



**Ministry of Finance**

**Ministry of Rural Rehabilitation  
& Development**

**Ministry of Public Works**



# **Annual Report**

**National Rural Access Program  
(NRAP)**

**1387 (March 2008 – March 2009)**

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The National Rural Access Program (NRAP) which emerged from the former National Emergency Employment Program (NEEP) is one of the most effective programs run by the Government of Afghanistan.

The core principles of NRAP are:

- **Connectivity**  
Of the rural road network
- **Quality**  
Compliance of engineering standards
- **Sustainability**  
Maintenance

### NRAP Vision

Attempt to enhance human security and promote equitable economic growth by ensuring year -round access to basic services and facilities in rural Afghanistan

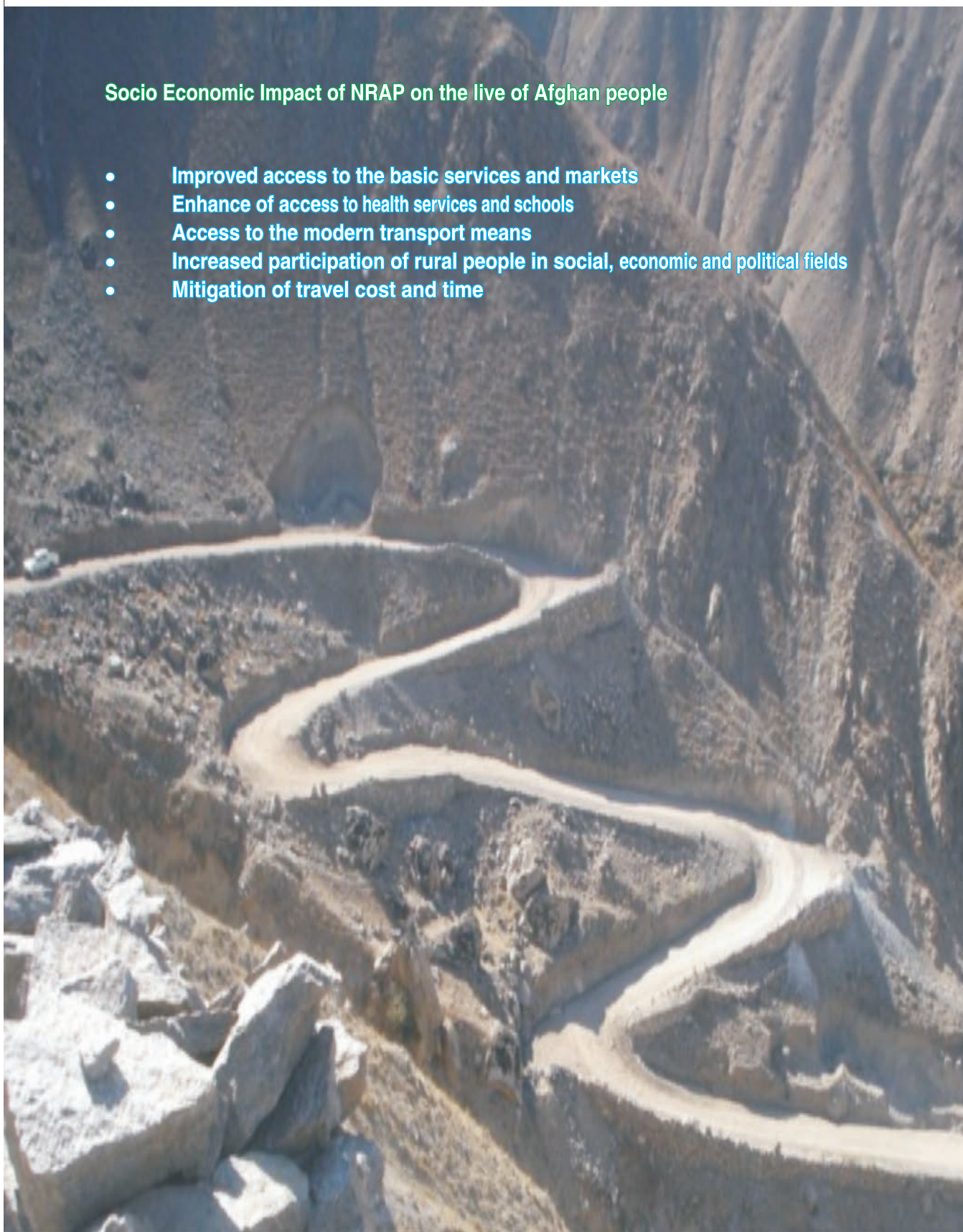
### NRAP Objective

- N** National wide Coverage
- R** Rural Connection
- A** Access Services
- P** Priority Program of GoA



### Socio Economic Impact of NRAP on the live of Afghan people

- Improved access to the basic services and markets
- Enhance of access to health services and schools
- Access to the modern transport means
- Increased participation of rural people in social, economic and political fields
- Mitigation of travel cost and time



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## Preface



**Eng. Abdul Satar Salim**  
Program Coordinator

### In the name of Almighty Allah

The National Rural Access Programme (NRAP) aims to enhance human security and promote equitable economic growth by ensuring year-round access to basic services and facilities in rural Afghanistan by promoting local productive capacity, through a private-sector led development of physical rural access infrastructure and employment creation for the poor. In doing so NRAP seeks to rehabilitate, reconstruct and maintain essential rural access infrastructure using appropriate labour based approaches thereby creating short-term employment opportunities for the rural poor, nation-wide.

The NRAP is executed jointly by the Ministry of Rural Rehabilitation and Development (MRRD) and the Ministry of Public Works (MoPW) with implementation support provided by the United Nations Office of Project Services (UNOPS), and has been ongoing since mid 2002.

In early 2007, the GOA through a separate request for more support to NRAP approached the World Bank team along with the NRAP team and started preparation and design of the NEW project.

The National Emergency Rural Access Project (NERAP); the preparation of new project (NERAP) under the NRAP framework was completed and in December 2007 the Management Board of the WB approved the project with a total contribution of US\$ 112 million from IDA Grant. In addition to the IDA grant it was decided that the GOA will provide US\$ 25 million as complementary fund from its own resources or from the Afghanistan Reconstruction Trust Fund (ARTF). This project (NERAP) consists of 3 components and will be implemented within 3 years timeframe.

**Component A:** Improvement of Secondary Roads- This component to be implemented by Ministry of Public Works (MoPW) and the total allocation of this component is US\$ 78.2 million including contingency and local taxes for rehabilitation of 1,075 km of secondary roads, which IDA will finance US\$ 53.1 million for rehabilitation of 770 km secondary roads.

**Component B:** Improvement of tertiary roads - This component to be implemented by Ministry of Rural Rehabilitation and Development (MRRD) and the total allocation for this component is US\$ 52.1 million including contingency and local taxes for rehabilitation of 925 km tertiary road and routine maintenance of 4,000 km of tertiary roads.

**Component C:** Institutional strengthening, project management and program development is a part of component C and total allocation for this component is US\$ 6.7 million. This component to be implemented by MRRD in close coordination with MoPW, has three sub-components:

- i) rural roads management system for the development of rural access policy and strategy and its implementation through a national prioritized investment program for next five years, the setting up of maintenance mechanism, maintenance programming for short and medium term and support first year implementation,
- ii) Capacity building activities for staff tasked to manage the road sector and iii) project management, monitoring and evaluation.

A further US\$ 30 million as complementary resources has been earmarked by the Afghanistan Reconstruction Trust Fund (ARTF) for funding to Components A and B of NERAP which was scheduled to become effective in the second half of 2009. Out of this, approximately 23.4 million was allocated for Secondary road under Component A and 6.6 million for tertiary roads under Component B.

A second complementary forecast estimate of US\$ 330 million for the NERAP project for next 3 years have been prepared and sent to the World Bank.

**“End”**



## Implementing arrangements of NERAP

**Eng. Mohammad A. Seddiqui**  
Team Leader UNOPS-NERAP

NERAP project of National Rural Access Programme (NRAP), aims to enhance human security and promote equitable economic growth by ensuring year-round access to basic services and facilities in rural Afghanistan by promoting local productive capacity, through a private-sector led development of physical rural access infrastructure and employment creation for the poor. In doing so NRAP seeks to rehabilitate, reconstruct and maintain essential rural access infrastructure using appropriate labour based approaches thereby creating short-term employment opportunities for the rural poor, nation-wide.

The NRAP/NERAP is executed jointly by the Ministry of Rural Rehabilitation and Development (MRRD) and the Ministry of Public Works and under the chairmanship of the Ministry of Finance (MoF) with implementation support provided by the United Nations Office of Project Services (UNOPS), and has been ongoing since mid 2002.

In the begging of 2007 the ministries launched preparation of with funding from the World Bank, The NERAP, the newest project under the NRAP framework, is an USD 112 million project Grant financed by the International Development Association (IDA) and an additional USD 25 million from the Government or from ARTF. NERAP is made up of 3 main components to be implemented over a 3 year period:

**Component A:** Includes the rehabilitation and reconstruction of up to 1075 Km of the secondary road network throughout the country (total allocation for Component A is US\$ 78.1 million)

**Component B:** Covers the rehabilitation and reconstruction of up to 925 Km of the tertiary road network nation-wide (total allocation for Component B is US\$ 52.1 million)

**Component C:** Institutional Strengthening, Program Development and Capacity Building which Includes coordination and grant management issues as well as establishment National Coordination Unit (NCU) of NRAP (total allocation for Component C is US\$ 6.8 million)

A further \$30 million as first phase out of \$50 million the total contribution of ARTF as complementary fund of the NERAP project has been approved by the Afghanistan Reconstruction Trust Fund (ARTF) for funding to Components A and B of NERAP which was scheduled to become effective in the second half of 2009. Out of this, approximately USD 23.4 million is to be allocated for works under Component A and USD 6.6 million for tertiary roads under Component B.

## UNOPS as a partner

UNOPS' support strategy for the NERAP and other projects in the UNOPS roads portfolio is four-fold:

- Support the Government of Afghanistan in the successful implementation of priority roads projects through the provision of quality, timely and cost effective services
- Mainstream capacity development of local institutions and contractors through the provision of targeted technical assistance, quality oversight and on-the-job training
- Optimize the creation of labour opportunities through the application of labour-based and labour intensive approaches (where possible), and promote the employment of local labour in private sector implemented contracts
- Promote socially responsible and environmentally sound implementation practices in road construction

Beginning in July of 2007 with *bridge financing*, the support of UNOPS to the NERAP consists of implementation consultancy services to the Programme Implementation Unit of MPW & MRRD in carrying out the fiduciary management of component A in close consultation and consigning of the documents with PIU MPW and fiduciary management of civil works part of component B and the Non-Works part is using through MRRD Finance Department As the Implementation Consultant (IC) services provided by UNOPS under the support to the NERAP and the Ministries include:

- Fiduciary management services
- Technical assistance to the MPW & MRRD in planning, contract management and administration, procurement for works and goods, survey/design, QA/QC and materials testing, and environment and social management (ESMF)
- QA/QC (survey, design, ESMF, Works Implementation)
- Capacity Building to local consultants, civil servants and local contractors through on-the-job training
- Human resource services
- Implementation support services including: Operations, logistics, assets management support and regional office facilities management

The total value of UNOPS support to the NERAP is US\$ 53.10 million from the Ministry of Public Works and US\$ 31.5 million for works and \$3.5 million for operation cost from the Ministry of Rural Rehabilitation and development which is sub-divided into fiduciary management for works contracts and consultancy services, goods and incremental operating costs.

