



# Technical Assistance Report

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Project Number: 53111-001  
Knowledge and Support Technical Assistance (KSTA)  
July 2019

## Cross-Border Trade and Cooperation between Indonesia and Timor-Leste

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Asian Development Bank

## ABBREVIATIONS

ADB	–	Asian Development Bank
ASEAN	–	Association of Southeast Asian Nations
FMD	–	foot and mouth disease
MOU	–	memorandum of understanding
NTT	–	Nusa Tenggara Timur (East Nusa Tenggara)
OIE	–	World Organization for Animal Health
RCIF	–	Regional Cooperation and Integration Fund
TA	–	technical assistance

## NOTE

In this report, “\$” refers to United States dollars.

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## KNOWLEDGE AND SUPPORT TECHNICAL ASSISTANCE AT A GLANCE

<b>1. Basic Data</b>		<b>Project Number:</b> 53111-001	
<b>Project Name</b>	Cross-Border Trade and Cooperation between Indonesia and Timor-Leste	<b>Department/Division</b>	SDCC/SDTC-RCI
<b>Nature of Activity Modality</b>	Capacity Development Regular	<b>Executing Agency</b>	Asian Development Bank
<b>Country</b>	REG (INO, TIM)		
<b>2. Sector</b>	<b>Subsector(s)</b>	<b>ADB Financing (\$ million)</b>	
✓ Industry and trade	Trade and services		0.305
Agriculture, natural resources and rural development	Livestock		0.315
Transport	Transport policies and institutional development		0.300
		<b>Total</b>	<b>0.950</b>
<b>3. Strategic Agenda</b>	<b>Subcomponents</b>	<b>Climate Change Information</b>	
Inclusive economic growth (IEG)	Pillar 2: Access to economic opportunities, including jobs, made more inclusive	Climate Change impact on the Project	Low
Environmentally sustainable growth (ESG)	Natural resources conservation		
Regional integration (RCI)	Pillar 2: Trade and investment		
<b>4. Drivers of Change</b>	<b>Components</b>	<b>Gender Equity and Mainstreaming</b>	
Governance and capacity development (GCD)	Institutional development	Some gender elements (SGE)	✓
Knowledge solutions (KNS)	Application and use of new knowledge solutions in key operational areas		
Partnerships (PAR)	Implementation Private Sector		
Private sector development (PSD)	Conducive policy and institutional environment Public sector goods and services essential for private sector development		
<b>5. Poverty and SDG Targeting</b>		<b>Location Impact</b>	
Geographic Targeting	Yes	Rural	High
Household Targeting	No	Urban	Low
General Intervention on Poverty	No		
SDG Targeting	Yes		
SDG Goals	SDG2, SDG8, SDG9		
<b>6. Risk Categorization</b>	Low		
<b>7. Safeguard Categorization</b>	Safeguard Policy Statement does not apply		
<b>8. Financing</b>			
<b>Modality and Sources</b>		<b>Amount (\$ million)</b>	
<b>ADB</b>		<b>0.95</b>	
Knowledge and Support technical assistance: Regional Cooperation and Integration Fund		0.70	
Knowledge and Support technical assistance: Technical Assistance Special Fund		0.25	
<b>Cofinancing</b>		<b>0.00</b>	
None		0.00	
<b>Counterpart</b>		<b>0.00</b>	
None		0.00	
<b>Total</b>		<b>0.95</b>	

**Currency of ADB Financing:** USD



## I. INTRODUCTION

1. The knowledge and support technical assistance (TA) will provide capacity building and advice and will support coordinated efforts to lower the immediate barriers to cross-border livestock trade and tourism cooperation between Timor-Leste and East Nusa Tenggara (NTT) in Indonesia.

