New road opens up Mizoram’s fertile but remote interior

The venerable Rev. Dr. C.L. Hminga recalls the arduous journey on foot, bus, and train, from his home in the remote Mizo hills to his school in Shillong, not too far north as the crow flies. While that was a long time ago, little had changed till the 1990s, with few motorable roads traversing these gentle uplands in the far north eastern corner of India.

Today, the good reverend has reason to be happy. The road from Mizoram’s capital, Aizawl, to his hometown in Lunglei, the state’s second major town, earlier a potholed, landslide-prone track, is now much broader, safer and smoother. “The road has opened up Mizoram’s far-flung and poor interior,” says Rev. Dr. K.Thanzauva, a prominent church leader from Lunglei, near the Myanmar and Bangladesh borders. “We now feel closer to the capital, and the lives of the villagers will improve.”

About the Photograph:
Children head to a football game along the new road in Thenzawl, Mizoram.
Connectivity is crucial for a distant hill state like Mizoram. Although trucks and buses snake through the highlands, carrying supplies from the railhead in Assam, and flights arrive from Guwahati and Kolkata, the long and difficult transportation routes over mostly mountainous terrain continue to hamper trade and development.

Four-fifth of Mizoram’s border is flanked by other nations, with the plains of Bangladesh falling away to the west, and Myanmar lying to the east. Geographically isolated from mainland India, Mizoram conducts virtually no trade with other Indian states, nor with neighboring countries. The loss of access to Chittagong Port following the partition of India in 1947 dealt a major blow to the region’s economy. Now, the nearest accessible sea port is Kolkata in West Bengal, which involves a tedious 1700 kilometer long journey from Aizawl.

Equally important is the psychological isolation that results from poor connectivity. “You can fly here in one day,” says Mr. Liansanga, Engineer-in-Chief and Secretary of the Mizoram Public Works Department (PWD), “but mentally we’re still very far away.”

Once sleepy villages come to life

With little scope for new rail, river or air connections, good roads are vital for Mizoram’s development. Not surprisingly, the recent broadening and ‘blacktopping’ of the old Aizawl - Lunglei road has been widely welcomed. The new road has fostered a sense of vibrancy among once-sleepy villages and given rise to new enterprises, especially meaningful in a state where unemployment has long stalked the educated youth.
With almost ninety percent of the population dependent on the land for a living, perhaps the greatest impact has been on agriculture. “The biggest part is that we are now finding a market for our crops,” says a beaming Mr. Kawldinga of Thenzawl village, echoing the words of others along the road.

Earlier, pack animals and men carried loads up mountain paths, and slippery slopes during fierce monsoon rains made transportation difficult. “We had no option but to barter our surplus with friends and neighbors. So we planted only one monsoon crop of rice and ginger. Now, we also grow a winter crop of carrots, beans, mustard and cabbage,” he adds. Village women sell the produce along the road, with the more enterprising ones even journeying to Aizawl to catch the capital’s lucrative morning market.

With the opening up of the state’s fertile interior, the government has ambitious plans for the future. “We plan to improve our piggeries and poultry and market the produce outside the state for the first time,” says Mr. P.C. Lalthanliana, Mizoram’s Minister of State for Social Welfare and Local Administration.

New enterprises are springing up. Small restaurants have mushroomed. “Business is growing,” says Ms. Vanlalchuangi, a housewife-turned eatery owner in Aibawk village, just 40 minutes out of Aizawl.

Sensing the new business opportunities the road would bring, her family added an extra floor when they rebuilt their old timber house with the compensation money they received for the acquisition of land. The ground floor has since been turned into an airy restaurant and the family now lives above it.

The eateries provide a valuable service to travelers. “Earlier, you couldn’t even get a cup of tea on the road,” recalls Dr. (Mrs). R.L. Hnuni, a regular traveller.

With improved business prospects, land values have soared. In the weavers’ hamlet of Thenzawl, for instance—considered the cultural heart of Mizoram—land prices have risen tenfold, climbing from Rs.10,000 an acre in 2005, to Rs.1 lac in 2010.

Local crafts have benefited. Till recently, most of the traditional ‘puans’ (sarongs) woven by the women in almost every Thenzawl household were sold to the capital’s middle-men. These now find a ready market in the village itself, with a number of new stalls displaying colorful wares opening up along the road.

With the motorable distance between Aizawl and Lunglei reduced from 235 km to 164 km, and driving conditions improved, the cost of
transportation has fallen, saving time, saving
diesel, and saving on repairs. Maxicabs now
ply the route, and the sale of two wheelers
and second hand cars is on the rise,
providing the people a welcome mobility.

Education, health care, and
growing ambitions of Mizo youth

An important benefit has been quicker
access to health care. “Malaria and
dysentery are common during the
monsoon,” says Mr. Lalrinmawia, President
of the Aibawk Village Council, “and time is
precious when someone is sick.” The road
has eased the health worries of the people
as lives can now be saved by rushing the
sick, as well as complicated pregnancy
cases, to hospital in Aizawl.

As faster speeds have led to more accidents,
local women have banded together to raise
awareness about road safety among drivers.
Recently, the Mizoram Thunders, a 250
member club of “bullet”motorcycle riders,
roared down the road in a charity ride to
warn the villagers about children playing on
the road, and spreading rice out to dry there.

Unusual challenges

While the benefits are huge, constructing
roads in these remote hills involves more
than the usual challenges. Work can be
undertaken for only 6 months a year, stopping
altogether during the fierce monsoon rains.
Moreover, heavy construction equipment has
to be brought in from outside, and machinery
breakdowns and spare parts shortages
cause unforeseen delays. Labor contracted
from other states can create social tensions,
 quarries yielding suitable stone are difficult
to locate, and outside contractors take time
to understand the terrain. Nevertheless, says
Ashok Kumar, the World Bank’s team leader
for the project, “The experience gained here
will be very valuable for future Bank support
to remote and inaccessible areas.”

Local capacity has grown

Importantly, this $60 million World Bank-
supported Mizoram State Roads Project has
built the capacity of engineers from the state
PWD – one of the country’s youngest and
smallestPWDs, created in 1972 when
Mizoram became a Union Territory. As the
first major road project to be executed by
them – till recently, the Border Roads
Organization constructed the state’s roads –
it has provided local officials with new expertise and valuable exposure to engineers and contractors both from India and abroad.

“It took us time to learn, as the mode of supervision and contract management was new to us,” says Mr. K. Lalsawmvela, the Project’s Director. “But now we are ready to take up similar projects – and even bigger ones – on our own.” They soon plan to execute a new multimodal highway – the Kaladan Multimodal Project – that will develop a road and river route to Sittwe port in Myanmar, giving the state easier access to a sea port after more than half a century.

State project officials have also gained experience in addressing the complex social and environmental issues that often arise during road building. To minimize the road’s impact, tribal leaders, church groups, and others were regularly consulted, especially with regard to the Mizos’ community ownership of land and their custom of ‘jhumming’ – a ‘slash and burn’ method of cultivation. “You have to be open to people’s opinions, and explain why things are being done the way they are,” Mr Lalsawmvela says.

Maintaining transparency has been important, especially in this highly literate state, and project documents were made available through public libraries. “This is the first time that we have seen such a transparent process,” says Ms. Margaret Zohmingthangi, District Collector of Lunglei, although this can delay the work, she adds. “But in the end, everyone wants a road of such quality.”

The inclusion of HIV prevention as part of the project assumed special significance in view of outside workers encountering Mizoram’s more open society. “Earlier, we asked ourselves, what has an HIV program to do with a roads project,” says Mr Lalsawmvela, “but now we have seen its importance.”