**“End”**



**Eng. Besmillah Besmil**  
Deputy Program Coordinator  
& Program Manager of NRAP

## **NRAP Plans and Challenges**

The success of an organization depends partly on its structure, the way in which tasks and responsibilities are formally allocated among its departments and staff, and partly on its management process, the way in which decisions are taken within the existing structure.

The National Rural Access Program (NRAP), previously known as the National Emergency Employment Program (NEEP) is one of the national priority programs of the Government of Afghanistan and has been active since 2002.

The most important objective of the program is year round access for almost 80 percent of the inhabitants of the country who are dependent on rural roads. The program covers almost the entire country and provides access for the rural communities to basic amenities such as schools, clinics and markets.

The program, implemented through the Ministry of Public Works (MoPW) and the Ministry of Rural Rehabilitation and Development (MRRD), has rehabilitated around 10,000 kms of secondary and tertiary roads since its inception.

The slower the move the later approach to destination, the program has achieved the construction and rehabilitation of around 10,000 Km road since inception in seven years i.e. almost 2000 Km/year inclusive the output of other involve entities in rural road construction. However, according to credible reference documents, the entire roads network in the country is almost 134,000 Kms, which could be incremented taking annual development of the country into account. Thus, it is predicted, the entire length of secondary and tertiary (Rural Roads) in next couple of decade will reach 150, 000 Km.

The current expedition is a solid testimonial for bridging the lost 75 years time distance or almost three generations of lack of progress. NRAP has attempted to generate progress by giving access to those who have an intensive need for access to market, clinic, and education centres, today.

As an alternative, it is recommended to increase the capacity of the program to ensure increment in output, and decrease the time-distance needed to reach the communities at least by half.

As experienced during the history of the program and the lesson learnt from ongoing project, the frequently caused delays happen due to the system in place, poor planning, missing project tools, insufficient capacity, which is extensively focused for mitigation.

As a remedy, to avoid systematic and managerial process delays in attainment to the objectives and goals, the following approaches are suggested:

- Systematic revolution, establishment of independent Rural Road Authority is recommended.
- Outsourcing individual functions (Procurement and Quality Control) to two different consultants, International and notional respectively.

- Decentralized approach, all regional offices must be enhanced in terms of various capacities namely in design and procurement

The planning the essential phase of project design can also predict the alleviation of unforeseen delays:

- Good planning; adequate attention is not rewarded so far for project planning, the poor time estimation and cost estimation concludes intolerable delays. Non stop condition surveys to reveal the confidence in cost and time allocation is deemed essential
- Enriching the technical design efficiency of the sub-projects through truthful survey conduction
- Coordination; the strong coordination amongst all shareholder on rural roads would mitigate all duplication, overlapping etc risks

The production of necessary program tools is in plan for straightforward movement and guidance to ensure the mitigation of unexpected inconspicuous. In the past, the very essential project tools were missing, however, very worthy essential tools has been developed hopefully will be finalized soon. The following tools could be named.

- Strategy and Policy
- Road Technical Standard
- Financial Manual
- Project Implementation Manual
- Monitoring Evaluation System
- Road Master Plans
- Detail Investments Plans

#### **Capacity Enhancement**

Providing professional training to the program staff will enrich their capacity and will ensure the increment in out in terms of quality and quantity

- Capacity building of technical teams in both PIUs
- Capacity building of procurement teams in both PIUs
- Capacity building of Safeguard staff in both PIUs

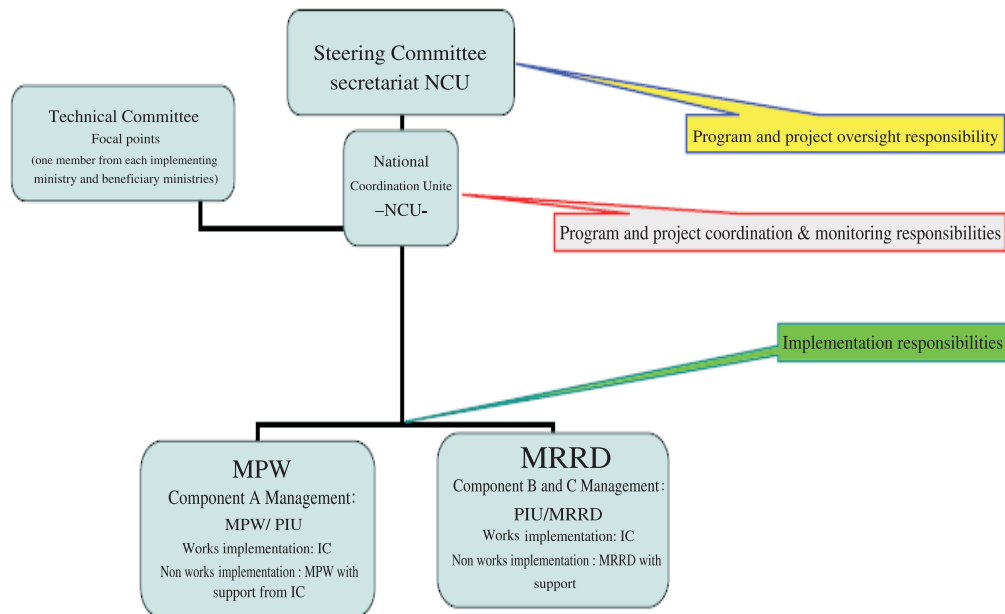
Private Sector and line ministries

Providing training to private companies and instructing them about bidding documents filling and other relevant capacity building of respective ministries involved staff, on job trainings Inject new staff into the program

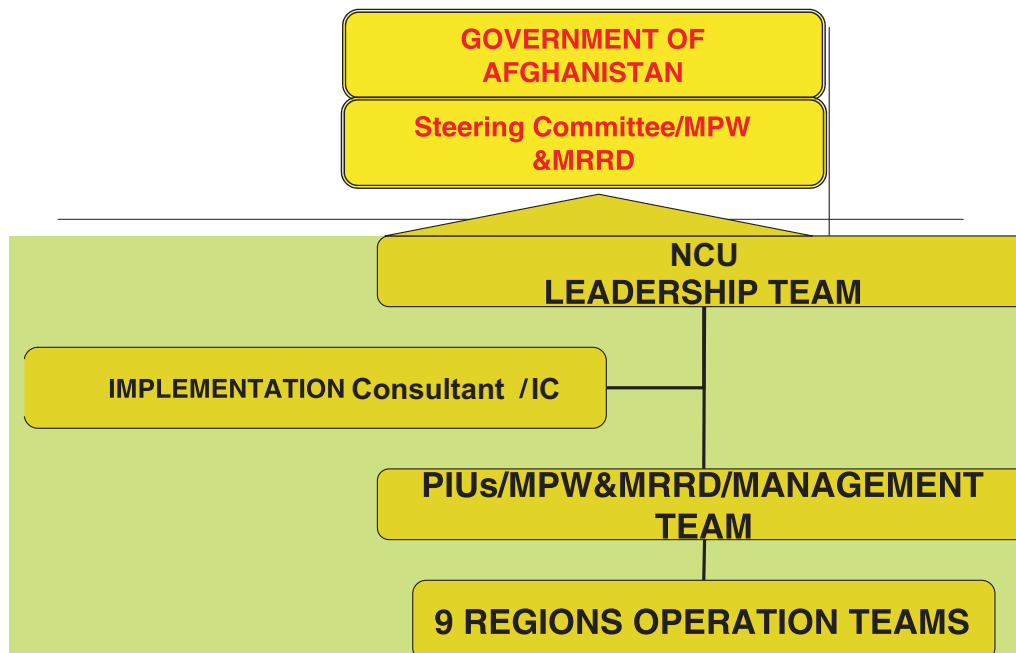
To increase the program capacity, new human resources is critical; especially procurement and technical talents for supervision (could be outsourced for survey and design)

**“End”**

## NRAP's institutional set up



## NRAP Institutional Framework



**SUMMARY OF ACHIEVEMENT SINCE INCEPTION OF PROGRAM**

**SECONDARY ROAD**

PROJECT	DONOR	\$BUDGET	OUTPUT				LABOR DAYS
			ROAD		BRIDGE		
			Quantity	Metric	Quantity	Metric	
NRAP - MPW	CIDA	1,161,202.78	7.00	Kilo Meter		Meter	83,251.60
NRAP - MPW	DFID	10,303,751.72	383.38	Kilo Meter		Meter	1,019,341.14
NRAP - MPW	SIDA	521,385.60	26.31	Kilo Meter		Meter	47,223.41
LWP - MPW	WB	8,704,982.58	4,230.43	Kilo Meter		Meter	4,484,361.59
NEEP1 - MPW	WB	6,729,684.74	2,269.70	Kilo Meter		Meter	2,591,106.70
NEEPRA - MPW	WB	14,911,738.71	809.00	Kilo Meter		Meter	1,424,906.80
NRAP - MPW	WB	63,434.06		Kilo Meter	717.00	Meter	6,342.00
NERAP - MPW	WB	763,552.22	41.50	Kilo Meter		Meter	62,835.40
Total		43,159,732	7,767		1,429		9,719,369

**TERTIARY ROAD**

PROJECT	DONOR	\$BUDGET	OUTPUT				LABOR DAYS
			ROAD		BRIDGE		
			Quantity	Metric	Quantity	Metric	
HARDP - MRRD	DFID	1,639,150.00	59	Kilo-Meter	28	Meter	87,000
NEEP1 - MRRD	WB	2,377,819.89	291	Kilo-Meter	-	Meter	419,011
NEEPEC - MRRD	EC	7,203,178.05	190	Kilo-Meter	34	Meter	319,311
NEEPRA - MRRD	AU	481,982.72	31	Kilo-Meter	-	Meter	32,177
NEEPRA - MRRD	CIDA	205,305.65	20	Kilo-Meter	-	Meter	2,382
NEEPRA - MRRD	DFID	5,848,359.29	230	Kilo-Meter	95	Meter	315,167
NEEPRA - MRRD	PS	2,523,191.99	168	Kilo-Meter	56	Meter	190,735
NEEPRA - MRRD	US	1,518,131.63	58	Kilo-Meter	-	Meter	11,604
NEEPRA - MRRD	WB	8,335,014.49	708	Kilo-Meter	117	Meter	1,301,410
NERAP - MRRD	WB	3,324,341.64	160	Kilo-Meter	-	Meter	254,379
NRAP - MRRD	CF	1,020,356.65	5	Kilo-Meter	162	Meter	4,303
RAL - MRRD	JF	9,282,878.53	347	Kilo-Meter	10	Meter	351,214
Total		43,759,711	2,266		502		3,288,693

