



A GLOBAL OVERVIEW OF THE WORLD BANK'S ENGAGEMENT IN TRANSPORTATION

The Transport and ICT
Global Practice
Smart Connections for All



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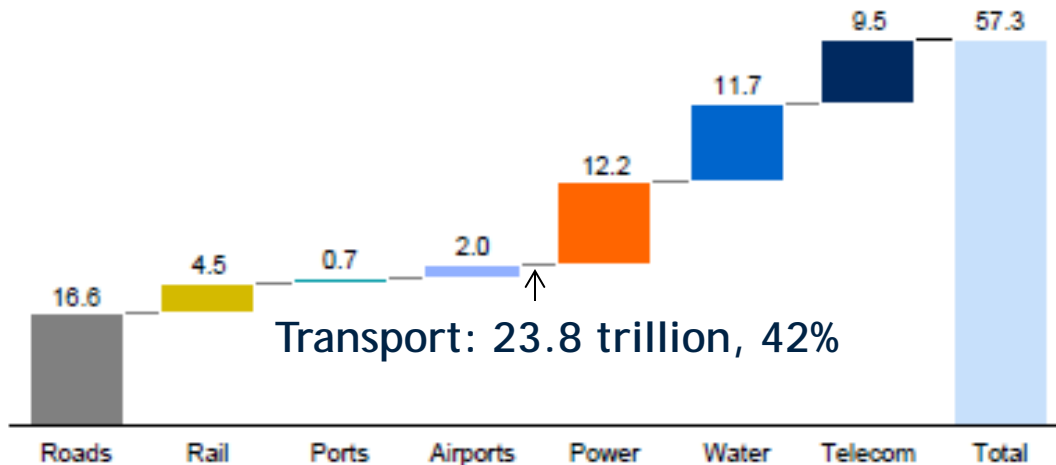
World Bank

THE TASK GOT BIGGER, DRIVEN BY NEW
SET OF COMPLEX DEMANDS AND
CONSTRAINTS...
...BUSINESS AS USUAL NOT AN OPTION

The massive infrastructure investment gap

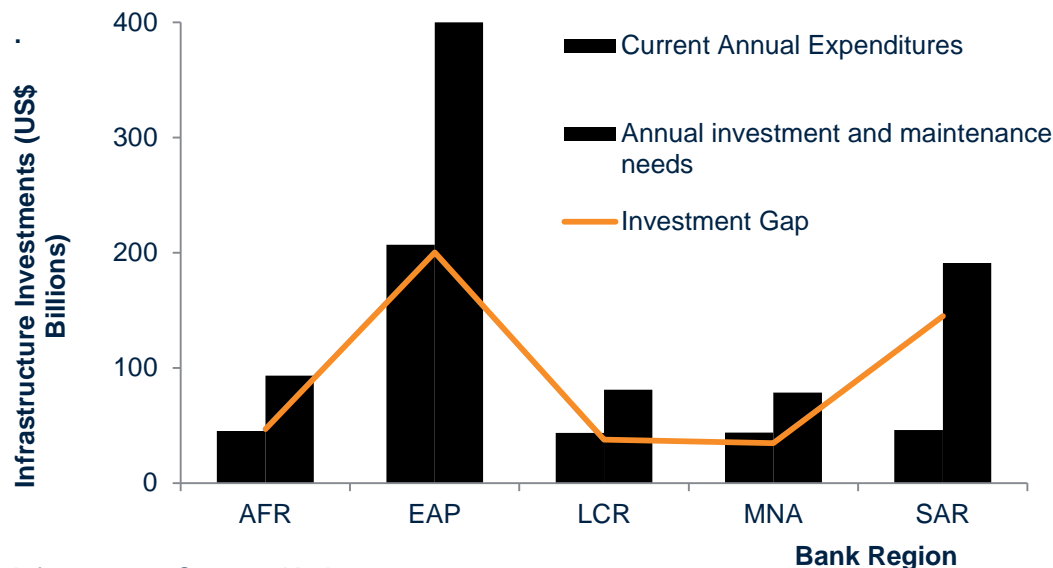
Based on projections of demand by infrastructure segment, about \$57 trillion, or 3.5 percent of global GDP, is needed through 2030

Global investment, 2013–30
\$ trillion, constant 2010 dollars



World needs to scale up its infrastructure investment by nearly 60% to sustain anticipated growth