**Pioneering a Road Maintenance Fund**

Mizoram is also pioneering the establishment of a dedicated road fund to mobilize non-budgetary resources for road maintenance through a levy on the sale of diesel and petrol. The state assembly has recently passed the Mizoram Road Fund Rules 2010 and the government is in the process of implementing them. “This is a very bold initiative, especially for a small north eastern state like Mizoram,” says Ashok Kumar.

“We can see the change,” says Mr. R. Lahmunmawia, the President of the Mizoram Road Transporters’ Union. “If such roads were built in other parts of the state, our development would be much faster.” No doubt, the improved techniques learnt by local engineers and contractors will bring long-term gains for the state’s ongoing rural roads program, as well as for the more ambitious roads projects to come.
Project engineers have pioneered innovative bio-engineering techniques to stabilize hill slopes along the landslide-prone Aizawl-Lunglei route. When the tedious and time consuming conventional structures – such as retaining walls – suffered damages during the 2004 monsoon, leading to slope failures, the Mizoram State PWD, working with the World Bank, took special initiatives to learn from local knowledge and skills. The Bank team also provided significant technical knowhow from experience gained in a road project in Bhutan.

Project engineers used the abundantly available bamboo to bind the soft rock of the slopes, both on the hill and valley side of the road, adapting the local techniques of weaving bamboo walls, bamboo terracing, and bamboo knitting to suit a slope’s particular need. “We also devised our own method of bamboo matting,” says David Sapzova, the PWD engineer in charge of the project’s environmental aspects.

These measures have not only been quicker to implement, especially given the region’s short construction season, but have also been popular with the local people because the land has remained available for use, unlike retaining walls where nothing can grow. “We covered the bamboo matting with local grasses which people can use – such as those with which they make brooms,” says Sapzova. “We even used different grasses in the Aizawl and Lunglei areas to keep the local ecology intact.” The region is part of the Indo-Burma biodiversity hotspot, which ranks sixth among such areas in the world.

Interestingly, when the bamboo flowered in 2005-06 – a phenomenon that occurs every 48 years in Mizoram and Manipur – the project staff used the opportunity to extend the bio-engineering measures and also planted the abundant, cheap, and quick-growing bamboo seeds on 105 sites to complete the process of stabilization. About 140,000 sq.m. were so treated, at a total cost of about $90,000. By contrast, conventional civil works would have cost about $650,000 to $1 million for the same area. The involvement of local skills, labor and materials was not only cheaper, it also evoked strong community ownership due to the short term employment it generated for the people of some 20 villages.

While this represents a significant effort, these measures will need to be expanded to other vulnerable slopes along the road.

The challenge of disposing unsightly construction debris, which significantly hampers the progress of construction, was also solved through community consultation. As flat land is at premium in Mizoram, the debris was used to create four football fields for local youth, generating considerable goodwill among the local people.
South Asia Rebounds Strongly Following Global Financial Crisis

South Asia’s rebound since March 2009 has been strong. South Asia is poised to grow by about 7 percent in 2010 and nearly 8 percent in 2011, thanks to the strong recovery in India, good performance in Bangladesh, post-conflict bounce in Sri Lanka, recovery in Pakistan, and turnarounds in other countries, including Afghanistan, Bhutan, and Maldives, says the South Asia Economic Update 2010: Moving Up, Looking East, the World Bank's first yearly assessment of the economies of the region.

The region’s prospective growth is close to pre-crisis peak levels and faster than the high rates of the early part of the decade (6.5 percent annually from 2000 to 2007). “The recovery is being led by rising domestic confidence and is balanced in terms of domestic versus external demand, consumption versus investment, and private demand versus reliance on stimulus,” said Dipak Dasgupta, lead economist and the principal author of the report.

Intervention at right time

Strong government fiscal and monetary stimulus packages and, in some cases, external assistance are helping stimulate recovery. Improved optimism is helping the recovery in private spending in India, Bangladesh, Bhutan, and Sri Lanka.

According to Dasgupta, World trade recovery is also supporting the rebound in exports and tourism, as are capital inflows.

“Not everyone is doing equally well, with slower recovery in countries with weaker fundamentals, those with unresolved conflict or post-conflict issues, and those that were heavily exposed to the global downturn (Maldives, Nepal, and Pakistan).”

Afghanistan is recovering from a drought and is expected to show stronger growth of 7 percent based on expanding external assistance.
Global Integration

Contrary to current beliefs, South Asia’s particular strengths and forms of global integration—not the lack of it—was a key factor behind its resilience following the financial crisis of 2008. With emerging markets playing an increasing role in driving growth, integration should be a key component of a sustained and inclusive growth strategy going forward, the report says.

Over the past fifteen years the region has become much more open—and it appears that the form of openness it has chosen has provided resilience in the face of recent shocks. “Financial systems proved to be robust with limited exposures to overseas subprime markets. Remittances, exports of goods and services such as in the IT and garment sectors, and foreign direct investments kept up during the crisis,” said Dasgupta

At the same time, policy response in most countries played a key role in boosting confidence and accelerating recovery.

One of the key new drivers is likely to be the rise of a globally competitive manufacturing sector. South Asia in recent years has attracted greater investor attention, because of faster growth, its large size of domestic markets, and as an increasingly attractive location for labor-intensive manufacturers given low-wage costs.

Dasgupta said, “And paradoxically, its growing prowess in exports of sophisticated services as it became more open and integrated with global markets is also enhancing its possibilities in industrial and other sectors.” Such services will serve as critical inputs to the growth of manufacturing.

However, in countries with weaker fundamentals, unresolved conflict or post-conflict issues, and those that were heavily exposed to the global downturn, such as Maldives, Nepal and Pakistan, slower recovery is taking place (about 4 percent in 2011 for all three countries).

Managing the immediate recovery

As South Asia’s recovery gathers momentum, an immediate challenge is to create fiscal space and contain rising inflationary pressures, while ensuring that the exit from fiscal and monetary stimulus is in tune with the recovery of private demand.

Greater fiscal space is needed to deal with unexpected future shocks and permit governments to finance crucial public investments.

Food prices have been rising especially sharply in recent months, because of poor weather in India compounded by delayed adjustment to higher global prices; they should moderate in the near-term, but a
renewed focus on agriculture is also vital, especially given the persistently high rural populations and poverty.

The “New Normal” looking East

The region is facing a very different global economy over the medium term. According to Dasgupta, there is significant consensus now that what will emerge from this crisis will not be simply a return to pre-crisis conditions, but a “new normal.”

Developed countries are starting to save more and spend less, are burdened with large fiscal and financial adjustment after, and are likely to grow at a much slower pace, especially in Europe and North America, whereas Asia and emerging markets will become much bigger drivers of global growth.

While high-income markets will continue to be important for South Asia, even if at a slower pace than in the past, other emerging markets and regions are also fast-growing and increasingly important partners. In looking for future drivers, the Update focuses on trade and investment integration opportunities and recommends three principal directions for the countries in the region:

- Intensify their Look East strategies to integrate faster with East Asia. Currently trade between the two regions amounts to $126 billion annually and could reach $450 billion per year.
- Integrate more closely within the South Asia region, to generate up to $50 billion per year more to the current $20 billion.
- Preserve links to high-income markets in Europe and North America, and others, as these will continue to be important for labor-intensive exports, services, and assoures of capital and know-how.

Sustaining inclusive and faster growth

“The challenge now is to also make this regional recovery more durable, inclusive and sustained, looking not to just cement its past successes, but to future drivers,” said Dasgupta. The world that the region is facing after this crisis is different—with slowing growth in high income countries and faster growth in emerging markets—offering both opportunities and challenges.

