Green signal for faster development: India’s new freight corridor

Across the world, moving freight by rail is cheaper and greener than sending it by road. But in India, it is slow and unpredictable. And costs are amongst the highest in the world.

Indian Railways has been losing market share to road transportation because of inadequate infrastructure and poor services, exacerbated by the need to fit freight trains into busy passenger service schedules. As a result, most of India’s passengers and the bulk of its freight goes by road. Today, 90 percent of India’s passenger traffic and 65 percent of its freight uses road transportation. And these shares are growing.
Now, the Indian Railways is building two world-class freight corridors that will transform the way goods are transported along India’s busiest routes. Given India’s energy security issues and escalating concerns about traffic accidents, congestion and the greenhouse gas (GHG) emissions associated with road transport, dedicated freight corridors will help increase the share of rail transportation in the country.

The dedicated freight-only lines are being built along the four key transportation routes – known as the Golden Quadrilateral – which connect Delhi, Mumbai, Chennai and Kolkata. These corridors carry the country’s heaviest rail traffic and are highly congested.

The first dedicated freight corridors (DFC) to be built are the Western (Delhi-Mumbai), and the Eastern Corridors (Ludhiana to Kolkata).

**World Bank support**

About 2000 km long Eastern Corridor will pass through Uttar Pradesh and Bihar, bringing jobs and much-needed development to some of India’s poorest regions. The World Bank is financing about 1,200 km of the Eastern Dedicated Freight Corridor (Ludhiana – Kolkata) through a series of three projects: Khurja – Kanpur (EDFC I, 390 km); Kanpur – Mughal Sarai (EDFC II, 402 km); and Ludhiana – Khurja (EDFC III, 401 km).

At completion, the program is expected to more than double the Indian Railways’ freight carrying capacity along the corridor.

The new electrified freight-only railway lines will allow trains to haul higher loads faster, cheaper, and more reliably than before, enabling the railways to make a quantum leap in their operational performance.
The Railways are using state-of-the-art technology and modern management and procurement approaches on a scale that is unprecedented in independent India. Construction is proceeding in accordance with internationally tendered ‘design and build’ contracts that put greater stress on compliance with schedules and budget than the traditional time and materials contracts used in the sector. For the first time in the country, rails of a quarter kilometer long are being laid using the latest automatic track laying machines.

The DFC lines are being built for maximum speeds of up to 100km/h compared to current average commercial freight speed of about 25 km/h. The lines will also have a carrying capacity of 6,000 to 12,000 gross ton of freight trains at 25-ton axle load at opening, but designed to enable migration to 32.5 ton axle load later on. Apart from a reliable service, which is critical for freight customers, the DFCs will allow much shorter transit times from freight source to destination. And in some cases reduce the delivery time to more than 50 per cent.

**Current Status**

All three World Bank projects under the Eastern Dedicated Freight Corridor (EDFC), amounting to US$2.72 billion are at different stages of implementation. Most of the major procurement contracts under EDFC 1 and 2 have already been awarded.

In addition to construction of the freight corridor, the Project is also supporting the Dedicated Freight Corridor Corporation of India Ltd (DFCCIL) to strengthen its institutions. This includes research and development, long term commercial and marketing plan, approach to non-discriminatory access, safety on the tracks, locomotives and wagon specifications, pilot projects on energy optimization and freight logistics, and skill enhancement among others.

**Economic Gains**

The economic gains being envisaged are also huge. These innovative freight-only corridors will make it much cheaper, faster, and more reliable to move goods between the industrial heartland in the north and ports on the eastern and western coasts.

At present nearly 90 percent of Indian Railway’s freight is dominated by ten bulk commodities. With increase in DFC capacity and a faster and more reliable transit, Indian
Railway will have the potential to attract new markets to rail in higher value freight sectors greatly underrepresented in railway freight at the moment. This will catalyze economic development in Uttar Pradesh by driving the establishment of industrial corridors and logistics parks along the route. It is expected that the corridor will make industries more competitive, manufacturers will be able to meet the tight delivery schedules demanded by export markets on time, and the Make in India initiative will receive a boost.