**SUMMARY OF ACHIEVEMENT SINCE INCEPTION OF PROGRAM**

**SECONDARY ROAD**

REGION	OUTPUT						LABOR DAYS	\$BUDGET
	ROAD		BRIDGE		OTHER STRUCTURE			
	Quantity	Metric	Quantity	Metric	Quantity	Metric		
BADAKHSHAN	203.3	Kilo-Meter	36.8	Meter	255.2	Meter	345,899.4	1,696,717.8
CENTRAL HIGHLANDS	751.6	Kilo-Meter		Meter	1,529.8	Meter	2,066,198.5	3,219,854.5
EAST	755.5	Kilo-Meter	177.0	Meter	1,856.7	Meter	752,320.2	4,480,244.7
KABUL	1,451.2	Kilo-Meter	93.9	Meter	15,838.5	Meter	1,477,312.2	8,796,031.8
NORTH	1,052.3	Kilo-Meter	75.4	Meter	4,626.1	Meter	929,838.0	5,818,626.4
NORTH EAST	976.9	Kilo-Meter	286.0	Meter	15,811.6	Meter	1,345,940.9	6,999,295.6
SOUTH	803.2	Kilo-Meter	156.0	Meter	183.7	Meter	726,912.3	3,260,933.8
SOUTH EAST	1,396.3	Kilo-Meter	284.0	Meter	10,409.1	Meter	1,432,404.3	6,448,457.3
WEST	377.0	Kilo-Meter	319.6	Meter	96.9	Meter	642,543.0	2,439,570.5
TOTAL (#)	7,767		1,429		50,608		9,719,369	43,159,732

**TERTIARY ROAD**

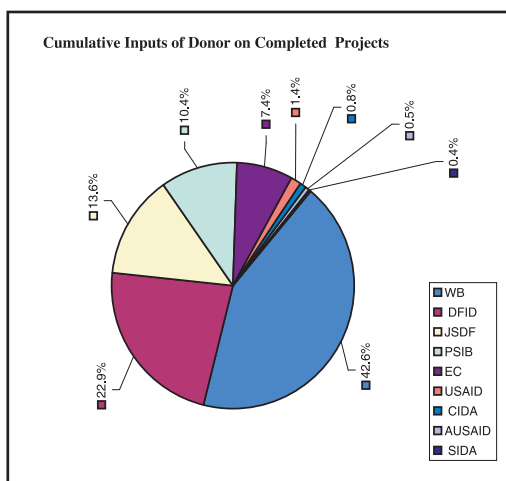
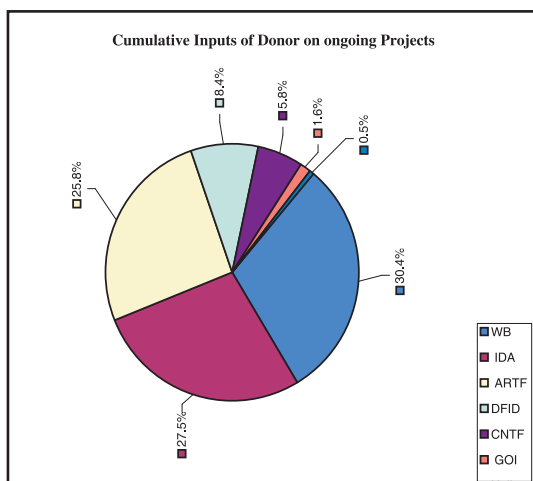
LOCATION  PROVINCE	OUTPUT						LABOR DAYS	\$BUDGET
	ROAD		BRIDGE		OTHER STRUCUTRE			
	Quantity	Metric	Quantity	Metric	Quantity	Metric		
BADAKHSHAN REGION	246.7	Kilo-Meter	27.0	Meter	6,533.0	Meter	482,336.0	4,052,601.9
CENTERAL HIGHLANDS REGION	212.3	Kilo-Meter		Meter	3,065.0	Meter	150,149.0	3,555,689.6
EAST REGION	122.8	Kilo-Meter	85.0	Meter	2,475.8	Meter	400,149.0	3,260,870.1
KABUL REGION	312.8	Kilo-Meter	99.8	Meter	9,488.3	Meter	639,507.0	8,008,313.6
NORTH REGION	407.3	Kilo-Meter	29.5	Meter	640.0	Meter	533,334.0	5,926,943.6
NORTH EAST REGION	327.8	Kilo-Meter	198.6	Meter	3,622.7	Meter	336,667.0	5,261,075.2
SOUTH REGION	262.5	Kilo-Meter	28.0	Meter	3,364.5	Meter	258,353.0	6,378,142.3
SOUTH EAST REGION	233.1	Kilo-Meter	33.8	Meter	1,668.0	Meter	373,136.0	4,313,079.1
WEST REGION	141.0	Kilo-Meter		Meter	3,622.5	Meter	115,062.0	3,002,995.0
TOTAL (#)	2,266		502		34,480		3,288,693	43,759,711

### Cumulative Inputs of Donor on ongoing Projects

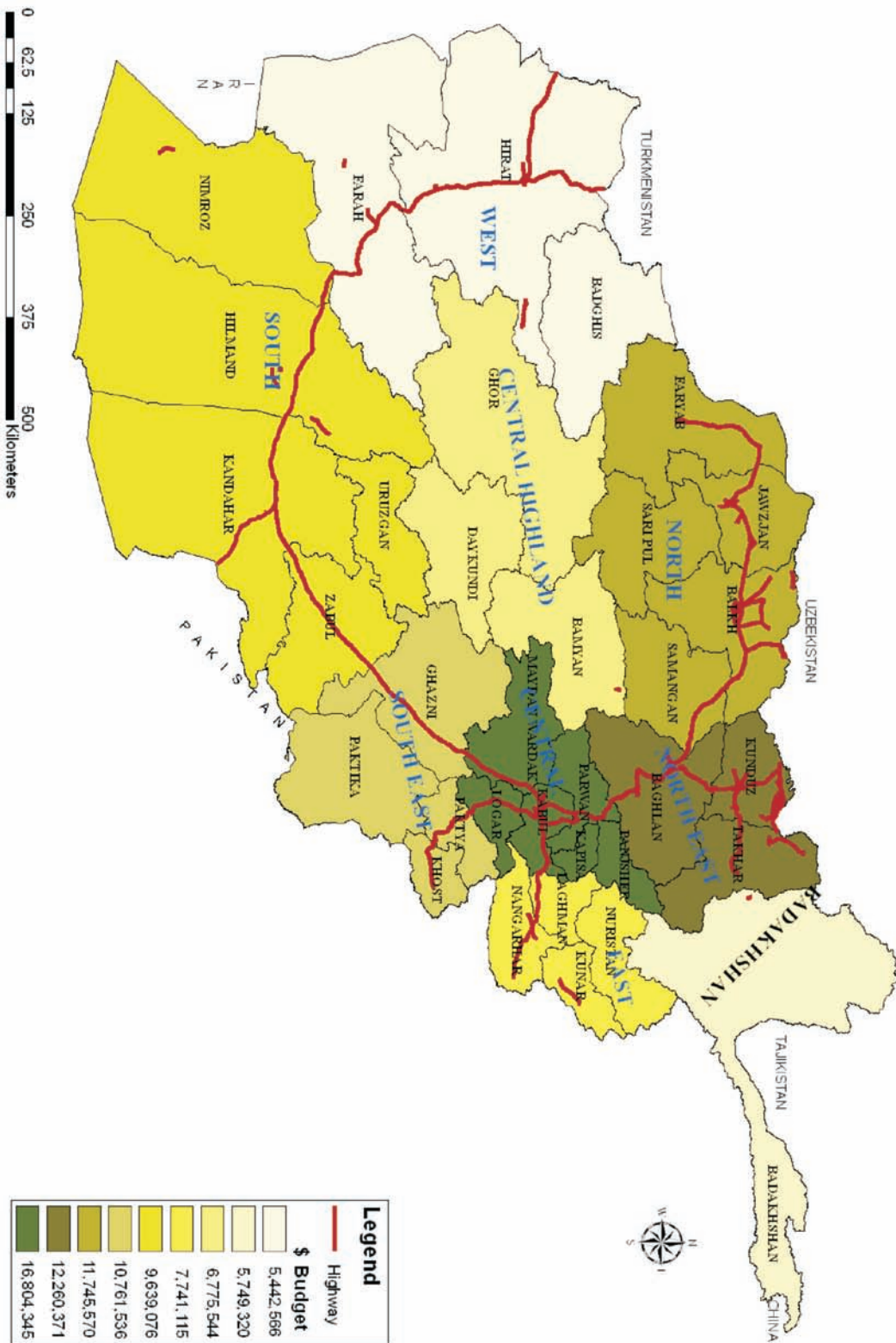
Ministry	Donor	IP/IC	Project	Donor Commitment (USD)	Donor Disbursement (USD)
MOPW	ARTF	UNOPS	NERAP	39,000,000.00	-
			23m Available		
	IDA	UNOPS	NERAP	53,200,000.00	21,500,000.00
	GOI	UNOPS	NERAP	3,021,074.21	3,021,074.21
Total #				95,221,074.2	24,521,074.2
Total %				49.2%	35.0%
MRRD	DFID	MRRD	HARDP - MRRD - DF	16,252,600.00	16,252,600.00
	WB	UNOPS	NERAP - MRRD - WB	58,800,000.00	17,100,000.00
	ARTF	UNOPS	NERAP-MRRD	11,000,000.00	
			7 m Available		0
	CNTF	MRRD	NRAP - MRRD - CF	5,293,238.00	5,293,238.00
	Holland	UNOPS	NRAP - MRRD - DU	930,000.00	930,000.00
Total #				98,275,838.0	45,575,838.0
Total %				50.8%	65.0%
TOTAL				193,496,912.2	70,096,912

