



Technical Assistance Report

Project Number: 47210-001
Policy and Advisory Technical Assistance (PATA)
July 2014

Islamic Republic of Afghanistan: Transport Sector Master Plan Update

This document is being disclosed to the public in accordance with ADB's Public Communications Policy 2011.

Asian Development Bank

CURRENCY EQUIVALENTS

(as of 18 July 2014)

Currency unit	–	Afghani (AF)
AF1.00	=	\$0.01763
\$1.00	=	AF56.71

ABBREVIATIONS

ADB	–	Asian Development Bank
ANDS	–	Afghanistan National Development Strategy
km	–	kilometer
TA	–	technical assistance

NOTE

In this report, "\$" refers to US dollars.

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POLICY AND ADVISORY TECHNICAL ASSISTANCE AT A GLANCE

1. Basic Data		Project Number: 47210-001	
Project Name	Transport Sector Master Plan Update	Department /Division	CWRD/CWTC
Country Borrower	Afghanistan, Islamic Republic of Ministry of Public Works	Executing Agency	Ministry of Public Works
2. Sector	Subsector(s)	ADB Financing (\$ million)	
✓ Transport	Transport policies and institutional development		1.00
		Total	1.00
3. Strategic Agenda	Subcomponents	Climate Change Information	
Inclusive economic growth (IEG)	Pillar 1: Economic opportunities, including jobs, created and expanded Global and regional transboundary environmental concerns	Climate Change impact on the Project	Low
Environmentally sustainable growth (ESG)			
Regional integration (RCI)	Pillar 1: Cross-border infrastructure		
4. Drivers of Change	Components	Gender Equity and Mainstreaming	
Governance and capacity development (GCD)	Institutional development Organizational development	No gender elements (NGE)	✓
Knowledge solutions (KNS)	Application and use of new knowledge solutions in key operational areas Knowledge sharing activities		
5. Poverty Targeting		Location Impact	
Project directly targets poverty	No	Nation-wide	High
6. TA Category:	B		
7. Safeguard Categorization	Not Applicable		
8. Financing			
Modality and Sources		Amount (\$ million)	
ADB		1.00	
Sovereign Policy and advisory technical assistance: Technical Assistance Special Fund		1.00	
Cofinancing		0.00	
None		0.00	
Counterpart		0.10	
Government		0.10	
Total		1.10	
9. Effective Development Cooperation			
Use of country procurement systems		No	
Use of country public financial management systems		No	

I. INTRODUCTION

1. The Government of Afghanistan requested policy and advisory technical assistance (TA) from the Asian Development Bank (ADB) to support the update of its national transport sector plan.¹ Due to uncertainty in this year of transition—characterized by a withdrawal of the international security assistance forces and an expected decrease in foreign aid from 2014 onward—ADB’s country partnership strategy for Afghanistan, 2009–2013, has not been updated, but the sector priorities remain valid.² However, ADB’s country operations business plan for Afghanistan for 2014–2015 is consistent with the country partnership strategy and the government’s national priority programs, and includes a provision for funding the update of the transport sector master plan.³

2. The government is in agreement with the TA project’s impact, outcome, outputs, implementation arrangements, cost, financing arrangements, and terms of reference for consultants. The design and monitoring framework is in Appendix 1.

II. ISSUES

3. Afghanistan’s transportation system comprises road, inland waterways, air, and rail transport modes. As a landlocked country with an estimated population of 25 million to 30 million dispersed across the largely mountainous terrain of 652,000 square kilometers, and without many viable alternative transport modes, roads are the principal means of transport. Afghanistan’s road network comprises about 3,300 kilometers (km) of regional highways; 4,900 km of national highways; 9,700 km of provincial roads; 17,000–23,000 km of rural roads; and about 3,000 km of urban roads, including 1,060 km in Kabul. The regional highway network consists of the 2,300 km Ring Road that connects Afghanistan’s major regional centers (Herat, Kandahar, Mazar-e-Sharif, Maimana, and Sheberghan) with Kabul, and about 700 km of cross-border roads linking the Ring Road to neighboring countries. The regional highway network fosters regional trade and economic linkages between Afghanistan and Iran, Pakistan, Tajikistan, Turkmenistan, and Uzbekistan. Inland waterways are limited to the Amu Darya river and its tributaries in the north, with the only formal operating inland port at Shirkhan Bandar, a key border crossing point with Tajikistan. Afghanistan has 60 airports and airfields spread across the country, including three international and 21 domestic airports. Until recently, the total length of railways was mere 24.6 km, comprising cross-border extensions from Turkmenistan and Uzbekistan to transshipment yards in Towraghondi and Kheyribad, respectively. In April 2011, the ADB-financed Hairatan to Mazar-e-Sharif rail link (75 km) was completed—the first railway in Afghanistan in over 100 years.⁴ Initial operations of this railway over the first three-year period have exceeded expectations in terms of freight volume.

