

DEVELOPMENT COORDINATION

A. Major Development Partners: Strategic Foci and Key Activities

1. Since the fall of the Taliban regime in December 2001, support from the international development community to Afghanistan’s transport sector has been aligned with key frameworks developed by the Government of Afghanistan, notably the National Development Framework (2002), Securing Afghanistan’s Future (2004), and the Afghanistan National Development Strategy (ANDS), 2008–2013.¹ The government is continuing the programs developed under ANDS to achieve its goals and vision by 2020. It also prepared an economic development strategy, *Towards Self-Reliance*,² covering the transition period (2012–2014) and transformation decade (2015–2024), and published the document *Realizing Self-Reliance: Commitments to Reforms and Renewed Partnership* in December 2014 for the London Conference on Afghanistan. This document is a statement of commitment to the reform agenda that can help Afghanistan move toward peace, recovery, productivity, and growth. All of these frameworks emphasize the importance of transport infrastructure for Afghanistan’s development.

2. Various development partners are providing significant assistance in the transport sector. These include multilateral development organizations such as the Asian Development Bank (ADB), the World Bank, and the European Commission, as well as bilateral donors (Germany, India, Iran, Italy, Japan, Pakistan, Saudi Arabia, Sweden, the United Kingdom, and the United States). As the main donor to Afghanistan’s transport sector, ADB has mobilized resources contributing to the improvement of 1,725 kilometers (km) of regional and national roads, 4 regional airports, and 75 km of railway (the first railway in Afghanistan). Technical assistance was extended to conduct pre-feasibility and feasibility studies for future transport projects and to strengthen the capacity of the executing and implementing agencies.

3. The United States, through the United States Agency for International Development and the Department of Defense, has been the second-largest donor to the transport sector. It initially focused on roads and bridges in the south and southeast, but in 2011 shifted its support to institutional capacity development, most notably through the Road Sector Sustainability Program. The table below presents recent or ongoing development partner activities in the transport sector.

Table: Major Development Partners

Development Partner	Project Name	Duration	Amount (\$ million)
Road Transport			
ADB	Road Employment Project for Settlement and Integration of Returning Refugees and Displaced Persons	2002–2009	15.0
	Road Employment Project for Settlement and Integration of Returning Refugees and Displaced Persons (Supplementary)	2002–2009	15.0
	Road Employment Project for Settlement and Integration of Returning Refugees and Displaced Persons (Supplementary)	2007–2011	12.8
	Andkhoy–Qaisar Road	2004–2014	66.7
	Qaisar–Bala Murghab Road	2005–	55.0
	Emergency Road Rehabilitation	2003–2011	20.0
	North–South Corridor Project	2006–2017	138.2
	Road Network Development Project I (Bala Murghab to Leman)	2007–	176.0
	MFF—Road Network Development Investment Program, Tranche 1	2008–2013	60.0
	Capacity Building for Road Sector Institutions	2005–2010	1.0

¹ Government of Afghanistan. 2008. *Afghanistan National Development Strategy 2008–2013: A Strategy for Security, Governance, Economic Growth & Poverty Reduction*. Kabul.

² Government of Afghanistan. 2012. *Towards Self-Reliance: Strategic Vision for the Transformation Decade*. Kabul.

Development Partner	Project Name	Duration	Amount (\$ million)
	Road Rehabilitation and Capacity Building Cluster	2006–2009	2.7
	Road Network Development Investment Program, Tranche 2	2010–2013	340.0
	Transport Network Development Investment Program, Tranche 1	2011–	222.0
	Transport Network Development Investment Program, Tranche 2	2012–	236.2
	Transport Network Development Investment Program, Tranche 3	2013–	220.0
	Transport Network Development Investment Program, Tranche 4	2014–	130.0
	Transport Sector Master Plan Update (TASF)	2014–	1.0
	Preparation of Central Asia Regional Economic Cooperation Corridors 5 and 6 (Salang Corridor) Project	2016	30.4
	Road Asset Management Project	2016	25.5
DFID	Lashkar Gah–Gereshk Road	2009–2012	
EC	Kabul–Jalalabad Road	2003–2006	
India	Delaram–Zaranj Road	2004–2007	
Italy	Bamiyan–Maidanshahr–Ounai Pass		
JICA	Capacity Development Project on Road Maintenance and Management	2008–2011	
	Ring Road: Kandahar–Herat (Section 1)	2004–2008	
	Kabul–Kandahar Road (Section G)	2002–2004	
Pakistan	Jalalabad–Torkham Road	2003–2005	
Saudi Arabia	Ring Road: Kandahar–Herat (Section 2)	2004–2006	
USAID	Ring Road: Kandahar–Herat (Section 3–5)	2004–2005	
	Ring Road: Kandahar–Kabul (Section B–F)	2002–2004	
	Keshin–Feyzabad Road	2009–2011	
	Afghanistan Engineering Support Program	2009–2016	
	Engineering Quality Assurance and Logistical Support	2011–2016	
	Gardez–Khost National Highway (NH08)	2014–2015	
	Salang Corridor Repair and Maintenance Activity	2013–2016	
	Road Sector Sustainability Program: Technical Assistance to the MPW	2014–2017	
	Road Sector Sustainability Program: Road Authority, Road Fund, and Transportation Institute	2014–2017	
US DOD	Commander's Emergency Response Program	2005–2011	
World Bank	Kunduz–Pol-e Kumri–Kabul Road	2003–2006	
	National Emergency Rural Access Project	2010–2014	
	Kabul Urban Roads Improvement Project	2008–2011	
	Afghanistan Rural Access Project	2012–	
	Trans–Hindukush Road Connectivity Project	2015–	
	Rail Transport		
ADB	Railway Development Study (TASF)	2009–2011	
	Feasibility Study and Design: Northern Railway	2014–2016	
	Feasibility Study: Herat–Torghondia Railway	2016	
	Hairatan–Mazar-e-Sharif Railway	2009–2013	
Iran	Feasibility Study and Construction: Sangeen–Herat Railway	2003–2010	
	Air Transport		
ADB	Preparing the Regional Airports Rehabilitation Project	2003–2004	
	Regional Airports Rehabilitation Project Phase 1	2004–2014	
JICA	Improvement of Equipment at Kabul International Airport	2003–2006	
	Design and Construction of Kabul International Airport Terminal	2006–2008	
	Rehabilitation of Airfield Pavements at Kabul International Airport	2010–2012	
KfW	Rehabilitation of Mazar-e-Sharif Airport	2009–2012	

ADB = Asian Development Bank, AITF = Afghanistan Infrastructure Trust Fund, DFID = Department for International Development of the United Kingdom, EC = European Commission, JICA = Japan International Cooperation Agency, MFF = multitranche financing facility, MPW = Ministry of Public Works, NH = National Highway, TASF = Technical Assistance Special Fund, US DOD = United States Department of Defense, USAID = United States Agency for International Development.

Source: Asian Development Bank.

B. Institutional Arrangements and Processes for Development Coordination

4. Following the efforts of many development partners in the first few years of reconstruction, the donor community and government realized the importance of coordination for aid efficiency. Produced in 2008, the ANDS is a Millennium Development Goal-based plan that serves as Afghanistan's poverty reduction strategy paper, and is underpinned by the Afghanistan Compact for Partnership. The Joint Coordination and Monitoring Board, which was formed after the Afghanistan Compact was agreed upon, aims to monitor the attainment of the Compact's progress benchmarks and to solve problems when obstacles are encountered.

5. The aid coordination unit formed within the Ministry of Finance was subsequently upgraded to the aid management directorate, which comprises three units: aid coordination, aid effectiveness and policy, and aid reporting. The aid management directorate developed the Aid Management Policy for the government based on policies outlined in the ANDS. This policy guides the Ministry of Finance's aid coordination and effectiveness efforts as well as the management of relations with development partners. It also clearly outlines the government's priorities in terms of improving the provision of aid.

6. To support the government's efforts as outlined above, in 2010 ADB created the Afghanistan Infrastructure Trust Fund (AITF) to pool the resources of various donors. The AITF was designed similarly to the World Bank-administered Afghanistan Reconstruction Trust Fund, but focused specifically on supporting the implementation of large infrastructure projects.

C. Achievements and Issues

7. Development partners have committed a very large pool of resources from 2002 onwards for the reconstruction and development of the transport sector. For example, the AITF has so far received commitments of \$690.55 million in development finance, a large part of which is dedicated to the transport sector and thus contributes to sector outcomes, as noted in para. 3. Despite these achievements, significant project implementation challenges remain, including low government capacity, a deteriorated security situation, and weak governance in terms of financial management, procurement, and contract and project management. Such challenges have also discouraged qualified international contractors and consultants from offering their services in Afghanistan. The significant loss of road assets because of the government's weak capacity to maintain the road network must be dealt with urgently.

D. Summary and Recommendations

8. Road infrastructure development remains an important driver of Afghanistan's economy. In this context, and realizing the government's inability to maintain the country's road network adequately, donors have recently shifted their attention to the sustainability of their development efforts. The World Bank has launched the National Rural Access Program to support the management and maintenance of secondary and tertiary roads, and the United States Agency for International Development is currently financing the Road Sector Sustainability Program, which supports institutional reforms in the road subsector. The proposed project is ADB's first effort to fill the operation and maintenance (O&M) gap left by the government. The project's successful implementation is expected to attract funds from development partners to support road network O&M, and thus keep the road network serviceable in the short term. Moreover, the road asset management system to be developed under the project will enable the Ministry of Public Works to properly plan, manage, and prioritize the O&M activities.