2. The TA is aligned with operational priority 7 of the Asian Development Bank (ADB) Strategy 2030 as it looks at opportunities to reduce spatial inequality in lagging border regions through an economic corridor approach.<sup>1</sup> It also lays the foundation for new lending operations to boost regional cooperation and integration in Indonesia and Timor-Leste. The TA is included in the Sustainable Development and Climate Change Department's 2019 results-based work plan.<sup>2</sup>

## II. ISSUES

3. The TA is needed to seize the opportunities and tackle the challenges identified in the Scoping Study on Enhanced Cross-Border Cooperation and Integration between Indonesia and Timor-Leste.<sup>3</sup> The Government of Indonesia requested the scoping study to support a national policy of development from the margins, specifically to tackle inequality and poverty in border areas, since NTT is Indonesia's second-poorest province.<sup>4</sup> The border between NTT and Timor-Leste is particularly important as a place of previous conflict, but which nonetheless maintains profound personal relationships.<sup>5</sup> The Government of Timor-Leste requested the study in preparation for joining the Association of Southeast Asian Nations (ASEAN) and as part of its broader strategic goals of economic growth and diversification away from its dependence on oil.<sup>6</sup>

4. **Opportunities.** The scoping study highlights several opportunities for cross-border cooperation, but tourism and livestock are the two areas with the greatest potential. In the seven districts along the land border between NTT and Timor-Leste, 90% of households engage in smallholder livestock raising, making it critical for livelihoods. Robust livestock demand in NTT and Timor-Leste indicates market potential for the trade of cattle from Timor-Leste to Indonesia and an expansion of poultry trade from NTT to Timor-Leste.<sup>7</sup> Tourism is also an important and

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<sup>1</sup> ADB. 2018. *Strategy 2030: Achieving a Prosperous, Inclusive, Resilient, and Sustainable Asia and Pacific*. Manila. Operational priority 7 focuses on fostering regional cooperation and integration. An economic corridor approach is the promotion of wider economic benefits along transport corridors to transform them into economic corridors.

<sup>2</sup> The TA first appeared in the business opportunities section of ADB's website on 5 June 2019.

<sup>3</sup> ADB conducted the study from 2017 to 2018 under TA 9350: Implementing the Regional Cooperation and Integration Operational Plan. The specific opportunities and challenges to address were further refined based on consultations with stakeholders after the completion of the report, specifically at a joint meeting between Indonesia and Timor-Leste in Bali on 28–29 March 2019.

<sup>4</sup> Indonesia's commitment to develop border areas was included in the National Medium-Term Development Plan, 2015–2019 (Government of Indonesia. 2015. *Rencana Pembangunan Jangka Menengah Nasional, 2015–2019*. Jakarta).

<sup>5</sup> Timor-Leste was the 27th province of Indonesia from 1975 to 1999. This period and the years following Timor-Leste's self-determination were marked by violence and conflict.

<sup>6</sup> Timor-Leste applied for ASEAN membership in 2011, and Indonesia has been a strong advocate for its membership. Timor-Leste's Strategic Development Plan (Government of Timor-Leste. 2011. *Timor-Leste Strategic Development Plan, 2011–2030*. Dili) promotes economic growth of non-oil sectors to diversify the economy.

<sup>7</sup> In 2017, Indonesia imported \$500.0 million worth of live cattle largely from Australia, and Timor-Leste imported \$13.7 million worth of poultry largely from Brazil, which demonstrates the strength of domestic consumer demand.

growing income generator for NTT and Timor-Leste,<sup>8</sup> offering potential for expansion by building on the success of nearby Bali and cross-border tourism.<sup>9</sup>

5. **Challenges.** Despite these opportunities, several challenges reduce or eliminate the potential gains for the livelihoods of people in NTT and Timor-Leste. One of the most pressing crosscutting challenges is a poor aviation policy environment that reduces connectivity and raises ticket prices. Lack of agreements on the movement of vehicles across the land border makes procedures burdensome and lengthy. Furthermore, time release studies revealed that land border procedures are not standardized or harmonized, leading to higher costs and time delays that are detrimental to the trade of perishable items such as agricultural produce.<sup>10</sup> Also, many nationalities cannot obtain a visa on arrival at the land borders to Timor-Leste, and Indonesians must pay an entry fee. These issues increase cross-border tourism costs. Long-term problems include the quality of the road corridors between NTT and Timor-Leste and the lack of rest stops and viewing areas for tourists.<sup>11</sup> Timor-Leste's port infrastructure is also unsuitable for cruise tourism.

