–Phang Nga (Thanoon)	IMT+	UB2
Thailand	Railway	Railway: Nong Khai–Kaeng Khoi–Map Ta Phut–Bangkok	Mekong	UB3
Thailand	Railway	Double-track railway: Ban Phu Nam Ron–Kanchanaburi–Bangkok–Chachoengsao–Laem Chabang and Bangkok–Chachoengsao–Aranyaprathet	Mekong	UB3
Thailand	Railway	High-speed train project: Bangkok–Chiang Mai	Mekong	UB3
Thailand	Railway	High-speed train: Bangkok–Hua Hin	Mekong	UB3
Thailand	Railway	High-speed railway: Chiang Khong–Den Chai–Ban Pachi	Mekong	UB2
Thailand	Railway	Double-track railway: Songkla–Satun	IMT+	UB2
Thailand	Railway	Light railway: Phuket Airport–Chalong Intersection	IMT+	UB2
Thailand	Railway	Brown Line (monorail): Khae Rai–Lam Sali (Bueng Kum)	Mekong	UB3
Thailand	Railway	Bangkok–Nong Khai Double-Track High-Speed Railway	Mekong	UB3
Thailand	Railway	Purchase of 50 diesel locomotives	Mekong	UB3
Thailand	Railway	Lease of 50 locomotives	Mekong	UB3
Thailand	Railway	Double-track railway: Ban Pai–Mukdahan–Nakhon Phanom	Mekong	UB3
Thailand	Railway	Thailand–China train: 6–7 contracts	Mekong	UB3
Thailand	Railway	Railway: Chumporn–Ranong	IMT+	UB3
Thailand	Port/Maritime	Pak Bara Deep Sea Port Construction	IMT+	UB2
Thailand	Port/Maritime	Songkla Deep Sea Port 2 Construction	IMT+	UB2
Thailand	Port/Maritime	Deep Sea Port Construction in Chumporn	IMT+	UB2
Thailand	Port/Maritime	Construction of water freight transport station in Ang Thong	Mekong	UB2
Thailand	Port/Maritime	Freight optimisation project in Pa Sak River	Mekong	UB2
Thailand	Port/Maritime	Construction of lift dam for navigation in Chao Phraya River and Nan River	Mekong	UB2
Thailand	Port/Maritime	Samut Sakhon Port Construction	Mekong	UB2
Thailand	Port/Maritime	Multipurpose port in Khlong Yai, Trat	Mekong	UB2
Thailand	Port/Maritime	Transportation capacity improvement in Saen Saep Canal and Chao Phraya River	Mekong	UB2
Thailand	Port/Maritime	Coastal Terminal Development Project of Bangkok Port	Mekong	UB3
Thailand	Port/Maritime	Coastal Terminal Development Project (A) of Laem Chabang Port	Mekong	UB3
Thailand	Port/Maritime	Single Rail Transfer Operator at Laem Chabang Port (Phase 1)	Mekong	UB3
Thailand	Port/Maritime	Laem Chabang Port (Phase 3)	Mekong	UB3
Thailand	Port/Maritime	Map Ta Phut Port Project (Phase 3)	Mekong	UB3
Thailand	Airport	Project to develop U-Tapao Airport into a commercial airport	Mekong	UB3

Country	Sector	Project name	Region	UB
Thailand	Airport	Suvarnabhumi Airport (Phase 2)	Mekong	UB3
Thailand	Airport	Don Mueang Airport Terminal 2 renovation	Mekong	UB3
Thailand	Airport	Phuket Airport expansion	IMT+	UB2
Thailand	Airport	Chiang Mai Airport expansion	Mekong	UB2
Thailand	Airport	Mae Sot Airport expansion	Mekong	UB2
Thailand	Airport	U-Tapao Airport and Eastern Airport City PPP Project	Mekong	UB2
Thailand	Airport	U-Tapao Maintenance Repair and Overhaul (TG MRO Phase 1)	Mekong	UB2
Thailand	Energy/Power	Krabi coal power plant	IMT+	UB2
Thailand	Energy/Power	New power plant to replace Mae Moh Power Plant Unit 4-7	Mekong	UB2
Thailand	Energy/Power	Coal power plant in Tapa, Songkla	IMT+	UB2