### Cumulative Inputs of Donor on Completed Projects

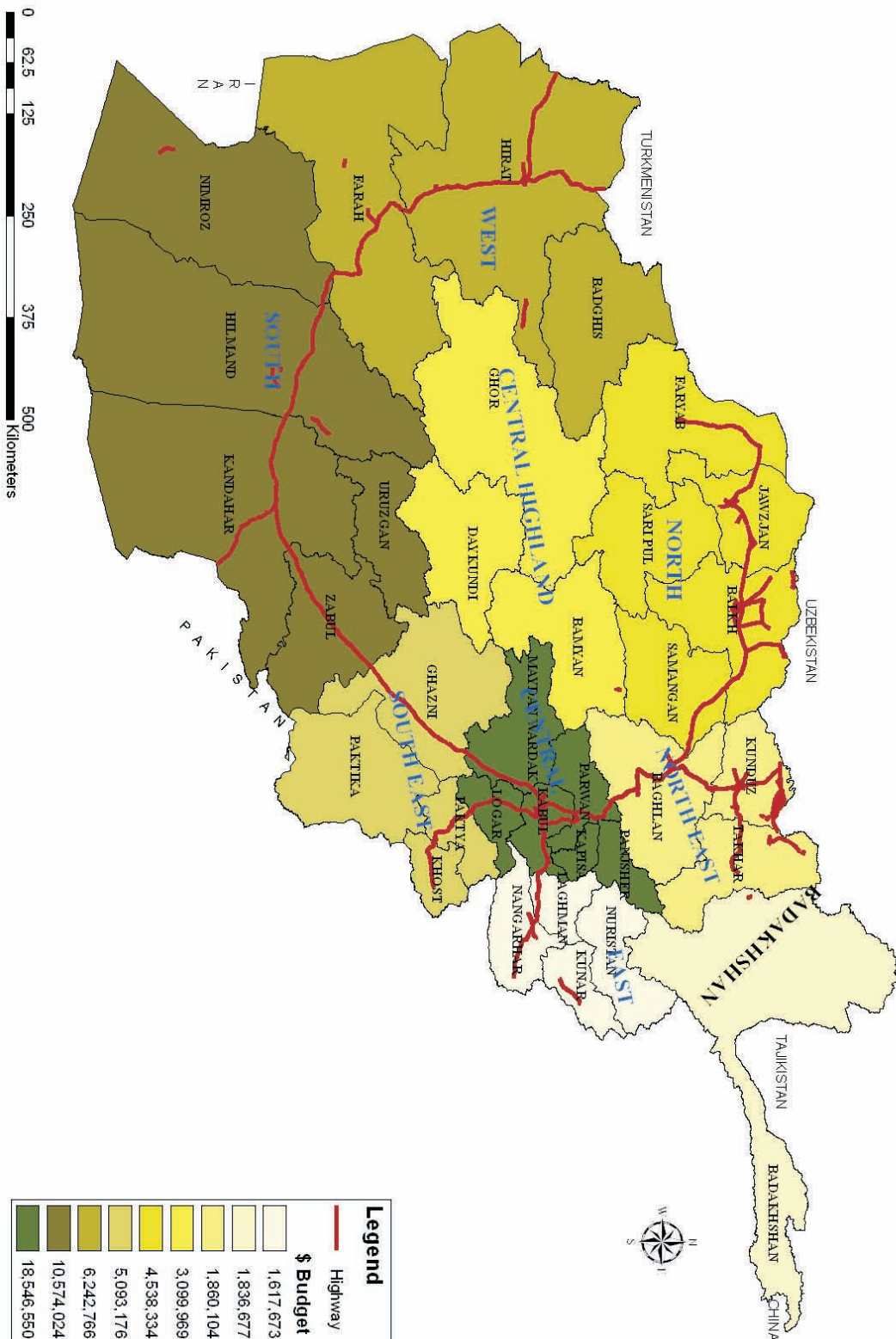
Ministry	Donor	IP/IC	Project	Donor Commitment (USD)	Donor Disbursement (USD)
MOPW	WB	UNOPS	LIWP	12,223,000.00	12,223,000.00
	WB	UNOPS	NEEP1	10,846,150.00	10,714,000.00
	WB	UNOPS	NEEPRA	21,360,150.00	20,321,250.00
	DFID	UNOPS	NRAP	21,326,190.00	21,326,190.00
	CIDA	UNOPS	NRAP	1,000,000.00	1,000,000.00
	SIDA	UNOPS	NRAP	521,385.60	521,385.60
Total #				67,276,875.6	66,105,825.6
Total %				46.6%	46.1%
MRRD	WB		NEEP1 - MRRD - WB	2,434,199.00	2,434,199.00
	AUSAID		NEEPRA - MRRD - AU	793,651.00	793,651.00
	CIDA		NEEPRA - MRRD - CD	206,349.00	206,349.00
	DFID	UNOPS	NEEPRA - MRRD - DF	11,749,260.00	11,749,260.00
	USAID		NEEPRA - MRRD - US	2,000,000.00	2,000,000.00
	WB		NEEPRA - MRRD - WB	14,732,080.00	14,732,080.00
	JSDF		RAL - MRRD - JF	19,600,000.00	19,600,000.00
	EC	MRRD	NEEPEC - MRRD - EC	10,637,200.00	10,637,200.00
	PSIB		NEEPRA - MRRD - PS	15,000,000.00	15,000,000.00
	UNDP	UNOPS	WINTR - MRRD - DP	-	-
	PSIB		WINTR - MRRD - PS	-	-
Total #				77,152,739.0	77,152,739.0
Total %				53.4%	53.9%
TOTAL				144,429,614.6	143,258,565



## 12



## Summary of Sub Projects



## Overview of NRAP MRRD Achievements

MRRD			
Subprojects Completed since inception of program			
LOCATION PROVINCE	PROJECT	DONOR	\$BUDGET
BADAKHSHAN REGION			
Badakhshan	NEEPRA - MRRD - DF	DF	427,992.7
	NEEPRA - MRRD - PS	PS	234,471.3
	NEEPRA - MRRD - WB	WB	2,385,923.7
	RAL - MRRD - JF	JF	1,004,214.3
Total #			4,052,601.9
Total %			9.3%
CENTRAL HIGHLANDS REGION			
Bamyan	NEEP1 - MRRD - WB	WB	456,904.7
	NEEPRA - MRRD - DF	DF	290,533.0
	NEEPRA - MRRD - PS	PS	519,409.9
	NEEPRA - MRRD - WB	WB	48,034.7
Ghor	NERAP - MRRD - WB	WB	112,804.7
	NEEP1 - MRRD - WB	WB	6,116.2
	NEEPRA - MRRD - DF	DF	603,754.7
	NEEPRA - MRRD - US	US	1,518,131.6
Total			3,555,689.6
Total %			8.1%
EAST REGION			
Laghman	NEEP1 - MRRD - WB	WB	102,351.5
	NEEPRA - MRRD - WB	WB	693,394.9
	RAL - MRRD - JF	JF	481,535.4
Nangarhar	NEEPRA - MRRD - WB	WB	96,871.8
	NERAP - MRRD - WB	WB	36,079.0
	RAL - MRRD - JF	JF	1,266,682.3
Nuristan	NEEPRA - MRRD - PS	PS	277,298.5
	NEEPRA - MRRD - WB	WB	37,088.1
	NERAP - MRRD - WB	WB	219,570.6
	RAL - MRRD - JF	JF	49,998.0
Total #			3,260,870.1
Total %			7.5%
KABUL REGION			
Kabul	NEEPEC - MRRD - EC	EC	1,705,234.1
	NEEPRA - MRRD - DF	DF	757,854.8
	NEEPRA - MRRD - PS	PS	29,925.2
	NEEPRA - MRRD - WB	WB	1,004,726.0
	NERAP - MRRD - WB	WB	333,358.8
	RAL - MRRD - JF	JF	754,295.6
Kapisa	NEEPEC - MRRD - EC	EC	663,060.1
	NEEPRA - MRRD - PS	PS	72,727.8
	NEEPRA - MRRD - WB	WB	216,079.5
	NERAP - MRRD - WB	WB	248,007.1
Logar	NEEPRA - MRRD - DF	DF	125,997.7
	NEEPRA - MRRD - WB	WB	131,112.0
Panjsheer	NEEPRA - MRRD - DF	DF	361,166.2
	NEEPRA - MRRD - PS	PS	149,370.9
Parwan	NEEPRA - MRRD - DF	DF	243,709.1
	NEEPRA - MRRD - PS	PS	18,550.6
	NEEPRA - MRRD - WB	WB	77,298.5
	RAL - MRRD - JF	JF	132,188.7
Wardak	NEEPRA - MRRD - DF	DF	78,414.0
	NEEPRA - MRRD - PS	PS	163,941.1
	NEEPRA - MRRD - WB	WB	583,100.5
	NERAP - MRRD - WB	WB	158,195.2
Total #			8,008,313.6
Total %			18.3%
NORTH REGION			
Balkh	NEEPEC - MRRD - EC	EC	202,580.5
	NEEPRA - MRRD - WB	WB	72,555.1
	NRAP - MRRD - CF	CF	372,479.5
	RAL - MRRD - JF	JF	782,889.8
Faryab	NEEPEC - MRRD - EC	EC	1,807,851.1
	NEEPRA - MRRD - PS	PS	56,790.0

## Overview of NRAP MRRD Achievements

	NEEPRA - MRRD - WB	WB	270,369.1
Jawzjan	NEEP1 - MRRD - WB	WB	291,785.1
	NEEPEC - MRRD - EC	EC	721,696.5
	NEEPRA - MRRD - WB	WB	160,241.4
Samangan	NEEP1 - MRRD - WB	WB	457,763.2
Sari Pul	NEEPRA - MRRD - PS	PS	297,296.2
	NEEPRA - MRRD - WB	WB	238,882.8
	NERAP - MRRD - WB	WB	193,763.5
Total #			5,926,943.6
Total %			13.5%
NORTH EAST REGION			
Baghlan	NEEPRA - MRRD - PS	PS	95,985.0
	NEEPRA - MRRD - WB	WB	245,663.2
Kunduz	NEEP1 - MRRD - WB	WB	156,053.7
	NEEPRA - MRRD - AU	AU	47,412.3
	NEEPRA - MRRD - DF	DF	1,121,317.4
	NEEPRA - MRRD - WB	WB	750,542.2
	NERAP - MRRD - WB	WB	147,093.7
	RAL - MRRD - JF	JF	1,177,386.5
Takhar	NEEPRA - MRRD - AU	AU	78,882.8
	NEEPRA - MRRD - DF	DF	600,714.7
	NEEPRA - MRRD - PS	PS	38,637.0
	NEEPRA - MRRD - WB	WB	153,509.6
	NRAP - MRRD - CF	CF	647,877.1
Total #			5,261,075.2
Total %			12.0%
SOUTH REGION			
Hilmand	HARDP - MRRD - DF	DF	1,639,150.0
	NEEPEC - MRRD - EC	EC	359,470.5
	NEEPRA - MRRD - WB	WB	709,633.1
	RAL - MRRD - JF	JF	510,294.1
Kandahar	NEEPRA - MRRD - AU	AU	151,278.3
	NEEPRA - MRRD - CD	CD	205,305.6
	RAL - MRRD - JF	JF	1,638,577.9
Uruzgan	NEEPRA - MRRD - AU	AU	175,947.6
	NEEPRA - MRRD - PS	PS	175,276.0
	RAL - MRRD - JF	JF	465,235.0
Zabul	NEEPRA - MRRD - DF	DF	347,974.3
Total #			6,378,142.3
Total %			14.6%
SOUTH EAST REGION			
Ghazni	NEEP1 - MRRD - WB	WB	445,644.6
	NEEPEC - MRRD - EC	EC	1,136,727.1
	NEEPRA - MRRD - DF	DF	28,625.7
	NEEPRA - MRRD - PS	PS	190,112.3
	NEEPRA - MRRD - WB	WB	54,465.0
Khost	NEEP1 - MRRD - WB	WB	283,516.1
	NEEPRA - MRRD - DF	DF	51,535.0
	NEEPRA - MRRD - PS	PS	74,146.2
	NERAP - MRRD - WB	WB	238,850.0
Paktika	NEEPRA - MRRD - DF	DF	194,564.0
	NEEPRA - MRRD - PS	PS	58,831.9
	NEEPRA - MRRD - WB	WB	111,108.3
	NERAP - MRRD - WB	WB	82,286.3
Paktya	NEEP1 - MRRD - WB	WB	177,684.8
	NEEPEC - MRRD - EC	EC	606,558.2
	NERAP - MRRD - WB	WB	318,633.1
	RAL - MRRD - JF	JF	259,790.5
Total #			4,313,079.1
Total %			9.9%
WEST REGION			
Badghis	NEEPRA - MRRD - DF	DF	378,197.2
	NEEPRA - MRRD - PS	PS	70,422.1
	NEEPRA - MRRD - WB	WB	126,652.0
	NERAP - MRRD - WB	WB	598,913.3
Farah	NEEPRA - MRRD - DF	DF	104,970.0
	NEEPRA - MRRD - WB	WB	11,138.0
Hirat	NEEPRA - MRRD - AU	AU	28,461.7
	NEEPRA - MRRD - DF	DF	131,038.8
	NEEPRA - MRRD - WB	WB	156,625.0
	NERAP - MRRD - WB	WB	636,786.4
	RAL - MRRD - JF	JF	759,790.5
Total #			3,002,995.0
Total %			6.9%
TOTAL (#)			43,759,711
TOTAL (%)			100%

