



# Technical Assistance Report

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Project Number: 48335-001  
Regional—Policy and Advisory Technical Assistance (R-PATA)  
December 2014

## Central Asia Regional Economic Cooperation: Knowledge Sharing and Services in Transport and Transport Facilitation (Cofinanced by the People's Republic of China Regional Cooperation and Poverty Reduction Fund)

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

Asian Development Bank

## ABBREVIATIONS

ADB	–	Asian Development Bank
BCPs	–	border crossing points
CAREC	–	Central Asia Regional Economic Cooperation
CWRD	–	Central and West Asia Department
CWTC	–	Transport and Communications Division, CWRD
GIS	–	geographic information system
KSS	–	knowledge sharing and services
TA	–	technical assistance
TSCC	–	transport sector coordination committee
TTFS 2020	–	Transport and Trade Facilitation Strategy 2020

## NOTE

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

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## POLICY AND ADVISORY TECHNICAL ASSISTANCE AT A GLANCE

<b>1. Basic Data</b>		<b>Project Number: 48335-001</b>	
<b>Project Name</b>	Central Asia Regional Economic Cooperation: Knowledge Sharing and Services in Transport and Transport Facilitation	<b>Department /Division</b>	CWRD/CWTC
<b>Country Borrower</b>	REG N/A	<b>Executing Agency</b>	Asian Development Bank
<b>2. Sector</b>		<b>Financing (\$ million)</b>	
✓ Transport	Transport policies and institutional development		1.80
		<b>Total</b>	<b>1.80</b>
<b>3. Strategic Agenda</b>		<b>Climate Change Information</b>	
Inclusive economic growth (IEG)	Pillar 1: Economic opportunities, including jobs, created and expanded	Climate Change impact on the Project	Low
Environmentally sustainable growth (ESG)	Global and regional transboundary environmental concerns		
Regional integration (RCI)	Pillar 1: Cross-border infrastructure		
<b>4. Drivers of Change</b>		<b>Gender Equity and Mainstreaming</b>	
Governance and capacity development (GCD)	Client relations, network, and partnership development to partnership driver of change	No gender elements (NGE)	✓
Knowledge solutions (KNS)	Institutional development Application and use of new knowledge solutions in key operational areas		
Partnerships (PAR)	Knowledge sharing activities Implementation South-South partner		
<b>5. Poverty Targeting</b>		<b>Location Impact</b>	
Project directly targets poverty	No	Regional	High
<b>6. TA Category:</b>		B	
<b>7. Safeguard Categorization</b> Not Applicable			
<b>8. Financing</b>			
<b>Modality and Sources</b>		<b>Amount (\$ million)</b>	
<b>ADB</b>		<b>1.40</b>	
Sovereign Policy and advisory technical assistance: Technical Assistance Special Fund		1.40	
<b>Cofinancing</b>		<b>0.40</b>	
PRC Regional Coop. and Poverty Reduction Fund		0.40	
<b>Counterpart</b>		<b>0.00</b>	
None		0.00	
<b>Total</b>		<b>1.80</b>	
<b>9. Effective Development Cooperation</b>			
Use of country procurement systems		No	
Use of country public financial management systems		No	

## I. INTRODUCTION

1. Central Asia's strategic location as a land bridge that connects the Caucasus, Europe, the Russian Federation, the Middle East, East Asia, and South Asia offers tremendous opportunities for transport and trade links with the burgeoning economies in these regions. In 2007, the Central Asia Regional Economic Cooperation (CAREC) Transport and Trade Facilitation Strategy (the original strategy) was endorsed. In 2012–2013, a midterm review took stock of the original strategy and led to a refined Transport and Trade Facilitation Strategy 2020 (TTFS 2020), which was endorsed at the 12th Ministerial Conference on 23–24 October 2013 in Kazakhstan. TTFS 2020 acknowledges the importance of knowledge services and partnerships as necessary levers to propel TTFS 2020 implementation. Knowledge solutions are also one of the strategic priorities of the Asian Development Bank (ADB) leading up to 2020.<sup>1</sup>

2. Given the emphasis on knowledge provision, management, and partnerships in ADB's Midterm Review of Strategy 2020 and TTFS 2020, a concept note and work plan on provision of knowledge sharing and services for TTFS 2020 was endorsed by CAREC countries at the 13th Transport Sector Coordination Committee (TSCC) Meeting in Bishkek on 14–15 May 2014, and the Senior Officials' Meeting in Manila on 26–27 June 2014. Based on this, the proposed regional technical assistance (TA) for knowledge sharing and services (KSS) is designed as a vehicle for generation, management, and dissemination of knowledge aimed at strengthening TTFS 2020 implementation in the areas of transport and transport facilitation.<sup>2</sup> The design and monitoring framework is in Appendix 1.<sup>3</sup>