Thailand	Energy/Power	Construction of underwater cable and distribution system to Koh Kood Island and Koh Mak Island in Trat Province	Mekong	UB1
Thailand	Energy/Power	Construction of underwater cable to Tao Island in Surat Thani Province	IMT+	UB1
Thailand	Energy/Power	Development of electricity generated system by renewable energy in Kut Island and Mak Island in Trat Province	Mekong	UB1
Thailand	Energy/Power	Development project of transmission line and distribution system (Phase 1)	Mekong	UB2
Thailand	Energy/Power	Development project of micro-grid in Mae Sariang, Mae Hong Son Province	Mekong	UB1
Thailand	Energy/Power	Transmission line and distribution system development (Phase 1)	Mekong	UB3
Thailand	Energy/Power	Power plant construction from waste of the Nonthaburi Provincial Administration Organization	Mekong	UB3
Thailand	Energy/Power	Power plant construction using waste of Nakhon Ratchasima Municipality	Mekong	UB2
Thailand	Energy/Power	Natural Gas Pipeline Network (Phase 1)	Mekong	UB2
Thailand	Energy/Power	4th Natural Gas Transmission Pipeline (Rayong-Kaeng Khoi)	Mekong	UB2
Thailand	Energy/Power	Nakhon Sawan On-shore Natural Gas Pipeline (Phase 1 and 2)	Mekong	UB2
Thailand	Energy/Power	Nakhon Ratchasima Waste Energy	Mekong	UB2
Thailand	Industrial Estate/ SEZ	Southern Region Cargo Distribution Center at Thung Song	IMT+	UB2
Thailand	Industrial Estate/ SEZ	Establishment of SEZ in Mae Sot, Tak	Mekong	UB2
Thailand	Industrial Estate/ SEZ	Establishment of SEZ in Mukdahan	Mekong	UB2
Thailand	Industrial Estate/ SEZ	Establishment of SEZ in Aranyaprathet, Sa Kaeo	Mekong	UB2
Thailand	Industrial Estate/ SEZ	Establishment of SEZ in Had Lek, Trat	Mekong	UB2

Country	Sector	Project name	Region	UB
Thailand	Industrial Estate/ SEZ	Establishment of SEZ in Sadao, Songkla	IMT+	UB2
Thailand	Industrial Estate/ SEZ	Establishment of SEZ in Nong Khai	Mekong	UB2
Thailand	Industrial Estate/ SEZ	Establishment of SEZ in Chiang Rai (Phase 2)	Mekong	UB2
Thailand	Industrial Estate/ SEZ	Establishment of SEZ in Kanchanaburi (Phase 2)	Mekong	UB2
Thailand	Industrial Estate/ SEZ	Establishment of SEZ in Nakhon Phanom (Phase 2)	Mekong	UB2
Thailand	Industrial Estate/ SEZ	Establishment of SEZ in Narathiwat (Phase 2)	IMT+	UB2
Thailand	Water/Sanitation	Wastewater treatment plant projects in Min Buri, Thonburi, Bueng Nong Bon, and Klong Toey	Mekong	UB3
Thailand	Water/Sanitation	Water diversion from Yuam River to the Bhumibol Dam in Tak	Mekong	UB2
Thailand	Water/Sanitation	Water diversion from Mekong River to Khong, Loey, Chi, Moon Rivers	Mekong	UB2
Thailand	Water/Sanitation	Toxic Industrial Waste Disposal Management Master Plan, 2015–2019	Mekong	UB2
Thailand	Water/Sanitation	Establishment of industrial waste disposal sites	Mekong	UB2
Thailand	ICT	International submarine cable system	Mekong	UB2
Thailand	ICT	2 million ports broadband project for 2015–2019	Mekong	UB2
Thailand	Urban development	Smart city pilot project of Saensuk Municipality in Chon Buri's Muang District	Mekong	UB3
Thailand	Urban development	Amata Science City in Chon Buri's Nakhon District	Mekong	UB3
Thailand	Others	Development of Thailand Earth Observation System	Mekong	UB2
