

ASIAN DEVELOPMENT BANK

TAR: AFG 36292

**TECHNICAL ASSISTANCE
TO THE
ISLAMIC REPUBLIC OF AFGHANISTAN
FOR
CROSS-BORDER TRADE AND TRANSPORT
FACILITATION**

December 2004

CURRENCY EQUIVALENTS

(as of 30 November 2004)

Currency Unit – afghani/s (AF)

AF1.00 = \$0.0211

\$1.00 = AF47.37

ABBREVIATIONS

ADB	–	Asian Development Bank
CAR	–	Central Asian Republic
CSATFF	–	Central and South Asia Transport and Trade Forum
EA	–	executing agency
TA	–	technical assistance
TOR	–	terms of reference

TECHNICAL ASSISTANCE CLASSIFICATION

Targeting	–	General intervention
Classification		
Sector	–	Transport and communications
Subsector	–	Multimodal transport and sector development
Themes	–	Sustainable economic growth
Subthemes	–	Promoting economic efficiency and enabling markets

NOTE

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

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I. INTRODUCTION

1. The Government of Afghanistan has requested the Asian Development Bank (ADB) for technical assistance (TA) to promote cross-border trade and transport facilitation.¹ The objectives, scope, terms of reference, implementation arrangements, and cost estimates for the TA were prepared in consultation with the concerned government ministries and departments during the fact-finding mission in April 2004, as well as during subsequent discussions. The TA is included in Country Strategy and Program Update for Afghanistan, 2004–2006. The TA framework is in Appendix 1.

II. ISSUES

2. The emergence of Central Asian republics (CARs) as natural economic partners of Afghanistan gives the country a unique opportunity as part of the ancient Silk Road to resume its role linking South Asia and the Islamic Republic of Iran on the one hand, and Central Asia on the other. This will have significant impact on Afghanistan's growth potential as a result of expanding international and regional trade. Essential to the realization of greater benefits from trade and regional cooperation is the rehabilitation of Afghanistan's infrastructure, especially for transport; revival of the key economic sectors; improved security and administration at all levels; and the harmonization of customs systems and the rationalization of existing transit trade agreements with the neighboring countries and other trading partners. Afghanistan's present trade and transport systems are extremely underdeveloped. There is an urgent need to identify opportunities for expansion of international and regional trade linkages; to accelerate the development of sectors that have maximum potential for trade expansion; and, accordingly, to develop the enabling regulatory, physical, and commercial environment for enhanced and modern trade logistics that would further integrate Afghanistan into the world economy.

3. The CARs are seeking land routes to ports in the Arabian Sea and the Persian Gulf as alternatives to routes through Russia and the European Union. Transport corridors connecting Tajikistan, Turkmenistan, and Uzbekistan to the ports of Iran and Pakistan go through Afghanistan. There is scope for significant expansion of transport and trade links. Afghanistan would gain immensely by opening up its borders for transit and trade through the transport corridors. The neighboring countries would gain in terms of reduced transport cost and enhanced trade with Afghanistan and other neighboring countries, and with countries outside the subregion. The main exports from the CARs that are likely to transit through Afghanistan include electricity from Tajikistan; oil, natural gas, and cotton from Turkmenistan; and cotton, uranium, gold, and natural gas from Uzbekistan.

4. The current volume of transit trade is small but likely to increase with improved road and other transport links and the establishment of a favorable commercial, institutional, legal, and regulatory framework with streamlined cross-border procedures. Priority tasks ahead include determining an optimal sequence of physical investments, introducing appropriate legislative and regulatory measures, and identifying effective instruments for cost recovery.