McKinsey Global Institute, Infrastructure Productivity: How to Save \$1 trillion a Year (January 2013)



Developing countries' demand for infrastructure is outstripping current investment levels by about \$1 trillion a year

World Bank Estimates

The world is changing rapidly

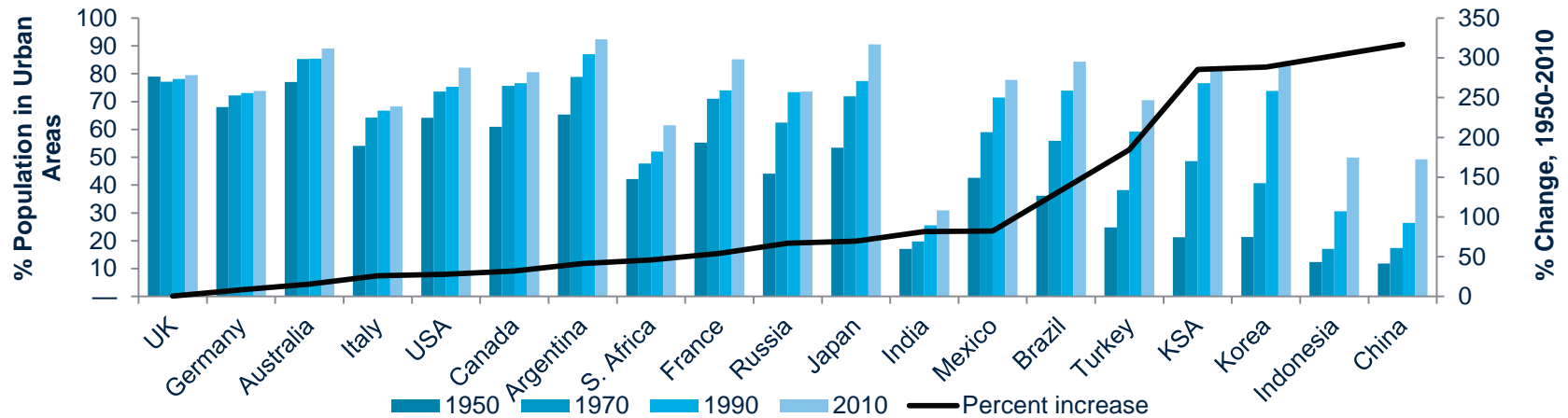


Fishing village of several thousand



City of 7 million – big in electronic manufacturing

G20 - Percent Urbanized



Infrastructure has a new set of demands and goals

Urbanization




Spaces transforming faster: 3.9 billion by 2030 (95% of growth in developing countries)
Motorization rates increase faster than urban pop. growth




Technological innovation: ICT-based smart solutions (seamless transportation systems, open data for planning and demand management)
Can also be disruptive

Technology

Social Stability



Social stability calls for: creating jobs/broadened opportunities for social outcomes; continued citizen engagement, and accountability in public sector service delivery



Increased uncertainty from climate change needs infrastructure

- More resilient
- Less damaging for the environment
- Supportive of a low carbon path

Climate Change



Trade flows growing faster than GDP; demand for products becoming global
Associated global crises (Financial 2008, Food) increase vulnerability

Globalization

**THE TRENDS EMERGING FROM THIS
NEW CONTEXT EMPHASIZE GREATER
FOCUS ON EFFICIENCY,
SUSTAINABILITY, AND MORE
INCLUSIVE GROWTH**

Safe, Clean and Affordable Transport for Development

Transport Strategy (2008)

1. Safe

- *acknowledges prominence of health outcomes*
- *implies safety for transport users, for transport workers, and for the wider community.*

2. Clean

- *reflects contribution that transport can make to environmental aims*
- *reflects need to address its impact on climate change*

3. Affordable

- *acknowledges that physical supply of infrastructure not enough.*
- *promotes efficient and affordable transport to underpins personal accessibility and mobility in both urban and rural areas*
- *promotes efficient freight infrastructure for well-functioning markets and affordable transport & logistics services critical for trade.*

Transport Sector Actions

Pillar 1: Safe

- *Commitment to UN Decade of Action*
- *Promotion of Safe System projects (Multi-sectoral where viable)*

Pillar 2: Clean

- *Public Transport reform/Mass Transit (BRTs, Light Rapid Transit, Metros)*
- *Support to Non-Motorized Transport*
- *Lean and Green transport services*
- *Use of Climate Change Funds in Transport*