Thailand	Others	Development of Global Navigation Satellite System continuously operating reference stations and creation of new service by Quasi-Zenith Satellite System	Mekong	UB3
Viet Nam	Road/Bridge	Cao Bo–Mai Son Highway	Mekong	UB2
Viet Nam	Road/Bridge	Mai Son–NH 45 Highway	Mekong	UB2
Viet Nam	Road/Bridge	NH 45–Nghi Son Highway	Mekong	UB2
Viet Nam	Road/Bridge	Nghi Son–Dien Chau Highway	Mekong	UB2
Viet Nam	Road/Bridge	Dien Chau–Bai Vot Highway	Mekong	UB2
Viet Nam	Road/Bridge	Cam Lo–La Son Highway	Mekong	UB2
Viet Nam	Road/Bridge	Nha Trang–Cam Lam Highway	Mekong	UB2
Viet Nam	Road/Bridge	Cam Lam–Vinh Hao Highway	Mekong	UB2
Viet Nam	Road/Bridge	Vinh Hao–Phan Thiet Highway	Mekong	UB2
Viet Nam	Road/Bridge	Phan Thiet–Dau Giay Highway	Mekong	UB2
Viet Nam	Road/Bridge	Dau Giay–Lien Khuong Highway	Mekong	UB2
Viet Nam	Road/Bridge	Trung Luong–My Thuan Highway	Mekong	UB2
Viet Nam	Road/Bridge	My Thuan–Can Tho Highway	Mekong	UB2

Country	Sector	Project name	Region	UB
Viet Nam	Road/Bridge	Can Tho–Chau Doc–Soc Trang Highway	Mekong	UB2
Viet Nam	Road/Bridge	Ha Tien–Rach Gia–Bac Lieu Highway	Mekong	UB2
Viet Nam	Road/Bridge	Ho Chi Minh–Moc Bai Highway	Mekong	UB2
Viet Nam	Road/Bridge	Bien Hoa–Vung Tau Highway	Mekong	UB2
Viet Nam	Road/Bridge	My Thuan 2 Bridge	Mekong	UB2
Viet Nam	Road/Bridge	Van Don–Mong Cai Highway	Mekong	UB2
Viet Nam	Road/Bridge	Coastal road in Thai Binh Province	Mekong	UB1
Viet Nam	Road/Bridge	Coastal road in Hoang Hoa–Sam Son and Quang Xuong–Tinh Gia sections	Mekong	UB1
Viet Nam	Road/Bridge	Nghi Son–Cua Lo coastal road	Mekong	UB1
Viet Nam	Road/Bridge	Tra Khuc–Sa Huynh coastal road	Mekong	UB1
Viet Nam	Road/Bridge	Cat Tien–De Gi coastal road	Mekong	UB1
Viet Nam	Road/Bridge	Southern Coastal Corridor Project Phase 2	Mekong	UB1
Viet Nam	Road/Bridge	Hanoi Ring Road No. 4 (including Hong Ha Bridge and Duong Bridge)	Mekong	UB2
Viet Nam	Road/Bridge	Hanoi Ring Road No. 5	Mekong	UB2
Viet Nam	Road/Bridge	Ho Chi Minh City Ring Road No. 3	Mekong	UB2
Viet Nam	Road/Bridge	Ho Chi Minh City Ring Road No. 4	Mekong	UB2
Viet Nam	Road/Bridge	Highway from Thanh Thuy International Border Gate, Vi Xuyen District, Ha Giang Province to Noi Bai–Lao Cai Highway	Mekong	UB2
Viet Nam	Road/Bridge	Dong Dang (Lang Son)–Tra Linh (Cao Bang) Highway	Mekong	UB2
Viet Nam	Road/Bridge	Highway from Tuyen Quang (connecting with Noi Bai–Lao Cai Highway)	Mekong	UB2
Viet Nam	Railway	North–South High-Speed railway	Mekong	UB3
Viet Nam	Railway	Hanoi Urban Railway: Route No. 1 (Ngoc Hoi–Yen Vien, Nhu Quynh)	Mekong	UB3
Viet Nam	Railway	Hanoi Urban Railway Route No. 2 (Noi Bai–Downtown–Thuong Dinh)	Mekong	UB3
Viet Nam	Railway	Hanoi Urban Railway Route No. 3 (Nhon–Hanoi Railway Station–Hoang Mai)	Mekong	UB3
Viet Nam	Railway	Hanoi Urban Railway Route No. 4 (Dong Anh–Sai Dong–Vinh Tuy/Hoang Mai–Thanh Xuan–Tu Liem–Thuong Cat–Me Linh)	Mekong	UB3
Viet Nam	Railway	Hanoi Urban Railway Route No. 5 (South of Westlake–Ngoc Khanh–Lang Hoa Lac)	Mekong	UB3
Viet Nam	Railway	Hanoi Urban Railway Route No. 6 (Noi Bai–Ngoc Hoi)	Mekong	UB3
