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AFGHANISTAN , Country Presentation

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AFGHANISTAN TRANSPORT SECTOR MASTER PLAN UPDATE (2017–2036)

- **The master plan lays out the future path of transport infrastructure development and maintenance in the country.**

The unique geographical location of Afghanistan at the connecting point of Middle East–China and Central Asia–South Asia gives the opportunity to become a regional connecting hub for trade, transit and economic development.

Expansion of a strong and efficient transport infrastructure is the backbone of the connectivity. The master plan also considers the internal connection for mine industries, agricultural areas, and population centers.

investment program for the roads subsector

- ▶ completion of the remaining 474 km of the Ring Road;
 - geotechnical surveys and detailed design and construction of the Salang Tunnel and its roadcorridor;
 - expansion of the national and provincial road network by about 3,300 km, including the two north–south corridors, and the east–west corridor;
 - construction of about 1,000 km of border roads;
 - construction and O&M of 2,500 km of gravel and asphalt roads under the National Rural Access Program; and
 - O&M for the core network of regional and national roads



To restore infrastructure and institutions, the government and its development partners have invested about \$4.5 billion in the restoration and improvement of the country's transport infrastructure and institutions since 2002.



Table 3: Development of Afghanistan's Core Road Network

Road Description	1971		1979		2015	
	Kilometers	%	Kilometers	%	Kilometers	%
Paved	2,200	15.4	2,504	14.1	9,234	40.6
Gravel	2,900	20.2	3,904	21.9	13,037	57.2
Earth	9,207	64.4	11,380	64.0	492	2.2
Total	14,307	100.0	17,788	100.0	22,763	100.0
Regional	2,291	12.9	3,242	3.1	3,599	3.9
National	3,145	17.7	4,884	4.6	5,640	6.1
Provincial	8,871	49.8	9,656	9.1	13,524	14.5
Core network total	14,307	80.4	17,782	16.8	22,763	24.5
Other	3,481	19.6	87,830	83.2	70,000	75.5
Total	17,788	100.0	105,612	100.0	92,763	100.0

Sources: Government of Afghanistan. 2011. *Infrastructure Development Cluster: National and Regional Resource Corridors Program*. Kabul; and ADB. 1973. *Appraisal of the Helmand Valley Development Road Project in Afghanistan*. Manila.

Afghanistan's Transport system

- **Railways** : Completion of the 75 km Hairatan to Mazar-e-Sharif rail link in 2011 marked the beginning of railway operations in Afghanistan.
- **Roads**: Estimates of the size of Afghanistan's **road network, which includes regional, national, provincial, rural, and municipal roads, range from 93,000 km to 140,000 km.**
- **Civil aviation**: Air transport in Afghanistan is provided by several national and international carriers, with Kabul International Airport being the country's busiest airport

Afghanistan with Many Regional Plans

- **The New Silk Road Initiative:** is supported by the United States and focuses on Afghanistan as a main hub for economic integration and transportation. The vision of the New Silk Road Initiative envisions an Afghanistan firmly embedded in the economic life of the region, enabling the country to attract investment, benefit from its resource potential, and provide increasing economic opportunities for its people. Modernized infrastructure and effective cross-border trade are to make the vision become reality.
- **Turkey's Modern Silk Road:** Initiative was launched in 2008 and focuses on the simplification of border crossing procedures among 17 Silk Road countries and several international organizations.
- **The Transport Corridor Europe–Caucasus–Asia (TRACECA):** was initiated by the European Union. Since 2009, the 14 member countries are responsible for the implementation and financing of the initiative.
- **The Afghanistan–India–Iran Initiative centers on developing Iran's Chabahar Port:** Chabahar provides Iran with direct access to the Indian Ocean, as it is strategically located southeast of the Strait of Hormuz and 76 kilometers west of Pakistan's Gwadar Port.

Climate change

- ▶ **Afghanistan's transport sector** is vulnerable to changes in climate variables and expected changes in the frequency and intensity of extreme weather events. Although mitigation remains a key objective to avoid climate change, adaptation to climate change impacts is essential.

Building resilient transport infrastructure systems will significantly reduce hazard exposure and vulnerability to climate change.