The model that has served the region well in the past, the growth of increasingly sophisticated service sectors, should continue to serve it well. But it will be useful to add to that in order to create more jobs and help realize the demographic potential of the region.

South Asia Regional Cooperation

Integrate more closely with each other within the South Asia region is key. The potential for closer integration within South Asia is large (with annual trade potentially increasing by some US$50 billion), similar to the experience in the EU, East Asia and other regional trading arrangements.

The gains from a Look East strategy will be even stronger with such an expanded regional market.

Figure 3: The Growing Share of Emerging Markets

Source: Authors’ estimates, extrapolated from IMF, World Economic Outlook to 2020
The World Bank’s support to India’s development agenda reached a total commitment of $9.3 billion at the end of June this year. Spread across 25 new projects, these loans are aimed at helping India sustain the high growth needed to lift millions out of poverty.

The total lending this year includes $2.6 billion as interest-free credits from the International Development Association (IDA) and $6.7 billion in the form of long term, low interest loans from International Bank of Reconstruction and Development (IBRD).

Part of this lending is in support of the Government of India’s (GOI) response to the global financial crisis. Another significant portion is aimed at helping the country remove infrastructure constraints to high growth and to expand the delivery of essential social services like better schools, roads and electricity to the people. “The Government of India is accelerating its response to its development challenges and so are we,” said Roberto Zagha, World Bank Country Director in India at a recent press conference organized by the World Bank to announce this record annual lending.

The needs of India’s fast growing economy are huge. The Planning Commission, for instance, has estimated the country requires $500 billion for infrastructure investments alone during the current Five Year Plan. The demand for additional Bank support for infrastructure development has been increasingly voiced by countries like India and China over the last few years, and the Bank has been making sustained efforts to respond to it. “While our annual lending this year represents a significant contribution for the Bank Group, it accounts for less than 1 percent of India’s GDP, and is a modest sum given India’s vast needs,” said Zagha.

The increase in Bank commitments is also in line with guidance from the G-20, which had, during the summit of November 2008, directed international financial institutions like the World Bank to step up lending to the emerging economies – to sustain their growth and thus help global recovery. The Bank has made global commitments of $120 billion since July 2008 – which is a record sum for the institution. “India has played a crucial role in kick-starting the global economy by maintaining high levels of growth and it is important for the Bank to have been able to respond to India’s request for additional support,” added Zagha.

**Highlights of lending 2010:**

The Bank has a current portfolio of 65 active projects with a combined total commitment of just under $19 billion. The projects have been disbursing at a steady rate of 24 percent this past fiscal year, which indicates that implementation is moving at a steady pace. In fact, over the course of the past fiscal year, $4 billion has already been utilized on the ground. The Bank portfolio includes several national, multi-state projects and state specific ones in Andhra Pradesh, Haryana, Tamil Nadu, Karnataka, Rajasthan, Maharashtra, West Bengal and Uttarakhand.

This year the Bank had earmarked $3 billion to support India’s domestic response to the global financial crisis. This included a $2.0 billion package for GOI to provide capital to some of the public sector banks so that they could maintain their credit expansion and prevent a shortfall of capital from affecting India’s economy in the wake of the global economic crisis. In September 2009 the Bank also
enhanced the lending amounts for two significant infrastructure projects that were being finalized, providing an additional $400 million to Powergrid and $600 million to the Indian Infrastructure Finance Corporation Ltd. (IIFCL) to help them maintain their planned investments during the financial slowdown.

Lending to infrastructure sectors like energy and transport accounted for 21 percent of the Bank’s total commitments to India this year. In the power sector, for instance, the Bank will help the power-deficit state of Haryana strengthen its transmission and distribution systems in order to bring reliable power supply to consumers. The Bank has also worked with Powergrid since its inception 15 years ago during which the institution has built 75,000 km of transmission lines to reach underserved areas of the country. The loan to IIFCL (total $1.2 billion) will help catalyze private financing for public-private partnerships across a range of infrastructure sectors – roads, power, airports, and ports.

A significant portion of this year’s resources (11 percent) was directed at helping the government improve the quality of public services like schooling, irrigation, drinking water and sanitation. Over the years, the Bank has supported the Government of India’s flagship primary education program, the Sarva Shikhsa Abhiyan (SSA) with two IDA credits totaling $1.1 billion. This year’s $750 million additional finance to SSA, is the largest single IDA loan to any country in one fiscal year. The program has already helped more than 19 million out-of-school children get enrolled in elementary school. An additional $300 million was committed by the Bank to help India’s engineers develop the skills needed in a fast-changing labor market.

The Government of India is increasingly committed to evolving an environment strategy for 21st century-India, which seeks to integrate environmental and ecological goals into the growth agenda. In support of the government’s objectives, the Bank this year approved new loans to demonstrate sustainable transport solutions in select Indian cities; to protect the coastal areas while safeguarding the livelihoods of people living there; to build capacity for handling polluted industrial areas; and to mitigate the risk from cyclones; and to promote energy efficiency in micro, small and medium enterprises.

Looking ahead

Over the coming years the Government of India has asked the Bank to focus its support in three strategic areas. Below are some examples of proposed projects which are yet to be appraised, negotiated and presented to the World Bank’s Board of Directors for approval

1. Transformative Projects:

- **The Dedicated Freight Corridor (DFC):** This will establish 1,130 km of parallel freight tracks along India’s busy eastern railway corridor to help ease the movement of goods and materials from the hinterland to India’s eastern ports. The project will be implemented in three phases. In the first phase, the Bank has been asked to provide $1.0 billion for the construction of a 343 km double track electrified railway link from Khurja to Kanpur.

- **Cleaning and conserving the river Ganga:** The Bank has plans to provide support of $1 billion to the Government’s program to clean and conserve the mighty Ganga, as well as improve the basin-level management of this river that supports more than 400 million people in India.

- **Emergency Kosi Flood Recovery Project:** In
Bihar, where floods regularly threaten the lives and livelihoods of millions of poor, the Bank will initially extend a $200 million IDA credit to help the state government rehabilitate areas affected by the Kosi floods.

2. Collaborate in leveraging knowledge and experience for GoI’s strategic initiatives:

The Bank will also collaborate with the Government of India in some of its strategic initiatives which have brought about dramatic improvements in the lives of the poor in India. These include:

- The Self Help Group (SHG)-driven livelihoods program implemented in several states is now being adopted by the Government as a national program. In Andhra Pradesh alone, some 10 million people, mostly women, have formed nearly 850,000 self-help groups, which have generated savings of over $805 million. They have used the funds to set up small enterprises to supplement their household incomes and give their children better schooling, nutrition and healthcare.

- Rural Roads: Over the years, several IDA-supported rural roads projects have helped build more than 20,000 km of all-weather roads connecting remote and far-flung habitations and villages to schools, hospitals, markets and jobs.

- Urban water: An urban water supply pilot project in parts of three water-stressed cities of North Karnataka (Hubli-Dharwad, Belgaum and Gulbarga) is bringing clean drinking water into people’s homes 24 hours a day, seven days a week – something not seen in other Indian cities. The Government of Karnataka is now keen to replicate the project so that it can provide clean and reliable water to more of its urban citizens.

3. Pilot initiatives:

The Bank will also look to support pilot initiatives such as improving the competitiveness of Maharashtra farmers by building better agriculture infrastructure, upgrading rural markets or haats and building farm-to-market roads. Another project will support the introduction of social security for the unorganized sector.

For more information on the Bank's work in India, please visit: http://www.worldbank.org.in
ICR Update

This is a short summary of the Implementation Completion Report (ICR) of a recently-closed World Bank project. The full text of the ICR is available on the Bank’s website. To access this document, go to www.worldbank.org/reference/ and then opt for the Documents & Reports section.