Viet Nam	Railway	Hanoi Urban Railway Route No. 7 (Ha Dong–Me Linh–Duong Noi)	Mekong	UB3
Viet Nam	Railway	Hanoi Urban Railway Route No. 8 (My Dinh–Son Dong; Mai Yi Duong Xa)	Mekong	UB3
Viet Nam	Railway	Project to consolidate weak tunnels, open new stations, and improve the architecture in Vinh–Nha Trang section	Mekong	UB2

Country	Sector	Project name	Region	UB
Viet Nam	Railway	Project to renovate and upgrade essential works in Nha Trang–Saigon section	Mekong	UB2
Viet Nam	Railway	Lao Cai–Hanoi–Hai Phong Railway	Mekong	UB2
Viet Nam	Railway	Bien Hoa–Vung Tau Railway	Mekong	UB2
Viet Nam	Railway	Ho Chi Minh City–Can Tho Railway	Mekong	UB2
Viet Nam	Railway	Ho Chi Minh City Urban Railway No. 1 (Ben Thanh–Suoi Tien)	Mekong	UB3
Viet Nam	Railway	Ho Chi Minh City Urban Railway No. 2 (Ben Thanh–Tham Luong)	Mekong	UB3
Viet Nam	Railway	Ho Chi Minh City Urban Railway No. 3a (Ben Thanh Market–Tan Kien)	Mekong	UB3
Viet Nam	Railway	Ho Chi Minh City Urban Railway No. 3b (Cong Hoa Roundabout–Nguyen Thi Minh Khai–Xo Viet Nghe Tinh–Highway No. 13–Hiep Binh Phuoc)	Mekong	UB3
Viet Nam	Railway	Ho Chi Minh City Urban Railway No. 4 (Nguyen Van Linh Street–Ben Cat)	Mekong	UB3
Viet Nam	Railway	Ho Chi Minh City Urban Railway No. 5 (Saigon Bridge–Can Giuoc Coach Station)	Mekong	UB3
Viet Nam	Railway	Ho Chi Minh City Urban Railway No. 6 (Ba Queo–Au Co–Luy Ban Bich–Tan Hoa Dong–Phu Lam Roundabout)	Mekong	UB3
Viet Nam	Railway	Loc Ninh–Ho Chi Minh City Railway	Mekong	UB2
Viet Nam	Port/Maritime	Tran De Seaport	Mekong	UB2
Viet Nam	Port/Maritime	Cai Mep Ha Logistics Center and Cai Mep Ha Terminal	Mekong	UB2
Viet Nam	Port/Maritime	Long Phu Thermal Power Centre Port	Mekong	UB2
Viet Nam	Port/Maritime	My Thuy Port Area	Mekong	UB2
Viet Nam	Port/Maritime	Expansion of Chu Lai Port	Mekong	UB2
Viet Nam	Port/Maritime	Gemalink Port	Mekong	UB2
Viet Nam	Port/Maritime	Nam Dinh Vu Port Cluster Phase 2	Mekong	UB2
Viet Nam	Port/Maritime	Lien Chieu Port	Mekong	UB2
Viet Nam	Port/Maritime	Hoa Phat Dung Quat General Container Port	Mekong	UB2
Viet Nam	Airport	Long Thanh International Airport	Mekong	UB2
Viet Nam	Airport	Construction of passenger terminal T2, aircraft parking yard, and cargo terminal construction in Cat Bi Airport	Mekong	UB2
Viet Nam	Airport	Construction of passenger terminal T2 in Vinh International Airport	Mekong	UB2
Viet Nam	Airport	Building of passenger terminal T2 in Phu Bai International Airport	Mekong	UB2
Viet Nam	Airport	Sa Pa Airport	Mekong	UB1
Viet Nam	Airport	Construction of passenger terminal T3 in Tan Son Nhat International Airport	Mekong	UB3
Viet Nam	Airport	Dien Bien Phu Airport Expansion	Mekong	UB1
Viet Nam	Airport	Chu Lai International Airport Upgrade	Mekong	UB2
Viet Nam	Energy/Power	LNG gas power project in Binh Thuan Province	Mekong	UB2

Country	Sector	Project name	Region	UB
Viet Nam	Energy/Power	Hai Duong Thermal Power Project	Mekong	UB2
Viet Nam	Energy/Power	Quang Trach 1 Thermal Power Plant	Mekong	UB2
Viet Nam	Energy/Power	O Mon III Combined Cycle Power Plant	Mekong	UB2
Viet Nam	Energy/Power	Long Phu Power Plant I, No. 1 and No. 2	Mekong	UB2