## II. ISSUES

3. Compared with the original strategy, TTFS 2020 places a greater emphasis on multimodal corridor network development, trade and border-crossing service improvements, and improvements to sustainability and quality of service. Against this backdrop, the proposed TA will address the following key constraints to effective and timely TTFS 2020 implementation:

4. **Incomplete alignment between national policies, plans, and programs and TTFS 2020 operational priorities.** Reflecting the focus of the original strategy, transport sector investments and programming in several CAREC countries have focused on building roads (and to some extent, railways), and not given adequate consideration to improving nodal infrastructure (e.g., border crossing points (BCPs) and logistics facilities), institutions, and services. In particular, CAREC countries need policy advisory support to assess and bridge the following gaps in their national policies and practices:

- (i) **Limited multimodal connectivity and integration.** Given the competition for transit trade between CAREC and other east-west transport corridors, CAREC corridors require (a) seamless connectivity with seaports; (b) long-haul block train operations; and (c) intermodal hubs and logistics services, to stay competitive. Physical infrastructure development is ongoing, but more attention needs to be paid to integrated multimodal corridor planning and management; and

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<sup>1</sup> ADB. 2014. *Midterm Review of Strategy 2020: Meeting the Challenges of a Transforming Asia and Pacific*. Manila.

<sup>2</sup> Transport facilitation is a part of trade facilitation and may be defined as the simplification and harmonization of international transport procedures to facilitate cross-border movement of vehicles and cargo. Hence, transport facilitation focuses on issues of market access (traffic rights, vehicle permits, and quotas); technical standards for road design; vehicle insurance; driver visa and licenses; standards for vehicle weight, size, dimensions, and carriage conditions; customs guarantee for trucks and cargo; and cargo and transport documentation.

<sup>3</sup> The TA first appeared in the business opportunities section of ADB's website on 29 October 2014. The TA concept was approved by the vice-president (Operations 1) on 12 September 2014.

institutional arrangements to ensure uninterrupted services and interoperability for quickly moving bulk cargo via CAREC corridors.

- (ii) **Bottlenecks at BCPs.** Despite improvements to the physical infrastructure, trade facilitation indicators have not improved as much. More work is needed to understand inefficiencies at BCPs related to physical throughput capacity; import, export, and transit processes; and coordination between border agencies.
- (iii) **Inefficient cross-border movement of vehicles.** While there are a number of transport facilitation agreements in place, cross-border movement of vehicles remains constrained. This indicates the need for further diagnostics and practical recommendations related to the incomplete standardization of road technical standards, vehicle weights and dimensions; and incomplete mutual recognition of traffic rights, driving licenses, insurance cover, and vehicle registration.
- (iv) **Inadequate asset management.** Most CAREC countries face challenges with road maintenance. Improvements are needed in prioritizing, selecting, and scheduling maintenance works; ensuring adequate financing; and implementing an effective approach to executing maintenance works, e.g., public–private partnerships and/or performance-based contracting.
- (v) **Risks to environmental sustainability.** An aged vehicle fleet and growing traffic on CAREC corridors pose higher environmental risks, indicating the need for new environment-friendly approaches to designing and operating transport systems.
- (vi) **Project delays.** In 2013, 40% of projects under the original strategy were overdue. Timely delivery of TTFS 2020 requires improving national capacities in procurement and contract management of externally financed projects.

5. **Inadequate country capabilities to deliver on new TTFS 2020 operational priorities.** Many CAREC countries are showing growing interest in reorienting their policy and programs to close the aforementioned gaps, which have also been identified as operational priorities in the TTFS 2020.<sup>4</sup> But despite their interest, these CAREC countries struggle to effectively deliver on these priorities because they have inadequate know-how and capabilities (policy, regulatory, institutional, and human resources) to plan and implement appropriate policies and programs in these areas. At the same time, there is a wealth of experience in other countries in implementing policies and programs in these areas, which CAREC countries can benefit from.

6. **Weak knowledge management.** To date, a number of knowledge services have been provided to CAREC countries, such as seminars, training, or TA by ADB and development partners. However, this knowledge service provision has largely been one-off and silo-based, follow-up and operational links have been limited, and organization and management of these knowledge resources is poor, thereby constraining the effectiveness of these knowledge services. A knowledge management function is needed to solicit good practices, index and catalog information, and serve as an information broker to facilitate knowledge exchange among CAREC countries, and between CAREC and other regional cooperation initiatives.

7. **Insufficient data availability and results monitoring.** The availability of reliable, complete, and/or harmonized data on CAREC corridors (e.g., physical progress of TTFS 2020 projects, road conditions, safety, and traffic flows) is limited. This impacts the effective monitoring and evaluation of project outcomes and corridor performance.