I. Strategies to Reduce unnecessary travel and Travel Distances

- **The National Development Framework (ANDF) and vision for 2016 to 2025 has prioritized urban planning including transport, but with limited concept of environmentally sustainable transport.**
- **During the past 16 years, Afghanistan has made significant efforts to tackle emergency reconstruction with major support from the international community.**
- **There has been good initiatives on Urban and Roads strategies and master plan**

II. Strategies to Shift Towards More Sustainable Mode

- Significant progress has been made in air connectivity in the country through partnership of private sector
- Setup National Railways Authority of Afghanistan with the mandate of Connection through railways have started in recent years and will be continued especially through Extractive Resources Corridor Program
- Environmental Sustainability as a major tool for socioeconomic development has been considered
- Advocacy for environmental fund and making pollution costs (tax on fuel, road maintenance, size of vehicles,) as sources of fund is going on.

III. Strategies to Improve Transport Practices and Technologies

- Strategies to connect regional Highways and Ring Road
- National Highways to connect the capitals of the 34 provinces to the Regional Highway Network.
- Provincial Roads to link provincial capitals to district headquarters.
- Rural Roads, have been paved, or graveled
- Most of the regional roads are also being repaired or improved.
- A 10 kilometer long rail road extends from Turkmenistan to the town in west Afghanistan.
- From Iran to west Afghanistan 114 km rail road has been planned
- Pakistan and Afghanistan signed a MOU for going ahead with the laying of rail truck between the two countries.

Air Transport

- ▶ **Until 2001 only one airline was operated**
- ▶ **In 2014, five national and private airlines provides domestic and Int services**
- ▶ **Air India, Emirates, Gulf Air, Iran Aesman, PIA and Turkish airlines and others are also active.**
- ▶ **As of May, 2014 the country has four international airports and around a dozens of domestic airports that regularly schedules**
- ▶ **The nation has approximately 53 airports (about 21 have paved runways. Four have runways over 3,000 meters, 3 have runways between 2,500 and 3,000 meters, 8 have runways between 1500 and 2500 meters, and 2 has a runway under 1000 meters**
- ▶ **About 34 have unpaved runways with length varies from 1000 meters to 3500M**
- ▶ **There are around 11 heliports**

Public Transport

- According to a 2013 estimation, around 1,224,000 vehicles are registered consisting of mostly small cars (66.2%) followed by trucks.
- 10% buses, 3% foreign vehicles and 1.5% rickshaws. The vehicle population increases by approximately 11% annually.
- Silk Rout...
- Railway infrastructure from Iran, Turkmenistan, China
- The previous system of trolleybuses, established in 1980s was destroyed in civil war, which is now under review of reinstallation
- Hybrid system of used imported cars

Environmental Sustainability

- introduced EURO III equivalent fuel quality standards for both diesel and gasoline (only this quality of fuel is imported)
- CNG/LPG conversion is on going process in all major cities and has promoted to reduce vehicle emission
- Public private transport initiative (First in the history)
- Afghanistan Railway Authority (AFRA) was found in 2014 as the governing body for all railway planning, development, network, operations and maintenance in Afghanistan.
- Mass emission standards (EURO III) for vehicle to be imported in Afghanistan is in process of approval and also standards for in-use vehicles has been developed

Cross Cutting Strategies

- Safety is must in road design and construction, Afghanistan has strict regulation to enforce ESIA
- Air quality regulation is strictly achieved and has introduced National Ambient Air Quality Standard in 2011,
- Approval of Noise Pollution Control Regulation and Ambient Noise Quality Standard is in process
- Emission inventory for 2005 was developed and it is being updated for 2012-2014 now, and also the strategy of burden of diseases associated with air pollution will be updated annually.

Challenges

Afghanistan faces major challenge of post-war reconstruction that resulted in widespread suffering and massive displacement of people

- **Public Transport system in Afghanistan is extremely poor (because of 3 decades of conflicts, land use and poor road infrastructures. Efforts have been made to improve the system**
- **Congestion is becoming a major concern in Kabul and other major cities and construction of highways to connect cities are highly prioritized in Afghanistan**
- **Complying to environmental requirements are underway and need to be strengthening**
- **There is long way ahead to tackle the challenges**
- **Used vehicle Fleets during the years of conflicts**
- **customs to vehicles is low compare to the region and import of used cars have legally banned**
- **No much attention on non motorized transport system (mainly due to security and low awareness)**
- **No pollution related costs are on vehicles**



Thank you very much