4. At the end of 2001, after some 20 years of conflict, baseline assessments suggested that more than 90% of the country’s transportation system was unconnected and in poor condition. In 2003, reconstruction efforts by multilateral and bilateral development partners began in earnest, with an initial focus on improving key transport infrastructure, especially priority roads such as the Ring Road. Over the next 10 years, international development partners collectively invested more than \$4 billion to improve transport infrastructure and

¹ The TA first appeared in the business opportunities section of ADB’s website on 12 May 2014.

² ADB. 2008. *Country Partnership Strategy: Afghanistan, 2009–2013*. Manila. Furthermore, an interim CPS is planned for late 2014.

³ ADB. 2013. *Country Operations Business Plan: Afghanistan, 2014–2015*. Manila.

⁴ ADB. 2008. *Report and Recommendation of the President to the Board of Directors: Proposed Grant to the Islamic Republic of Afghanistan for the Hairatan to Mazar-e-Sharif Railway Project*. Manila.

transport sector institutions in Afghanistan. In accordance with the various international conferences since the signing of the Bonn Agreement in 2001, the support for reconstruction provided by the international community has been highly collaborative and coordinated.⁵ In the transport sector, reconstruction efforts have been primarily guided by the following documents:

- (i) ADB. 2002. *Comprehensive Needs Assessment for Rehabilitation and Reconstruction in the Transport Sector – Afghanistan*. Manila.
- (ii) Afghanistan Assistance Coordination Authority. 2003. *Transport Programme, 1382 Public Investment Programme*. Kabul.
- (iii) ADB. 2004. *Securing Afghanistan's Future, Accomplishments and the Way Forward: Transport Sector Building Connections*. Manila.
- (iv) World Bank. 2004. *Transport Sector Review, Final Report*. Kabul.
- (v) ADB. 2006. *Master Plan for Road Improvement Project (Master Plan Component), Final Report*. Manila.
- (vi) Government of Afghanistan. 2008. *Transport and Civil Aviation Strategy 1387–1391 (2007/08–2012/13), Pillar III, Infrastructure, Afghanistan National Development Strategy*. Kabul.
- (vii) ADB. 2008. *Report and Recommendation of the President to the Board of Directors on a Proposed Multitranche Financing Facility to the Islamic Republic of Afghanistan for the Road Network Development Investment Program*. Manila.
- (viii) Government of Afghanistan. 2010. *Afghanistan National Development Strategy, Prioritization and Implementation Plan Mid 2010 – Mid 2013, Volumes 1 and 2*. Kabul.
- (ix) Government of Afghanistan, Ministry of Mines. 2011. *National-Regional Integrated Resource Corridor Initiative (NRIRCI)*. Kabul.
- (x) ADB. 2011. *Report and Recommendation of the President to the Board of Directors on a Proposed Multitranche Financing Facility to the Islamic Republic of Afghanistan for the Transport Network Development Investment Program*. Manila.

5. Despite the significant investments made, primarily in road transport infrastructure interventions, the transport network remains incomplete. With an estimated density of only 4 km per 1,000 square kilometers, Afghanistan's road network is far below the completeness levels achieved by its neighbors. Furthermore, only 7% of the roads are paved, and a key section of the Ring Road is not yet constructed. Four provincial capitals are unconnected to the regional network and thus lack access to domestic and regional markets. More than 70% of the interprovincial and interdistrict roads remain in a poor state. Many roads are impassable to motor vehicles, and people in the mountainous central part of the country do not have all-weather access to the main road network. Although the initial railway from Uzbekistan to Mazar-e-Sharif is functioning and a detailed study is under way to extend it both east and west across northern Afghanistan, possibilities to develop railways in other parts of the country, which could be used to support mineral extraction and associated industries, lack specification and prioritization.