Viet Nam	Energy/Power	Expansion of Hoa Binh Hydropower Project	Mekong	UB2
Viet Nam	Energy/Power	Expansion of Tri An Hydroelectric Plant	Mekong	UB2
Viet Nam	Energy/Power	Thang Long Wind Power Project	Mekong	UB2
Viet Nam	Energy/Power	Ba Tri Wind Power Plant No. 7	Mekong	UB2
Viet Nam	Energy/Power	Solar Power Plant in Thien Nghiep Commune	Mekong	UB2
Viet Nam	Water/Sanitation	Ho Chi Minh City Flood Protection Project	Mekong	UB3
Viet Nam	Water/Sanitation	Song Hong Water Supply Plant	Mekong	UB2
Viet Nam	Water/Sanitation	Hoa Lien Water Supply Plant in Da Nang	Mekong	UB2
Viet Nam	Water/Sanitation	Yen Xa Wastewater Treatment Plant in Hanoi	Mekong	UB3
Viet Nam	Water/Sanitation	Nieu Loc Thi Nghe Wastewater Treatment Plant in Ho Chi Minh City	Mekong	UB3
Viet Nam	Water/Sanitation	Drainage Treatment Plan in Da Nang city	Mekong	UB3
Viet Nam	Industrial Estate/ SEZ	Nam Pleiku Industrial Park Infrastructure Construction and Business Investment Project	Mekong	UB2
Viet Nam	Industrial Estate/ SEZ	Investing and trading in infrastructure of industrial park in Thu Thua Town	Mekong	UB2
Viet Nam	Industrial Estate/ SEZ	Dong Van III Supporting Industrial Park Infrastructure Construction and Business Project	Mekong	UB2
Viet Nam	Industrial Estate/ SEZ	Thang Long II Industrial Park	Mekong	UB2
Viet Nam	Industrial Estate/ SEZ	Investment project – constructing and trading industrial park infrastructure in Hemaraj Urban Area of Southeast Economic Zone	Mekong	UB2
Viet Nam	Industrial Estate/ SEZ	Investment project – commercial operation of infrastructure in Dong Binh Industrial Park	Mekong	UB2
Viet Nam	Industrial Estate/ SEZ	Soc Son Clean Industrial Park Project	Mekong	UB2
Viet Nam	Industrial Estate/ SEZ	Ly Thuong Kiet Industrial Zone and Service Urban Development Project	Mekong	UB2
Viet Nam	Industrial Estate/ SEZ	Industrial Park Project specialised in serving Northern Delta agriculture	Mekong	UB3
Viet Nam	Urban development	Smart urban area in Dong Anh, Hanoi	Mekong	UB3
Viet Nam	Urban development	Smart city development of Da Nang	Mekong	UB3
Viet Nam	Urban development	Smart city plan of Binh Duong	Mekong	UB3
Viet Nam	Urban development	Smart City Park: Vinhomes Grand Park, Ho Chi Minh City	Mekong	UB3

Country	Sector	Project name	Region	UB
Viet Nam	Urban development	VinCity Ocean Park, Hanoi	Mekong	UB3
Viet Nam	Urban development	Dai Kim New Urban Area, Hanoi	Mekong	UB3
Viet Nam	Urban development	Ecopark Hung Yen Project	Mekong	UB3
Viet Nam	Urban development	Thu Thiem Eco Smart City	Mekong	UB3
Viet Nam	Urban development	Ha Long Xanh Urban Complex Project	Mekong	UB3
Viet Nam	Urban development	Project of industrial urban area and deepwater port in Hon Net-Con Ong, Van Don	Mekong	UB2
Viet Nam	Urban development	FLC Ngoc Vung Beach and Golf Resort Project	Mekong	UB3
Viet Nam	Others	Bach Mai 2 Hospital	Mekong	UB3
Viet Nam	Others	Viet Duc 2 Hospital	Mekong	UB3
Viet Nam	Others	Cho Ray 2 Hospital	Mekong	UB3
Viet Nam	Others	Relocation of National University of Hanoi to Lang Hoa Lac	Mekong	UB3
Viet Nam	Others	Project of disaster and climate change countermeasures using earth observation satellite	Mekong	UB3