The project will benefit the critical power and heavy manufacturing industries in the northern and eastern states through which the corridor passes. These industries rely heavily on the railways to carry their raw materials and take part of their finished and semi-finished goods to both domestic markets as well as to seaports on the eastern seaboard.

By transferring freight to dedicated freight-only lines, congestion on existing railway tracks in the lower Ganges basin is also expected to ease, improving passenger rail services. The region is one of India’s poorest and most densely populated and its citizens rely heavily on rail transport for affordable travel.

“By freeing the freight from the main lines, it will help boost passenger rail service, which will contribute to efficient urbanization within this big corridor, which is really important because we know that urbanization drives poverty alleviation in India, said Benedict L.J. Eijbergen, Program Leader, Economic Integration, and Atul Agarwal, Senior Transport Specialist and Task Team Leaders for the projects.

A Green Project

The DFC is a green project as by shifting freight from road to rail it will reduce fossil fuel usage and energy consumption in India’s transport sector. The corridor will operate entirely through electric locomotives, reducing carbon emissions significantly.

In fact, a carbon footprint analysis conducted by the Indian Railways finds that the DFC will generate 2.25 times less greenhouse gas emissions over a 30-year period compared to business as usual.

The experience gained in implementing a project of such magnitude and complexity will enable the Indian Railways to create one of the largest freight operations in the world.
Dedicated Freight Corridors

The Routes:

**Western Dedicated Freight Corridor (1499 km)**
- Vadodara – Rewari 930 km
- Vadodara – JNPT 428 km
- Rewari – Dadri 141 km
  (incl. TKD – Pirthala)

**Eastern Dedicated Freight Corridor (1839 km)**
- Ludhiana – Khurja 404 km
- Dadri – Khurja 43 km
- Khurja – Kanpur 343 km
- Kanpur – Mughalsarai 393 km
- Mughalsarai – Sonnagar 118 km
- Sonnagar – Dankuni 538 km

Expected Results: Eastern Dedicated Freight Corridor

**CHEAPER**
- Transportation costs will halve

**FASTER**
- Average train speeds will rise from 25 kmph to 70 kmph
- Trains’ carrying capacity will double
- Waiting time for wagons will be reduced and transit time will be down to a third

**REDUCED TRANSIT TIME**
- Moving freight from road to electrified rail will consume far less energy, reduce congestion on roads, and cut down the number of road accidents
India has made great strides in reducing consumption poverty over the past two decades. Between 1994 and 2012, some 133 million people were lifted out of poverty. While this represents significant improvement in the well-being of India’s people, the country’s progress on other important indicators such as health, nutrition, and sanitation has been less encouraging. This highlights a multidimensional development challenge that will need urgent attention if poverty in all its forms is to be alleviated and the people’s aspirations for a better standard of living are to be fulfilled.
On a positive note, India has made appreciable gains on several fronts. Infant and child mortality rates were more than halved between 1994 and 2014, and the maternal mortality ratio fell by over 60 percent. Students are now staying longer in school, as evidenced by an increase in secondary school completion rates. And children are 34 percent less likely to be underweight in 2014 than they were in 2005.

However, these bright spots coexist with slow progress on other important fronts. For instance, less than a third of India’s households have convenient access to piped water, showing very little improvement since 2005. Only 2 out of 5 households have access to improved sanitation facilities and an overwhelming 44 percent of the population practices open defecation. In fact, India lags behind neighboring countries like Bangladesh, Nepal and Pakistan in improving access to sanitation and eradicating open defecation.

The Swachh Bharat Mission is thus a timely initiative to improve an aspect of well-being in which India has not only fallen behind its neighbors, but has also not kept pace with its own record of progress in other dimensions.

Importantly, child under-nutrition remains high and endemic. Roughly 2 in 5 children...
under the age of 5 are ‘stunted’ – that is they are shorter than the desired height for their age. While child under-nutrition in India is similar to comparable countries in South Asia, nationwide estimates hide wide disparities between states. In Bihar, Jharkhand, and Uttar Pradesh for instance, roughly half of all children under 5 are stunted. Even relatively prosperous states like Andhra Pradesh, Gujarat, Haryana, and Maharashtra fare poorly in this regard.

