



Road Funds and Road Maintenance

An Asian Perspective

Asian Development Bank

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Road Funds And Road Maintenance An Asian Perspective

JR Anderson



Road Funds And Road Maintenance An Asian Perspective:

Road Funds and Road Maintenance Asian Development Bank, 2003 Singling out roads as an important factor in economic development this report presents the findings of a regional technical assistance inquiry carried out to examine the problem of road funding in Asia with the aim of proposing case specific solutions Particular attention is paid to the data collected during road assessments performed in the Kyrgyz Republic Pakistan Uzbekistan and Vietnam Also discussed are a number of possible strategies for combating road maintenance neglect across Asia *Infrastructure and Productivity in Asia* J. Kidd, F. Richter, 2005-02-11 There is a feeling that Asia is at a crossroad and is facing a new crisis The earlier crisis of 1997 98 showed that effective systems were missing Afterwards governments foreign investors and foreign managers initiated more holistic infrastructures but corruption poorly connecting systems and a lack of transparent management have ensured that these are under performing In this book well informed authors offer insights on Asia's political educational and physical infrastructures and indicate the routes leading to better integrated futures Reforming the Financing System for the Road Sector in the People's Republic of China Asian Development Bank, 2015-08-01 The People's Republic of China implemented the Fuel Tax Reform in 2009 It abolished a range of provincial and local government fees and increased the central government tax on motor vehicle fuel This reform centralized the government revenues for the sector but various issues remain This publication analyzes the implications of the reform on the operation and maintenance of ordinary roads It recommends the formation of a National Road and Funding Administration responsible for the national road programs and policy and the creation of a central road trust fund to finance the operation and maintenance of ordinary roads *Guidance Note: Road Transport Subsector Risk Assessment* Asian Development Bank, 2010-08-01 The road transport subsector tends to be vulnerable to risks This is due to large budgets that often comprise a sizable percentage of a country's national budget 20% 30% an unclear strategic vision nontransparent policy decisions that lead to inappropriate priorities procurement contracts for goods and services that lend themselves to corruption and political interference Additional factors include weak business processes and control systems weak capacity of subsector agencies and fragile links across agencies and stakeholders This guidance note aims to explain key features of the road transport subsector and identify entry points for mapping governance risks *Mongolia* Asian Development Bank, 2012-02-01 Mongolia's growth is set to accelerate in the next decade as its vast mining resources start to be put into large scale production This has greatly improved its prospects for prosperity and poverty reduction However to realize its full potential Mongolia will need to transform its society economy and administration This report discusses how the context of road sector policy and road infrastructure investments will change and the ways the sector can best prepare to fulfill its new role Given the country's road infrastructure needs the road sector will be expected to implement massive highway investments in a short time and then to consistently maintain the new highways at a high standard However Mongolia's current small scale road sector will unlikely have the capacity to scale up

and deliver upon such expectations without extensively modernizing its financing mechanisms business processes organization and education systems This report therefore argues that Mongolia s government needs to implement a comprehensive capacity development program for the road sector for about 5 years This study looks into the sector s financial dimension the techniques and processes followed for road maintenance and construction and the role of human resources management and education It tries to understand why sector performance improvement has been slow even though many sector issues and apparent solutions have been considered in the past Reflecting on lessons from international experience it outlines a range of policy options for decision makers and proposes an agenda until 2016

Disaster Risk Reduction in Indonesia Riyanti Djalante,Matthias Garschagen, Frank Thomalla,Rajib Shaw,2017-05-02 This book is a unique transdisciplinary summary of the state of the art of disaster risk reduction DRR in Indonesia It provides a comprehensive overview of disaster risk governance across all levels and multiple actors including diverse perspectives from practitioners and researchers on the challenges and progress of DRR in Indonesia The book includes novel and emerging topics such as the role of culture religion psychology and the media in DRR It is essential reading for students researchers and policy makers seeking to understand the nature and variety of environmental hazards and risk patterns affecting Indonesia Following the introduction the book has four main parts of key discussions Part I presents disaster risk governance from national to local level and its integration into development sectors Part II focuses on the roles of different actors for DRR Part III discusses emerging issues in DRR research and practice and Part IV puts forward variety of methods and studies to measure hazards risks and community resilience