5. At the Berlin Donors' Conference and the Afghanistan Development Forum held in April 2004, the Government made a commitment to reactivate Afghanistan's pivotal role in regional cooperation. It prepared a 5-year plan to reform customs operations and is implementing the plan with assistance from the World Bank and other funding agencies. With assistance from ADB, it is reviving road links with Turkmenistan and Uzbekistan in the north and Pakistan in the

¹ The TA first appeared in the *ADB Business Opportunities* (Internet edition) on 1 June 2004.

southeast. With World Bank assistance, it is improving its road link with Tajikistan. The road links to Iran are being improved with assistance from Iran and India. Afghanistan is also considering extending railway lines from neighboring countries to its major regional centers with possible assistance from neighboring Iran, Pakistan, and Uzbekistan.

6. In 2002, the ADB provided support to develop a framework and legislation for cross-border trade.² The TA took stock of existing bilateral and multilateral conventions and agreements in which Afghanistan is a participant, and analyzed existing traffic patterns and determining the need for amendments of existing laws, regulations, and procedures or development of new ones. The TA provided the basis for the agreement reached at the Ministerial Conference on Transport and Trade in Central and South Asia, held in Manila on 31 July and 1 August 2003, to establish a Central and South Asia Transport and Trade Forum (CSATTF). The ministerial conference concluded that the economic impact of enhanced regional trade brought by improved road corridors connecting Central Asia and South Asia with the ports at the Arabian Sea and the Persian Gulf would be considerable in terms of growth, employment, savings, competition, and revenue. The CSATTF will discuss regional trade and transport issues and act upon them at the ministerial level. ADB was assigned the role of secretariat to the CSATTF. ADB is further providing assistance under a regional technical assistance (RETA) project³ to facilitate cooperative dialogue among the participating countries.

7. Under the framework of CSATTF, further studies have been conducted on harmonization of customs procedures and options for establishing a regional transit system. These studies identified constraints to transit trade and transport in CSATTF countries and recommended facilitating effective implementation of the existing bilateral and regional agreements, and developing cross-border infrastructure and procedures in a coordinated manner. Because Afghanistan is a land bridge between South Asia and Central Asia, the expected economic impact on trade and transport will not materialize unless appropriate measures are developed and implemented in Afghanistan. The proposed TA will assist Afghanistan in developing strategies for improving cross-border infrastructure and procedures. The TA will also study instruments for cost recovery to pay for investments in transport infrastructure, including road tolls and transit fees, which will be a way to equitably share burdens among participating countries that benefit from shorter, lower-cost routes to seaports.

III. TECHNICAL ASSISTANCE

A. Purpose and Output

8. The goal of the TA is to promote economic growth and reduce poverty in Afghanistan by enhancing cross-border and transit trade with neighboring countries. The purpose is to facilitate the smooth movement of goods across its borders by carefully assessing physical and institutional infrastructure options and ensuring maximum economic benefit to Afghanistan, while ensuring adequate measures to prevent smuggling and other illegal activities that erode economic efficiency. Specific TA outputs will include (i) infrastructure investment options, including road and rail options, to facilitate the cross-border movement of goods; (ii) specific cost recovery measures (e.g. transit fees and tolls) for such investments, taking account of equitable sharing of the infrastructure investment burden between Afghanistan and its neighbors; (iii) amended and/or new laws, rules, and regulations for the operation of the new/improved cross-border infrastructure; (iv) amended and/or new bilateral and multilateral

² ADB. 2002. *Technical Assistance Cluster to Afghanistan for Capacity Building for Reconstruction and Development-Component 3c: Development of Framework and Legislation for Cross Border Trade*. Manila.

³ ADB. 2003. *Technical Assistance for Subregional Economic Cooperation in South and Central Asia*. Manila.

agreements regulating cross-border movement of goods required for the operation of the new/improved infrastructure; and (v) appropriate institutional arrangements at the concerned ministries and agencies for operating the new/improved cross-border infrastructure.