Viet Nam	Others	Can Tho Oncology Hospital	Mekong	UB3
Viet Nam	Others	Hai Phong General Hospital (Phase I)	Mekong	UB3
Viet Nam	Others	University of Science and Technology of Hanoi	Mekong	UB3
Lao PDR, Thailand	Road/Bridge	Fifth Thai–Lao Friendship Bridge: Bueng Kan and Pakxan	Mekong	UB1
Lao PDR, Thailand	Road/Bridge	Sixth Thai–Lao Friendship Bridge: Ubon Ratchathani and Saravan	Mekong	UB1
Lao PDR, Thailand	Road/Bridge	Lao PDR–Thai Mekong Friendship Bridge (Sanakham–Loei Province)	Mekong	UB2
Lao PDR, Thailand	Road/Bridge	Lao PDR–Thai Mekong Bridge for high-speed train (Vientiane–Nong Khai)	Mekong	UB2
Lao PDR, Thailand	Energy/Power	Nabong 500 kV Substation Transmission Facility	Mekong	UB2
Cambodia, Lao PDR, Thailand	Energy/Power	South Power Transmission Interconnection: - Ban Na (Seno)–Nathone (Saravan) (230 kV 189 km) (TBD) - Nathone (Saravan)–Xekong (230 kV 58 km) (TBD) - Muang Mai (Attapu)–Xekong (230 kV 69 km) (TBD) - Lak 25–Muang Mai (Attapu) (230 kV 121 km) (TBD) - Lak 25–Veun Kham (Cambodia border) (230 kV 125 km) (TBD) - Lak 25–Ban Vangtao (Thailand border) (500 kV 72 km) (TBD)	Mekong	UB2
China, Lao PDR, Thailand	Energy/Power	North Power Transmission Interconnection: Boun Tai–Na Mo 2–Pakmong–Luang Prabang 2 (230 kV); China–Na mo 2–M. Houn–Thailand; M. Houn–M. Nan–Napia	Mekong	UB2

Country	Sector	Project name	Region	UB
India, Myanmar, Thailand	Road/Bridge	Trilateral Highway	Mekong	UB2
Myanmar, Thailand	Energy/Power	Myanmar–Thailand power transmission	Mekong	UB2
China, Lao PDR, Thailand	Energy/Power	China–Lao PDR–Thailand 600 HVDC Interconnection	Mekong	UB2
Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam	ICT	ASEAN Smart Network Projects	Mekong	UB3
Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam	Others	Cooperation in Cybersecurity	Mekong	UB3
ASEAN	ICT	ASEAN Digital Hub	ASEAN	UB3

ASEAN = Association of Southeast Asian Nations; ASR = Airport Surveillance Radar; ATC = air traffic control; Ave. = Avenue; BIMP+ = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area and surrounding regions; BRT = bus rapid transit; CALA = Cavite–Laguna; DKI = Daerah Khusus Ibukota (capital special region); EDSA = Epifanio de los Santos Ave.; HVDC = high-voltage direct current; ICT = information and communication technology; IMT+ = Indonesia–Malaysia–Thailand Growth Triangle and surrounding regions; KLIA = Kuala Lumpur International Airport; km = kilometre; kV = kilovolt; LNG = liquefied natural gas; LRT = light rail transit; MRT = mass rapid transit; MW = megawatt; NAIA = Ninoy Aquino International Airport; NH = National Highway; NLEX = The North Luzon Expressway; NYIA = New Yogyakarta International Airport; PNB = Permodalan Nasional Berhad; PNR = Philippine National Railways; PPP = public–private partnership; PSR = Primary Surveillance Radar; SEZ = special economic zone; SKRL = Singapore Kunming Rail Link; SLEX = South Luzon Expressway; SSR = Secondary Surveillance Radar; TG MRO = maintenance, repair, and overhaul facilities for Thai Airways International; UB = unbundling.

Source: Authors.