## Overview of NRAP MRRD Achievements

MRRD							
Subprojects Completed at 1387 (March 2008 to March 2009)							
LOCATION PROVINCE	OUTPUT						LABOR DAYS
	ROAD		BRIDGE		OTHER STRUCUTRE		
	Quantity	Metric	Quantity	Metric	Quantity	Metric	
BADAKHSHAN REGION							
Badakhshan	246.7	Kilo-Meter	27.0	Meter	6,533.0	Meter	482,336.0
Total #	246.7	Kilo-Meter	27.0	Meter	6,533.0	Meter	482,336.0
Total %	10.9%		5.4%		18.9%		14.7%
CENTRAL HIGHLANDS REGION							
Bamyan	114.2	Kilo-Meter		Meter	2,239.3	Meter	133,360.0
Ghor	98.1	Kilo-Meter		Meter	825.7	Meter	16,789.0
Total#	212.3	Kilo-Meter		Meter	3,065.0	Meter	150,149.0
Total %	9.4%		0.0%		8.9%		4.6%
EAST REGION							
Laghman	41.5	Kilo-Meter	15.0	Meter	1,273.7	Meter	190,517.0
Nangarhar	50.7	Kilo-Meter	48.0	Meter	1,148.1	Meter	91,708.0
Nuristan	30.6	Kilo-Meter	22.0	Meter	54.0	Meter	117,924.0
Total #	122.8	Kilo-Meter	85.0	Meter	2,475.8	Meter	400,149.0
Total %	5.4%		16.9%		7.2%		12.2%
KABUL REGION							
Kabul	136.6	Kilo-Meter	21.0	Meter	6,947.9	Meter	315,780.0
Kapisa	40.1	Kilo-Meter	14.0	Meter	576.3	Meter	92,820.0
Logar	8.4	Kilo-Meter		Meter	609.7	Meter	22,823.0
Panjshheer	8.9	Kilo-Meter	27.8	Meter	422.4	Meter	58,052.0
Parwan	14.4	Kilo-Meter		Meter	166.0	Meter	29,705.0
Wardak	104.3	Kilo-Meter	37.0	Meter	766.0	Meter	120,327.0
Total #	312.8	Kilo-Meter	99.8	Meter	9,488.3	Meter	639,507.0
Total %	13.8%		19.9%		27.5%		19.4%
NORTH REGION							
Balkh	60.7	Kilo-Meter	9.5	Meter	52.4	Meter	43,980.0
Faryab	84.4	Kilo-Meter		Meter	134.5	Meter	131,047.0
Jawzjan	128.8	Kilo-Meter	20.0	Meter	183.5	Meter	159,171.0
Samangan	57.1	Kilo-Meter		Meter	92.0	Meter	97,937.0
Sari Pul	76.3	Kilo-Meter		Meter	177.6	Meter	101,199.0
Total #	407.3	Kilo-Meter	29.5	Meter	640.0	Meter	533,334.0
Total %	18.0%		5.9%		1.9%		16.2%
NORTH EAST REGION							
Baghlan	45.7	Kilo-Meter		Meter	1,029.0	Meter	52,564.0
Kunduz	218.0	Kilo-Meter	21.6	Meter	1,420.9	Meter	204,118.0
Takhar	64.1	Kilo-Meter	177.0	Meter	1,172.8	Meter	79,985.0
Total #	327.8	Kilo-Meter	198.6	Meter	3,622.7	Meter	336,667.0
Total %	14.5%		39.6%		10.5%		10.2%
SOUTH REGION							
Hilmand	120.2	Kilo-Meter	28.0	Meter	845.0	Meter	172,445.0
Kandahar	89.5	Kilo-Meter		Meter	630.0	Meter	47,329.0
Uruzgan	44.0	Kilo-Meter		Meter	332.2	Meter	36,349.0
Zabul	8.8	Kilo-Meter		Meter	1,557.3	Meter	2,230.0
Total #	262.5	Kilo-Meter	28.0	Meter	3,364.5	Meter	258,353.0
Total %	11.6%		5.6%		9.8%		7.9%
SOUTH EAST REGION							
Ghazni	71.1	Kilo-Meter	33.8	Meter	851.7	Meter	129,777.0
Khost	49.7	Kilo-Meter		Meter	353.6	Meter	68,305.0
Paktika	35.4	Kilo-Meter		Meter	78.3	Meter	62,487.0
Paktya	76.9	Kilo-Meter		Meter	384.4	Meter	112,567.0
Total #	233.1	Kilo-Meter	33.8	Meter	1,668.0	Meter	373,136.0
Total %	10.3%		6.7%		4.8%		11.3%
WEST REGION							
Badghis	29.4	Kilo-Meter		Meter	2,129.2	Meter	34,703.0
Farah	4.7	Kilo-Meter		Meter	7.8	Meter	4,186.0
Hirat	106.9	Kilo-Meter		Meter	1,485.5	Meter	76,173.0
Total #	141.0	Kilo-Meter		Meter	3,622.5	Meter	115,062.0
Total %	6.2%		0.0%		10.5%		3.5%
TOTAL (#)	2,266		502		34,480		3,288,693
TOTAL (%)	100%		100%		100%		100%

## Overview of NRAP MRRD Subprojects

MRRD								
All Sub Projects started in 1387 (March 2008 to March 2009) And completed in 1387 (March 2008 to March 2009) Or will complete								
LOCATION Province		OUTPUT					LABOR DAYS	STATUS
		ROAD		BRIDGE		OTHER STRUCTURE		
		Quantity	Metric	Quantity	Metric	Quantity	Metric	
BADAKHSHAN REGION								
Badakhshan		0.0	Kilo-Meter	0.0	Meter	0.0	Meter	0.0
Total #		0.0	Kilo-Meter	0.0	Meter	0.0	Meter	0.0
Total %		0.0%		0.0%		0.0%		0.0%
CENTRAL HIGHLANDS REGION								
Diakundi		10.2	Kilo-Meter		Meter	1,117.3	Meter	20,690.0
Bamyan		8.8	Kilo-Meter		Meter		Meter	30,886.0
		28.2	Kilo-Meter		Meter	160.0	Meter	7,800.0
Ghor		9.2	Kilo-Meter		Meter	61.7	Meter	2,989.0
		10.6	Kilo-Meter	36.0	Meter	285.6	Meter	6,159.0
Total		67.0	Kilo-Meter	36.0	Meter	1,624.6	Meter	68,524.0
Total %		12.6%		16.5%		19.9%		10.1%
EAST REGION								
Kunar		10.0	Kilo-Meter		Meter		Meter	28,292.0
		2.5	Kilo-Meter	100.0	Meter		Meter	10,785.0
Laghman		11.2	Kilo-Meter		Meter	767.7	Meter	14,178.0
Nangarhar			Kilo-Meter		Meter	200.0	Meter	1,858.0
Nuristan		11.0	Kilo-Meter		Meter		Meter	39,590.0
Total #		34.7	Kilo-Meter	100.0	Meter	967.7	Meter	94,703.0
Total %		6.5%		45.9%		11.8%		13.9%
KABUL REGION								
Kabul		6.5	Kilo-Meter		Meter	1,263.8	Meter	20,776.0
		23.3	Kilo-Meter		Meter	1,056.7	Meter	39,450.0
Logar			Kilo-Meter	15.0	Meter		Meter	5,707.0
Panjshere		3.1	Kilo-Meter		Meter	306.0	Meter	31,579.0
		4.0	Kilo-Meter		Meter		Meter	19,053.0
Parwan		3.8	Kilo-Meter		Meter		Meter	12,394.0
Wardak		8.7	Kilo-Meter		Meter		Meter	15,819.0
Total #		49.3	Kilo-Meter	15.0	Meter	2,626.5	Meter	144,778.0
Total %		9.3%		6.9%		32.2%		21.3%
NORTH REGION								
Balkh		22.0	Kilo-Meter		Meter	64.0	Meter	4,854.0
Jawzjan		33.8	Kilo-Meter		Meter	77.0	Meter	2,955.0
Samangan		10.0	Kilo-Meter		Meter	627.0	Meter	1,901.0
Sari Pul		10.0	Kilo-Meter		Meter	108.0	Meter	3,904.0
		16.1	Kilo-Meter		Meter		Meter	5,500.0
Total #		91.8	Kilo-Meter	0.0	Meter	876.0	Meter	19,114.0
Total %		17.3%		0.0%		10.7%		2.8%
NORTH EAST REGION								
Baghlan		6.8	Kilo-Meter		Meter	5.6	Meter	24,733.0
		8.8	Kilo-Meter		Meter	325.8	Meter	28,064.0
Kunduz		22.7	Kilo-Meter		Meter	253.8	Meter	17,440.0
Takhar		18.6	Kilo-Meter		Meter	102.0	Meter	46,516.0
		29.7	Kilo-Meter		Meter	109.0	Meter	6,740.0
Total #		86.6	Kilo-Meter	0.0	Meter	796.2	Meter	123,493.0
Total %		16.3%		0.0%		9.7%		18.2%
SOUTH REGION								
Hilmand			Kilo-Meter	28.0	Meter		Meter	0.0
			Kilo-Meter	4.9	Meter		Meter	0.0
Uruzgan		30.0	Kilo-Meter		Meter	51.6	Meter	18,128.0
		18.1	Kilo-Meter		Meter	117.4	Meter	2,115.0
Total #		48.1	Kilo-Meter	32.9	Meter	169.0	Meter	20,243.0
Total %		9.1%		15.1%		2.1%		3.0%
SOUTH EAST REGION								
Ghazni			Kilo-Meter	33.8	Meter		Meter	3,958.0
Khost		7.9	Kilo-Meter		Meter	30.5	Meter	13,312.0
		9.1	Kilo-Meter		Meter	28.0	Meter	1,166.0
Paktika		13.9	Kilo-Meter		Meter	85.0	Meter	47,698.0
Paktya		37.7	Kilo-Meter		Meter	23.0	Meter	72,323.0
		10.0	Kilo-Meter		Meter	102.6	Meter	11,302.0
Total #		78.6	Kilo-Meter	33.8	Meter	269.1	Meter	149,759.0
Total %		14.8%		15.5%		3.3%		22.1%
WEST REGION								
Farah		13.8	Kilo-Meter		Meter		Meter	18,525.0
Badghis		14.4	Kilo-Meter		Meter	322.7	Meter	7,300.0
		22.1	Kilo-Meter		Meter	293.4	Meter	15,061.0
Hirat		24.5	Kilo-Meter		Meter	221.1	Meter	17,540.0
Total #		74.8	Kilo-Meter	0.0	Meter	837.2	Meter	58,426.0
Total %		14.1%		0.0%		10.3%		8.6%
TOTAL (#)		531		218		8,166		679,040
TOTAL (%)		100%		100%		100%		100%