B. Methodology and Key Activities

9. The TA is part of ADB assistance to Afghanistan and its neighboring countries in establishing a transport corridor connecting the CARs to the warm-water ports in the south. The TA will build on the studies carried out under the capacity-building TA, the CSATTF initiative, and the ongoing ADB TA in Central Asia⁴ and Pakistan⁵ for trade facilitation, customs cooperation, and cross-border infrastructure development. The TA will coordinate closely with the World Bank's assistance in customs modernization and trade facilitation. For the transport network analysis that will be required to determine the scope of infrastructure investment at border points, the TA will borrow from the ongoing ADB TA to prepare a road master plan.⁶ A two-pronged approach will be followed in implementing the TA. A series of sharply focused physical, institutional, financial, and legal studies will be undertaken on the one hand; on the other hand, workshops, seminars, and conferences will be held to obtain continuous feedback from stakeholders and to pass it on to the Government and CSATTF.

10. The proposed studies will (i) review the existing studies on customs and border procedures; (ii) review the existing studies on border infrastructure and proposals to improve it; (iii) review relevant existing laws, regulations, rules, and procedures, and of bilateral and multilateral agreements to which Afghanistan is a party; (iv) review existing revenue-generating measures, including tolls and transit fees; (v) conduct field assessments, including interviews with transport operators, forwarders, and intermediaries regarding border procedures (customs, immigration, security check, etc.) and transport-related infrastructure (buildings, warehousing, parking lots, cargo inspection sheds, weighbridges, workshops, other customs related physical facilities along major transport corridors); and (vi) review institutional arrangements at the concerned ministries and agencies for facilitating the movement of goods across Afghanistan's borders.

11. A series of interactive workshops and seminars will be organized at the beginning, middle, and end of the TA. The purpose is to coordinate with and disseminate information to all stakeholders and to obtain feedback.

C. Cost and Financing

12. The total cost of the TA is estimated at \$600,000 equivalent, with a foreign exchange cost of \$467,000 and a local currency cost of \$133,000 equivalent. ADB will provide \$550,000 equivalent, covering the entire foreign exchange cost and a portion of the local currency cost of \$83,000 equivalent on a grant basis from ADB's TA funding program. The Government will finance the remaining \$50,000 equivalent of the local currency cost through in-kind contributions. The cost estimates and the financing plan are in Appendix 2.

⁴ ADB. 2002. *Report and Recommendation of the President to the Board of Directors on Proposed Loans and Technical Assistance Grants to Kyrgyz Republic and Republic of Tajikistan and a Regional Technical Assistance Grant for the Regional Trade Facilitation and Customs Cooperation Program*. Manila.

⁵ ADB. 2003. *Report and Recommendation of the President to the Board of Directors on Proposed Loans and Technical Assistance Loan and Technical Assistance Grant to the Islamic Republic of Pakistan for the Balochistan Road Development Sector Project*. Manila.

⁶ ADB. 2004. *Technical Assistance to the Islamic Republic of Afghanistan for Preparing the Master Plan for Road Network Improvement Project*. Manila.

D. Implementation Arrangements

13. The Ministry of Public Works (MPW) will be the executing agency. The consultants engaged under the TA will also work closely with the Ministry of Commerce, the Ministry of Finance, and the Ministry of Transport. A steering committee will be set up comprising representatives from all these ministries, as well as the Ministry of Justice.

14. The TA will require a total of 23 person-months of international (15 person-months) and domestic (8 person-months) consultant input. The international consultant input will comprise three experts: a transport logistics expert for 8 person-months, a transport infrastructure expert for 4 person-months, and a transport legal expert for 3 person-months. The domestic consultant input will comprise a financial expert for 4 person-months and a transport engineer for 4 person-months. The transport logistics expert will be required to collate all the information and individual reports on different tasks from other consultants and prepare a final report. The international and domestic consultants will be engaged by ADB in accordance with the *Guidelines on the Use of Consultants* and other arrangements satisfactory to ADB for engaging domestic consultants. All consultants will be engaged on an individual basis. The terms of reference of individual consultants are in Appendix 3. Sufficient flexibility will be allowed in determining the actual number of experts and the duration of expertise inputs required across the various expertise, based on periodic progress assessment.