Impact Evaluation of Infrastructure Reform ,2008

Public Private Partnership: Asian Perspectives - Recommendations for Azerbaijan Mahir Humbatov,Nikita Singla,2016-12-12 As the world makes great strides on the path to development the gap between infrastructure needs and the resources governments possess to meet those needs is ever growing on account of governments razor thin budgets rapid urbanization and population growth Asia s overall infrastructure investment needs are estimated at USD 9 trillion till 2030 68% of which is for new capacity and 32% for maintaining and replacing existing infrastructure The average annual infrastructure investment during this period is about USD 750 billion As countries move up the value chain and urban populations expand demand for transport logistics and utilities will only continue to grow increasing the burden on public funds If cash flushed investors have an appetite for Asia s infrastructure projects what is keeping them at bay For infrastructure development statistics show that Asian nations have been turning to Public Private Partnerships PPP which seemed to be one of the main tools to attract financing and keep pace with rapid growth Although the PPP models are established in several Asian countries such as Singapore South Korea and Japan others are relatively immature Indonesia China and India in particular have announced ambitious infrastructure programs with governments developing mechanisms to encourage PPP investment and address barriers to PPP development The new game changers of the 21st century India and China are showing aggressive signs of

opening their domestic markets to international investors While PPPs hold significant potential for Asia they also present formidable challenges Case studies of PPP markets in Australia China India Indonesia Japan Korea Malaysia Singapore and Thailand provide an Asian perspective enabling recommendations for Azerbaijan The Azerbaijani government has achieved great progress over the last decade in integrating the country into the global economic marketplace and increasing foreign investment mainly due to its oil resources Now the government s focus is on diversifying the economy outside the oil sector Azerbaijan is facing increasing demand for investment in infrastructure development overstressing the government s budget There is need for not only private sector investment but also private sector knowledge and expertise The traditional approach of the government for infrastructure development of any kind has been to use the state s own budget or privatization The first is markedly insufficient to meet the country s needs while the latter only works in a sound legal and financial framework and is not appropriate for all public service delivery projects So there is a need to see if the time is ripe for public private partnerships PPPs may not be the ultimate solution but they can help address many of the issues systemic to the region in the field of infrastructure development All it needs is a systematic approach undertaken through joint efforts of private and public sectors

Road Funds and Road User Charges in the CAREC Region Asian Development Bank,2022-12-01 This publication explores how roads are financed in five Central Asia Regional Economic Cooperation CAREC program countries and outlines lessons and best practices to help build a robust road network throughout the region The publication details how road funds are managed in Azerbaijan the Kyrgyz Republic Mongolia Pakistan and Uzbekistan and explains how earmarked road user charges help finance maintenance and repair It recommends countries create road asset management systems to prioritize roads with the highest economic returns boost data collection and increase the efficiency and transparency of road fund financing

Tables Rondes CEMT Tarification des infrastructures de transport et dimensionnement de la capacité L'autofinancement de l'entretien et de la construction des routes European Conference of Ministers of Transport,2007-03-01 La Table Ronde analyse les perspectives de voir l offre de services infrastructurels guid e galement par les prix de ces services

Book Review Index ,2006 Every 3rd issue is a quarterly cumulation

International Perspectives on the Belt and Road Initiative Sidh Sintusingha,Hao Wu,Wenqi Lin,Sun Sheng Han,Bo Qin,2021-05-30 International Perspectives on the Belt and Road Initiative investigates the most significant global scale international trade expansion and capital investment programme since the Second World War This book focusses on the multi national perspectives of the Belt and Road Initiative BRI in order to interrogate the Chinese government s representation of it as a symbol of peace cooperation development and mutual benefit With specific focus on the interrelationship between geopolitics infrastructure investments and urban regional development the book reflects on 12 countries experiences in depth including those of Iran Pakistan Brazil Thailand Indonesia Japan and Ethiopia specifcly to their economic development levels political systems power dynamics and socio environmental issues The book clarifies and

contributes new knowledge on the nature of BRI concerning its relationship to globalism neo colonialism the notion of developed vs developing countries and their institutions and macro micro benefits and impacts In doing so the book offers a balanced account of the antagonistic geo political narrative of socio political conflict and the collaborative framework of real socio economic flows and development The book will appeal to academics researchers and policy makers with an interest in the BRI and its impacts on politico economic development and urban regional and spatial systems in the Indo Pacific and beyond