Pillar 3: Affordable

- *Emphasis on Improved Governance, and institutional & regulatory reforms*
- *Asset management (roads, rail)*
- *Use of Performance-based road maintenance projects*
- *Support to PPP (enabling environment, sector policy, financing)*
- *Regional integration corridors*

**WORLD BANK SUPPORTS TRANSPORT
AGENDA IN CLIENT COUNTRIES
THROUGH KNOWLEDGE, FINANCE AND
CONVENING POWER**

Transport and ICT Global Practice

Overview:

The Transport and ICT GP brings together the two halves of the Bank's connectivity work, providing both the physical and virtual connectivity needed for promoting economic and social development worldwide

Objective:

Connecting people and businesses to jobs, markets and social services through sustainable transport and affordable broadband.

Offering:

Provides **infrastructure lending, technical assistance and advisory services** to help clients address key challenges such as access, affordability, limiting externalities and identifying financing

Core Themes

Addressing rural accessibility through infrastructure provision and sector policy reforms, integrating road safety

Improving urban mobility while addressing congestion, safety and air pollution

Transitioning towards cleaner and greener mobility solutions in order to combat climate change

Expanding freight and passenger rail infrastructure and services

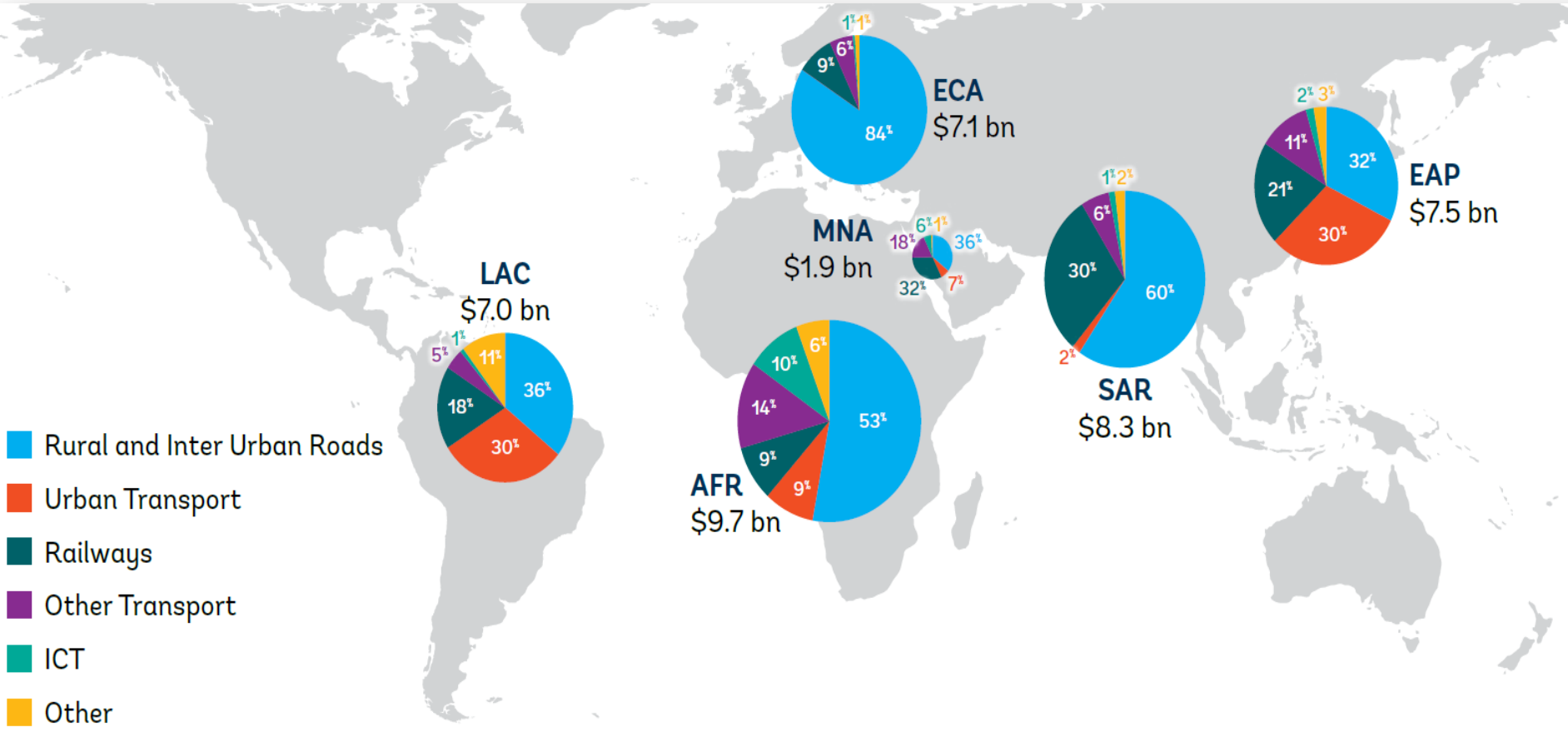
Promoting broadband infrastructure in rural areas, and encouraging private investment in telecom