## Overview of NRAP MRRD Subprojects

MRRD				
All Sub Projects started in 1387 (March 2008 to March 2009) And completed in 1387 (March 2008 to March 2009) Or will complete				
LOCATION Province	PROJECT	DONOR	\$BUDGET	STATUS
<b>CENTRAL HIGHLANDS REGION</b>				
Diakundi	NERAP - MRRD - WB	WB	553,648.4	Ongoing
Bamyan	NERAP - MRRD - WB	WB	112,804.7	Completed
	NERAP - MRRD - WB	WB	1,049,626.5	Terminated having progress
Ghor	NERAP - MRRD - WB	WB	386,955.6	Completed
	NERAP - MRRD - WB	WB	704,427.2	Ongoing
<b>Total</b>			<b>2,807,462.4</b>	
<b>Total %</b>			<b>15.9%</b>	
<b>EAST REGION</b>				
Kunar	NERAP - MRRD - WB	WB	169,744.1	Completed
	NERAP - MRRD - WB	WB	204,684.6	Ongoing
Laghman	NERAP - MRRD - WB	WB	944,655.5	Ongoing
Nangarhar	NERAP - MRRD - WB	WB	36,079.0	Completed
Nuristan	NERAP - MRRD - WB	WB	222,529.3	Completed
<b>Total #</b>			<b>1,577,692.5</b>	
<b>Total %</b>			<b>8.9%</b>	
<b>KABUL REGION</b>				
Kabul	NEEPRA - MRRD - DF	DF	71,849.9	Completed
	NERAP - MRRD - WB	WB	170,881.1	Completed
	NERAP - MRRD - WB	WB	690,709.5	Ongoing
Logar	NERAP - MRRD - WB	WB	99,915.0	Ongoing
Panjshaar	NEEPRA - MRRD - DF	DF	119,840.8	Completed
	NEEPRA - MRRD - PS	PS	149,370.9	Completed
	NERAP - MRRD - WB	WB	221,402.9	Ongoing
Parwan	NEEPRA - MRRD - DF	DF	182,954.1	Completed
Wardak	NERAP - MRRD - WB	WB	158,195.2	Completed
<b>Total #</b>			<b>1,865,119.4</b>	
<b>Total %</b>			<b>10.6%</b>	
<b>NORTH REGION</b>				
Balkh	NERAP - MRRD - WB	WB	444,076.4	Completed
Jawzjan	NERAP - MRRD - WB	WB	791,348.8	Ongoing
Samangan	NERAP - MRRD - WB	WB	395,036.8	Ongoing
Sari Pul	NERAP - MRRD - WB	WB	193,763.5	Completed
	NERAP - MRRD - WB	WB	355,116.5	Ongoing
<b>Total #</b>			<b>2,179,341.9</b>	
<b>Total %</b>			<b>12.4%</b>	
<b>NORTH EAST REGION</b>				
Baghlan	NRAP-LB - MRRD - CF	CF	147,273.7	Completed
	NRAP-LB - MRRD - CF	CF	274,998.7	Ongoing
Kunduz	NERAP - MRRD - WB	WB	481,358.9	Completed
Takhar	NEEPRA - MRRD - AU	AU	78,882.8	Completed
	NEEPRA - MRRD - DF	DF	92,524.3	Completed
	NRAP-LB - MRRD - CF	CF	117,649.0	Completed
	NERAP - MRRD - WB	WB	667,416.1	Ongoing
<b>Total #</b>			<b>1,860,103.5</b>	
<b>Total %</b>			<b>10.5%</b>	
<b>SOUTH REGION</b>				
Hilmand	HARDP - MRRD - DF	DF	158,112.0	Completed
	HARDP - MRRD - DF	DF	2,553,814.0	Ongoing
Urozgan	NEEPRA - MRRD - AU	AU	175,947.6	Completed
	NEEPRA - MRRD - PS	PS	175,276.0	Completed
	NRAP - MRRD - DU	DU	288,296.0	Completed
	NRAP - MRRD - DU	DU	309,181.8	Ongoing
<b>Total #</b>			<b>3,660,627.4</b>	
<b>Total %</b>			<b>20.8%</b>	
<b>SOUTH EAST REGION</b>				
Ghazni	NEEPRA - MRRD - PS	PS	160,430.3	Completed
Khost	NERAP - MRRD - WB	WB	238,850.0	Completed
	NERAP - MRRD - WB	WB	232,037.5	Terminated having progress
Paktika	NERAP - MRRD - WB	WB	276,169.8	Completed
Paktya	NERAP - MRRD - WB	WB	501,588.4	Completed
	NERAP - MRRD - WB	WB	151,281.0	Ongoing
<b>Total #</b>			<b>1,560,357.0</b>	
<b>Total %</b>			<b>8.8%</b>	
<b>WEST REGION</b>				
Badghis	NERAP - MRRD - WB	WB	598,913.3	Completed
Farah	NERAP - MRRD - WB	WB	519,126.6	Ongoing
Hirat	NEEPRA - MRRD - AU	AU	28,461.7	Completed
	NERAP - MRRD - WB	WB	278,891.2	Completed
	NERAP - MRRD - WB	WB	699,925.7	Ongoing
<b>Total #</b>			<b>2,125,318.5</b>	
<b>Total %</b>			<b>12.1%</b>	
<b>TOTAL (#)</b>			<b>17,636,023</b>	
<b>TOTAL (%)</b>			<b>100%</b>	

## Overview of NRAP MoPW Achievements

MPW							
Subprojects Completed since inception of program							
LOCATION Province	ROAD		BRIDGE		OTHER STRUCTURE		LABOR DAYS
	Quantity	Metric	Quantity	Metric	Quantity	Metric	
BADAKHSHAN REGION							
Badakhshan	203.3	Kilo-Meter	36.8	Meter	255.2	Meter	345,899.4
Total #	203.3	Kilo-Meter	36.8	Meter	255.2	Meter	345,899.4
Total %	2.6%		2.6%		0.5%		3.6%
CENTRAL HIGHLANDS REGION							
Bamyan	268.1	Kilo-Meter			914.3	Meter	821,154.0
Diakundi	6.0	Kilo-Meter			615.5	Meter	38,995.6
Ghor	477.5	Kilo-Meter					1,206,048.9
Total	751.6	Kilo-Meter		Meter	1,529.8	Meter	2,066,198.5
Total %	9.7%		0.0%		3.0%		21.3%
EAST REGION							
Kunar	146.6	Kilo-Meter					65,239.2
Laghman	192.3	Kilo-Meter	177.0	Meter	1,134.1	Meter	217,009.2
Nangarhar	324.0	Kilo-Meter			722.6	Meter	327,567.4
Nuristan	92.7	Kilo-Meter					142,504.4
Total #	755.5	Kilo-Meter	177.0	Meter	1,856.7	Meter	752,320.2
Total %	9.7%		12.4%		3.7%		7.7%
KABUL REGION							
Kabul	385.4	Kilo-Meter	67.4	Meter	13,266.3	Meter	572,279.1
Kapisa	137.0	Kilo-Meter			301.9	Meter	181,648.2
Logar	412.3	Kilo-Meter			1,807.3	Meter	228,254.6
Panjshээр	14.0	Kilo-Meter	26.5	Meter			22,357.4
Parwan	223.5	Kilo-Meter			113.4	Meter	291,926.1
Wardak	279.0	Kilo-Meter			349.6	Meter	180,846.8
Total #	1,451.2	Kilo-Meter	93.9	Meter	15,838.5	Meter	1,477,312.2
Total %	18.7%		6.6%		31.3%		15.2%
NORTH REGION							
Balkh	185.2	Kilo-Meter			127.6	Meter	151,315.0
Faryab	141.4	Kilo-Meter					85,084.2
Jawzjan	210.1	Kilo-Meter			18.0	Meter	170,223.7
Samangan	378.4	Kilo-Meter	38.0	Meter	4,454.0	Meter	388,916.4
Sari Pul	137.2	Kilo-Meter	37.4	Meter	26.5	Meter	134,298.7
Total #	1,052.3	Kilo-Meter	75.4	Meter	4,626.1	Meter	929,838.0
Total %	13.5%		5.3%		9.1%		9.6%
NORTH EAST REGION							
Baghlan	452.0	Kilo-Meter	172.0	Meter	15,589.5	Meter	622,937.6
Kunduz	353.2	Kilo-Meter	114.0	Meter	194.5	Meter	530,646.5
Takhar	171.7	Kilo-Meter			27.6	Meter	192,356.8
Total #	976.9	Kilo-Meter	286.0	Meter	15,811.6	Meter	1,345,940.9
Total %	12.6%		20.0%		31.2%		13.8%
SOUTH REGION							
Hilmand	256.1	Kilo-Meter			50.5	Meter	158,714.4
Kandahar	358.6	Kilo-Meter			133.2	Meter	379,348.1
Nimroz	30.0	Kilo-Meter					41,327.6
Uruzgan	61.5	Kilo-Meter	156.0	Meter			70,494.6
Zabul	97.0	Kilo-Meter					77,027.6
Total #	803.2	Kilo-Meter	156.0	Meter	183.7	Meter	726,912.3
Total %	10.3%		10.9%		0.4%		7.5%
SOUTH EAST REGION							
Ghazni	239.2	Kilo-Meter	44.0	Meter	547.0	Meter	121,940.8
Khost	366.8	Kilo-Meter	160.0	Meter	409.2	Meter	286,246.9
Paktika	398.5	Kilo-Meter			177.9	Meter	345,770.4
Paktya	391.8	Kilo-Meter	80.0	Meter	9,275.0	Meter	678,446.2
Total #	1,396.3	Kilo-Meter	284.0	Meter	10,409.1	Meter	1,432,404.3
Total %	18.0%		19.9%		20.6%		14.7%
WEST REGION							
Badghis	45.0	Kilo-Meter	79.6	Meter	19.9	Meter	204,990.2
Farah	105.0	Kilo-Meter					30,058.2
Hirat	227.0	Kilo-Meter	240.0	Meter	77.0	Meter	407,494.6
Total #	377.0	Kilo-Meter	319.6	Meter	96.9	Meter	642,543.0
Total %	4.9%		22.4%		0.2%		6.6%
TOTAL (#)	7,767		1,429		50,608		9,719,369
TOTAL (%)	100%		100%		100%		100%

## Overview of NRAP MoPW Achievements

MPW			
Subprojects Completed since inception of program			
LOCATION Province	PROJECT	DONOR	\$Budget
BADAKHSHAN REGION			
Badakhshan	LIWP - MPW	WB	124,191.0
	NEEP1 - MPW	WB	488,166.0
	NEEPRA - MPW	WB	584,711.4
	NRAP - MPW	DF	499,649.4
Total #			1,696,717.8
Total %			3.9%
CENTRAL HIGHLANDS REGION			
Bamyan	LIWP - MPW	WB	1,935,428.0
	NEEP1 - MPW	WB	246,364.0
	NEEPRA - MPW	WB	338,663.3
	NRAP - MPW	DF	57,561.5
Diakundi	NRAP - MPW	DF	389,954.8
Ghor	LIWP - MPW	WB	251,883.0
Total			3,219,854.5
Total %			7.5%
EAST REGION			
Kunar	NEEPRA - MPW	WB	249,772.0
	LIWP - MPW	WB	163,098.0
Laghman	LIWP - MPW	WB	134,755.4
	NEEP1 - MPW	WB	129,841.0
	NEEPRA - MPW	WB	836,783.8
	NRAP - MPW	DF	276,063.6
Nangarhar	LIWP - MPW	WB	263,543.0
	NEEP1 - MPW	WB	143,568.0
	NEEPRA - MPW	WB	1,188,606.5
	NRAP - MPW	DF	487,202.5
Nuristan	LIWP - MPW	WB	103,682.0
	NEEP1 - MPW	WB	139,424.0
	NEEPRA - MPW	WB	98,315.0
	NRAP - MPW	DF	265,590.0
Total #			4,480,244.7
Total %			10.4%
KABUL REGION			
Kabul	LIWP - MPW	WB	522,565.0
	NEEP1 - MPW	WB	311,299.2
	NEEPRA - MPW	WB	1,917,373.4
	NRAP - MPW	DF	7,673.8
	NRAP - MPW	SIDA	521,385.6
Kapisa	LIWP - MPW	WB	79,024.0
	NEEP1 - MPW	WB	110,185.0
	NEEPRA - MPW	WB	971,073.7
Logar	LIWP - MPW	WB	169,940.0
	NEEP1 - MPW	WB	163,269.0
	NEEPRA - MPW	WB	166,670.0
	NRAP - MPW	DF	784,603.2
Panjsheer	NEEP1 - MPW	WB	28,951.0
	NEEPRA - MPW	WB	88,053.0
	NRAP - MPW	DF	19,732.4
Parwan	LIWP - MPW	WB	191,781.0
	NEEP1 - MPW	WB	106,425.0
	NEEPRA - MPW	WB	204,860.6
	NRAP - MPW	DF	1,521,569.7
Wardak	LIWP - MPW	WB	299,622.0
	NRAP - MPW	DF	609,975.3
Total #			8,796,031.8
Total %			20.4%
NORTH REGION			
Balkh	LIWP - MPW	WB	194,038.0
	NEEP1 - MPW	WB	125,187.1
	NEEPRA - MPW	WB	47,381.0
	NRAP - MPW	DF	188,868.2
Faryab	NEEP1 - MPW	WB	148,988.4
	NEEPRA - MPW	WB	255,767.3

