

## **Cross-Cutting Themes**

### **Overview**

There are four Information Papers that make of the Cross-Section Themes of the Action Plan. These are attached to this Overview and cover, in brief, the following:

#### Information Paper 4.1: Approach to Capacity Building in and Reform of the Transport Ministries

This Paper sets out the background to the capacity building and reform strategy outlined in the Policy Statement for the Transport Sector. The overall approach is based on the following assumptions. Reform and restructuring should be accomplished in the following steps (over, say a period of 5-10 years):

1. Initially, build up the capacity building capacity of the existing ministries
2. Then restructure these ministries, by refocusing their attention on core operations.
3. Thereafter, identify those parts of the ministries which are operational in nature, and prepare for transferring these operations to either agencies or companies.
4. When preparation is ready, launch the agencies and companies.
5. Finally, combine remaining functions in the three ministries within a new ministry of transport focusing on policy making, legislation, overall budgeting and monitoring of the transport sector and companies and agencies under its auspices.

The process, hence, starts with capacity building and reform within one of the existing ministries. The mechanism for how to go about this initial phase of reform is spelt out in the Paper and it is then applied on the three transport ministries in Consultation Paper 1.7 (MOT), Consultation Paper 2.3 (MPW) and Consultation Paper 3.7 (MCAT).

#### Information Paper 4.2: The Structure of Government in Transport in the Longer Term

This Paper provides a background to the long term vision of the arrangements in the transport sector as set out in the Policy Statement. It is envisaged that this vision may be realised in about 10 to 15 years' time. A core component of the long term is that only one ministry will be required. As argued in Information Paper 4.1, as well as its accompanying Consultation Papers 1.7, 2.3 and 3.7, the present ministerial structure should be retained at least during the first phase of reform covering the period up to about 2008.

#### Information Paper 4.3: A Gender Perspective in the Transport Sector

This Paper makes the following recommendations

1. All transport investments must pay special attention to gender aspects such as access, appropriateness, availability and affordability for women, and not include them as an afterthought.
2. All staff in the transport ministries should participate in gender awareness training and capacity-building.

3. More women should be employed in the transport ministries, especially at the management and senior levels to balance present gender inequality.
4. All statistics in the transport ministries should be disaggregated by gender.
5. Transport legislation should be reviewed to ensure that women are given equal rights to public transportation.

It should be a responsibility of the Capacity Building Unit in the three ministries to take appropriate actions to respond to these recommendations.

#### Information Paper 4.4: Legal Framework for the Transport Sector

This Paper provides an overview of the current legislation in the country of relevance to the transport sector. It also reviews the broad implications of TSR recommendations from a legal point of view. Implementation of the TSR recommendations will require legislative support. Since Afghanistan is in transition with an interim government in place and is undergoing the process of adopting a new constitution, new legislation may be enacted only after a new -- elected -- government has come into power by the end of 2004. Existing laws will therefore have to be used for at least another three to four years. The recommended legislative framework for the implementation of the TSR takes into account this reality.