Third National Highways Development Project

Context

In the year 2000, India’s road transport system depended heavily on a small number of congested, poorly maintained, two-lane highways. About 1.6 percent of national road system was carrying over 40 percent of total road traffic. The highway network had deteriorated substantially due to the heavy traffic load and inadequate maintenance, with the budget meeting only about 40 percent of the maintenance needs. Transport costs, travel delays and accidents were high. The resulting economic loss was about $3-4 billion annually based on higher vehicle operating costs alone.

The Government of India had established an institutional framework and investment program to accelerate highway development. It had created the National Highway

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1India’s road system spanned nearly 3.3 million kilometers (km) but of that total, the national highways accounted for 52,000 km.
Authority of India (NHAI) in 1988 to consolidate responsibility for national highway (NH) development in the country. The Government also had established the National Highway Development Program (NHDP) to accelerate expansion and improvement of the highway system over a ten-year period, beginning in 2000.

The NHDP consisted of the upgrading, from two lanes, to four or six lanes, of about 14,000 km of national highways. It included highways connecting Delhi, Mumbai, Chennai and Kolkata, known as the Golden Quadrilateral (GQ), and the North-South (N-S), East-West (E-W) corridors connecting Srinagar to Kanyakumari, and Silchar to Porbandar respectively.

The Bank began its support to NHDP with the Third National Highways Development Project (TNHP).

Project Development Objectives

The objectives were two-fold: reduce transport constraints on economic activity and reduce transport costs as well as improve the institutional capabilities (of NHAI) to manage road programs, assets and services across the entire network for which NHAI is responsible.

Main beneficiaries

The Project’s primary beneficiaries were users of national highways who would gain from reduced travel time and transport costs; separation of traffic in towns and improvements in the quality of pavements. Secondary beneficiaries were roadside communities and businesses as well as the cities, towns and rural areas in the states of Uttar Pradesh, Bihar and Jharkhand.

Project components

- Highway Upgrading: Civil works for the

National Highways Development Project – Golden Quadrilateral

Based on the map prepared by Information Technology & Planning Division, NHAI. Map not to scale
widening and strengthening of about 475 km of National Highway No. 2 (NH2), from two lanes to four-six lanes divided carriageway and service roads where required.

- **Corridor Management and Road Safety Works**: Pilot contracting of management and maintenance to the private sector along with the creation of two Corridor Management Units (CMUs) and minor road improvements to reduce traffic delays and accidents.

- **Institutional Strengthening and Training**: Studies and technical assistance for the capacity-building of NHAI, including a GIS-based road information system (RIS); corridor management units; proposals for minor road works to improve travel conditions; a road safety policy; and staff training/development.

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**Revised Components**

- **Corridor Management and Safety Works Component**: A reallocation of funds from this component was necessary due to a change in the Government’s program for upgrading a highway stretch designated for a pilot operations and maintenance (O&M) contract. While the bidding process for an O&M contract for a four-lane highway stretch was in progress, the Government decided to expand the specific highway stretch to six lanes instead of four. This decision changed the bid specifications, resulting in cancellation of the bids. NHAI selected another highway stretch for the pilot O&M contract. However, this change occurred late in the project’s implementation and NHAI decided to fund the contract with its own resources. The Bank and NHAI agreed to reallocate the remaining $20 million to other components.

- **Institutional Strengthening and Training Component**: The Bank and NHAI agreed to conduct the planned study of India’s construction industry, initially planned under TNHP, as part of the Bank’s sector work program. As a result, the Bank and NHAI agreed to cancel the funds originally allocated for the study.

**Other Significant Changes**

- **Schedule**: NHAI requested an extension of 18 months due to delays in the completion of civil works. The Bank initially extended TNHP’s loan closing date for four months, pending satisfactory completion of a Financial Management Action Plan (FMP). Based on satisfactory progress with the FMP, the Bank agreed to extend the closing date by an additional 14 months.

- **Funding Allocations/Cancellations**: The initial loan amount was $516 million. At the request of the Borrower, the Bank cancelled $25.16 million and $83.05 million in January 2007 and April 2008 respectively. In May 2008, the Bank cancelled the balance of $3.85 million that remained at the end of the four-month grace period following loan closure.

**Achievements**

The upgrading of 458 km of highway from two to four lanes has reduced traffic congestion. Increase in speeds due to the reduced traffic congestion helped in reducing travel time for trucks between Delhi and Kolkata from five days to three days. The related cost of truck transport has decreased from a baseline of Rs.11 per truck-km to Rs.9.1 per truck-km, a slightly lower cost than the planned target of Rs.9.9 per truck-km., thus exceeding the two outcome indicators.

The Project was able to strengthen its capacity for Operations and Maintenance (O&M) contracting. At the end of the Project, 55 percent of NHAI’s core highway network were under O&M contracts compared to a target of 45 percent.
Lessons Learnt

- **State of the Construction Industry.** Insufficient knowledge on the state of the construction industry (manpower, raw materials, machinery, etc.), can constrain the performance of a highway investment project even if its design and implementation framework are adequate.

- **Coordination of Development Partners.** The lack of coordination among development partners can result in missed opportunities for meeting common objectives. Such coordination can not only avoid duplication of effort but increase leverage to manage and preserve physical assets and share ideas on how to improve the M&E framework.

- **Responsibility for Institutional Development.** NHAI was primarily concerned with implementing the ministry’s policy of building roads. It is not clear that the organization had the capability to concentrate on monitoring and evaluating the various institutional studies. Also, policy and planning in the roads sector are the responsibility of the ministry and the studies under the project were more in line with this mandate than that of NHAI.

- **Human Resource Development.** The lack of attention to human resource development in a period of rapid change in the highway sector can constrain project development implementation. The current shortage of qualified manpower is out of phase with the enormous demand of large infrastructure projects. The Government and industry need to create incentives and facilities for systematic training to increase the number of qualified road engineers and technicians.

- **Improvements needed in Project Preparation Activities.** Problems with the preparation and quality of the detailed project reports (DPRs) led to delays and cost variations in the civil works contracts. There is a need to improve internal design review processes and increase public consultations with all stakeholders, including state authorities to ensure a smooth implementation.

- **Coordination of NHAI’s Programs with the Affected States.** There is a need for better coordination and simpler implementation mechanisms, between NHAI and the state governments, to accelerate land acquisition, forestry clearance, tree cutting, utility relocation, etc.

- **NHAI’s Contract Management Practices.** The lack of clear, consistent contract management practices, including a model for streamlining decision making, can lead to unnecessary delays in physical works.

- **Leverage of Bank Assistance.** In developing countries such as India, where there is an increased flow of private financial resources into highway development, the Bank’s contribution to the overall funding picture continues to diminish. This may reduce its leverage in achieving institutional change required to sustain the benefits of highway investments. Therefore, the Bank may need to give greater attention to demonstrating the importance of a sustainable framework in project design and implementation as well as its policy dialogue with the governments.

- **Resettlement Policy.** Introducing the Bank’s resettlement compensation policy in a country that has a national policy which provides different levels of compensation, may introduce distortions that affected populations perceive as unfair. In designing resettlement policies, it would be prudent at the outset, to try and harmonize the policies of the Bank and the Borrower.
At the behest of the World Bank the consulting firm CRISIL Risk and Infrastructure Solutions carried out a diagnostic study of how the Indian power sector was impacted by the global financial crisis. As part of the World Bank’s response to the global financial crisis, the Infrastructure Recovery and Assets (INFRA) Platform was set up under the Energy Sector Management Assistance Program (ESMAP), which is a trust fund managed by the World Bank.