## Overview of NRAP MoPW Achievements

Jawzjan	LIWP - MPW	WB	199,190.0
	NEEP1 - MPW	WB	127,190.6
	NEEPRA - MPW	WB	90,754.9
	NRAP - MPW	DF	305,950.8
Samangan	LIWP - MPW	WB	134,535.0
	NEEP1 - MPW	WB	142,382.5
	NEEPRA - MPW	WB	890,933.6
	NERAP - MPW	WB	259,470.0
	NRAP - MPW	DF	1,640,113.3
Sari Pul	LIWP - MPW	WB	45,217.0
	NEEP1 - MPW	WB	151,667.6
	NERAP - MPW	WB	503,540.3
	NRAP - MPW	DF	367,451.0
Total #			5,818,626.4
Total %			13.5%
NORTH EAST REGION			
Baghlan	LIWP - MPW	WB	414,540.0
	NEEP1 - MPW	WB	107,594.0
	NEEPRA - MPW	WB	2,885,579.7
	NRAP - MPW	DF	1,160,253.2
Kunduz	LIWP - MPW	WB	697,598.0
	NEEP1 - MPW	WB	610,391.2
	NEEPRA - MPW	WB	199,995.5
	NRAP - MPW	DF	34,000.0
Takhar	LIWP - MPW	WB	222,826.0
	NEEP1 - MPW	WB	219,723.0
	NRAP - MPW	DF	446,795.1
Total #			6,999,295.6
Total %			16.2%
SOUTH REGION			
Hilmand	LIWP - MPW	WB	238,502.0
	NEEP1 - MPW	WB	186,801.2
Kandahar	LIWP - MPW	WB	382,968.0
	NEEP1 - MPW	WB	391,992.1
	NEEPRA - MPW	WB	4,400.0
	NRAP - MPW	CIDA	1,161,202.8
	NRAP - MPW	WB	63,434.1
Nimroz	LIWP - MPW	WB	59,484.0
	NEEPRA - MPW	WB	193,168.7
Uruzgan	NEEP1 - MPW	WB	85,757.0
	NEEPRA - MPW	WB	300,655.0
Zabul	NEEP1 - MPW	WB	192,569.0
Total #			3,260,933.8
Total %			7.6%
SOUTH EAST REGION			
Ghazni	LIWP - MPW	WB	205,108.0
	NEEP1 - MPW	WB	102,542.0
	NRAP - MPW	DF	322,213.9
Khost	LIWP - MPW	WB	390,783.0
	NEEP1 - MPW	WB	305,850.0
	NEEPRA - MPW	WB	76,247.0
Paktika	LIWP - MPW	WB	522,292.0
	NEEP1 - MPW	WB	454,352.0
Paktya	LIWP - MPW	WB	705,769.0
	NEEP1 - MPW	WB	268,551.0
	NEEPRA - MPW	WB	2,691,420.8
	NRAP - MPW	DF	403,328.6
Total #			6,448,457.3
Total %			14.9%
WEST REGION			
Badghis	LIWP - MPW	WB	42,182.1
	NEEP1 - MPW	WB	343,712.0
	NEEPRA - MPW	WB	308,131.8
	NRAP - MPW	DF	318,171.6
Farah	LIWP - MPW	WB	58,911.0
	NEEPRA - MPW	WB	222,506.0
Hirat	LIWP - MPW	WB	211,362.0
	NEEP1 - MPW	WB	737,564.0
	NRAP - MPW	DF	197,030.0
Total #			2,439,570.5
Total %			5.7%
TOTAL (#)			43,159,732
TOTAL (%)			100%

## Overview of NRAP MoPW Subprojects

MPW								
All Sub Projects started in 1387 (March 2008 to March 2009) And completed in 1387 (March 2008 to March 2009) Or will complete								
LOCATION Province	ROAD		BRIDGE		OTHER STRUCUTRE		LABOR DAYS	STATUS
	Quantity	Metric	Quantity	Metric	Quantity	Metric		
BADAKHSHAN REGION								
Badakhshan	20.0	Kilo-Meter			2,100.0	Meter	5,929.0	Ongoing
Total	20.0	Kilo-Meter	0.0	Meter	2,100.0	Meter	5,929.0	
Total %	8.4%		0.0%		96.2%		1.0%	
CENTERAL HIGHLANDS REGION								
Bamyan	0.5	Kilo-Meter					2,993.0	Completed
Diakundi	6.0	Kilo-Meter					38,995.6	Completed
	12.3	Kilo-Meter					65,587.0	Defect Liability Period
Total	18.8	Kilo-Meter	0.0	Meter	0.0	Meter	107,575.6	
Total %	7.9%		0.0%		0.0%		17.4%	
EAST REGION								
Laghman					83.0	Meter	3,447.0	Defect Liability Period
Nangarhar	10.0	Kilo-Meter					23,467.0	Cancelled
Total #	10.0	Kilo-Meter	0.0	Meter	83.0	Meter	26,914.0	
Total %	4.2%		0.0%		3.8%		4.4%	
KABUL REGION								
Kabul	9.0	Kilo-Meter					21,734.4	Completed
	17.3	Kilo-Meter					25,489.0	Defect Liability Period
Total #	26.3	Kilo-Meter	0.0	Meter	0.0	Meter	47,223.4	
Total %	11.1%		0.0%		0.0%		7.7%	
NORTH REGION								
Jawzjan	18.4	Kilo-Meter					50,893.0	Defect Liability Period
Samangan	30.5	Kilo-Meter					25,947.0	Completed
Sari Pul	11.0	Kilo-Meter					69,238.3	Completed
	27.8	Kilo-Meter					37,748.0	Defect Liability Period
Total #	87.7	Kilo-Meter	0.0	Meter	0.0	Meter	183,826.3	
Total %	36.9%		0.0%		0.0%		29.8%	
SOUTH REGION								
Kandahar	7.0	Kilo-Meter					89,593.6	Completed
Total #	7.0	Kilo-Meter	0.0	Meter	0.0	Meter	89,593.6	
Total %	2.9%		0.0%		0.0%		14.5%	
SOUTH EAST REGION								
Ghazni			34.0	Meter			21,521.0	Completed
Paktya			30.0	Meter			17,412.0	Completed
Total #	0.0	Kilo-Meter	64.0	Meter	0.0	Meter	38,933.0	
Total %	0.0%		100.0%		0.0%		6.3%	
WEST REGION								
Badghis	32.0	Kilo-Meter					61,718.0	Defect Liability Period
Hirat	35.7	Kilo-Meter					54,805.1	Defect Liability Period
Total #	67.7	Kilo-Meter	0.0	Meter	0.0	Meter	116,523.1	
Total %	28.5%		0.0%		0.0%		18.9%	
TOTAL (#)	238		64		2,183		616,518	
TOTAL (%)	100%		100%		100%		100%	

## Overview of NRAP MoPW Subprojects

MPW				
All Sub Projects started in 1387 (March 2008 to March 2009) And completed in 1387 (March 2008 to March 2009) Or will complete				
LOCATION Province	PROJECT	DONOR	\$BUDGET	STATUS
BADAKSHAN REGION				
Badakhshan	NERAP - MPW	WB	1,836,676.6	Ongoing
Total #			1,836,676.6	
Total %			5.1%	
CENTRAL HIGHLANDS REGION				
Bamyan	NERAP - MPW	WB	262,576.1	Ongoing
	NRAP - MPW	DF	29,930.1	Completed
Total			292,506.2	
Total %			0.8%	
EAST REGION				
Laghman	NERAP - MPW	WB	39,980.9	Defect Liability Period
Total #			39,980.9	
Total %			0.1%	
KABUL REGION				
Kabul	NERAP - MPW	GOI	987,697.6	Ongoing
Logar	NERAP - MPW	WB	3,843,032.0	Ongoing
Parwan	NERAP - MPW	WB	11,619,400.1	Ongoing
Wardak	NERAP - MPW	WB	231,301.3	Ongoing
Total #			16,681,431.0	
Total %			46.6%	
NORTH REGION				
Jawzjan	NERAP - MPW	WB	842,583.3	Defect Liability Period
	NERAP - MPW	WB	724,323.9	Ongoing
Sari Pul	NERAP - MPW	WB	792,084.6	Defect Liability Period
Total #			2,358,991.7	
Total %			6.6%	
NORTH EAST REGION				
Baghlan	NERAP - MPW	WB	1,771,968.7	Ongoing
Kunduz	NERAP - MPW	WB	698,414.8	Ongoing
	NRAP - MPW	WB	507,662.6	Ongoing
Takhar	NERAP - MPW	WB	3,935,350.9	Ongoing
Total #			6,913,397.0	
Total %			19.3%	
SOUTH EAST REGION				
Ghazni	NERAP - MPW	WB	595,003.7	Cancelled
Paktya	NERAP - MPW	WB	1,423,365.0	Cancelled
	NERAP - MPW	WB	1,514,450.8	Ongoing
Total #			3,532,819.5	
Total %			9.9%	
WEST REGION				
Badghis	NERAP - MPW	WB	1,127,488.7	Defect Liability Period
	NERAP - MPW	WB	766,462.7	Ongoing
Hirat	NERAP - MPW	WB	890,223.1	Defect Liability Period
	NERAP - MPW	WB	1,333,273.0	Ongoing
Total #			4,117,447.4	
Total %			11.5%	
TOTAL (#)			35,773,250	
TOTAL (%)			100%	

## NRAP Incidents

Looking backward to 1387 the overarching program NRAP experience various challenges, amongst many, the daunting dominant was insecurity, the unimpressive imposed phenomenon obliged the program to set backed from the target destination.

The National Rural Access Program (NRAP) which is a government national priority program has faced many security problems during year 1387. Uncertain security conditions continue to be the single greatest impediment to NRAP's ability to provide nation-wide rural road access in all provinces of the country. Security constraints seriously affect the cost and quality of the activities due to provision of adequate and regular technical oversee of the project site.

Many events forced unwanted delays, suspension, even cancellation of the sub-projects in the country. We here, will focus on few of them as an example.

### **Incidents of 1387 year**

As the luminous truth the insecure circumstance in Afghan territory was a big challenge not only for NRAP but also for all other developing and managerial sectors in the country and deter at the constructive activities generally, however, in the South and South-East particularly.