6. NTT and Timor-Leste have developed their own tourism brands but have limited marketing resources. Moreover, their marketing efforts are in direct competition because they offer similar attractions. Long-term challenges include a lack of basic amenities, accommodation options, and facilities for tourism, particularly community-based tourism. Tourism skills are also limited in the workforce.

7. In 2005, Timor-Leste banned poultry imports from NTT following an outbreak of avian influenza in other parts of Indonesia. No cases of avian influenza were reported in NTT, and Timor-Leste in 2018 permitted limited exports from one NTT business certified as free from influenza. Nevertheless, without certification that NTT as a whole is free from avian influenza, other poultry producers in NTT are excluded from trade.<sup>12</sup> Indonesia banned imports of cattle from Timor-Leste in 2010, citing animal health concerns, particularly foot and mouth disease (FMD) and brucellosis. Timor-Leste has had no reported cases of FMD but requires official FMD-free status from the World Organization for Animal Health (OIE) to enable future trade. Both NTT and Timor-Leste are affected by brucellosis, but the prevalence is higher in Timor-Leste, which contributes to the trade ban. While animal health risks from trade are low, support for official certification and recognition of such low risks is required.

8. Livestock trade is also hindered by low productivity and poor animal health regimes because livestock producers lack access to inputs such as medicine and feed, to advisory services (extension and veterinary), and more broadly to financial and insurance services. Other underlying issues include poor rural road networks that reduce access to markets, incomplete legal frameworks for animal health, and lack of facilities and staff capacity for animal testing.

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<sup>8</sup> A 2014 survey estimated that tourism contributes \$14 million to Timor-Leste's economy each year, making it the second-largest non-oil contributor to the economy after coffee exports. Visitors to NTT increased by 28% from 2012 to 2016 and brought an estimated \$80 million from tourism-related expenditures.

<sup>9</sup> Bali receives 5 million visitors each year and has good air connectivity with Kupang in NTT and Dili in Timor-Leste.

<sup>10</sup> Time release studies were conducted under TA 8674: Trade and Transport Facilitation in the Pacific, in Timor-Leste and in NTT as part of the scoping study.

<sup>11</sup> The road standard is adequate for current traffic and vehicles but would need upgrading with higher volumes of traffic or larger or heavier vehicles. These will become a higher priority once the volume of trade increases.

<sup>12</sup> Broiler production in NTT expanded 10-fold from 2015 to 2016, but only one business has permission to export.



### III. THE TECHNICAL ASSISTANCE

#### A. Impact and Outcome

9. The objective of this TA will be to deal with the most immediate policy and capacity challenges described in paras. 5–8 and thereby build the foundation for larger investments by the governments and the private sector into resolving the long-term problems.<sup>13</sup>

10. The TA is aligned with the following impact: cross-border trade and investment between NTT and Timor-Leste increased. The TA will have the following outcome: enabling environment for cross-border livestock trade and tourism cooperation enhanced between NTT and Timor-Leste.<sup>14</sup>

#### B. Outputs, Methods, and Activities

11. **Output 1: Knowledge and capacity for cross-border transport and trade strengthened.** The TA will seek to reduce the policy and capacity barriers to cross-border trade and transport by supporting cross-border agreements on transport. This will include technical advice and support for meetings to finalize and implement a draft memorandum of understanding (MOU) on cross-border movement of buses and coaches and to explore an MOU on goods vehicles to encourage agricultural trade.<sup>15</sup> The TA will also provide priority training of customs, immigration, and quarantine staff for joint risk management at the border. This will support the MOUs between the customs authorities that the two countries are discussing. The TA will also provide policy advice to Timor-Leste on visa reform, particularly on assisting cross-border tourism; and help conduct a review of the regulatory and legislative environment for cross-border air connectivity, with particular reference to lessons learned from the ASEAN Open Skies policy.<sup>16</sup>