At a Consultation Workshop on 23 June, it was highlighted that financing for power sector projects in India did not suffer during the period under review because of India’s reliance on the domestic capital markets and its non-dependence on external commercial borrowings. In fact the available funding for power generation projects in India actually increased between 2008 and 2009-10, which is very different from the experience of almost all other countries in the study.

The CRISIL consultants presented details of the very successful monetary policy measures by the Reserve Bank of India, to inject liquidity into the economy. These expansionary monetary policy measures were also complemented by a successful set of fiscal policy measures by the Government of India (the stimulus package), amounting to almost 3 percent of GDP. The combined impact of the monetary and fiscal measures was a very rapid recovery from the global financial crisis, and one which did not result in any material impact or slowdown of the crucial power sector investment program.

The combination of experienced domestic power developers, as well as domestic financing sources have helped India’s power generation investment program to remain relatively unscathed from the otherwise omnipresent impacts of the global financial crisis, which have seen investment programs come to a crashing halt in many other countries.

Innovative, integrated coastal zone management can address and mitigate the impacts of coastal hazards, increase ecosystem resilience and enhance the potential for sustainable coastal development. The Integrated Coastal Zone Management Project will help build the appropriate institutional arrangements, capacity and advanced knowledge systems needed to implement the national program. The Project will also help pilot this approach in three coastal states, Gujarat, Orissa and West Bengal, through a range of complementary local pilot investments in select coastal stretches to support state-level capacity building. These investments include interventions such as mangrove plantation, regeneration of coral reefs, cleaning up of beaches, sewerage and solid waste management, conservation of cultural heritage, and a number of activities aimed at enhancing the livelihoods of coastal communities.

The World Bank Board has approved $150 million IDA credit in additional financing for the ongoing Karnataka Rural Water Supply and Sanitation Project (KRWSS).

The additional finance will help scale up the ongoing Second KRWSS project (approved in 2001) to another 1,650 villages, allowing an additional four million people to get access to
efficient and reliable water supply. The Project has already brought clean drinking water to about five million people, taking the number of households having private water supply connections from 12 percent to 47 percent in the project villages. The additional finance will also help the government focus on improving the quality of water supply.

National Cyclone Risk Mitigation Project - I (NCRMP-I)

The World Bank Board has approved a $255 million assistance in support of the first phase of the National Cyclone Risk Mitigation Program. The objective of the program is to help India mitigate the risks and vulnerability of its people to natural disasters, especially cyclones. The first phase is financed through a Credit from the IDA (International Development Association), complemented with $64 million from the Government’s budget.

The aim of the project (NCRMP-I) is to improve early warning and communication systems; enhance capacity of local communities to respond to disasters; improve access to emergency shelters, evacuation, and protection against cyclone related hazards such as wind storms, flooding and storm surge in high risk areas; and strengthen disaster risk management capacities at the central, state and local levels.

The program is expected to include at least three phases. Phase I includes the states of Orissa and Andhra Pradesh. Phase II will be open to the remaining high risk states or other coastal states that are ready to join. Rest of the coastal states will be covered under phase III.

Andhra Pradesh Water Sector Improvement Project

The World Bank’s Board of Executive Directors has approved $450.6 million for the Andhra Pradesh Water Sector Improvement Project.

The objective of the Project is to improve irrigation service delivery on a sustainable basis so as to increase productivity of irrigated agriculture in the Nagarjuna Sagar Scheme (NSS), and to strengthen the state’s institutional capacity for multi-sectoral planning, development and management of its water resources.

Statistical Strengthening Loan

The World Bank’s Board has approved $107 million for the Statistical Strengthening Loan. The Project will support an institutional and policy based reform of the Government of India for strengthening state statistical systems within a national policy framework. It will enable States and Union Territories to make progress towards common national standards relating to key statistical activities and to improve the credibility, timeliness and accuracy of these and other statistics at both central and the state levels.

Sustainable and Responsible Microfinance Project

The World Bank’s Board has approved $200 million IDA credit for the Sustainable and Responsible Microfinance Project. The funding from the Project will be used by the Small Industries Development Bank of India (SIDBI) for on-lending to Indian Microfinance Institutions (MFIs). The funding is designed to support operations and growth in MFIs, enhance their financial strength, and enable them to leverage private commercial funds to on-lend larger amounts to the under-served.

West Bengal Institutional Strengthening of Gram Panchayats Project

The World Bank’s Board of Executive Directors has approved IDA credit of $200 million equivalent for the West Bengal Institutional Strengthening of Gram Panchayats Project.

The objective of the project is to develop institutionally strengthened good practices. The Project will support an annual, performance-based block grant to the 1000 Gram Panchayats participating in the project for expenditure on local public goods and services. The funding will also strengthen Panchayat Raj Institutions systems for monitoring of PRIs.
India's Employment Challenge: Creating Jobs, Helping Workers

By Poverty Reduction and Economic Management Unit, South Asia

Price: $ 67.37

English Paperback
196 pages
Published April 2010 by World Bank and Oxford

ISBN: 0198063512
ISBN-978-0198063513

Analyzing trends and developments in the Indian labor market over the past two decades, this report finds that though labor market outcomes have been improving since the 1990s and job growth has been on the rise since 2000, unemployment and underemployment continue to be areas of concern.

Examining detailed National Sample Survey and Census data, it identifies three trends: increase in employment growth was accompanied by a deceleration in the growth of wages and earnings; around 90 per cent of prime-aged persons remain employed in low productivity, informal sector jobs; and the share of formal sector and manufacturing in total employment has remained low and strikingly unchanged.

Thus the need of the hour is to raise productivity and job quality in the informal sector; stimulate formal sector employment growth; and address persistent regional, gender, and social disparities in labor market outcomes.

India's Employment Challenge: Creating Jobs, Helping Workers also recommends regulatory reforms in order to remove barriers to the growth of formal sector jobs and labor intensive manufacturing.

These reforms must be complemented with effective and active labor market policies that can help workers, especially those in the informal sector, become more productive, obtain more protection against unemployment, and enhance skills.
Standard approaches to decomposing how much group differences contribute to inequality rarely show significant between-group inequality, and are of limited use in comparing populations with different numbers of groups. This study applies an adaptation to the standard approach that remedies these problems to longitudinal household data from two Indian villages—Palanpur in the north, and Sugao in the west. The authors find that in Palanpur the largest scheduled caste group failed to share in the gradual rise in village prosperity. This would not have emerged from standard decomposition analysis. However, in Sugao the alternative procedure did not yield any additional insights because income gains applied relatively evenly across castes.

WPS5315

Information, direct access to farmers, and rural market performance in central India
By Aparajita Goyal
This paper estimates the impact of a change in procurement strategy of a private buyer in the central Indian state of Madhya Pradesh. Beginning in October 2000, internet kiosks and warehouses were established that provide wholesale price information and an alternative marketing channel to soy farmers in the state. Using a new market-level dataset, the estimates suggest a significant increase in soy price after the introduction of kiosks, supporting the predictions of the theoretical model. Moreover, there is a robust increase in area under soy cultivation. The results point towards an improvement in the functioning of rural agricultural markets.

Other Publications

World Development Indicators 2010
By World Bank
Price: $75.00
English Paperback
456 pages
Published April 2010
by World Bank
SKU: 18232

World Development Indicators is the World Bank’s premier annual compilation of data about development. This indispensable statistical reference allows you to consult over 800 indicators for more than 150 economies and 14 country groups in more than 90 tables.