Expanding development corridors to create new growth opportunities in regions and land-locked countries

Integrating new and innovative technologies to improve sector efficiencies and citizen engagement

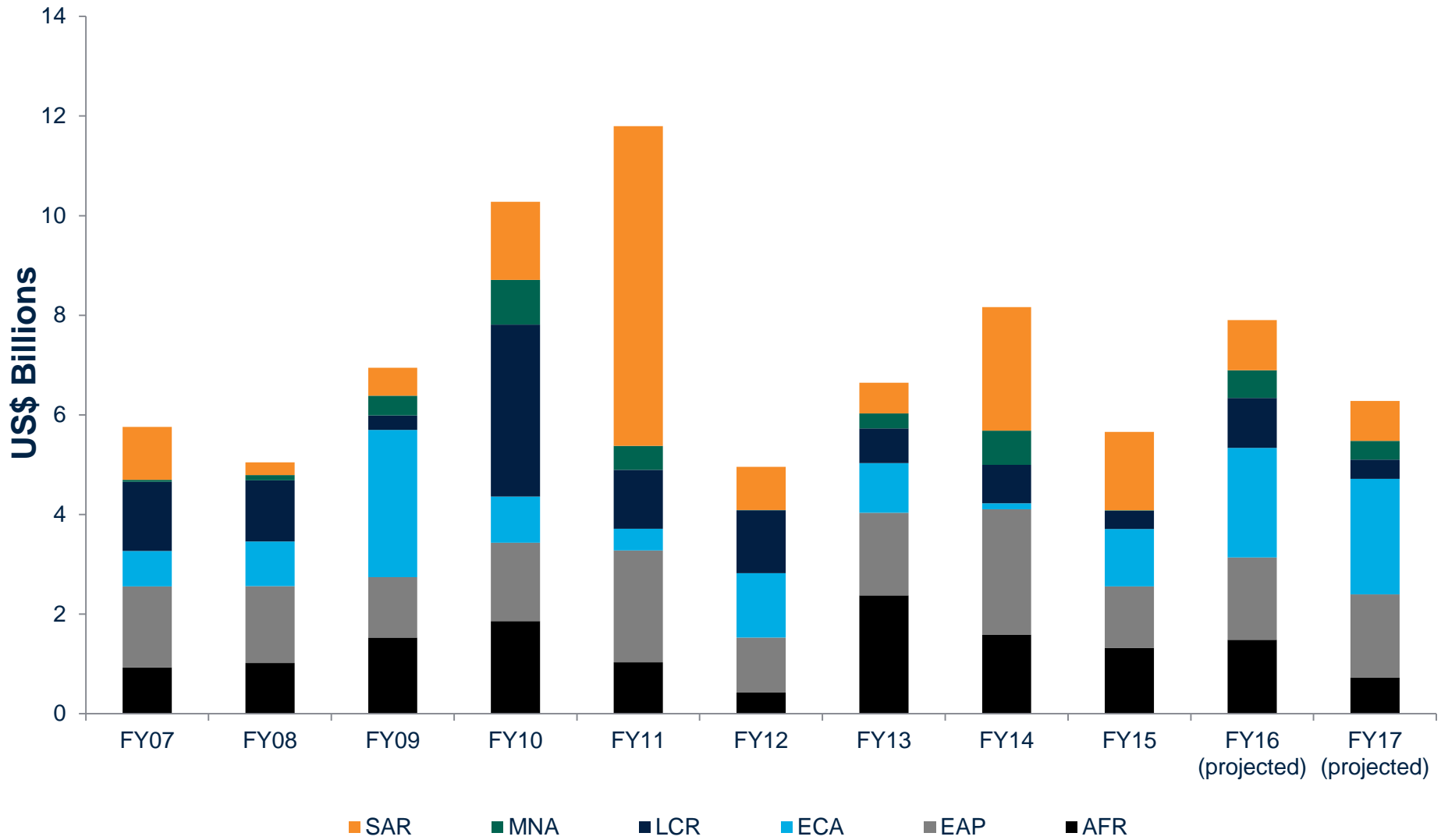
Crowding-in private sector players to expand the envelope for financing investments