12. **Output 2: Animal health requirements for livestock trade bolstered.** The TA proposes to tackle the most immediate causes of trade bans over animal health concerns by (i) assisting the assessment and certification of NTT as free from avian influenza, (ii) supporting the application of Timor-Leste as an FMD-free country with OIE, and (iii) making recommendations for joint surveillance and assessment of brucellosis in cattle in Timor-Leste. As regards the surveillance of brucellosis, the intention is to work with producer groups or small and medium-sized enterprises that promote sustainable and resilient agricultural practices and the engagement of women, particularly in higher value-added activities.<sup>17</sup> Activities will also support

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<sup>13</sup> Long term problems are identified within the Scoping Study on Enhanced Cross-Border Cooperation and Integration between Indonesia and Timor-Leste.

<sup>14</sup> The design and monitoring framework is in Appendix 1.

<sup>15</sup> Joint Meeting of the Indonesia and Timor-Leste Cross-Border Livestock and Tourism Pilot Project: Meeting Summary (accessible from the list of linked documents in Appendix 3). During a joint meeting on the TA activities, the two countries agreed to prioritize a draft MOU on buses and coaches and to explore wider transport agreements that would support agricultural trade.

<sup>16</sup> Also known as the ASEAN Single Aviation Market, a policy that came into effect in 2015 to liberalize air services within a unified air transport market.

<sup>17</sup> Surveillance of animal disease is supported by good animal husbandry. In the context of Timor-Leste control of animal movement is vital for disease surveillance and increasing productivity. Consequently, this output should be conducted with groups receiving support in this area. Women tend to be involved in low value activities in the livestock value chain hence producer groups which enable women to be engaged in higher value aspects of production and marketing should be encouraged.

a technical cooperation agreement between the agriculture ministries of Timor-Leste and Indonesia.<sup>18</sup>

13. **Output 3: Potential joint tourism itineraries identified.** The TA will provide capacity building and advice on mapping the tourism assets of NTT and Timor-Leste, and designing a joint land or sea tourism itinerary for marketing and promotion. This will be done in partnership with the government, individual tour operators, and tourism and business organizations such as the Hotel Owners Association of Timor-Leste and the chambers of commerce of NTT and Timor-Leste.<sup>19</sup> The emphasis will be on supporting a brand of tourism that aligns with Indonesia's and Timor-Leste's Sustainable Development Goals, particularly with regard to environmental protection and gender equality.<sup>20</sup> This will build the foundation for a comprehensive strategy of joint tourism promotion and help define the long-term infrastructure investment needs (e.g., water and sanitation in community-based tourism attractions) and workforce training needs.

14. To help prepare for larger sector investments, the TA team will conduct activities to establish baselines and collect data to forecast project costs and benefits.

### C. Cost and Financing

15. The TA is estimated to cost \$950,000, of which (i) \$250,000 will be financed on a grant basis by ADB's Technical Assistance Special Fund (TASF-other sources) and (ii) \$700,000 will be financed on a grant basis by the Regional Cooperation and Integration Fund (RCIF).<sup>21</sup> The key expenditure items are listed in Appendix 2.<sup>22</sup>

### D. Implementation Arrangements

16. The TA will be implemented from July 2019 to July 2021. ADB will be the executing agency. The Regional Cooperation and Integration Thematic Group of ADB's Sustainable Development and Climate Change Department will administer the TA; select, supervise, and evaluate consultants; procure goods (para.19); organize workshops; and provide staff to act as resource persons in the workshops. The thematic group will implement the TA in consultation with a joint task force comprising the Ministry of Foreign Affairs and Cooperation of Timor-Leste and the Ministry of National Development Planning of Indonesia.