It presents the most current and accurate development data on both a national level and aggregated globally. It allows you to monitor the progress made toward meeting the Millennium Development Goals endorsed by the United Nations and its member countries, the World Bank, and a host of partner organizations.
These goals, which focus on development and the elimination of poverty, serve as the agenda for international development efforts.

**Migrant Remittance Flows: Findings from a Global Survey of Central Banks**

By Jacqueline Irving, Sanket Mohapatra and Dilip Ratha

Price: $ 15.00  
English Paperback  
88 pages  
Published March 2010 by World Bank  
ISBN: 0-8213-8360-4  
SKU: 18360

Drawing on the findings from responses to a survey conducted in 2008–09 from 114 central banks worldwide (of which 33 are in Africa), Migrant Remittance Flows aims to better understand how central banks and other national institutions regulate and collect data and other information on cross-border remittance flows. Findings indicate that, although the vast majority of countries, in both sending and receiving countries, collect data on remittances, and 43 percent of receiving countries estimate informal remittances, there is a need for more frequent and better coordinated data collection, both across national institutions and among different divisions within the same national institution, as well as between countries. Survey results also indicate that many new market entrants’ transfer activities are unregulated. Countries must take into account new channels and technologies, such as mobile phone service providers, in monitoring remittance flows. It will be important for national regulatory authorities to work closely with mobile telecoms network operators to strike the right regulatory balance, to better understand these new channels’ associated risks and fully tap their potential for fostering inexpensive, efficient remittance transfer services. The high cost of transfers was cited in the survey as the top factor inhibiting migrants from using formal channels.

**Africa Development Indicators 2010: Silent and Lethal: How Quiet Corruption Undermines Africa’s Development Efforts**

By World Bank  
Price: $100.00  
English Mixed media  
216 pages  
Published April 2010 by World Bank  
ISBN: 0-8213-8202-0  
SKU: 18202  

Africa Development Indicators 2010 (ADI) provides a collection of data on Africa. It puts together data from different sources, and is an essential tool for policy makers, researchers, and other people interested in Africa.

The term “quiet corruption” has been introduced in the book to indicate various types of malpractice of frontline providers (teachers, doctors, and other government officials at the front lines of service provision) that do not involve monetary exchange. The prevalence of quiet corruption and its long-term consequences might be even more harmful for developing countries, and for the poor in particular who are more exposed to adverse shocks to their income and are more reliant on government services to satisfy their most basic needs.

**Global Monitoring Report 2010: The MDGs after the Crisis**

By World Bank  
Price: $29.95  
English Paperback  
Published May 2010 by World Bank  
ISBN: 0-8213-8316-7  
SKU: 18316

This year’s Global Monitoring Report examines the impact of the worst recession since the Great Depression on poverty and human development outcomes in developing countries. Global Monitoring Report 2010, seventh in this annual series, is prepared jointly by the World Bank and the International Monetary Fund. It provides a development perspective on the global economic crisis and assesses the impact on developing countries—their growth, poverty reduction, and other MDGs. Finally, it sets out priorities for policy responses, both by developing countries and by the international community.

**Globalization and Growth: Implications for a Post-Crisis World**

Edited by Danny M Leipziger and Michael Spence  
Price: $40.00  
English Paperback  
342 pages  
Published April 2010 by World Bank  
ISBN: 0-8213-8220-9  
SKU: 18220

This book has been prepared for the Commission on Growth and Development to evaluate the prospects for economic growth in developing countries in the wake of the world financial and economic crises of 2008-09. It considers a range
of questions, particularly with regard to the future of globalization and the policy implications of the crisis. It considers the important issues pertaining to short-term, medium-term, and long-term growth and puts forward the latest policy ideas for fostering sustained economic growth in the developing world.

Written by prominent academics, policymakers, and practitioners, the contributions to *Globalization and Growth* seeks to create a better understanding of the evolving dynamic of globalization and economic growth, with particular regard to developing countries, and to inform policy makers of possible policy levers to address central concerns in this area.

**Innocent Bystanders: Developing Countries and the War on Drugs**

Edited by Philip Keefer

Price: $ 52.50

English Paperback

350 pages

Published April 2010

by Palgrave Macmillan, World Bank

ISBN: 0-8213-8034-6


SKU: 18034

The drug policies of wealthy consuming countries emphasize criminalization, interdiction, and eradication. Such extreme responses to social challenges risk unintended, costly consequences. The evidence presented in this volume is that these consequences are high in the case of current drug policies, particularly for poor transit and producer countries. Despite such costs, extreme policies could be worthwhile if their benefits were significantly higher than those of more moderate, less costly policies. The authors review the evidence on the benefits of current policies and find that they are clouded in uncertainty.

**Migration and Skills: The Experience of Migrant Workers from Albania, Egypt, Moldova, and Tunisia**

By Jesus Alqueza Sabadie, Johanna Avato, Ummuhan Bardak, Francesco Panzica, Natalia Popova

Price: $ 25.00

English Paperback

128 pages

Published March 2010

by World Bank

ISBN: 0-8213-8079-6


SKU: 18079

*Migration and Skills: The Experience of Migrant Workers from Albania, Egypt, Moldova, and Tunisia* aims to unravel the complex relationship between migration and skills development. Based upon extensive field surveys carried out by the European Training Foundation and joint analysis of data with the World Bank, the book paints a precise picture of potential and returning migrants from four very different countries – two “traditional” (Egypt, Tunisia) and two “new” (Albania, Moldova) sending countries. It describes the skills these migrants possess, the extent to which migrants are able to use their skills and training while abroad, and the impact that experience of migration has on their skills development. The book also offers suggestions on how the governments of countries sending migrants and countries receiving them could move towards more effective policies for managing legal migration flows.

**The Little Data Book on Africa 2010**

By World Bank

Price: $ 15.00

English Paperback

128 pages

Published April 2010

by World Bank

ISBN: 0-8213-8255-1


SKU: 18255

*The Little Data Book on Africa 2010* is a pocket edition of *Africa Development Indicators 2010* (ADI). It contains some 115 key indicators on economics, human development, governance, and partnership and is intended as a quick reference for users of the ADI book and ADI Online. The country tables present the latest available data for World Bank member countries in Africa.

**The Little Book on External Debt 2010**

By World Bank

Price: $ 15.00

English Paperback

152 pages

Published May 2010

by World Bank


SKU: 18246

*The Little Book on External Debt* provides a quick reference for users interested in external debt stocks and flows, major economic aggregates, key debt ratios, and the currency composition of long-term debt for all countries reporting through the Debtor Reporting system. A pocket edition of the *Global Development Finance 2009, Volume II: Summary and Country Tables*, it contains statistical tables for 135 countries as well as summary tables for regional and income groups.
Lights Out?: The Outlook for Energy in Eastern Europe and the Former Soviet Union

By World Bank
Price: $35.00
English Paperback
112 pages
Published March 2010
by World Bank
SKU: 18296

Countries in Eastern Europe and the Former Soviet Union are highly energy inter-dependent and facing similar challenges in terms of energy security. This is a global as well as national issue, which needs to be addressed in terms of energy efficiency, diversification of energy sources and types, strategies to manage price volatility, and also environmental implications. While the economic crisis has currently pushed aside energy security as a priority, pressures are building and policy-makers need to take decisions that have long term ramifications and may substantially impact the economic outlook at both the country and the regional level.

Fiscal Space for Health in Uganda

By Peter Okwero, Ajay Tandon, Susan Sparkes, Julie McLaughlin and Johannes G. Hoogeveen
Price: $15.00
English Paperback
64 pages
Published March 2010
by World Bank
SKU: 18290

Fiscal Space for Health in Uganda reviews performance of Uganda’s health sector and assesses options for increasing total health spending and improving efficiency of health spending to improve health, nutrition, and population outcomes. The paper is targeted to policy makers in health and those involved in financing of health services both within government and donor agencies.