15. The TA will be implemented over a period of 12 months and will commence in February 2005 with expected completion date of January 2006.

16. The TA budget provides for purchase of a computer, a printer, a photocopier, and office supplies that will be procured by ADB in accordance with ADB's *Guidelines for Procurement*. The Government through the Ministry of Public Works will provide suitable office accommodation and administrative support to the consultants.

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 \$550,000 on a grant basis to the Government of Afghanistan for Cross-Border Trade and Transport Facilitation, and hereby reports this action to the Board.

TECHNICAL ASSISTANCE FRAMEWORK

Design Summary	Indicators and Targets	Monitoring Mechanisms	Assumptions/Risks
<p>Goal</p> <p>Improved cross-border and transit trade with neighboring countries for increased economic benefits to Afghanistan</p>	<p>An increase in total cross-border trade between Afghanistan and neighboring countries</p>	<p>National trade statistics</p>	
<p>Purpose</p> <p>Facilitate smooth transportation of goods across the border</p>	<p>Improved efficiency in transporting goods to and from Afghanistan measured in terms of transport cost incurred and time spent in border crossing</p>	<p>Reports by Customs Department</p> <p>Trade statistics of Ministry of Commerce</p> <p>Traffic survey by Ministry of Public Works</p> <p>Transporter survey by Ministry of Transport</p>	<p>Assumption (A): Commitment of the trading partners to take measures to improve trade flow by reducing trade barriers</p> <p>(A): Successful implementation of Government's 5-year customs plan</p> <p>(A): Government commitment to implement new rules, procedures, and regulatory measures</p> <p>Risk (R): Country security and political conditions</p>
<p>Outputs</p> <p>Investment options and profile of road corridors, railway linkages, and border facilities</p> <p>Plans of implementing cost recovery measures for the proposed investment</p> <p>Amended and/or new laws, rules, and regulations for the operation of the new/improved cross-border infrastructure</p> <p>Amended and/or new bilateral and multilateral agreements regulating cross-border transport of goods</p>	<p>Clearly articulated economic and financial viability of investment options and its impact on transport facilitation</p> <p>Financial viability of the cost recovery measures presented in a quantitative manner</p> <p>Draft ready to be discussed at interministerial levels</p> <p>Draft ready to be discussed at interministerial levels</p>	<p>Steering committee meetings</p> <p>Review of progress reports</p>	<p>(A): Good performance by consultants</p> <p>(A): Timely feedback from concerned ministries/agencies and CSATTF member countries</p>

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Design Summary	Indicators and Targets	Monitoring Mechanisms	Assumptions/Risks
Institutional arrangements at the concerned ministries and agencies for operating new/improved cross-border infrastructure	Draft in line with the requirements of the Priority Reforms and Restructuring scheme with clear description of departmental functions and structure		
<p>Activities</p> <p>Review of the existing studies on customs and border procedures</p> <p>Review of the existing studies on border infrastructure and proposals for improvement</p> <p>Review of relevant existing laws, rules, and regulations, and of bilateral and multilateral agreements regulating the movements of goods across the border</p> <p>Review of existing revenue-generating measures, including tolls and transit fees</p> <p>Review of institutional arrangements at the concerned ministries and agencies for facilitating movement of goods across the border</p> <p>Field assessment of border procedures and transport-related infrastructure along major transport corridors including interviews with transport operators, forwarders, and intermediaries</p> <p>Consultation with concerned ministries and agencies through steering committee meetings</p> <p>Feedback from the neighboring countries through the Central and South Asia Transport and Trade Forum process</p>	<p>Clear understanding of problems in the country/regional context</p> <p>Value added to the existing reports, including those prepared under the capacity-building TA and the Central and South Asia Transport and Trade Forum process</p>	<p>Steering committee meetings</p> <p>Review of progress reports</p>	<p>(A): Good performance of the engaged consultants</p> <p>(A): Availability of counterpart staff in concerned ministries/agencies</p> <p>(A): Relevant data/information is made available to the consultants in a timely manner</p>