Notably, malnutrition and poor standards of living are not just confined the poor. Apart from the incidence of stunting, the share of the population that lacks access to piped water and improved sanitation is higher than the poverty rate, indicating the wider extent of the challenge.

India’s progress on these non-monetary dimensions of well-being is also disappointing when compared to countries at similar stages of development. For example, India’s infant and child mortality rates are higher than countries at comparable, or even lower, levels of per capita income. In fact, not only do Cambodia, Nicaragua and Vietnam perform better on infant and child mortality than India, but neighboring Bangladesh and Nepal do so too. This is the case despite starting out at roughly similar levels as Cambodia,
Bangladesh and Nepal on both metrics two decades ago. And when we compare India’s infant, child, and maternal mortality rates to the other BRICS nations, we find that the country has a lot of catching up to do.

In sum, India’s progress on reducing consumption poverty is certainly cause for celebration. However, the persistence of a range of other deprivations presents important development challenges. Apart from their intrinsic value as markers of welfare and equity, progress on stunting, nutrition, sanitation, and other key aspects of well-being will enable households to chart a path out of poverty. Better health, sanitation and education will not only help raise the productivity of millions, they will also empower the people to meet their aspirations, and provide the country with new drivers of economic growth.

**Data sources and notes**

*This blog was originally published in the Indian Express on 27th May, 2016.*

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<th>Metric</th>
<th>1994</th>
<th>2005/06</th>
<th>2012/15</th>
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<tr>
<td>% of children stunted/underweight</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>% population without access to improved sanitation, piped water on premises, practicing open defecation</td>
<td>WHO/UNICEF Joint Monitoring Program (JMP), data for 2005 and 2015</td>
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Recent Project Approvals

Bihar Rural Roads Project

The World Bank Board has approved US$ 235 million for the Bihar Rural Roads Project to improve and effectively manage the state’s rural road network.

The Project will support the construction of about 2,500 km of rural roads under the Mukhiya Mantri Gram Sampark Yojana (MMGSY). It will provide all-weather road access to some 1.2 million people, most of whom belong to the poor and vulnerable sections of society (30 percent of the people who are to benefit live below the poverty line and about 48 percent of them are women) and generate direct employment of about 20 million person days for local laborers through a rural road construction and maintenance program.

The roads will be constructed using cost-effective designs and will incorporate engineering measures that ensure road safety. The Project will also suggest better contract management practices to avoid time and cost over-runs. This will gradually help transform the Rural Works Department (RWD) into a modern and high-performing road agency capable of building and maintaining its road assets on a sound technical and financial footing.

The Government of Bihar has made “road connectivity to each habitation” among its top seven priorities. In addition, its aim is to bring all parts of the state within five hours of travel time from the capital city of Patna. While Bihar has constructed about 60,000 km of rural roads in the last decade, nearly 49 percent of its people still lack access to an all-weather road.

Nagaland Health Project

The World Bank Board has approved US$ 48 million for the Nagaland Health Project. The Project will help improve health services and increase their utilization by communities in targeted locations in Nagaland. The communities will benefit from project activities at the community and health facility levels, while the population of the state as a whole will benefit from improvements in higher-level facilities as well as system-wide investments.

The Project will not duplicate existing activities of the state health system and National Health Mission but will complement existing health systems.
Recent Project Signings

North Eastern Region Power System Improvement Project

The Government of India, POWERGRID, the six north eastern states of Assam, Manipur, Meghalaya, Mizoram, Nagaland, and Tripura and the World Bank have signed a US$ 470 million loan agreement to support these six states to augment their transmission and distribution (T&D) networks and strengthen the capacity of the state-level power utilities/ departments in extending last mile electricity connections to households. The Project will be implemented through POWERGRID, which has been appointed as the implementing agency by the Government of India and it will provide technical and managerial support for improving intra-state transmission and distribution systems in these states. After commissioning, the assets created under the project will be owned, operated and maintained by the respective state power utilities and departments. POWERGRID will also help build the capacity of the state departments and utilities to continue managing the refurbished networks in an optimum and efficient manner.