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<sup>4</sup> In 2014, CAREC governments requested ADB for a scoping study on trans-Caspian links and policy advice on the formation of the Pakistan Land Port Authority. ADB has also received requests for participation of CAREC government officials in trainings on logistics and green freight.

8. The TA incorporates lessons and builds on the achievements and recommendations from prior ADB TAs. For example, the TA will operationalize recommendations to carry out further policy advisory work that emerged out of the ADB TA on CAREC cross-border transport.<sup>5</sup> The TA will also take forward the work that has begun on design of a geographic information system (GIS) database under the TA on formulation of CAREC TTFS 2020.<sup>6</sup> Furthermore, the TA will seek to emulate successful partnership models tested under other ADB TAs on trade facilitation in CAREC. Examples include twinning arrangements between CAREC countries that have acceded to the Revised Kyoto Convention and those that have not, and partnership with Shanghai Customs College to implement a progressive training program for customs officials.<sup>7</sup>

### III. THE POLICY AND ADVISORY TECHNICAL ASSISTANCE

#### A. Impact and Outcome

9. The impact will be enhanced quality of TTFS 2020 implementation. The outcome will be enhanced capacities of CAREC countries for effective TTFS 2020 implementation in the areas of transport and transport facilitation.

#### B. Methodology and Key Activities

10. The TA comprises four key outputs to achieve the TA outcome:

11. **Output 1: Policy advisory and analytical work on selected TTFS 2020 topics conducted.** This entails (i) carrying out a demand assessment, consultations with CAREC stakeholders, and hands-on support to CAREC governments to identify, elaborate, and finalize (a) a detailed TA work program for endorsement by the TSCC; and (b) the scope of individual policy advisory and analytical work to be done, including timeline, deliverables, and resource requirements; (ii) producing at least 12 policy advisory and analytical products in the form of (a) sector, policy, and issues-oriented studies—e.g., diagnostics, prefeasibility and/or scoping studies, policy recommendations, and assessments of sector issues and practices; and (b) operational tools—e.g., good practice notes, how-to guidance and tip sheets, case studies, sample terms of reference, and standardized tools and instruments; and (iii) formalizing a memorandum of understanding with at least one research organization to foster knowledge advisory support for CAREC governments at an institutional level.

12. **Output 2: Organization of knowledge on selected TTFS 2020 topics improved.** This entails (i) undertaking a systematic review of literature on at least two TTFS 2020 topics to develop an indexed database of past knowledge resources, and uploading the database on the KSS web page; (ii) compiling an annotated bibliography on at least two TTFS 2020 topics; (iii) developing and operationalizing coordination mechanisms to collect and consolidate data on physical progress of CAREC TTFS 2020 projects and other corridor attributes, including safety, pavement conditions, and traffic flows; and (iv) enhancing and updating the GIS database, as well as integrating it with the corridor performance monitoring and measurement database.

13. **Output 3: Sharing of knowledge and experiences on selected TTFS 2020 topics enhanced.** This entails (i) launching a KSS web page on the CAREC Program website, and

<sup>5</sup> ADB. 2012. *Technical Assistance for Facilitating Cross-Border Transport in the Central Asia Regional Economic Cooperation Region (Phase 1)*. Manila.

<sup>6</sup> ADB. 2012. *Technical Assistance for Central Asia Regional Economic Cooperation: Review of the Transport and Trade Facilitation Strategy and Implementation Action Plan*. Manila.

<sup>7</sup> ADB. 2013. *Technical Assistance for Aligning Customs Trade Facilitation Measures with Best Practices in Central Asia Regional Economic Cooperation*. Manila; ADB. 2010. *Technical Assistance for Development of Regional Cooperation Programs for Mongolia and the People's Republic of China (Phase 2)*. Manila.

(ii) conducting at least six experience-sharing seminars with no less than 120 participants. The seminars will emphasize knowledge exchange not only among CAREC countries but also between CAREC and other regional cooperation initiatives in Asia, Europe, and Latin America.

14. **Output 4: Skills and know-how for applying knowledge on selected TTFS 2020 topics in operational work strengthened.** This entails (i) conducting at least three training workshops (including one training of trainers workshop) with no less than 60 participants, to be preceded by a training needs assessment and gap analysis for various tiers of officials in the public and private sector; and (ii) conducting at least one clinic to provide direct mentoring and coaching to no less than 20 people on project design and implementation issues.

15. The assumptions are that (i) physical, human, and financial resources to implement TTFS 2020 are available; (ii) CAREC countries are willing to take advantage of the knowledge products and services in planning and implementing relevant policies and projects; and (iii) timely inputs and consensus from multiple internal and external stakeholders are mobilized. The risks are that (i) external factors adversely impact TTFS 2020 implementation; (ii) government officials who underwent training might be transferred; and (iii) available funding might be insufficient to keep up with demand for policy advisory inputs from CAREC countries.