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Design Summary	Indicators and Targets	Monitoring Mechanisms	Assumptions/Risks
<p>Inputs</p> <p>International consulting provided by ADB</p> <p>Domestic consulting provided by ADB</p> <p>Reports produced under the capacity-building TA, and Central and South Asia Transport and Trade Forum initiative</p>	<p>Three experts with 15 person-months' input</p> <p>Two experts with 8 person-months' input</p>	<p>TA budget</p>	<p>(A): Consultants with appropriate skills and experience will be engaged</p> <p>(A): Timely deployment of consultants</p> <p>(A): Transport network analysis to be prepared by the road master plan TA</p> <p>(R): Personal safety and security</p>

ADB = Asian Development Bank, CSATTF= Central and South Asia Transport and Trade Forum, TA = technical assistance.

COST ESTIMATES AND FINANCING PLAN
(\$'000)

Item	Foreign Exchange	Local Currency	Total Cost
A. Asian Development Bank (ADB) Financing^a			
1. Consultants			
a. Remuneration and Per Diem			
i. International Consultants	355.0	0.0	355.0
ii. Domestic Consultants	0.0	45.0	45.0
b. International and local travel	54.0	12.0	66.0
2. Equipment ^b	0.0	10.0	10.0
3. Surveys, Workshops, Seminars, and Conferences ^c	16.0	8.0	24.0
4. Contingency	42.0	8.0	50.0
Subtotal (A)	467.0	83.0	550.0
B. Government Financing			
1. Office Accommodation	0.0	25.0	25.0
2. Counterpart Staff	0.0	15.0	15.0
3. Others	0.0	10.0	10.0
Subtotal (B)	0.0	50.0	50.0
Total	467.0	133.0	600.0

^a Financed by ADB's technical assistance funding program.

^b 1 laptop computer with accessories, 1 laser printer, 1 photocopier, and office supplies. Upon the completion of the TA, the equipments will be turned over to the Government.

^c Surveys of road conditions, traffic flow, and transport procedures; two stakeholder workshops; and a midterm seminar. All in Afghanistan.

Source: Asian Development Bank estimates.

OUTLINE TERMS OF REFERENCE OF CONSULTANTS

A. Objective

1. The consultants will assist in undertaking a feasibility study; a road condition survey, a review of facilities at the customs house, as well as facilities at other locations related to cross-border trade and transit of goods from neighboring countries; identification of all bottlenecks in physical infrastructure, the communications network, and the railway network; and recommendations for an investment program to develop and provide new facilities required to improve the transit of goods from neighboring countries to warm-water ports in Pakistan and Iran. Based on the review and assessment of the physical facilities, the consultants will assess the economic and financial impact of cross-border trade and recommend a timeframe for related investments, as well as cost recovery and institutional arrangements.

B. Qualification of Consultants

2. The TA will require a total of 23 person-months of international (15 person-months) and domestic (8 person-months) consultant input. The international consultant input will comprise three experts: a transport logistics expert (8 person-months), a transport infrastructure expert (4 person-months), and a transport legal expert (3 person-months). The domestic consultant input will comprise a financial expert (4 person-months) and a transport engineer (4 person-months). All consultants will be engaged on an individual basis.

3. Each of the international consultants should have, in addition to their respective areas of expertise, extensive knowledge about (i) international transport and trade issues pertaining to land-locked countries, (ii) customs and border procedures, and (iii) road and rail transport. All the consultants should have sound analytical skills and the ability to clearly articulate and present proposals for policies and strategies.