Large and Diverse Active Portfolio



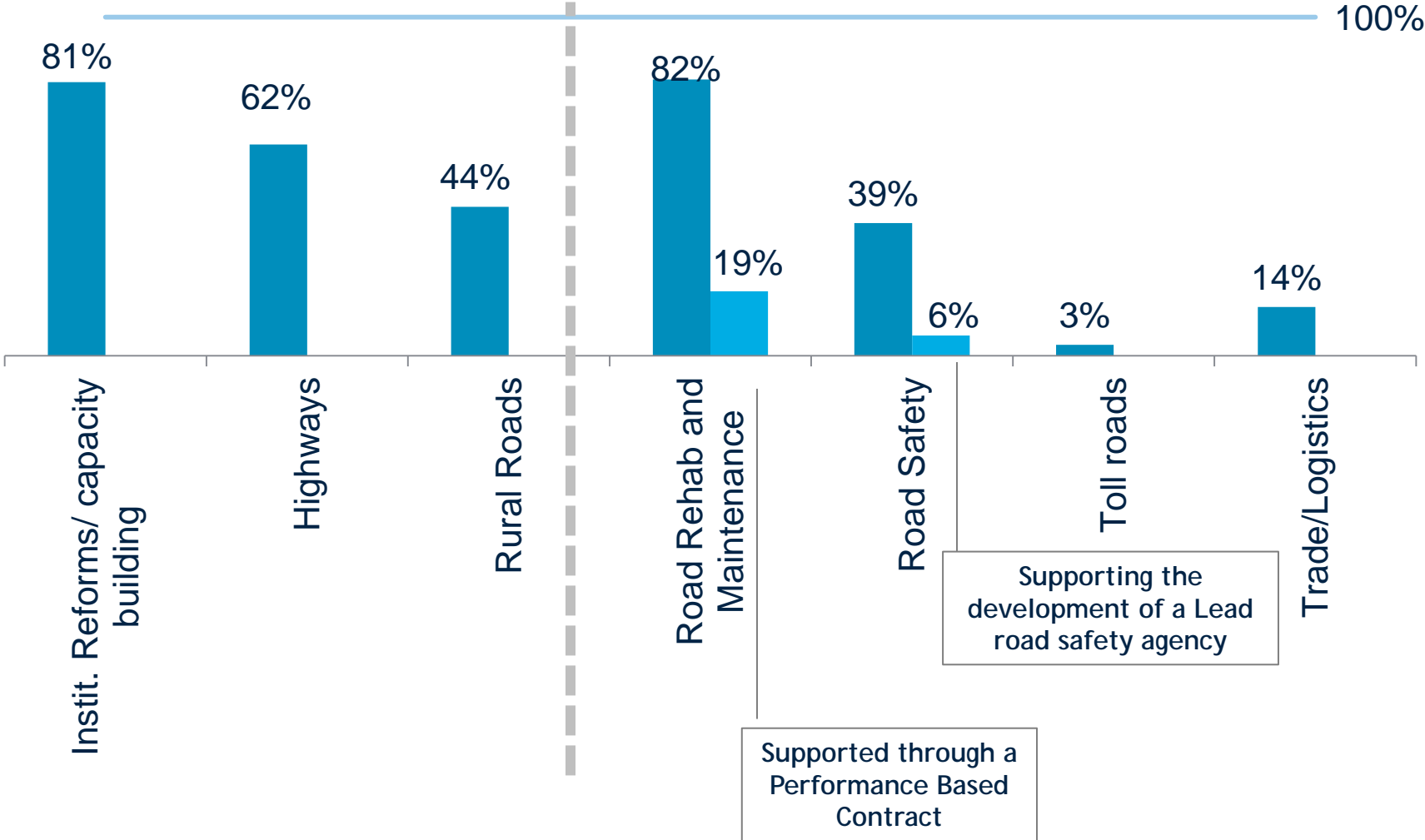
- Rural and Inter Urban Roads
- Urban Transport
- Railways
- Other Transport
- ICT
- Other