The loan agreement was signed by Raj Kumar, Joint Secretary, Department of Economic Affairs, Ministry of Finance, on behalf of the Government of India; and Hisham Abdo, Operations Manager and Acting Country Director, World Bank India, on behalf of the World Bank. Supplementary project agreements were also signed between POWERGRID and the participating states.

Improving Energy Efficiency in MSME's

The Government of India and the World Bank have signed an additional grant of US$ 5.19 million from the Global Environment Facility (GEF) to increase demand for energy efficiency investments in select micro, small and medium enterprises (MSME) and build their capacity to access commercial finance. The Project will be jointly implemented by Bureau of Energy Efficiency (BEE), Ministry of Power, Government of India and Small Industries Development Bank of India (SIDBI). The share of additional grant will be US$ 1.42 million and US$ 3.77 million respectively for BEE and SIDBI. Through a cluster approach the project will increase demand for energy efficiency products and financing solutions in five targeted industry clusters. It will help build the capacity of apex organizations to assist MSME units in identifying additional Energy Efficiency (EE) projects in the future.

The grant agreement for the Project was signed by Raj Kumar, Joint Secretary, Department of Economic Affairs, Ministry of Finance, on behalf of the Government of India, Ajay Kumar Kapur, Deputy Managing Director, on behalf of SIDBI and Junaid Ahmad, World Bank Country Director in India, on behalf of the World Bank.
ICR Update

This is a short summary of the Implementation Completion Report (ICR) of recently-closed World Bank projects. 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.

Uttarakhand Decentralized Watershed Development Project (Gramya I)

Context
The state of Uttarakhand is home to well-endowed river basins, and blessed with perennial streams and springs. However, severe soil erosion and land degradation over the years has reduced the flow and capacity of the water sources resulting in almost half the population in hilly areas, who practiced agriculture, to fall into poverty.

Project Development Objectives
The objective of this Project was to improve the productive potential of natural resources and increase incomes of rural inhabitants in selected watersheds. It encompassed three broad themes:
(a) community participation in watershed development and management aimed at integrating land-water management with the objectives of increased soil moisture retention and improved biomass production, while simultaneously

<table>
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<tr>
<th>Uttarakhand Decentralized Watershed Development Project (Gramya I)</th>
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<tr>
<td>Approval Date: 20 May, 2004</td>
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<tr>
<td>Closing Date: 31 March, 2012</td>
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<tr>
<td>Total Project Cost: US$ 106.88 million</td>
</tr>
<tr>
<td>Bank Financing: US$ 106.88 million</td>
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<tr>
<td>Implementing Agency: Watershed Management Directorate, State of Uttarakhand</td>
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<td>Outcome: Satisfactory</td>
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<td>Risk to Development Outcome: Moderate</td>
</tr>
<tr>
<td>Overall Bank Performance: Satisfactory</td>
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<td>Overall Borrower Performance: Satisfactory</td>
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enhancing incomes and livelihood options;
(b) strengthening the administrative capacity of Gram Panchayats to manage project financial resources, implement sub-projects, and deliver services, sustainable beyond the duration of the project; and
(c) ensuring equitable participation by all groups, especially the landless and women who rely disproportionately on common-pool resources for fodder, fuel, and other forest products.

The main beneficiaries of the project were small and medium landholders, marginal farmers, landless and women.

Achievement of Program Development Objectives

The Project, also known as Gramya I, treated 234,800 ha in 76 micro-watersheds, and benefitted a population of 255,681 in 468 GPs in 18 development blocks in the 11 hill districts of Uttarakhand.

The Project successfully increased water flows and improved water availability by 12 percent for agriculture and domestic use resulting in increased plantation activities and an average 15 percent increase in income among targeted households. Gramya I investments were significant in developing rainfed agriculture. Crop yields in the arable lands increased by 35 to 60 percent. The annual production of cereals increased by 79 MT, while that of pulses increased by 2 MT. The plantations increased annual production by about 121 MT. Gramya I piloted agribusiness in 327 GPs (about 70 percent of targeted GPs). Farmer federations representing more than 8000 farmers’ facilitated sale of produce resulting in increased revenue to the tune of 27 percent, almost 80 percent more than the 15 percent target.