16. **Focus areas.** The focus areas for the TA are based on TTFS 2020 operational priorities in transport and transport facilitation, with an emphasis on those topics in which CAREC countries have limited experience (para. 4), and where policy advisory inputs and knowledge support will add the most value. Hence, the TTFS 2020 topics for the key outputs will derive from the following: (i) multimodal connectivity, including logistics hubs and maritime links; (ii) designated rail corridor services; (iii) coordinated border management; (iv) transport facilitation; (v) public–private partnerships; (vi) asset management, including user charges and cost recovery; (vii) green freight and logistics; and (viii) project management. To maintain the regional focus of the TA, the following “regionality” criteria will be applied to the design of TA activities: (i) the study topics must have a regional dimension, i.e., the topic being studied must affect, or be targeted at, two or more CAREC countries; and (ii) all training workshops and seminars must involve participation of at least two or more CAREC countries.

17. **Operational links.** TA outputs are expected to feed into operations through (i) standardized guidelines, templates, tools, and instruments for use by project teams and consultants at preparation and implementation stages; (ii) hands-on training and project clinics that emphasize practical skills development; (iii) policy, sector, and issues-oriented studies to guide development of a TA pipeline and identification of “soft” project components, to be examined more in-depth in the feasibility stage; and (iv) staff who are part of the TA team will act as “champions” by introducing new ideas and tools to their other projects.

### C. Cost and Financing

18. The TA is estimated to cost \$1,800,000, of which \$1,400,000 will be financed on a grant basis by ADB’s Technical Assistance Special Fund (TASF-V), and \$400,000 will be financed on a grant basis by the People’s Republic of China Regional Cooperation and Poverty Reduction Fund and administered by ADB. The cost estimates and financing plan is in Appendix 2.

### D. Implementation Arrangements

19. ADB will be the executing agency for this project. The Transport and Communications Division (CWTC) in ADB’s Central and West Asia Department (CWRD) will administer the TA. A



team comprising at least three international staff members, one national officer, and one operations assistant will oversee the implementation of the TA.

20. TA implementation emphasizes intra- and inter-agency coordination. Hence, the TA will coordinate with other ADB TAs in CAREC—e.g., the proposed TA on road safety and the ongoing TA on private sector participation, to enhance outreach, maximize benefits, and save on costs.<sup>8</sup> In addition, the TA will tap ADB staff in the transport community of practice to serve as resource persons. CWTC will also collaborate with development partners, and other regional cooperation initiatives and knowledge-sharing platforms to organize joint knowledge events.

21. Implementation of the TA will take 4 years, from January 2015 to December 2018. Disbursements under the TA will be done in accordance with ADB's *Technical Assistance Disbursement Handbook* (2010, as amended from time to time). TA activities require 132 person-months of consultant services, including sector specialists and resource persons (international, 31 person-months; national, 15 person-months), regional cooperation specialists (international, 8 person-months, intermittent), research officers (national, 42 person-months), coordination officers (national, 30 person-months, intermittent), and a GIS specialist (national, 6 person-months, intermittent). Given the diversity of topics, the independent nature of most individual assignments, and their short duration, consultants will be recruited individually in accordance with ADB's *Guidelines on the Use of Consultants* (2013, as amended from time to time). The outline terms of reference for consultants are in Appendix 3. Other activities to be financed by the TA include study tours, seminars, and workshops.

22. Since the precise scope of studies is defined during implementation, flexibility will be maintained in the engagement of related sector specialists. Once the scope of the studies is well defined and agreed with the CAREC government(s), detailed terms of reference for consultants will be prepared. Where appropriate, lump-sum or output-based contracts will be considered for these services. Based on the terms, where there is need for the services of a firm, it will be coordinated with ADB's Operations Services and Financial Management Department.

23. A TA progress report will be prepared annually for presentation and endorsement by the TSCC. In addition, surveys of participants (conducted after training and seminars) will be conducted. An assessment (including a tracer survey) will also be undertaken close to the end of TA implementation to evaluate more holistically the outcomes and lessons of the TA.

24. All TA outputs will be made available on the KSS web page, which will be added to the existing CAREC Program website. Maintenance of the GIS database and the KSS web page will be handed over to the CAREC Institute once it is fully functional. Guidelines and protocols will be developed to assist CAREC Institute staff in maintenance activities before the migration.

#### IV. THE PRESIDENT'S DECISION

25. The President, acting under the authority delegated by the Board, has approved (i) ADB administering a portion of technical assistance not exceeding the equivalent of \$400,000 to be financed on a grant basis by the People's Republic of China Regional Cooperation and Poverty Reduction Fund, and (ii) ADB providing the balance not exceeding the equivalent of \$1,400,000 on a grant basis for Central Asia Regional Economic Cooperation: Knowledge Sharing and Services in Transport and Transport Facilitation, and hereby reports this action to the Board.