The main conclusion of the report is that while Uganda needs to continue exploring ways to mobilize funding for health it needs to improve the efficiency of its health spending to maximize the health benefits for its population. Uganda could reap significant savings by improving management of human resources for health; strengthening procurement and logistics management for medicines and medical supplies; and by better programming of development assistance for health.

Besides, Uganda needs to take proactive steps to mitigate growing pressure to increase health spending.

Rural Road Investment Efficiency: Lessons from Burkina Faso, Cameroon, and Uganda

By Gael Raballand, Patricia Macchi and Carly Petracco
Price: $20.00
English Paperback
126 pages
Published March 2010
by World Bank
ISBN: 0-8213-8214-4
SKU: 18214

Based on data collection from various sources in Burkina Faso, Cameroon and Uganda, this book demonstrate that from a cost-benefit perspective, the additional cost of extending an all-weather road 2 more km to the farmer’s door outweigh the benefits in most cases. Therefore, a one size fits all approach, such as achieving the Rural Access Index, is not wishful from an aid effectiveness perspective. The last mile should not be a road for a truck but the secondary network, which link secondary cities, should be in good condition (paved or unpaved) to enable truck fleet efficiency and competition.

Agricultural Price Distortions, Inequality, and Poverty

By Kym Anderson, John Cockburn and Will Martin
Price: $45.00
English Paperback
Published March 2010
by World Bank
SKU: 18184

Using a new set of estimates of agricultural price distortions, this book brings together economy-wide global and national empirical studies that focus on the net effects of the remaining distortions to world merchandise trade on poverty and inequality globally and in various developing countries. The global LINKAGE model results suggest that removing remaining distortions would reduce international inequality, largely by boosting net farm incomes and raising real wages for unskilled workers in developing countries, and would reduce the number of poor people worldwide by 3 percent.

The World Bank East Asia and Pacific Economic Update 2010, Volume I

By World Bank
Price: $35.00
English Paperback
96 pages
Published April 2010
by World Bank
The World Bank East Asia and Pacific Economic Update 2010, Volume I, is the World Bank’s comprehensive, twice-yearly review of the region’s economies. In this edition, the Bank finds that, thanks to China, the region’s output, exports, and employment have mostly returned to the levels they were at before the crisis. And while countries can grow rapidly in the next decade even in a slower world economy, they need to return to their structural reform agendas with renewed vigor.

These agendas can include regional components, with a focus on regional economic integration, and addressing the challenges posed by climate change.

Improving Primary Health Care Delivery in Nigeria: Evidence from Four States

By World Bank
Price: $ 25.00
English Paperback
80 pages
Published April 2010 by World Bank
ISBN: 0-8213-8311-6
SKU: 18311
This book aims at understanding the performance of primary health care providers and the variables driving this performance using the World Development Report (WDR) 2004 accountability framework. It is primarily based on quantitative surveys at the level of primary health care facilities, health care personnel, and households in their vicinity. The surveys were implemented in four states: Bauchi, Cross River, Kaduna, and Lagos.

Economic Opportunities for Women in the East Asia and Pacific Region

By Amanda Ellis, Daniel Kirkwood and Dhruv Malhotra
Price: $ 25.00
English Paperback
120 pages
Published May 2010 by World Bank
ISBN: 0-8213-8300-0
SKU: 18300
This book brings together data and available evidence on the constraints that female entrepreneurs in the region face with regard to: Access to assets, business regulations and governance issues, and available avenues for expanding businesses and trading with larger markets.

Financing Higher Education in Africa

By World Bank
Price: $ 25.00
English Paperback
184 pages
Published April 2010 by World Bank
SKU: 18334
This book provides a comprehensive overview of higher education financing in Sub Saharan Africa (SSA), aiming to:
(i) explain the fundamental financial problems faced by higher education under the combined pressure of a rapidly growing demand and the scarcity of public resources, and to present the dramatic consequences of this trend on quality;
(ii) analyze and compare the current funding policies in SSA countries to provide directions for improvement; and
(iii) examine the alternatives to the status quo and the policy tools to diversify resources and to allocate resources based on performance.

Diversity in Career Preferences of Future Health Workers in Rwanda: Where, Why and for How Much?

By Tomas Lievens, Pieter Serneels and J. Damascene Butera
Price: $ 15.00
English Paperback
52 pages
Published April 2010 by World Bank
ISBN: 0-8213-8339-6
SKU: 18339
This book analyses the career preferences of future health workers in Rwanda, focusing on their sector preference, their willingness to work in a rural area, likelihood to migrate abroad, and readiness to work in a high HIV prevalence environment.

The findings show that health workers are not as uniform as is often thought, and can have very different preferences. Their reservation wages for different job types cover a wide range, and there are substantial differences in intrinsic motivation and attitudes to risk. But there are also communalities among these future health workers. While the public sector remains the biggest employer in Rwanda it is not the most popular one; and the vast majority is happy to start their career in a rural setting.

The results also show the importance of intrinsic motivation, which is associated with a number of career preferences and expectations like the preference for rural service, expectations about income and the preference for dual practice.
Eco² Cities: Ecological Cities as Economic Cities
By Hiroaki Suzaki, Arish Dastur, Sebastian Moffatt, Nanae Yabuki and Hinako Maruyama
Price: $ 35.00
English Paperback
256 pages
Published May 2010
by World Bank
SKU: 18046
This is a point of departure for cities that would like to reap the many benefits of ecological and economic sustainability. It provides an analytical and operational framework that offers strategic guidance to cities on sustainable and integrated urban development. At the same time case studies are used throughout the book to provide a matter-of-fact and ground-level perspective.

This framework is flexible and easily customized to the context of each country or city. Based on the particular circumstances and the development priorities of a city—the application of the framework can contribute to the development of a unique action plan or roadmap in each case. This action plan can be triggered through catalyst projects.

Vulnerable Places, Vulnerable People: Trade Liberalization, Rural Poverty and the Environment
By Donald Larson
Price: $ 35.00
English
Published April 2010
by Edward Elgar
World Bank
ISBN: 0-8213-8099-0
SKU: 18099
While some argue that trade liberalization has raised incomes and led to environmental protection in developing countries, others claim that it generates neither poverty reduction nor sustainability. The detailed case studies in Vulnerable Places, Vulnerable People: Trade Liberalization, Rural Poverty and the Environment demonstrate that neither interpretation is universally correct, given how much depends on specific policies and institutions that determine ‘on-the-ground’ outcomes.

Drawing on research from six countries around the developing world, the book also presents the unique perspectives of researchers both at the World Bank and the World Wildlife Fund on the debate over trade liberalization and its effects on poverty and the environment.

By Takuya Kamata, James A. Reichert, Tumensogt Tsevegmid, Yoonhee Kim and Brett Sedgewick
Price: $ 25.00
English Paperback
144 pages
Published May 2010
by World Bank
ISBN: 0-8213-8314-0
SKU: 18314
Managing Urban Expansion in Mongolia: Best Practices in Scenario-Based Urban Planning provides cost and benefit implications of three different development paths (central, mid-tier, and fringe gers) for seven sectors (land and housing, water supply, roads and public transport, heating, electricity, solid waste, and social services). The report is a best practice in urban planning exercise which provides useful information that can apply for other big cities.