Yearly Lending



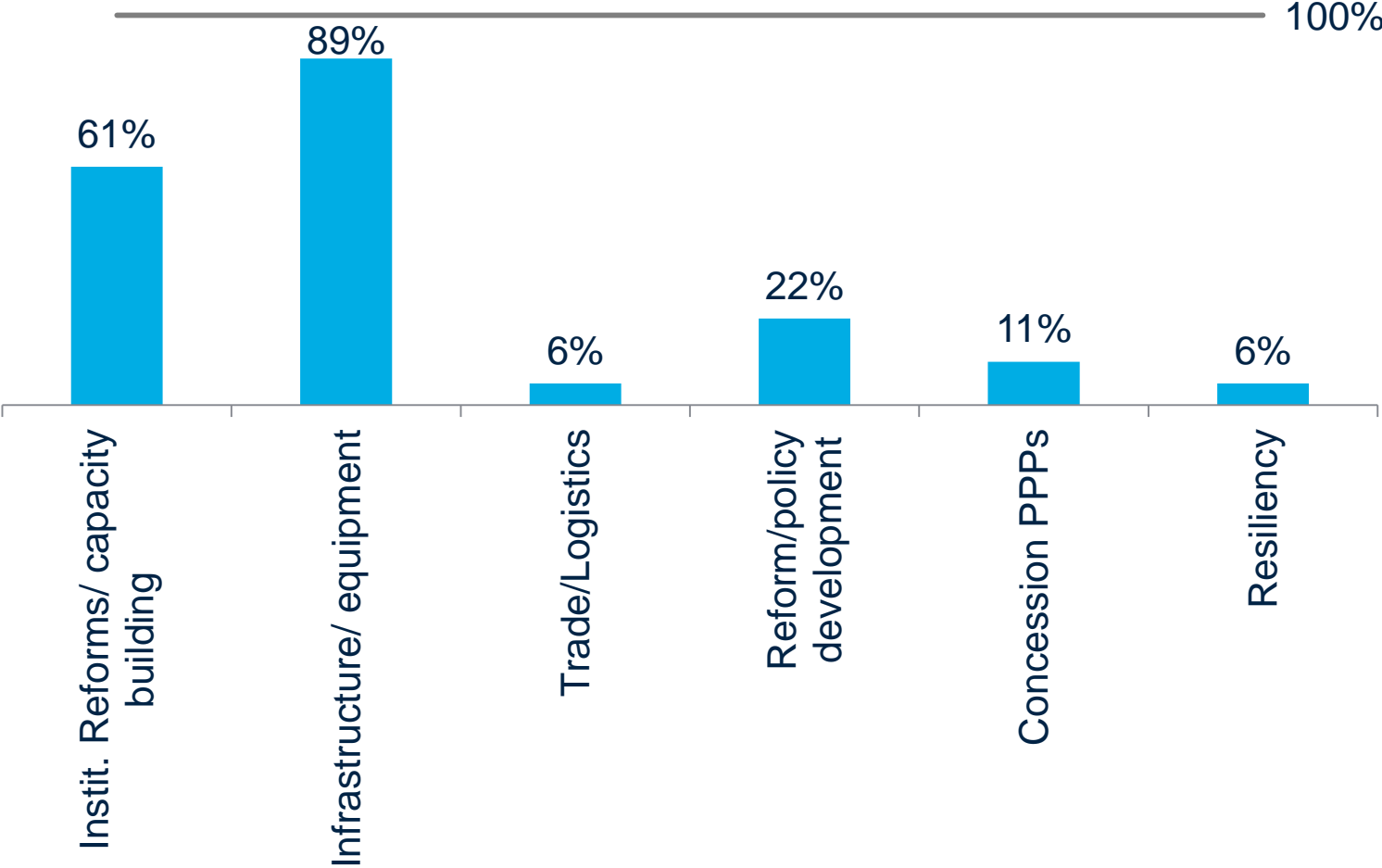
Scope of Rural Road and Highways Projects

Share of Rural/Inter Urban Roads Including:



Scope of Railways Projects

Share of Railways projects including:



Scope of Urban Transport Projects

Share of Urban Transport Including:

