

TECHNICAL ASSISTANCE COMPLETION REPORT

Division: PAHQ

TA No. and Name 3401-TIM: Transport Sector Restoration			Amount Approved: \$1,000,000.00	
			Revised Amount: \$1,000,000.00	
Executing Agency: United Nations Transitional Administration in Timor-Leste (UNTAET)		Source of Funding: TASF	TA Amount Undisbursed \$215,374.89	TA Amount Utilized \$784,625.11
Approval			Completion Date	
	Date	Fielding of Consultants	Original	Actual
10 February 2000	21 March 2000	23 February 2000	30 September 2000	30 November 2002
			Account Closing Date	
			Original	Actual
			30 September 2000	23 May 2005
Description				
<p>A referendum, held on 30 August 1999 demonstrated an overwhelming preference of the population East Timor for independence. After the referendum in most areas, most property of value including residential and public buildings, utilities, telecommunications facilities, and inventories of essential food and agriculture stocks were destroyed.</p> <p>Following the violence and destruction, humanitarian assistance was provided by the United Nations and bilateral agencies. A short-term needs assessment, identified immediate humanitarian needs for the first three months from December 1999 to March 2000. The World Bank coordinated multiagency Joint Assessment Mission identified priority reconstruction objectives, and prepared estimates of external financing needs for all economic sectors. A concurrent mission of the International Monetary Fund assessed the macroeconomic parameters and initial steps to formulate a macroeconomic framework. Under the reconstruction program, a lead-agency role was allocated to ADB for infrastructure sector restoration, including the transport, energy, telecommunications, and water and sanitation sectors.</p> <p>This TA supported the initial intervention in the three transport subsectors, namely land, maritime and air transport by (i) taking initial steps to establish the institutions and regulatory frameworks for road, port, and airport subsectors and management, and (ii) reviewing the respective long-term development requirements to enable these subsectors to contribute to poverty reduction and economic growth.</p>				
Objectives and Scope				
<p>The TA objectives were to (i) prepare a comprehensive transport sector study covering the three transport modes in Timor-Leste, and (ii) develop an integrated plan for an efficient and effective multimodal transport system to support long-term development and growth potential of the territory. The plan will encourage private sector development and pay particular attention to the infrastructure requirements of the poor.</p> <p>For each of the three subsectors, the TA will (i) review the legal, regulatory, and policy frameworks; (ii) propose and establish immediate management and administrative structures; (iii) outline specifications for an immediate and long-term restoration and procurement needs and development program.</p> <p>The TA was relevant considering the situation of East Timor at the time. It was designed to allow maximum flexibility in the use of resources through engagement of individual consultants. Terms of reference were defined at the preparatory stage broadly and detailed when the specific technical need became timely. This supported in the post-conflict conditions and situation analysis.</p>				
Evaluation of Inputs				
<p>For successful TA implementation, the approach needed close management and strategic leadership from ADB staff with EA accountability— which is key for the TA to remain flexible and responsive to the needs of the new nation faced with a daunting transport sector policy work overlaid with the emerging inter-play of political decision-making, shortage of resources, and limited human resources. The TA encouraged the use of technical studies as a base to decision making. The TA closely coordinated with the Trust Fund for East Timor (TFET) funded Emergency Infrastructure Restoration Program (EIRP), and resulted in demonstratable impacts. The depot-based road maintenance management was a good example of TA achievement.</p> <p>The performance of the EA and ADB was satisfactory. The performance of the 13 individual consultants recruited for the TA was also satisfactory. The EA was satisfied with the inputs provided under the TA.</p>				
Evaluation of Outputs				
<p>The restoration of operations in the three transport subsectors examined under the TA commenced in February 2002. The TA assisted in the preparation of (i) user charges for the port and airport sectors; (ii) management contracts for the operation of the port and the airport sectors, (iii) competitive and sustainable shipping services to Oecussi and Atauro, (iv) institutional organization of the transport sector, (v) legislative framework for the transport sector, (vi) reviews and</p>				