Energy Efficient Cities: Assessment Tools and Benchmarking Practices
By Ranjan K. Bose
Price: $ 29.95
English Paperback
184 pages
Published April 2010
by World Bank
ISBN: 0-8213-8104-0
SKU: 18104
In an effort to catalyze solutions that would delink high levels of carbon-intensive energy use from urban growth, the Energy Sector Management Assistance Program (ESMAP) of the World Bank launched the Energy Efficient Cities Initiative in October 2008. Energy Efficient Cities: Assessment Tools and Benchmarking Practices is a product of that initiative.

The analytical tools and policy insights offered in this volume extend from integrated assessments of new cities to the impacts of socioeconomic, climate, and demographic changes on existing cities. In addition, the documentation and benchmarking of a variety of low-carbon and carbon-neutral good practices provide a range of practical insights on plausible energy efficient interventions in urban sectors.

The Global Opportunity in IT Based Services: Assessing and Enhancing Country Competitiveness
By Randeep Sudan, Seth Ayers, Philippe Dongier, Arturo Kunigami and Christine Zhen-Wei Qiang
Price: $ 20.00
English Paperback
This book aims to help policy makers take advantage of the opportunities presented by the global IT services and IT-enabled services (ITES) industry. It analyzes factors crucial to a country’s competitiveness—including skills, cost, infrastructure, business environment; and presents a Location Readiness Index (LRI) as a diagnostic tool for developing countries. It also discusses policy options for enabling growth in IT/ITES industries.

**Politically Exposed Persons: A Guide on Preventive Measures for the Banking Sector**

By Theodore S. Greenberg, Larissa Gray, Delphine Schantz, Carolin Gardner and Michael Latham

Price: $ 29.95

English Paperback

92 pages

Published April 2010 by World Bank

ISBN: 0-8213-8249-7


SKU: 18249

This book is designed to help banks and regulatory authorities address the risks posed by politically exposed persons (PEPs) and prevent corrupt PEPs from abusing domestic and international financial systems to launder the proceeds of corruption.

**The Quality of Life in Latin American Cities: Markets and Perception**

Edited by EduardoLora, Andrew Powell, Bernard van Praag and Pablo Sanguinetti

Price: $ 30.00

English Paperback

296 pages

Published May 2010 by World Bank

ISBN: 0-8213-7837-6


SKU: 17837

A growing number of cities around the world have established systems for monitoring the quality of urban life. Many of those systems combine objective information with subjective opinions and cover a wide variety of topics. This book assesses a method that takes advantage of both types of information and offers criteria to identify and rank the issues of potential importance for urban dwellers. This method—which combines the so-called “hedonic price” and “life satisfaction” approaches to value public goods—was tested in pilot studies in six Latin American cities: Bogota, Buenos Aires, Lima, Medellin, Montevideo, and San Jose of Costa Rica.

**Developing Post-Primary Education in Sub-Saharan Africa: Assessing the Financial Sustainability of Alternative Pathways**

By Alain Mingat, Blandine Ledoux and Ramahatra Rakotomalala

Price: $ 25.00

English Paperback

168 pages

Published April 2010 by World Bank

ISBN: 0-8213-8183-0


SKU: 18183

Developing Post-Primary Education in Sub-Saharan Africa presents simulation scenarios that serve an illustrative function to draw attention to the implications of such options as raising the share of education in the national budget, reforming the service delivery arrangements to manage costs, diversifying the student flow beyond lower secondary education, and enlarging the role of private funding, particularly in post-primary education.

**New Insights into the Provision of Health Services in Indonesia: A Health Work Force Study**

By Claudia Rokx, John Giles, Elan Satriawan, Puti Marzoeki and Pandu Harimurti

Price: $ 25.00

English Paperback

152 pages

Published April 2010 by World Bank


SKU: 18298

Indonesia has made improving the access to health workers, especially in rural areas, and improving the quality of health providers’ key priority areas of its next five-year development plan.

This study begins the process of reviewing the impacts of the past policies and policy changes. It links the changes in supply and quality of health workers to past health work force policies but also to changes in financing and civil service reforms policies. In addition, important aspects of health professional education and changes in demand for services are reviewed.
### India Project Documents

#### Maharashtra Agriculture Competitiveness Project
- **Date**: 11 June 2010
- **Project ID**: P120836
- **Report No.**: E2478 (Integrated environmental and social assessment, Vol. 2 of 2)

#### Second Karnataka State Highway Improvement Project
- **Date**: 3 June 2010
- **Project ID**: P107649
- **Report No.**: RP946 (Resettlement Plan)

#### Third National HIV/AIDS Control Project
- **Date**: 30 May 2010
- **Project ID**: P078538
- **Report No.**: 55001 (Project Paper, 2 Vol.)

#### NHAI Technical Assistance Project
- **Date**: 27 May 2010
- **Project ID**: P121515
- **Report No.**: AB5703 (Project Information Document)

#### Additional Financing for the Second Karnataka Rural Water Supply and Sanitation Project
- **Date**: 12 May 2010
- **Project ID**: P119882
- **Report No.**: AC5385 (Integrated Safeguards Data Sheet)

#### Integrated Coastal Zone Management Project
- **Date**: 05 May 2010
- **Project ID**: P097985
- **Report No.**: AC4934 (Integrated Safeguards Data Sheet)

#### Second Karnataka Rural Water Supply and Sanitation Project
- **Date**: 11 May 2010
- **Project ID**: P050653
- **Report No.**: 54817 (Procurement Plan)

#### Coal Fired Generation Rehabilitation Project
- **Date**: 10 May 2010
- **Project ID**: P100101
- **Report No.**: 54589 (Procurement Plan)

#### Vocational Training Improvement Project
- **Date**: 03 May 2010
- **Project ID**: P099047
- **Report No.**: 54348 (Procurement Plan)

#### Karnataka Rural Water Supply and Sanitation Project
- **Date**: 02 May 2010
- **Project ID**: P119882
- **Report No.**: AB5711 (Project Information Document)

#### The Financing Energy Efficiency at MSMEs Project
- **Date**: 30 April 2010
- **Project ID**: P100530
- **Report No.**: 54343 (Project Appraisal Document)

#### Second Phase (A) of the Mumbai Urban Transport Project
- **Date**: 26 April 2010
- **Project ID**: P113028
- **Report No.**: 54297 (Integrated Safeguards Data Sheet)
- **Report No.**: RP945 (Resettlement Plan)
- **Report No.**: 54546 (Procurement Plan)

#### BBMB Hydro Power Rehabilitation Project
- **Date**: 23 April 2010
- **Project ID**: P105152
- **Report No.**: 54297 (Integrated Safeguards Data Sheet)
- **Report No.**: 54315 (Project Information Document)

#### National Dairy Support Project
- **Date**: 23 April 2010
- **Project ID**: P107648
The World Bank Group (WBG) has embarked on the preparation of a new Environment Strategy, expected to be completed and approved by December 2010. The new Strategy will articulate a set of principles and propose an approach for achieving the environmental sustainability of the World Bank Group’s portfolio.

For more information:
http://go.worldbank.org/K0BH790E50

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Free Development Data Access

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Other Reports

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Date 22 April 2010
Project ID P105990
Report No. 54911 (Procurement Plan for first 18 months)

Second Reproductive and Child Health Project

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2010 Environment Strategy Consultations

The World Bank Group (WBG) has embarked on the preparation of a new Environment Strategy, expected to be completed and approved by December 2010. The new Strategy will articulate a set of principles and propose an approach for achieving the environmental sustainability of the World Bank Group’s portfolio.

For more information:
http://go.worldbank.org/K0BH790E50

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Date 5 April 2010
Project ID P118830
Report No. 53756 (Project Paper)

Integrated Coastal Zone Management Project

Date 5 May 2010
Project ID P097985
Report No. AC4934 (Integrated Safeguards Data Sheet)
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