6. Aside from additional infrastructure requirements, a number of challenging sector issues remains unresolved. For instance, the vast majority of funding for infrastructure construction

⁵ The Bonn Agreement, officially referred to as the Provisional Arrangements in Afghanistan Pending the Re-Establishment of Permanent Government Institutions, was the initial series of agreements intended to recreate the state of Afghanistan and request the support of the United Nations for reconciliation, stability, security, and reconstruction. Following the 2001 International Conference on Afghanistan in Bonn, similar conferences have been held almost every year to support coordination between the Government of Afghanistan and the international community.

continues to be financed by international development partners through grants. Similarly, government funding for maintenance of the implemented works in the transport sector network is lacking; if not resolved, this will result in an unnecessary economic loss of the significant capital investments made to date. Inadequate sector regulation, such as truck overloading, is another major problem that will reduce the engineering design life of the constructed roads. Opportunities to raise revenue for maintenance from improved regulation or tolling remain unexplored. These potential sustainability issues are nonphysical in nature and point to a lack of proper sector governance and cost recovery mechanisms. The government must establish authorities to regulate the subsectors in a coordinated manner, with mandates to generate revenue for maintenance funding. Lastly, with the transition occurring in 2014, there is considerable uncertainty over security. Security of the physical infrastructure (constructed or under implementation) and of the people involved in the maintenance, construction, or use of such works—whether consultants, contractors, government staff, or citizens—needs to be considered at the planning stage.

7. Initial assessments of Afghanistan's transport sector and associated planning documents drafted by development partners shortly after the commencement of reconstruction in 2003 emphasized an immediate intervention and emergency theme. These assessments and plans are now outdated in the context of the country's current redevelopment status.⁶ A thorough stock-take analysis of output progress made against these plans and implementation lessons is now required. The government's long-term strategy was articulated through the 2008 Afghanistan National Development Strategy (ANDS) and subsequent 2010 ANDS Priority Implementation Plan from 2010 to 2013. However, the lapse of time since these documents were published and changes in the availability of development partner resources suggest the need to reexamine priority demands. Lastly, an assessment of the link between the achievement of outputs and the realization of envisaged outcomes and impacts needs to be carried out, with a focus on the nonphysical factors affecting sector governance, such as institutional capacity to (i) absorb resources efficiently and effectively; and (ii) prescribe, issue, and implement the policies required for sustainability of the infrastructure investments made to date.

III. THE POLICY AND ADVISORY TECHNICAL ASSISTANCE

8. The TA will support the government in updating the transport sector master plan with a 20-year horizon. This initiative will support ANDS Pillar III, Infrastructure, Transport and Civil Aviation Strategy.

A. Impact and Outcome

9. The impact of the TA will be increased trade between Afghanistan and neighboring countries and additional economic activity within Afghanistan. The outcome will be approved medium- and long-term transport sector priorities and policy reforms.

⁶ In 2007, Afghanistan was reclassified by ADB as being in a post-conflict situation as compared with its previous classification as being in conflict, wherein it was eligible to receive emergency reconstruction funding. At present, ADB classifies Afghanistan as a fragile and conflict-affected state.

B. Methodology and Key Activities

10. To achieve the outcome, the TA will deliver the following outputs:

- (i) **Output 1: Completion of transport sector assessment and road map.** An assessment of the existing policy and regulatory framework and a road map for future policy direction will be undertaken. The assessment will cover all transport subsectors, with a focus on the land transport subsector, associated road and rail modalities, and intermodal connectivity. Due consideration will be given to institutional gaps and authorities, the need for consistent standards and potential regulatory interventions, cost recovery measures, and asset management.
- (ii) **Output 2: Completion of the national transport master plan.** A 20-year investment plan will be developed, with a focus on land and air transport infrastructure and intermodal links. A multicriteria framework will be used to assist in the prioritization of remaining capital infrastructure investments in conjunction with assessments of economic feasibility, potential financial viability, government priorities, and previously identified interventions for which funding has been committed. The plan will analyze the existing shortfall in maintenance funding, with a focus on determining an estimate of future maintenance funding requirements over the planning horizon, given existing, ongoing, and planned infrastructure investments. The plan will give consideration to how Afghanistan's national priorities fit within the broader regional context as presented by the Central Asia Regional Economic Cooperation Transport and Trade Facilitation Strategy 2020.⁷

11. A review will be undertaken of the 2008 Afghanistan National Development Strategy and subsequent 2010 prioritization and implementation plan; the previous transport sector assessments and reviews of development partners (ADB and the World Bank); the 2006 road sector master plan; the two ADB-financed multitranche financing facilities; and other relevant transport policies, plans, and strategies. The TA consultants will consult with government, development partners, and users, and utilize surveys as required, to draw upon perceptions, estimate demands, and analyze the performance of the transport subsectors. Based on the sector assessment, recommendations for future policy and regulatory directions will be prepared with the aim of increasing governance and sustainability.