17. The implementation arrangements are summarized in the table.

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<sup>18</sup> In 2018, the livestock directorates in the agriculture ministries of Timor-Leste and Indonesia signed a technical cooperation agreement that includes cross-border capacity building, knowledge sharing, and collaboration on animal health.

<sup>19</sup> Launched in March 2019, the Hotel Owners Association of Timor-Leste supports tourism in Timor-Leste and receives capacity building from other development partners. By partnering with the association, ADB would further strengthen its capacity. Similar bodies in NTT will be engaged.

<sup>20</sup> For example, the emphasis will be on opportunities for ecotourism and on working with partners that support female entrepreneurs.

<sup>21</sup> Established by ADB. Financing partner: the Government of Japan.

<sup>22</sup> Additional financing of about \$1 million will be sought within the lifetime of the TA to expand activities in line with recommendations from the scoping study. Further information is provided in the Matrix of Divergence Between the Scoping Study and the Technical Assistance (accessible from the list of linked documents in Appendix 3).

### Implementation Arrangements

Aspects	Arrangements		
Indicative implementation period	July 2019–July 2021		
Executing agency	ADB		
Implementing agency	Regional Cooperation and Integration Thematic Group, Sustainable Development and Climate Change Department, ADB		
Consultants	To be selected and engaged by ADB (Regional Cooperation and Integration Thematic Group Secretariat)		
	Individual selection	International expertise (28 person-months)	\$369,600
	Individual selection	National expertise (8 person-months)	\$21,200
	Resource persons	Resource persons (3 person-months)	\$120,000
Procurement	To be procured by ADB		
	Single source selection	1 contract	\$10,000
Disbursement	TA resources will be disbursed following ADB's <i>Technical Assistance Disbursement Handbook</i> (2010, as amended from time to time). The TA will first use grant funds from TASF-other sources before tapping RCIF resources.		

ADB = Asian Development Bank, RCIF = Regional Cooperation and Integration Fund, TA = technical assistance, TASF = Technical Assistance Special Fund.

Source: Asian Development Bank.

18. **Consulting services.** The TA will require 30 person-months of individual international and 8 person-months of individual national consulting services. ADB will engage consultants following the ADB Procurement Policy (2017, as amended from time to time) and its associated project administration instructions and/or staff instructions.<sup>23</sup> Individual selection is chosen because of the diverse nature of roles and responsibilities and the need for specific country experience.

19. **ADB's procurement.** Animal testing services will be procured as a non-consulting service from a certified laboratory. The single source selection will be used because the value is below the threshold for competitive procurement and only one certified laboratory is close to the project region. Procurement will follow the ADB Procurement Policy (2017, as amended from time to time) and Procurement Regulations for ADB Borrowers (2017, as amended from time to time).

20. **Cofinancier requirements.** TA project implementation will follow the additional monitoring and reporting requirements specific to the RCIF.<sup>24</sup>

#### IV. THE PRESIDENT'S DECISION

21. The President acting under the authority delegated by the Board has approved the provision of technical assistance not exceeding the equivalent of \$950,000 on a grant basis for Cross-Border Trade and Cooperation between Indonesia and Timor-Leste, and hereby reports this action to the Board.

<sup>23</sup> Terms of Reference for Consultants (accessible from the list of linked documents in Appendix 3). Output-based or lump-sum contracts will be considered for consulting services where possible.

<sup>24</sup> The RCIF requires annual project implementation progress reports, including copies of major changes in scope, duration, and funding.