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<sup>8</sup> ADB. 2014. *Proposed Technical Assistance for Enhancing Road Safety in Central Asia Regional Economic Cooperation Member Countries*. Manila; ADB. 2014. *Technical Assistance for Central Asia Regional Economic Cooperation: Working with the Private Sector in Trade Facilitation (Phase 2)*. Manila.

## DESIGN AND MONITORING FRAMEWORK

Design Summary	Performance Targets and Indicators with Baselines	Data Sources and Reporting Mechanisms	Assumptions and Risks
<p><b>Impact</b></p> <p>Enhanced quality of TTFS 2020 implementation</p>	<p><b>By 2020:</b></p> <p>Milestones in TTFS 2020 results framework in the areas of transport and transport facilitation achieved</p>	<p>CAREC transport sector progress reports</p> <p>Corridor performance monitoring and measurement reports</p>	<p><b>Assumption</b></p> <p>The physical, human, and financial resources to implement TTFS 2020 are available.</p> <p><b>Risk</b></p> <p>External factors (e.g., political, economic, financial) adversely impact TTFS 2020 implementation.</p>
<p><b>Outcome</b></p> <p>Enhanced capacities of CAREC countries for effective TTFS 2020 implementation in the areas of transport and transport facilitation</p>	<p><b>By 2018:</b></p> <p>At least 70% of CAREC member countries approved one new project between 2016 and 2018 whose design incorporated TA topics</p> <p>At least 50% of CAREC beneficiaries rated usefulness of TA outputs for TTFS 2020 implementation as 4 or higher (on a 5-point scale)</p>	<p>CAREC transport sector progress reports</p> <p>TA evaluation report</p>	<p><b>Assumption</b></p> <p>CAREC countries are willing to take advantage of the knowledge products and services in planning and implementing relevant policies and projects.</p> <p><b>Risk</b></p> <p>Nominated participants sent by governments may be transferred to other jobs after training.</p>
<p><b>Outputs</b></p> <p>1. Policy advisory and analytical work on selected TTFS 2020 topics conducted</p>	<p><b>By 2018:</b></p> <p>At least 12 policy advisory and analytical products delivered</p> <p>Memorandum of understanding signed with at least one research institution</p>	<p>CAREC transport sector progress reports</p> <p>CAREC website</p>	<p><b>Assumption</b></p> <p>Timely inputs and consensus from multiple internal and external stakeholders are mobilized.</p> <p><b>Risk</b></p> <p>Available funding may be insufficient to keep up with demand for policy advisory inputs from CAREC countries.</p>
<p>2. Organization of knowledge on selected TTFS 2020 topics improved</p>	<p><b>By 2018:</b></p> <p>Knowledge database with user-friendly search interface developed and uploaded</p> <p>GIS database on TTFS 2020 projects enhanced and regularly updated</p>	<p>CAREC transport sector progress reports</p> <p>CAREC website</p>	
<p>3. Sharing of knowledge and experiences on selected TTFS 2020 topics enhanced</p>	<p><b>By 2018:</b></p> <p>At least 120 persons participated in experience-sharing events</p> <p>KSS web page launched and functioning</p>	<p>CAREC transport sector progress reports</p> <p>Summary of proceedings</p>	
<p>4. Skills and know-how for applying knowledge on selected TTFS 2020 topics in operational work strengthened</p>	<p><b>By 2018:</b></p> <p>At least 60 persons participated in training workshops</p> <p>At least 20 persons attended project design clinic</p>	<p>CAREC transport sector progress reports</p> <p>Summary of proceedings</p>	