12. An inventory of transport sector infrastructure will be taken, including estimates of physical condition, with support from the Ministry of Public Works, the Ministry of Transport and Civil Aviation, the Ministry of Rural Rehabilitation and Development, and development partners.⁸ Based on this stock take exercise and multicriteria framework analysis, a 20-year investment plan for new capital investment, upgrading, and recurrent maintenance will be developed in consultation with the government. The plan will focus on the land transport subsector and road and rail modalities, which collectively foster Afghanistan's potential role as a regional transit hub and support the government's efforts to develop domestic extractive industries. In consultation with other development partners, financing modalities will be outlined, including areas for enhancing private sector participation and addressing sustainable maintenance funding through user fees including taxes on fuel, registration fees, and fines for regulatory violations such as truck overloading. Indicative interventions for ADB financing will be identified.

⁷ ADB. 2014. *CAREC Transport and Trade Facilitation Strategy 2020*. Manila.

⁸ Various inventories exist but a comprehensive inventory and asset management system is lacking.

C. Cost and Financing

13. The TA is estimated to cost \$1,100,000, of which \$1,000,000 will be financed on a grant basis by ADB's Technical Assistance Special Fund (TASF-V). The government will provide counterpart support in the form of technical and project support staff, office accommodation, and other in-kind contributions. The cost estimates and financing plan are in Appendix 2.

D. Implementation Arrangements

14. The executing agency will be the Ministry of Public Works. ADB's Transport and Communications Division will administer implementation of the TA in coordination with the Afghanistan Resident Mission.

15. The TA will require consulting services consisting of an estimated 20 international person-months and 12 national person-months of specialist inputs. Individuals will provide the following international and national experts: international transport engineer (10 person-months), international transport economist (10 person-months), and national transport expert (12 person-months). ADB will select and recruit all the experts through individual consultant selection, as the skills needed are at an individual level and no value-added input by a firm is expected. Recruitment will follow ADB's Guidelines on The Use of Consultants (2013, as amended from time to time). The outline terms of reference are in Appendix 3. Proceeds of the TA will be disbursed in accordance with ADB's *Technical Assistance Disbursement Handbook* (2010, as amended from time to time).

16. The TA will be implemented over 24 months starting from August 2014. ADB will field an inception mission, regular review missions, a midterm review mission, and a finalization mission. ADB will liaise closely with government agencies and attend key stakeholder workshops at inception, midterm, and completion. A committee chaired by the Ministry of Public Works—with members from the Ministry of Finance, Ministry of Transport and Civil Aviation, Ministry of Mines, Ministry of Rural Rehabilitation and Development, and ADB—will closely monitor progress against schedules agreed at inception, and evaluate the consultants' performance against the agreed draft and final deliverables.

IV. THE PRESIDENT'S DECISION

17. The President, acting under the authority delegated by the Board, has approved the provision of technical assistance not exceeding the equivalent of \$1,000,000 on a grant basis to the Government of Afghanistan for Transport Sector Master Plan Update, and hereby reports this action to the Board.

DESIGN AND MONITORING FRAMEWORK

Design Summary	Performance Targets and Indicators with Baselines	Data Sources and Reporting Mechanisms	Assumptions and Risks
<p>Impact Increased trade between Afghanistan and neighboring countries and additional economic activity within Afghanistan</p>	<p>By December 2020: Exports from Afghanistan increased from \$500 million in 2012 to \$750 million in 2020</p> <p>Ratio of employment to population aged 15 and over increased from 43.8% in 2012 to 50.0% in 2020</p>	<p>IMF direction of trade statistics</p> <p>World Bank world development indicators</p>	<p>Risk Increased safety and security concerns lead to a continued, prolonged negative impact on trade and economic development.</p>
<p>Outcome Approved medium- and long-term investment priorities, and required reforms for transport sector in Afghanistan</p>	<p>By December 2016: Government of Afghanistan endorsement of updated master plan, including list of physical transport interventions to be implemented in medium to long term, and required reforms to transport sector</p>	<p>Press release</p>	<p>Risks Political considerations lead to failure of the Government of Afghanistan to accept recommendations of national transport master plan.</p> <p>Lack of buy-in from government agencies leads to failure to adopt key recommendations contained in the master plan.</p>
<p>Outputs</p> <p>1. Completion of transport sector assessment and road map</p> <p>2. Completion of national transport master plan for Afghanistan</p>	<p>By July 2015: Transport sector assessment and road map produced, based on national transport master plan</p> <p>By July 2016: Final national transport master plan produced, following consultations with the Government of Afghanistan, relevant agencies, and stakeholders</p>	<p>MPW asset inventory</p> <p>Government project progress reports</p> <p>Afghanistan National Development Strategy documents</p> <p>CAREC Transport and Trade Facilitation Strategy 2020</p>	<p>Assumption Security situation allows consultants to undertake site visits necessary to understand existing transport conditions properly.</p>
<p>Activities with Milestones</p> <p>1. Complete transport sector assessment and road map</p> <p>1.1 Produce existing conditions report by October 2014</p> <p>1.2 Produce appraisal methodology report by December 2014</p> <p>1.3 Complete list of transport interventions to be considered as part of the TA by December 2014</p> <p>1.4 Complete transport sector assessment and road map, based on work undertaken as part of the transport master plan by July 2015</p>			<p>Inputs</p> <p>ADB: \$1,000,000</p> <p>Note: The government will provide counterpart support in the form of counterpart staff, office supplies, secretarial assistance, domestic</p>