## DESIGN AND MONITORING FRAMEWORK

<b>Impact the TA is Aligned with</b> Cross-border trade and investment between NTT and Timor-Leste increased <sup>a</sup>			
<b>Results Chain</b>	<b>Performance Indicators with Targets and Baselines</b>	<b>Data Sources and Reporting</b>	<b>Risks</b>
<b>Outcome</b> Enabling environment for cross-border livestock trade and tourism cooperation enhanced between NTT and Timor-Leste	a. By 2021, SOPs for the MOU on buses and vehicles submitted to the joint committee for approval (2018 baseline: not applicable) b. By 2021, request from Timor-Leste for FMD-free status submitted to OIE for endorsement (2018 baseline: not applicable) c. By 2021, results of TAM validated by industry stakeholders (2018 baseline: not applicable)	a. Joint committee meeting minutes b. OIE Scientific Commission confirmation of receipt c. Meeting minutes of validation workshop with industry stakeholders	Change in government priorities after elections in Indonesia and Timor-Leste shifts the focus away from regional cooperation initiatives.
<b>Outputs</b> 1. Knowledge and capacity for cross-border transport and trade strengthened  2. Animal health requirements for livestock trade bolstered	1a. By 2020, SOPs for the MOU on buses and coaches prepared (2018 baseline: not applicable) 1b. By 2021, training of CIQ officials at border conducted, with 75% reporting improved knowledge (2018 baseline: 0) 1c. By 2020, report with recommendations on Timor-Leste visa reform submitted to the Immigration Department (2018 baseline: not applicable) 1d. By 2021, report with recommendations on cross-border air connectivity submitted to transport ministries of Indonesia and Timor-Leste (2018 baseline: not applicable) 2a. By 2020, avian influenza assessment for NTT conducted (2018 baseline: not applicable)	1a. Draft SOPs 1b. Training evaluation 1c. Meeting minutes of joint task force 1d. Meeting minutes of joint task force 2a. Report of avian influenza assessment	Tourism businesses and livestock producer groups are unable to participate due to competing priorities.

Results Chain	Performance Indicators with Targets and Baselines	Data Sources and Reporting	Risks
3. Potential joint tourism itineraries identified	<p>2b. By 2020, OIE questionnaire on FMD completed by the Timor-Leste Ministry of Agriculture (2018 baseline: not applicable)</p> <p>2c. By 2021, technical recommendations for recognition of brucellosis-free and low-brucellosis compartments in Timor-Leste delivered to joint agriculture working group (2018 baseline: not applicable)</p> <p>3a. By 2020, training on TAM conducted, with 75% of participants reporting improved knowledge (2018 baseline: 0)</p> <p>3b. By 2021, joint TAM with private sector completed (2018 baseline: not applicable)</p>	<p>2b. Completed OIE FMD questionnaire</p> <p>2c. Meeting minutes of joint agriculture working group</p> <p>3a. Training evaluation</p> <p>3b. TAM report</p>	

### Key Activities with Milestones

#### 1. Knowledge and capacity for cross-border transport and trade strengthened

- 1.1 Provide advice on draft MOU on buses and coaches (Q4 2019)
- 1.2 Prepare draft SOPs for MOU (Q3 2020)
- 1.3 Prepare draft MOU on transport of agricultural goods (Q3 2020)
- 1.4 Organize training for border staff on SOPs (Q1 2021)
- 1.5 Conduct training needs assessment for border CIQ staff (Q1 2020)
- 1.6 Organize training for border CIQ staff (Q3 2020)
- 1.7 Review cross-border air connectivity (Q4 2020)
- 1.8 Prepare draft recommendations on visa reform for Timor-Leste (Q4 2020)

#### 2. Animal health requirements for livestock trade bolstered

- 2.1 Collect and analyze baseline data on poultry producers in NTT and cattle producers in Timor-Leste (Q4 2019)
- 2.2 Support avian influenza-free assessment of NTT (Q4 2020)
- 2.3 Prepare and submit questionnaire and supporting documentation on FMD in Timor-Leste to OIE (Q4 2020)
- 2.4 Organize meeting of task force for joint monitoring and surveillance of brucellosis (Q2 2020, Q4 2020)
- 2.5 Finalize strategy for joint monitoring and surveillance of brucellosis compartments in Timor-Leste (Q2 2021)