<b>Activities with Milestones</b>	<b>Inputs:</b>														
<b>1. Policy advisory and analytical work on selected TTFS 2020 topics conducted</b>	<b>ADB: Technical Assistance Special Fund (TASF-V): \$1,400,000</b> <b>People's Republic of China Regional Cooperation and Poverty Reduction Fund: \$400,000</b>														
1.1 Develop (and annually update) detailed TA work program based on demand assessment and consultations with ADB, development partners and CAREC governments. Identify the scope of individual studies and training events, timeline, and resource requirements (by September 2015).	<table border="1"> <thead> <tr> <th data-bbox="1052 384 1105 409">Item</th> <th data-bbox="1305 384 1435 409">Amount (\$)</th> </tr> </thead> </table>	Item	Amount (\$)												
Item	Amount (\$)														
1.2 Produce at least 12 policy advisory and analytical products. These outputs could be in the form of case studies, good practice notes, policy papers, how-to guidance and tip sheets, sample terms of reference, standardized tools and instruments, data analytics, diagnostics, prefeasibility and/or scoping studies (by December 2018).	<b>A. ADB</b>														
1.3 Explore institutional partnership opportunities and sign a memorandum of understanding with at least one research institution (by June 2016).	<table border="1"> <tbody> <tr> <td data-bbox="1052 468 1268 493">Consulting Services</td> <td data-bbox="1344 468 1435 493">902,200</td> </tr> <tr> <td data-bbox="1052 497 1166 522">Equipment</td> <td data-bbox="1344 497 1435 522">23,300</td> </tr> <tr> <td data-bbox="1052 527 1256 573">Training, seminars, and conferences</td> <td data-bbox="1344 527 1435 552">350,000</td> </tr> <tr> <td data-bbox="1052 577 1138 602">Surveys</td> <td data-bbox="1344 577 1435 602">23,300</td> </tr> <tr> <td data-bbox="1052 606 1203 632">Miscellaneous</td> <td data-bbox="1344 606 1435 632">77,800</td> </tr> <tr> <td data-bbox="1052 636 1252 682">administration and support costs</td> <td data-bbox="1344 636 1435 661"></td> </tr> <tr> <td data-bbox="1052 686 1203 711">Contingencies</td> <td data-bbox="1344 686 1435 711">23,400</td> </tr> </tbody> </table>	Consulting Services	902,200	Equipment	23,300	Training, seminars, and conferences	350,000	Surveys	23,300	Miscellaneous	77,800	administration and support costs		Contingencies	23,400
Consulting Services	902,200														
Equipment	23,300														
Training, seminars, and conferences	350,000														
Surveys	23,300														
Miscellaneous	77,800														
administration and support costs															
Contingencies	23,400														
<b>2. Organization of knowledge on selected TTFS 2020 topics improved</b>	<b>B. People's Republic of China Regional Cooperation and Poverty Reduction Fund</b>														
2.1 Undertake a literature review, based on defined selection criteria, and develop an indexed database of past knowledge resources on at least two TTFS 2020 topics (by December 2017).	<table border="1"> <tbody> <tr> <td data-bbox="1052 814 1268 840">Consulting Services</td> <td data-bbox="1344 814 1435 840">257,800</td> </tr> <tr> <td data-bbox="1052 844 1166 869">Equipment</td> <td data-bbox="1344 844 1435 869">6,700</td> </tr> <tr> <td data-bbox="1052 873 1256 919">Training, seminars, and conferences</td> <td data-bbox="1344 873 1435 898">100,000</td> </tr> <tr> <td data-bbox="1052 924 1138 949">Surveys</td> <td data-bbox="1344 924 1435 949">6,700</td> </tr> <tr> <td data-bbox="1052 953 1203 978">Miscellaneous</td> <td data-bbox="1344 953 1435 978">22,200</td> </tr> <tr> <td data-bbox="1052 982 1252 1029">administration and support costs</td> <td data-bbox="1344 982 1435 1008"></td> </tr> <tr> <td data-bbox="1052 1033 1203 1058">Contingencies</td> <td data-bbox="1344 1033 1435 1058">6,600</td> </tr> </tbody> </table>	Consulting Services	257,800	Equipment	6,700	Training, seminars, and conferences	100,000	Surveys	6,700	Miscellaneous	22,200	administration and support costs		Contingencies	6,600
Consulting Services	257,800														
Equipment	6,700														
Training, seminars, and conferences	100,000														
Surveys	6,700														
Miscellaneous	22,200														
administration and support costs															
Contingencies	6,600														
2.2 Compile an annotated bibliography on at least two topics, which also summarizes key messages of the included studies and reports (by December 2018).															
2.3 Collect and consolidate data from the corridor performance monitoring and measurement database (on border crossing times and costs) and CAREC countries (on physical progress, safety, road conditions, traffic flows) to enhance and update the GIS database for monitoring TTFS 2020 implementation (by December 2018).															
<b>3. Sharing of knowledge and experiences on selected TTFS 2020 topics enhanced</b>															
3.1 Conduct at least six experience-sharing seminars (by December 2018).															
3.2 Design, launch, and update KSS web page added to CAREC website (by December 2015).															
<b>4. Skills and know-how for applying knowledge on selected TTFS 2020 topics in operational work strengthened</b>															
4.1 Conduct at least three training workshops (including one training of trainers workshop), preceded by a training needs assessment (by December 2018).															
4.2 Organize at least one clinic to provide direct mentoring and coaching to operational teams on project design and implementation issues (by December 2018).															

ADB = Asian Development Bank, CAREC = Central Asia Regional Economic Cooperation, GIS = geographic information system, KSS = Knowledge Sharing and Services, TA = Technical Assistance, TTFS 2020 = Transport and Trade Facilitation Strategy 2020.

Source: Asian Development Bank.