There was a 50 percent increase in the number of beneficiaries engaged in the alternative livelihood activities that reduced their dependence on the natural resource base through pine needle briquetting, traditional water mills, and medicinal and aromatic plant cultivation.

Vulnerable groups and women – about 49 percent of the targeted population – benefitted from livelihood activities initiated through the project. The project also provided plantation management and fire control training in the pine forests. As a result, the fire affected areas were reduced by 61 percent in the targeted forests, which also contributed to reduction in emissions of greenhouse gases (GHGs).

Lessons Learnt

- To ensure long term success and sustainability, implementation of watershed projects require training in financial management as well as transfer of technical knowledge to Gram Panchayats to both maintain and sustain project investments.
- Watershed development should balance science and cutting-edge technology along with community participation in its design and implementation.
- Gramya I demonstrated the effectiveness of rainwater conservation and harvesting in rainfed areas, when combined with improved seeds and management practices.
- Gramya I initiated pine needle briquetting, and other traditional activities, natural regeneration of oak, bamboo basket making, and promoted local plants. All these activities not only increased their incomes, but also diversified income sources, thereby contributing to added resilience of livelihood and market options, which were developed in partnership with the public and private sectors.

The World Bank in India • January 2017 13
Lessons Learnt

Carbon finance through CER sale is not an adequate incentive for investors to undertake wind power projects in India on a commercial basis. The market price for CERs should be raised to make it an enabler to encourage investments in the renewable energy sector. Furthermore, it should be protected from market fluctuations.

Context

The Project involved installation of a wind power plant and export of the electricity generated to the grid. It consisted of 18 wind turbines of 1.65MW capacity each totaling 29.7MW spread over two locations (two villages) – Arasinagundi (13.20MW) and Anabaru (16.50MW), in Davangere district of Karnataka.

Project Development Objectives

The objective of the project was to reduce Greenhouse Gas (GHG) emissions by supplying electricity generated from wind power to the grid.

Achievements

The Project achieved its development objective in terms of installed renewable energy generating capacity, and has been delivering clean electricity to the grid. The Emission Reduction Purchase Agreement (ERPA) executed under this Project was for purchase of Certified Emission Reduction (CERs). The World Bank acted as a trustee of the Spanish Carbon Fund (SCF). It implied that the SCF would make payment for monitored emission reductions. The Project delivered 178,235 CERs to the Trustee (World Bank) for the calendar years 2010 and 2011.

Karnataka Wind Power Carbon Finance Project

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<tr>
<td>Emission Reduction Purchase Agreement (ERPA) Termination date:</td>
<td>2 December, 2013</td>
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<tr>
<td>ERPA Volume</td>
<td>178,917 CERs (for 3 years)</td>
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<tr>
<td>Outcome:</td>
<td>Satisfactory</td>
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<tr>
<td>Overall Bank Performance:</td>
<td>Satisfactory</td>
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<tr>
<td>Overall Borrower Performance:</td>
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</table>
This paper estimates the welfare impact of rural electrification in India using nationally representative household panel survey data for 2005 and 2012. Analysis based on a propensity-score-weighted fixed-effects model finds that while electrification is associated with a broad range of social and economic benefits, the size of the effects depends importantly on the reliability of electricity service.

Gaining access to electricity combined with a reliable power supply is associated with a 17 percent increase in income during the sample period, but gaining access to electricity alone is associated with only a 9.6 percent increase in income.

The net gain from both increasing the access rate and reducing power outages in rural India is estimated to be US$11 billion a year. Moreover, India’s rural electrification policy appears to be progressive because lower-income households benefit more from access to electricity than higher-income households during the sample period.
The case studies of representative census towns in Bihar, Jharkhand, Odisha, and West Bengal show the role of increased connectivity and growing rural incomes in driving the demand for the small-scale and non-tradable services, which are the main sources of nonfarm employment in these settlements.

Although statistical comparisons do not show a significant impact of urban or rural administrative status on access to basic services, urban status is often favored by the social groups involved in the growing commercial and services sectors, and resisted by the residents still involved in the traditional farming sectors.