China - Central Asia's Regiocentric Strategies of Integration and Geoeconomics Perspectives Eric Balan, The balance of economic and political powers is indeed changing Newer powers like China are emerging through shared economic partnerships and this creates opportunities to grow and brings about new challenges in the stability growth and security of regional and global economy The economic synergy of the Belt and Road is evolving and it is resonating and impacting geopolitics geoeconomics and geostrategies Central Asia is the new frontier and it has the capacity to become a major global contributor A heightened sense of continuum economic realization through collaboration is capable of bringing and showing prosperity and progress to the larger region The work made in this research is in support of the Belt and Road initiatives however the focus of the research was to assess economic readiness of Central Asia China is ready with its resources its finances and its manpower to take on the BRI challenges towards achieving national prosperity and solidarity glory for China For Central Asia the BRI is an important feat that it needs to secure for its own development course but how ready are they This research study is the gate that opens up to new and more of such works for the next 30 years

Pacific Economic Monitor July 2017 Asian Development Bank, 2017-07-01 To help overcome remoteness Pacific economies are looking to improve economic integration not only through ICT and transport network investments but also by promoting greater competition and private investment Enhancing connectivity is crucial to the Pacific and its people who constantly contend with the challenges of geographic isolation and remoteness Physical connectivity through air and maritime links brings people goods and services to and from the Pacific while digital connectivity through information and communication technology ICT integrates the region with the rest of the world This section tackles Pacific developing member countries efforts to enhance connectivity by expanding internet and other ICT connections improving and maintaining transport networks and strengthening investment facilitation Ultimately the goal of connectivity is to link Pacific peoples with each other and enable them to access goods and important social services as well as economic opportunities locally and globally

Planning, Housing and Infrastructure for Smart Villages Hemanta Doloi, Ray Green, Sally Donovan, 2018-12-07

Some 7.3 billion people currently live on the planet Of these 3.4 billion live in rural areas In just a few regions Latin America the Middle East and North Africa less than 50 per cent of poverty is now located in rural areas But for the rest of the world's regions between 55 per cent and 80 per cent of the poor continue to live in the countryside Progress is being made but much of the knowhow needed is not disseminated outside of a small coterie of professionals who work in the area With urban

development attracting a great deal of attention lately poorer rural areas deserve the same and new knowledge for empowerment of rural communities is urgently needed This book provides an overview of current thinking and practices that have emerged over the last thirty years for uplifting rural communities in developing economies Drawing on a body of knowledge across a spectrum of relevant disciplines this book provides a range of innovative ideas for rural planning housing and infrastructure development Governments in many emerging economies where rural poverty is often most acute have attempted to improve livelihoods Approaches and techniques that have been used for urban development are often not applicable to rural communities Studies show that money allocated for rural development is often not effectively spent due to distance lack of infrastructure lack of education poverty and other factors Meanwhile the gap in development between the city and country continues to grow sometimes leading to social and political instability in both developing and developed countries This book seeks to provide a guidebook for meeting such challenges Through in depth enquiry of global practices and thinking about rural development and selected case studies the authors argue that careful consideration must be given to incorporating issues of resilience resourcefulness and the involvement of communities at grassroots levels in realising the transformation of rural settlements into Smart Villages

Report and Recommendation of the President to the Board of Directors on a Proposed Loan and Technical Assistance Grant to the Republic of Tajikistan for the