**COST ESTIMATES AND FINANCING PLAN**  
(\$'000)

Item	Amount
<b>A. Asian Development Bank<sup>a</sup></b>	
1. Consultants	
a. Remuneration and per diem	
i. International consultants	513.3
ii. National consultants	280.0
b. International and local travel	93.3
c. Reports and communications	15.6
2. Equipment <sup>b</sup>	23.3
3. Training, seminars, and conferences <sup>c</sup>	350.0
4. Surveys	23.3
5. Miscellaneous administration and support costs <sup>d</sup>	77.8
6. Contingencies	23.4
<b>Subtotal (A)</b>	<b>1,400.0</b>
<b>B. People's Republic of China Regional Cooperation and Poverty Reduction Fund<sup>e</sup></b>	
1. Consultants	
a. Remuneration and per diem	
i. International consultants	146.7
ii. National consultants	80.0
b. International and local travel	26.7
c. Reports and communications	4.4
2. Equipment <sup>b</sup>	6.7
3. Training, seminars, and conferences <sup>f</sup>	100.0
4. Surveys	6.7
5. Miscellaneous administration and support costs <sup>d</sup>	22.2
6. Contingencies	6.6
<b>Subtotal (B)</b>	<b>400.0</b>
<b>Total</b>	<b>1,800.0</b>

<sup>a</sup> Financed by the Asian Development Bank's Technical Assistance Special Fund (TASF-V).

<sup>b</sup> Some office and telecommunication equipment will be procured by the Asian Development Bank in coordination with the Office of Administrative Services and the Office of Information Systems and Technology. Equipment will be procured pursuant to the Asian Development Bank's *Project Administration Instructions* (PAI No. 5.09, section L on purchasing equipment and vehicles). After implementation of the technical assistance, all procured items will remain with the executing agency.

<sup>c</sup> Includes direct and identifiable representation costs of \$4,700.

<sup>d</sup> Includes costs of supplies, materials, communication, translation and interpretation, miscellaneous secretarial support, and other operational costs that may arise during the technical assistance implementation.

<sup>e</sup> Administered by the Asian Development Bank.

<sup>f</sup> Includes direct and identifiable representation costs of \$1,300.

Source: Asian Development Bank estimates.

## OUTLINE TERMS OF REFERENCE FOR CONSULTANTS

### A. **Sector Specialists and Resource Persons** (international, 31 person-months combined; national, 15 person-months combined)

1. The technical assistance (TA) will require 31 person-months of international and 15 person-months of national sector specialists and resource persons. The number of person-months is indicative and intended for overall planning purposes. Prospectively, based on the focus areas under the Central Asia Regional Economic Cooperation (CAREC): Knowledge Sharing and Services (KSS) in Transport and Transport Facilitation TA, expertise in public-private partnership, roads, railways, ports, logistics, asset management, coordinated border management, transport facilitation, green freight and logistics, and transport economics will be sought. However, the detailed scope of policy advisory and analytical products and the exact topics (and subtopics) covered in seminars and trainings will be more precisely defined during TA implementation in consultation with CAREC governments. Detailed terms of reference for specific tasks and associated person-month allocation will be notified once the specific topics for policy advisory and analytical work, experience-sharing seminars, and training events are finalized. National consultants will be based in the country that is the subject of policy advisory and analytical work, or where the training and/or experience-sharing event is being held. All consultants will be recruited individually by the Asian Development Bank (ADB) in accordance with its Guidelines on the Use of Consultants (2013, as amended from time to time).

- (i) **Resource persons** (international, 5 person-months combined; national, 5 person-months combined). Different types of resource persons who will have 7–10 years of demonstrable experience in related topics will be hired (a) for external peer review of knowledge products; (b) to give presentations on best practices and innovative and forward-looking solutions to challenges in Transport and Trade Facilitation Strategy 2020 (TTFS 2020) implementation topic(s) under discussion, and facilitate dialogue at knowledge-sharing events; and (c) to facilitate consultations with CAREC governments on developing and updating the TA work program and study terms of reference in coordination with the regional cooperation specialist, and undertake follow-up discussions with beneficiaries of training and experience-sharing events.
- (ii) **Sector specialists** (international, 26 person-months combined; national, 10 person-months combined). Sector specialists will be knowledgeable on TTFS 2020 topics for which specific knowledge products, experience-sharing seminars, and training programs are being implemented, having 7–10 years of demonstrable experience in these topic(s). Broadly, these sector specialists will be recruited to prepare knowledge and policy advisory products requiring specialist inputs (e.g., case studies, policy papers, best practice notes, operational guidance, issues or position papers, data analytics, diagnostics, scoping, and/or prefeasibility studies). Sector specialists may be asked to present at a knowledge-sharing event and/or facilitate the discussion at or after these events.