### WPS 7884
**Deregulation and firm investment: Evidence from the dismantling of the license system in India**
By Ivan Kandilov, Asli Leblebiciogu and Ruchita Manghani

This paper analyzes the impact of deregulatory reforms in India during the 1990s, which eliminated compulsory industrial licensing, on manufacturing firms’ investment decisions. The paper finds an economically and statistically significant positive effect of delicensing on investment.

It also shows that firms in states with better credit conditions benefitted more from the removal of licenses. Moreover, the analysis demonstrates that the increase in investment was predominantly driven by smaller firms.

### WPS 7883
**Does input-trade liberalization affect firms’ foreign technology choice?**
By Maria Bas and Antoine Berthou

This paper studies the impact of input-trade liberalization on firms’ decision to upgrade foreign technology embodied in imported capital goods. The empirical analysis is motivated by a simple theoretical framework of endogenous technology adoption, heterogeneous firms and imports inputs.

The model predicts a positive effect of input tariff reductions on firms’ technology choice to source capital goods from abroad.

This effect is heterogeneous across firms depending on their initial productivity level. Relying on India’s trade liberalization episode in the early 1990s, this paper demonstrates that the probability of importing capital goods is higher for firms producing in industries that have experienced greater cuts on tariffs on intermediate goods.

### Other Publications

**Doing Business 2017: Equal Opportunity for All**
By World Bank Group
Available On-line
Published: September 2016
Pages: 357
ISBN (paper): 978-1-4648-0948-4
DOI: 10.1596/978-1-4648-0948-4
ISSN: 1729-2638


This year’s report introduces major improvements by expanding the paying taxes indicators to cover post-filing processes—tax audits, tax refunds and tax appeals—and presents analysis of pilot data on selling to the government which measures public procurement regulations. Using the data originally developed by Women, Business and the Law, this year for the first time Doing Business adds a gender component to three indicators—starting a business, registering property, and enforcing contracts—and finds that those economies which limit women’s access in these areas have fewer women working in the private sector both as employers and employees.

**International Debt Statistics 2017**
By World Bank Group
Available On-line
Published: November 2016
Pages: 199

The World Bank’s annual report on the external debt of developing countries includes comprehensive data for 125 developing countries, as well as summary data for regions and income groups. In addition, the publication showcases the broader spectrum of debt data collected and compiled by the World Bank. These include the high frequency, quarterly data for high-income economies and select developing countries reporting to the joint World Bank–IMF Quarterly External Debt Statistics (QEDS) and the Public Sector Debt Statistics (PSDS) database.
Unbreakable: Building the Resilience of the Poor in the Face of Natural Disasters

By Stephane Hallegatte, Adrien Vogt-Schilb, Mook Bangalore and Julie Rozenberg
Available On-line
Published: November 2016
Pages: 201
DOI: 10.1596/978-1-4648-1003-9

This report moves beyond asset and production losses post disaster and shifts its attention to how natural disasters affect people's well-being. Understanding the disproportionate vulnerability of poor people also makes the case for setting new intervention priorities to lessen the impact of natural disasters on the world's poor, such as expanding financial inclusion, disaster risk and health insurance, social protection and adaptive safety nets, contingent finance and reserve funds, and universal access to early warning systems.

Improving Maternal and Reproductive Health in South Asia: Drivers and Enablers

By Sameh El-Saharty, Sadia Chowdhury, Naoko Ohno and Intissar Sarker
Available On-line
Published: November 2016
Pages: 195
DOI: 10.1596/978-1-4648-0963-7

The findings in this study indicate that the most effective interventions that prevent maternal mortality are those that address the intra-partum stage – the point where most maternal deaths occur – and include improving skilled birth attendance coverage, increasing institutional delivery rates, and scaling up access to emergency obstetric care.

There is also adequate evidence that investing in family planning to increase contraceptive use also played a key role during the inter-partum phase by preventing unwanted pregnancies and thus averting the risk of maternal mortality in South Asian countries.

The levels of household income, women's education, and completion of secondary education of girls were also strongly correlated with improved maternal and reproductive health outcomes. Also, there is strong evidence that health financing schemes – both demand and supply side – and conditional cash transfer programs were effective in increasing the uptake of maternal and reproductive health services.