C. Outline Terms of Reference of Individual Experts

1. International Transport Logistics Expert (8 person-months)

4. The transport logistics expert will be based in Kabul. He or she will closely interact with the Ministry of Public Works and the steering committee, undertake fieldwork, collect necessary information, guide and coordinate the work of other international consultants, and organize workshops and seminars. The international transport logistics expert will, among other tasks, undertake the following:

- (i) Collect available data, references, and materials needed to prepare TA outputs.
- (ii) Undertake field visits and assist in field surveys, as appropriate, to supplement available information and collect new information.
- (iii) In collaboration with the transport infrastructure expert and with the assistance of a financial expert, record the operational procedures of cargo handling by mapping every required step for transporting goods along major cross-border transport corridors into Afghanistan (including landing, unloading, warehousing, clearing and reloading and estimating processing time/days and costs of processing at each step). This will be done through interviews with transport operators, freight forwarders, and/or other intermediaries and also through review

of existing studies and reports; transport corridors to be studied should include Peshawar-Torkham-Jalalabad-Kabul, Chamman-Spin Boldak-Kandahar, Dogharun-Islam Qala-Herat, Gushgy-Torghandi-Herat, Imamnazar-Aqina-Mazare Sharif, Termez-Hairatan-Mazare Sharif, and Nizhni Pyanzh-Shirkhan Bandar-Konduz.

- (iv) Analyze the existing procedures in each corridor and compare them with regional best practices; identify bottlenecks to the cross-border movements of goods along each corridor studied.
- (v) Identify institutional, operational, and physical impediments.
- (vi) Compare the mapped existing procedures with the regionally and internationally required security, safety, health and sanitation measures; and identify steps to be added or removed and required institutional changes to corresponding enforcement agencies.
- (vii) Develop alternatives for each of the studied corridors to remove impediments to and deficiencies in cross-border movements of goods with proper consideration to facilitation of goods movement and enforcement of measures pertaining to security, safety, health and sanitation, and prevention of illegal activities; examine whether extending railway lines into Afghanistan will significantly improve the efficiency of cross-border cargo movement and be effective in decreasing the incidence of illegal activities.
- (viii) Based on the above analyses and with input from the transport infrastructure expert, prepare options for cross-border transport infrastructure investment for the corridors studied.
- (ix) In collaboration with the transport legal expert, identify laws, rules, and regulations to be amended or introduced for the operation of the proposed cross-border infrastructure options.
- (x) Prepare appropriate institutional arrangements at the concerned ministries and agencies for operating the new/improved cross-border infrastructure.
- (xi) In collaboration with the transport infrastructure expert and with assistance of the financial expert, conduct preliminary financial assessment of the prepared investment options with proposals of possible cost recovery measures including tolls and transit fees.
- (xii) Based on the above and the reports to be separately prepared by the two other international experts, prepare a final report.

2. International Transport Infrastructure Expert (4 person-months)

5. The international transport infrastructure expert will work based in Kabul, but will undertake extensive field visits, including visits to major transport corridors extending from neighboring countries. The international transport infrastructure expert will, among other tasks, undertake the following:

- (i) Collect available data, references, and materials needed to prepare TA outputs.
- (ii) Undertake field visits and assist in field surveys as appropriate to supplement available information and collect new information.
- (iii) Undertake field surveys of traffic flow, road condition, and road-related facilities (parking lots, weighbridges, workshops, etc); obtain and review existing traffic data; carry out vehicle traffic counts; and assess the condition of railway infrastructure and its operation at Torghandi and Hairatan.
- (iv) In collaboration with the international transport logistics expert, record the operational procedures of cargo-handling by mapping every required step for transporting goods along major cross-border transport corridors into Afghanistan (including landing, unloading, warehousing, clearing, and reloading) and estimating processing time/days and costs of processing at each step; this will be done through discussions with transport operators, freight forwarders, and/or other intermediaries; transport routes to be studied should include Peshawar-Torkham-Jalalabad-Kabul, Chamman-Spin Boldak-Kandahar, Dogharun-Islam Qala-Herat, Gushgy-Torghandi-Herat, Imamnazar-Aqina-Mazare Sharif, Termez-Hairatan-Mazare Sharif, and Nizhni Pyanzh-Shirkhan Bandar-Konduz.
- (v) Based on the field assessment, identify and classify the bottlenecks relating to movement of goods across the border that are a result of procedural impediments and physical deficiencies in infrastructure.
- (vi) Propose alternative ways to remove bottlenecks by adding capacity to infrastructure or adding facilities such as railway extensions inside Afghanistan to streamline the border procedure; develop benchmark indicators for examining the viability of these alternatives, and conduct such examination.
- (vii) Propose institutional arrangements and staffing requirements at the concerned ministries and agencies for operating the new/improved cross-border infrastructure.
- (viii) Based on the above analyses, prepare a report detailing infrastructure investment options and required institutional arrangements.