**B. Regional Cooperation Specialists** (international, 8 person-months combined, intermittent)

2. The regional cooperation specialist will (i) assess the knowledge needs and demands based on consultations with relevant stakeholders; (ii) subsequently guide the development and update of the TA work program that identifies the types of knowledge products to be produced and its detailed scope, the topics and draft agenda of experience-sharing seminars and training workshops, and related timeline and resource requirements; (iii) identify institutional collaboration opportunities for TA activities and events; (iv) develop a monitoring framework to assess achievement of TA capacity outcomes; (v) develop client survey and/or feedback tools and guidelines (to be implemented at knowledge-sharing events and training under this TA) and tracer surveys for assessing effectiveness of TA activities; (vi) train research officers and coordination officer on implementing these tools; and (vii) guide the design and methodology of the final assessment exercise. The specialist will have a master's degree or higher and preferably 7–10 years of demonstrated professional experience in regional cooperation initiatives, with a focus on transport sector topics. Experience in design and management of training and seminars and/or research coordination in the transport sector in the context of regional cooperation is desirable. Familiarity with Central Asia and/or CAREC context is highly preferred.

**C. Research Officers** (national, 42 person-months combined)

3. The research officer will be based in the Philippines and (i) identify, collect, and index relevant literature and knowledge resources, following agreed-on criteria and protocols, on selected TTFS 2020 topics; (ii) develop and maintain the repository of knowledge tools and resources thus identified; (iii) draft annotated bibliographies on TTFS 2020 topics; (iv) provide analytical inputs and help prepare presentations and progress reports on TA and CAREC transport sector work plan; (v) coordinate with the geographic information system (GIS) specialist to extract, analyze, and present the GIS database on TTFS 2020 implementation for progress reports; (vi) scope out and draft results stories; (vii) support experts from within and outside ADB in drafting and editing commissioned case studies, best practice notes, and other policy advisory and analytical products on TTFS 2020 topics; (viii) work with the project officer, senior consultants, and coordination officer (as required) to plan and deliver TA events, and develop workshop reports; (ix) participate substantively in the final assessment of the TA; and (x) any carry out other research and knowledge management tasks as needed. The job requires the research officer to coordinate and collaborate extensively with multiple stakeholders, including CAREC development partners, other teams and staff within ADB, national governments, and other institutions to deliver integrated knowledge management solutions. The research officer will have a master's degree in civil engineering, economics, transport policy and planning, or public policy, and 3–5 years of experience in supporting production of research and knowledge products. A bachelor's degree is acceptable in lieu of additional relevant experience. The research officer will also have demonstrated experience in distilling clear, cogent, and well-written messages and lessons from large volumes of (complex) information. Knowledge of transport, transport facilitation, or regional cooperation issues is desirable. Excellent communication skills in English, in particular writing skills, are necessary. Other qualities expected are that the research officer will be a self-starter, proactive, and a quick learner. Some international travel may be required.

**D. Coordination Officers** (national, 30 person-months combined, intermittent)

4. The coordination officer will be based in the Philippines and (i) support the project officer in TA implementation and monitoring, (ii) provide support for planning of knowledge events, (iii) organize and manage logistical arrangements for the delivery of knowledge events organized under this TA, (iv) consolidate notes on event proceedings and prepare summary proceedings and/or workshop reports in collaboration with the research officer, (v) administer client survey or feedback tools to participants of knowledge events, and (vi) provide TA secretariat and coordination support as needed. The coordination officer will coordinate with staff in ADB, development partners, as well as national agencies and other stakeholders (including the media, where applicable) regarding their participation and support for the knowledge events held under this TA. The coordination officer will have good communications skills in English, and 3–5 years of demonstrated work experience in coordinating knowledge events for diverse (multi-country) participants, especially from the public sector. Prior coordination experience with regional cooperation and the transport sector is preferred. Familiarity with using social media platforms to promote visibility of knowledge-exchange events is desirable. Other qualities expected are that the coordination officer will be a self-starter, proactive, and tactful. Some international travel may be required.

**E. Geographic Information System Specialist** (national, 6 person-months, intermittent)

5. The GIS specialist will be based in the Philippines and (i) update and maintain the GIS database during the TA period; (ii) fully integrate corridor performance monitoring and measurement with TTFS 2020 project database; (iii) conceptualize and execute refinements to the integrated GIS database in consultation with the project officer; (iv) prepare implementation guidelines and protocols for (new) data collection and verification; (v) generate maps and other GIS-related outputs for progress reports and presentations; (vi) work with the research officer to analyze GIS-based data for progress reports and presentations; and (vi) orient relevant staff on updating and maintaining the GIS database, including developing relevant guidelines and/or protocols. The GIS specialist will have 7 years of practical experience in GIS mapping, data collection, and database development for transport projects. Familiarity with the CAREC context is highly desirable. The GIS specialist will also have good communications skills to translate complex topics into a simple language accessible to a lay audience. Some international travel may be required.