Activities with Milestones	Inputs
<p>2. Complete national transport master plan for Afghanistan</p> <p>2.1 Produce draft transport master plan for Afghanistan by November 2015</p> <p>2.2 Hold stakeholder consultations to present findings of draft transport master plan by December 2015</p> <p>2.3 Finalize national transport master plan for Afghanistan by June 2016</p>	<p>transportation, and other in-kind contributions.</p>

ADB = Asian Development Bank, CAREC = Central Asia Regional Economic Cooperation, IMF = International Monetary Fund, MPW = Ministry of Public Works, TA = technical assistance.
Source: Asian Development Bank.

COST ESTIMATES AND FINANCING PLAN

(\$'000)

Item	Amount
Asian Development Bank^a	
1. Consultants	
a. Remuneration and per diem	
i. International consultants	600.0
ii. National consultants	80.0
b. International and local travel	190.0
c. Reports and communications	15.0
2. Training, seminars, and conferences	15.0
3. Surveys	15.0
4. Contingencies	85.0
Total	1,000.0

Note: The technical assistance (TA) is estimated to cost \$1,100,000, of which contributions from the Asian Development Bank are presented in the table above. The government will provide counterpart support in the form of counterpart staff, office space, basic office supplies, and other in-kind contributions. The value of government contribution is estimated to account for 9% of the total TA cost.

^a Financed by the Asian Development Bank's Technical Assistance Special Fund (TASF-V).

Source: Asian Development Bank estimates.

OUTLINE TERMS OF REFERENCE FOR CONSULTANTS

1. Under the supervision of Asian Development Bank (ADB) international staff who will oversee the technical assistance (TA) implementation, a total of 20 person-months of international consultants and 12 person-months of national consultant time will be engaged. These consultants will report to international staff from the Transport and Communications Division of ADB's Central and West Asia Department, who will be responsible for the delivery of the TA and supervision of consultants' work.

2. **Transport engineer** (international, 10 person-months). The transport engineer will have (i) at least a master's degree in engineering (or closely related field), (ii) at least 10 years of relevant professional experience, and (iii) relevant work experience in Afghanistan or a similar developing member country (DMC). The transport engineer will take joint responsibility for delivering the transport master plan, provide intellectual leadership and guidance to the team, and finalize the transport master plan for printing.

3. In particular, the transport engineer will conduct these tasks:

- (i) facilitate initial discussions and workshops, assisting with the identification of the funding envelope available for transport infrastructure, and taking overall responsibility for the inception report;
- (ii) assist in the collection, compilation, and analysis of all information relating to transport demand and supply networks;
- (iii) assist the transport economist in the production of demand forecasts (by mode of transport);
- (iv) together with the transport economist and national transport expert, analyze the current, and likely future, state of transport networks (for each mode of transport), identifying current and potential future deficiencies in the transport network, taking overall responsibility for the production and finalization of the existing conditions report;
- (v) together with the transport economist and national transport expert, compile a list of possible interventions to be considered and discuss with ADB and Afghan authorities regarding the list of interventions;
- (vi) assist the transport economist in the appraisal and prioritization of transport interventions to be included as part of the transport master plan, and in the production and finalization of the appraisal methodology report;
- (vii) with the assistance of the transport economist and national transport expert, produce a draft master plan, finalize the master plan based on comments received, and facilitate a series of meetings discussing and/or presenting the draft and final master plan;
- (viii) assist in the preparation and submission of monthly progress reports, and all contractual deliverables; jointly take responsibility for and ownership of the delivery of expected TA outputs and outcomes;
- (ix) maintain close contact and good working relations with the ADB project manager and the Afghanistan Ministry of Transport and other relevant government agencies throughout the execution of the TA; and
- (x) effectively support policy dialogue with the stakeholders.