#### 3. Potential joint tourism itineraries identified

- 3.1 Identify potential private sector tourism partners (Q1 2020)
- 3.2 Conduct joint meeting of tourism authorities and private sector on TAM (Q2 2020)
- 3.3 Organize training of tourism authorities on TAM (Q3 2020)
- 3.4 Conduct TAM with private sector operator (Q1 2021)
- 3.5 Present results of TAM to stakeholders (Q1 2021)

<b>TA Management Activities</b> Recruitment of consultants (Q3–Q4 2019) Establishment and meeting of joint task force (Q4 2019, Q2 2020, Q4 2020, Q2 2021)
<b>Inputs</b> Asian Development Bank TASF-other sources: \$0.25 million Regional Cooperation and Integration Fund: \$0.70 million
<b>Assumptions for Partner Financing</b> Not applicable

CIQ = customs, immigration, and quarantine; FMD = foot and mouth disease; MOU = memorandum of understanding; NTT = Nusa Tenggara Timur (East Nusa Tenggara); OIE = World Organisation for Animal Health; Q = quarter; SOP = standard operating procedure; TA = technical assistance; TAM = tourism asset mapping.

<sup>a</sup> Defined by the TA. This is in line with Timor-Leste's Strategic Development Plan (Government of Timor-Leste. 2011. *Timor-Leste Strategic Development Plan, 2011–2030*. Dili) and Indonesia's commitment to develop border areas as outlined in President Joko Widodo's nine development priorities that were later translated into the National Medium-Term Development Plan, 2015–2019 (Government of Indonesia. 2015. *Rencana Pembangunan Jangka Menengah Nasional, 2015–2019*. Jakarta).

Source: Asian Development Bank.

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

Item	Amount	
	ADB <sup>a</sup>	RCIF <sup>b</sup>
1. Consultants		
a. Remuneration and per diem		
i. International consultants	132.0	237.6
ii. National consultants	9.7	11.5
b. Out-of-pocket expenditures: international and local travel	25.0	62.2
2. Training, seminars, workshops, forum, and conferences <sup>c</sup>		
a. Venue rental and related facilities	6.0	20.5
b. Participants	59.1	211.3
c. Resource persons	10.0	110.0
3. Miscellaneous TA administration <sup>d</sup>	3.0	4.6
4. Contingencies	5.2	42.3
<b>Total</b>	<b>250.0</b>	<b>700.0</b>

ADB = Asian Development Bank, RCIF = Regional Cooperation and Integration Fund, TA = technical assistance.

Note: The TA is estimated to cost \$950,000, of which (i) \$250,000 will be financed on a grant basis by ADB's Technical Assistance Special Fund (TASF-other sources) and (ii) \$700,000 will be financed on a grant basis by the RCIF.

<sup>a</sup> Financed by ADB's Technical Assistance Special Fund (TASF-other sources).

<sup>b</sup> Established by ADB. Financing partner: the Government of Japan.

<sup>c</sup> Includes the cost of ADB staff travel in supporting TA implementation activities, for example, as resource persons and as part of the secretarial or any administrative support in workshops or seminars, in accordance with the Memorandum on the Use of Bank Resources: Regional Technical Assistance and Technical Assistance vs. Internal Administrative Expenses Budget, issued by the Budget, Personnel and Management Systems Department and the Strategy and Policy Department on 26 June 2013.

<sup>d</sup> This will include animal health laboratory services that will be procured through ADB.

Source: ADB estimates.

### **LIST OF LINKED DOCUMENTS**

<http://www.adb.org/Documents/LinkedDocs/?id=53111-001-TARreport>

1. Terms of Reference for Consultants

#### **Supplementary Documents**

2. Memorandum of Understanding between the Government of Timor-Leste, the Government of Indonesia, and the Asian Development Bank Regarding Cross-Border Trade and Cooperation Technical Assistance
3. Matrix of Divergence Between the Scoping Study and the Technical Assistance
4. Joint Meeting on the Indonesia and Timor-Leste Cross-Border Livestock and Tourism Pilot Project: Meeting Summary