Dushanbe-Kyrgyz Border Road Rehabilitation Project Tadao Chino,2003 China's One Belt One Road Initiative Tai Wei Lim,Wen Xin Lim,Henry Hing Lee Chan,Katherine Hui-yi Tseng,2016-07-28 Chinese President Xi Jinping launched the Silk Road Economic Belt component of the One Belt One Road OBOR initiative at Kazakhstan in 2013 OBOR is a development strategy and framework that focuses on connectivity and cooperation among countries primarily in Eurasia It consists of two main components the land based Silk Road Economic Belt SREB and ocean going Maritime Silk Road MSR This book studies the equilibrium or balance between overland and maritime trade routes of OBOR This book has two major sections The interpretive section examines contemporary media narratives related to the OBOR initiative and how contemporary commentators appropriate narratives about historical events related to the maritime Silk Road to interpret current policy agendas and legitimize diplomatic or economic exchanges In terms of institutional studies the chapters related to Asian Infrastructure Investment Bank AIIB will look at the issues facing the Bank in its quest in forming a new world platform for multilateral development financing The other section the empirical case study of the publication highlights the fact that Euro China High Speed Rail HSR and Central Asia China HSR are not viable at the moment as passenger volume is not sufficient to justify the HSR line This section examines the overland route of the OBOR and looks at recent Chinese HSR history and conventional sub high speed rail technology development and identifies technical economic criteria determining the appropriate technology for a certain line The chapter in this section will use the developed criteria to analyze the various rail linkage projects currently under study in the OBOR framework highlight the economic bureaucratic and geo political

challenges that these projects likely face and lay down conditions that will determine the outcome of these projects

Rural Road Maintenance Chris Donnges, Geoff A. Edmonds, Bjorn Johannessen, 2007 Provides an analysis of rural road maintenance in the Asian region

Affordable Housing for Smart Villages Hemanta Doloi, Sally Donovan, 2019-10-18 This book initiates a fresh discussion of affordability in rural housing set in the context of the rapidly shifting balance between rural and urban populations It conceptualises affordability in rural housing along a spectrum that is interlaced with cultural and social values integral to rural livelihoods at both personal and community level Developed around four intersecting themes explaining houses and housing in rural settings exploring affordability in the context of aspirations and vulnerability rural development agendas involving housing and communities and construction for resilience in rural communities the book provides an overview of some of the little understood and sometimes counter intuitive best practices on rural affordability and affordable housing that have emerged in developing economies over the last thirty years Drawing on practice based evidence this book presents innovative ideas for harnessing rural potential and empowering rural communities with added affordability and progressive development in the context of housing and improved living standards For a student aspiring to work in rural areas in developing countries it is an introduction to and map of some key solutions around the critical area of affordable housing For the rural development professional it provides a map of a territory they rarely see because they are absorbed in a particular rural area or project For the academic looking to expand their activities into rural areas especially in rural housing it provides a handy introduction to a body of knowledge serving 47% of the world's population and how this differs from urban practice For the policy makers it provides a map for understanding the dynamics around rural affordability growth potential and community aspirations helping them to devise appropriate intervention programs on rural housing and development

Output-Based Aid Yogita Mumssen, Lars Johannes, Geeta Kumar, 2010-02-25 Developing country governments and the development aid community are acutely aware of the need to find more effective ways to improve basic living conditions for the poor as traditional approaches of delivering public support have not always led to the results intended Results based financing RBF instruments which tie the disbursement of public funding to the achievement of pre agreed results are now recognized as one important piece of the aid delivery puzzle The aim of these instruments is to enhance the effectiveness of public funding Output Based Aid Lessons Learned and Best Practices provides a practical understanding of the experience with output based aid OBA a results based instrument that is being used to deliver basic infrastructure and social services to the poor including through public private partnerships OBA has been used in the World Bank Group since 2002 including more recently through the Global Partnership on Output Based Aid which has a mandate to design and test OBA approaches The authors of this book analyze nearly 200 OBA projects in water and sanitation energy health roads telecommunications and education The piloting phase of OBA has in general been a success and OBA has demonstrated clear advantages over traditional approaches in terms of efficiently targeting subsidies

and mobilizing the private sector to serve poor households that would otherwise go without an improved service OBA has also demonstrated that monitoring for results is possible if appropriate systems are put in place As the first comprehensive review of OBA in eight years this book will be an essential reference for infrastructure and social services sector experts and OBA practitioners around the world including staff of international financial institutions public and private service providers and NGOs as well as for donors and governments who are interested in piloting or scaling up and mainstreaming OBA approaches As the first comprehensive review of OBA in eight years this book will be an essential reference for infrastructure and social services sector experts and OBA practitioners around the world including staff of international financial institutions public and private service providers and NGOs and for donors and governments who are interested in piloting or scaling up and mainstreaming OBA approaches

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