3. International Transport Legal Expert (3 person-months)

6. The international transport legal expert will be based in Kabul and work closely with the Ministry of Public Works and other concerned ministries and agencies. The international transport legal expert will, among other tasks, undertake the following:

- (i) Collect available data, references, and materials as may be needed to prepare TA outputs.
- (ii) Based on the proposed options for cross-border transport infrastructure investment for the major transport routes, identify laws, rules, and regulations to be amended or newly introduced for the operation of the proposed cross-border infrastructure options.

- (iii) Study the identified laws, rules, and regulations and identify international agreements regulating cross-border movement of goods that will have to be amended or introduced.
- (iv) In consultation with the concerned ministries, draft provisions to be included in such laws, rules and regulations of Afghanistan and in international agreements.
- (v) Based on the above, prepare an inventory of laws, rules, regulations, and international agreements that have to be amended or introduced and provisions to be included in such legal documents.

4. Domestic Financial Expert (4 person-months)

7. With the guidance of the transport logistics expert, and in collaboration with the domestic engineer, the domestic financial expert will, among other tasks, undertake the following:

- (i) Collect available data, references, and materials as may be needed to prepare TA outputs.
- (ii) Undertake field visits and assist in field surveys as appropriate to supplement available information and collect new information.
- (iii) Assist the international transport logistics expert in recording the operational procedures of cargo-handling by mapping every required step for transporting goods along major transport corridors into Afghanistan including landing, unloading, warehousing, clearing and reloading and estimating processing time/days and costs of processing at each step; for this purpose, conduct broad consultation with transport operators, freight forwarders, and/or other intermediaries; transport routes to be studied should include Peshawar-Torkham-Jalalabad-Kabul, Chamman-Spin Boldak-Kandahar, Dogharun-Islam Qala-Herat, Gushgy-Torghandi-Herat, Imamnazar-Aqina-Mazare Sharif, Termez-Hairatan-Mazare Sharif, and Nizhni Pyanzh-Shirkhan Bandar-Konduz.
- (iv) Assist the transport logistics expert in conducting preliminary financial assessment of the prepared investment options with proposals of possible cost recovery measures including tolls and transit fees.

5. Domestic Transport Engineer (4 person-months)

8. With the guidance of the international transport infrastructure expert, the transport engineer will, among other tasks, undertake the following:

- (i) Collect available data, references, and materials as may be needed to prepare TA outputs.
- (ii) Undertake field visits and assist in field surveys as appropriate to supplement available information and collect new information.
- (iii) Assist the transport infrastructure expert in undertaking field surveys of traffic flow, road condition, and road related facilities (parking lots, weighbridges,

workshops, etc); obtain and review existing traffic data; carry out vehicle traffic counts.

- (iv) Based on the output of the transport network analysis to be carried out under the master plan TA, assist the transport infrastructure expert in preparing benchmark indicators for examining the infrastructure investment options.

9. The terms of reference of each consultant may be reviewed and revised as needed during the assignment in light of the requirements of the Government of Afghanistan.