4. **Transport economist** (international, 10 person-months). The transport economist will have (i) at least a master's degree in economics (or equivalent), (ii) at least 10 years of relevant professional experience, and (iii) experience working in Afghanistan or a similar DMC. The

transport economist will take overall responsibility for a number of key areas, including the appraisal and prioritization of transport interventions. In particular, the transport economist will carry out the following:

- (i) actively participate in the inception stage, facilitating initial discussions and workshops and taking the lead with respect to identification of the funding envelope available for transport infrastructure, and contributing to the inception report;
- (ii) take the lead with respect to the collection, compilation, and analysis of all information relating to transport demand and supply networks, compiling a series of Microsoft Excel and geographic information system files containing data (for each mode of transport) relating to the state of existing transport networks, current transport demand, and projects under implementation or in planning;
- (iii) be responsible for the development of demand forecasts (by mode of transport), linking changes in demand to likely evolution of gross domestic product and predicted demographic change;
- (iv) together with the transport engineer and national transport expert, analyze the current and likely future state of transport networks (for each mode of transport), identifying current and potential future deficiencies in the transport network, and contribute to the existing conditions report;
- (v) together with the transport engineer and national transport expert, assist in the compilation of a list of possible interventions to be considered;
- (vi) lead in the appraisal and prioritization of transport interventions to be included as part of the transport master plan, taking responsibility for the production and finalization of the appraisal methodology report;
- (vii) together with the transport engineer and national transport expert, assist in the production of a draft master plan, making revisions to the master plan based on comments received and facilitating a series of meetings discussing and/or presenting the draft and final master plan;
- (viii) prepare and submit progress reports and a final report; take joint responsibility for and ownership of the delivery of expected TA outputs and outcomes;
- (ix) maintain close contact and good working relations with the ADB project manager and the Afghanistan Ministry of Transport and other relevant government agencies, throughout the execution of the TA;
- (x) effectively support policy dialogue with the stakeholders, taking accountability in particular for determination of the size of the funding envelope available, production of demand forecasts, and the appraisal and prioritization of identified transport interventions; and
- (xi) assist in the preparation and submission of progress and defined contractual deliverables.

5. **Transport expert** (national, 12 person-months). The transport expert will have (i) at least a master's degree in engineering or economics (or equivalent); (ii) at least 10 years of relevant professional experience; and (iii) substantial professional experience in Afghanistan, focused on the transport sector. The national transport expert will assist the transport engineer and transport economist in meeting all contractual deliverables. In particular, the national transport expert will:

- (i) be a key interface between the project team and Afghanistan national authorities;

- (ii) provide translation services for the transport engineer and the transport economist;
- (iii) actively participate in the inception stage, facilitating initial discussions and workshops;
- (iv) possess geographic information system software and mapping skills;
- (v) assist in the collection, compilation, and analysis of all information relating to transport demand and supply networks;
- (vi) assist the transport economist in the production of demand forecasts (by mode of transport);
- (vii) together with the transport engineer and transport economist, analyze the current and likely future state of transport networks (for each mode of transport), identifying current and potential future deficiencies in the transport network, and contribute to the existing conditions report;
- (viii) together with the transport engineer and transport economist, assist in the compilation of a list of possible interventions to be considered;
- (ix) assist the transport economist in the appraisal and prioritization of transport interventions to be included as part of the transport master plan, and in the production and finalization of the appraisal methodology report;
- (x) together with the transport engineer and transport economist, assist in the production of a draft master plan, making revisions to the master plan based on comments received and facilitating a series of meetings discussing and presenting the draft and final master plan;
- (xi) prepare and submit progress and final reports, effectively assisting the international specialist, and jointly take responsibility for and ownership of the delivery of expected TA outputs and outcomes;
- (xii) maintain close contact and good working relations with the ADB project manager and the Afghanistan Ministry of Transport and other relevant government agencies throughout the execution of the TA; and
- (xiii) effectively support policy dialogue with the stakeholders, taking accountability in particular for determination of the size of the funding envelope available, production of demand forecasts, and the appraisal and prioritization of identified transport interventions.