Connecting Green Technology Entrepreneurs: Implications for Program Design

By World Bank Group
Available On-line
Published: November 2016
Pages: 140
Working Paper

Green technology entrepreneurs in developing countries need connection platforms for people, ideas, business models, transactions, as well as membership of expert communities.

This study shows how cheaper, quicker, and more efficient connections can be created among stakeholders of green technology innovation in developing countries. This is done through drawing insights from a variety of public and private programs that seek to promote connections between entrepreneurs in green technology and other sectors. The report is based on 14 case studies of different programs spanning more than 80 countries.


By Water Partnership Program, World Bank Group
Available On-line
Published: November 2016
Pages: 80
A Guidance Note

This note provides guidance for cities in developing countries for managing the urban water cycle in a sustainable manner by using an Integrated Urban Water Management (IUWM) approach.

This note profiles the different IUWM approaches applied in three types of cities: a water-scarce, fast-developing city (Windhoek, Namibia), an expanding city subject to climate extremes (Melbourne, Australia) and a dense flood-prone city (Rotterdam, the Netherlands).

It also profiles an example of World Bank engagement under an IUWM approach in a fast-growing city in a middle-income country (Vitoria in Espirito Santo, Brazil).
Analysis of International Funding to Tackle Illegal Wildlife Trade

By World Bank Group
Available On-line
Published: November 2016
Pages: 50
Working Paper

This study assesses the current state of international donor funding to combat illegal wildlife trade and identifies trends in investment in this sector in Africa and Asia since 2010. The data collected, database created, online repository, and points of contact established with donors can be used to further understand funding processes, effectiveness, and impacts and to inform donor strategic planning efforts.

Results in Education for All Children (REACH): Assessment of the Pilot Year

By Peter A. Holland
Available On-line
Published: September 2016
Pages: 24

In 2015, the World Bank Group (WBG) launched REACH, a multi-donor trust fund that strives to support country clients in this space, and accelerate the Results-based Financing (RBF) agenda within the institution.

This assessment reflects on lessons learned in 2015, and estimates the demand for future RBF in education. The lessons have been distilled from the early experiences with the 20 REACH-funded grants, as well as from the just-in-time support provided to Bank teams and country clients across the globe (about 20 countries in total).

An Integrated Framework for Jobs in Fragile and Conflict Situations

By World Bank Group
Available On-line
Published: September 2016
Pages: 40
Working Paper

Jobs are a high priority for development and stability in fragile and conflict-affected situations. However, the jobs environment is particularly challenging in situations affected by fragility, conflict, and violence with various combinations of high political, economic and social risks, weak institutional capacity, a difficult political economy, and significant constraints on financial resources to support recovery and reconstruction.

To help strengthen its engagement on jobs in fragile and conflict-affected regions, the World Bank Group (WBG) has developed an integrated jobs framework which is described in this paper.

Transfer Pricing and Developing Economies: A Handbook for Policy Makers and Practitioners

By Joel Cooper, Randall Fox, Jan Loeprick, and Komal Mohindra
Available On-line
Published: September 2016
Pages: 49
Directions in Development

The handbook provides guidance on analytical steps that can be taken to understand a country’s potential exposure to inappropriate transfer pricing (transfer mispricing) and outlines the main areas that require attention in the design and implementation of transfer pricing regimes.

A discussion of relevant aspects of the legislative process, including the formulation of a transfer pricing policy, and the role and content of administrative guidance, is combined with the presentation of country examples on the practical application and implementation of the arm’s length principle and on running an effective transfer pricing audit program. Appropriate.

Learning from IDA Experience: Lessons from IEG Evaluations

By Independent Evaluation Group
Available On-line
Published: September 2016
Pages: 76
Learning Product

The operations and modus operandi of the International Development Association (IDA) are being examined.

As the world's largest provider of financial resources to the poorest countries, it is expected to deliver greater results in the new development paradigm. In line with the commitment to learning from the past, this synthesis report presents findings from recent evaluations and analysis from the Independent Evaluation Group (IEG). Focusing on the special themes under IDA16 and IDA17, it aims to offer evaluation evidence on what has and has not worked in IDA priority areas in order to support the IDA18 replenishment discussions.
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