The massive influence of the insecurity on NRAP is either delay in implementation plan or Suspension even cancellation of the sub-project in various regions of the domain from one side and increase of the overall operation cost of the program which affecting the delivery of the outputs to the rural communities from the second hand.

Due to closed glance and orientation of high rank management of the program to security issues, and association with local communit fortunately NRAP program witnessed the least human resources causalities in spite of frequent treats to the program personal as well as contractors during 1387. Below is the only incident of insecurity during year 1388:

- During the survey of Aqcha, Mordian to Qarqin District Road in Jawzjan province, suddenly a Maine explode under a culvert in 9<sup>th</sup> March, 2009 along the road. The vehicle damaged and fortunately no one was injured.

**“End”**

## NRAP SUCCESS STORIES

*" Focusing on progress has been our nation main effort for the past 8 years. At NRAP we also invest our energy and passion to make Progress our daily objective. We are pleased to present you in this annual report achievements and contributions to our beloved country. "*

### Making the road accessible at any seasons in Yakawlang

The rehabilitation of Kamarak to Larasi road is the fourth section of Chaman road in Yakawlang district of Bamyan which was completed in August 2007. The other three parts of this road have already been rehabilitated by NRAP. Length of the section that was recently constructed is 3.5 Km with 5 culverts and 2 retaining walls and was mainly funded by the Word Bank for a total amount of 120,000 USD.



**This road connects all the villages around the Chaman, Dara Chasht and Solej valley to Yakawlang district centre and it also continues to Tarpach of Sare Pul province.**



The residents of 12 villages (400 household) have directly benefited and around 50 villages (3000 families) have indirectly benefited from this road.



Before the construction of the road, during difficult weather conditions, the rain would flood all the ways between villages and would severely affect the transportation of the goods between villages. Heavy truck loads would be stranded for a long time, leading to spoilage of many perishable items like food. Once a truck driver named Qurban told me that before the rehabilitation of this road his truck sank in the mud. It would take him one day of effort to pull it out the mud, but now it seems he will never face such a problem again.

**“End”**

## NRAP SUCCESS STORIES

### Construction of Rural Access Road from Stop to Kantiwa

The project started in July 2008 with the construction of a 10 km road crossing through 7 villages. Once the construction was completed, over 3500 families benefited from the project (close to 25000 persons) And 9 indirect villages which include over 4200 families.

**The great majority of the communities now have easy access to the markets, schools, clinics and other public services, which directly developed the social & political participation in the day to day life of these communities.**

Several important improvements of environmental aspects have also been achieved. During the Construction of this Road 29,880 Labour days were generated and a lot of Jobless people were able to find a job for at least 5 Months.



This road will also enable the Security Departments to have easy access to the area in order for better control and decrease the poppy production and build peace.

Prior the completion of this project, there was no road and the people were using horses, mules and donkeys for the transportation of Material shifting. A typical trip from the first to the farthest village

would take over 4 hours. Once the road is in place, the travelling distance is now close to one hour and the cost of transportation of goods decreased from 25 Afs/7Kg to 5 Afs/7 Kg.



The project was inaugurated on December 12, 2009 and some direct beneficiaries commented: "The construction of this road solved our problems related to Health.



Because before the construction of this road we were not able to shift our Patients to the Clinics on time and most of our patients were died on the way before reaching the clinics", Molvi Hassan

A community elder said "After construction of this road Kantiwa Valley's villages connected with the Main Road of Paroon (Capital of Nuristan Province) now we can easily Travel this distance in less than in one hour, four times faster than before the completion of the road.

## NRAP SUCCESS STORIES

### A first section of 7km of asphalted road that already makes a difference!

The project started in early October 2007 in the beautiful Southern region of Afghanistan also sadly known for its insecurity problems. Despite this difficulty, the local Engineer and the contractor were able to construct 7 km of asphalted road out of the total 30km planned in this project to link the southern gate Shkarpordarwaza to Panjwai district. Even while 23 km remains to be built, the Residents of 4 big villages Yakh Kariz, Debagh( District Centre), Goshkhana and Munara are fully benefiting from the project while the residents of other villages of the two districts (Panjwai and Dand) are also partially benefiting from it. Many positive changes were brought in the life of the people.

**In general all the villagers are now connected to the Kandahar city market where the health and the education facilities are now more accessible to them."**



The transports cost per capita and per ton of the goods have decreased from Afs.30 to Afs10 per person and from Afs.1000 to Afs.150 per ton respectively.

Before the construction, the road was in such a bad condition that it was impossible to use the bicycles and motorbikes. After the completion of this section, most farmers are using the bicycles which have a good impact for the economy of the area as it has improved their mobility allowing them to sell and purchase goods in other locations.

The transportation of the agriculture products by Zarang Rickshaw have also increased successfully.

The Yakh Kariz village is one of the most densely populated villages and its community has agreed to demolish about 40 houses to allow a wider road of 10m crossing among the village to be built. Thanks to this community initiative, everyone can benefit from the shops constructed along the sides of road.

The population of Goshkhana village that mainly supplies milk and its derived products are benefiting from the cheap transportation costs allowing the the people to sell their product at a lower price so a larger group of local consumers can access it.



The Dehbagh and Munara villagers are also benefiting from easier and cheaper transport costs of their agriculture products to Kandahar city market.

In general all the villagers are now connected to the Kandahar city market, and the health and educational facilities are now more accessible to them. Some of young students are now coming to Kandahar city to study in the private education centres.

The remaining 23 km section of the road is going to be ready for tendering this year and we have good faith that we will be able to progress its construction in the coming months.

**"End"**

## NRAP SUCCESS STORIES

### Koobai to Hazrat-e Sultan Road

The Koobai to Hazrat-e Sultan road is located 7 km from Kunduz center. The rehabilitated section of the road starts from Loodin village and ended to pul-e salm village and the total length of this road is 14.450km and reconstruction work was carried out through 7 community contracts.



The residents of the villages of this area are poor and indigent people and their main occupation is animal husbandry and agriculture.

Prior to completion of this road the people were facing many problems related to transportation and they could not easily reach the different markets. Moreover, the transportation of patients to the hospital and health clinics was unreliable putting the life of individuals in danger. The road used to be lumpy with a ragged surface and it was hardly usable for vehicles especially during the winter and monsoon seasons.

**Since the completion of this project, the community can easily access the markets to sell their products, at competitive price. Many people of this area received a short term employment opportunity with a good income through NRAP.**

The rehabilitation and reconstruction were carried out by the community itself. Since they were not technical people or a professional contractor, a technical team had to invest a great

level of efforts to get the job done and does knowledge transfer.

Since then, the communities are able to do the same technical work autonomously without any problem, and they are very happy to have a good and motorable road



As stated above, the rehabilitation/reconstruction work carried out by community, since the community people are not a professional contractor, so the technical team put a greater effort to get the job done.



Now the communities are able to do the same work autonomously with out any problem, and are very happy to have a good and motor able road.

**“End”**



# A VISUAL GLANCE

## Sub- projects from the Kabul

- 1,764.0 km road rehabilitated - 182.5 km in progress
- 193.7 meter bridges rehabilitated - 282.0 meter in progress

Total investment: 53,920,113.6 USD



# A VISUAL GLANCE

## Sub- projects from the East

- 878.3 km road rehabilitated - 72.9 km in progress
- 262.0 meter bridges rehabilitated - 273.0 meter in progress

Total investment: 11,250,540.2 USD



# A VISUAL GLANCE

## Sub- projects from the Central Highlands

- 963.9 km road rehabilitated - 53.0 km in progress
- 00.0 meter bridges rehabilitated - 190.5 meter in progress

Total investment: 12,206,776.3 USD



# A VISUAL GLANCE

## Sub- projects from the Badakhshab

- 450.0 km road rehabilitated - 147.4 km in progress
- 63.8 meter bridges rehabilitated - 00.0 meter in progress

Total investment: 14,662,212.1 USD



# A VISUAL GLANCE

## Sub- projects from the North

- 1,459.6 km road rehabilitated – 90.6 km in progress
- 104.9 meter bridges rehabilitated - 00.0 meter in progress

Total investment: 14,330,646.8 USD



# A VISUAL GLANCE

## Sub- projects from the North East

- 1304.7 km road rehabilitated - 180.2 km in progress
- 484.6 meter bridges rehabilitated - 369.0 meter in progress

Total investment: 23,615,097.2 USD



# A VISUAL GLANCE

## Sub- projects from the South East

- 1,629.4 km road rehabilitated - 50.0 km in progress
- 317.8 meter bridges rehabilitated - 176.0 meter in progress

Total investment: 13,524,583.0 USD

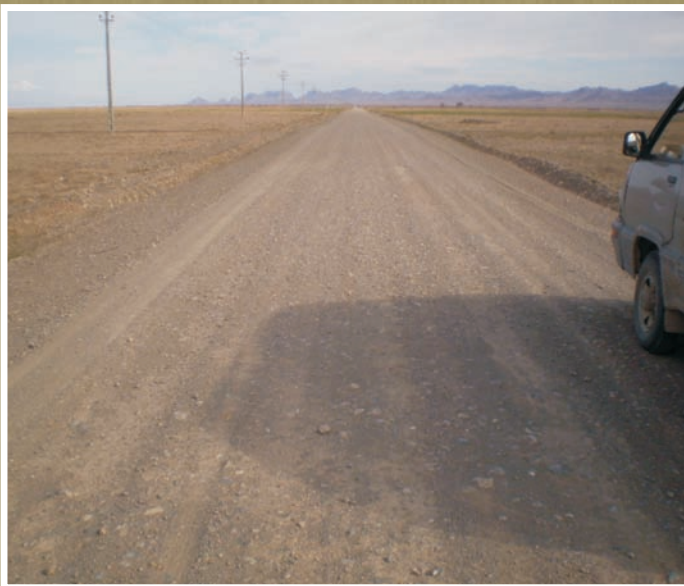


# A VISUAL GLANCE

## Sub- projects from the South

- 1,065.7 km road rehabilitated - 29.5 km in progress
- 184.0 meter bridges rehabilitated – 60.0 meter in progress

Total investment: 15,261,773.9 USD



# A VISUAL GLANCE

## Sub- projects from the West

- 518.0 km road rehabilitated - 132.3 km in progress
- 319.6 meter bridges rehabilitated - 116.0 meter in progress

Total investment: 11,574,749.7 USD



# A VISUAL GLANCE

## Capacity building

Capacity building is a serious component of NRAP.

During SY 1387 several trainings have been conducted for the NRAP related staff and the students of several Engineering universities as interns.

49 students of 4 universities joined an internship for the period of one week till two months.

Also at the regional level a two weeks workshops have been conducted for 159 persons in six regions. The sessions aimed to build the capacity of the participants in the field of rural roads supervision with a labour based approach.

These workshops contained theoretical as well practical sessions and were held in Kabul, Takhar, Badakhsham, Balkh, Nagarhar and Heart province.

## Testimonial quotes

**A shura head:**

*"I feel it would be beneficial for the community to access health care and also for commerce as agricultural products could be transported easily and be sold for higher prices. The road would dramatically affect the lives and livelihood of the people of the villages."*

**A community worker:**

*"I was very happy as in the two months I had a job and was able to provide food for my family."*

**A community worker:**

*"This road is important for us and it would enhance our lives economically as well as socially."*

**A shura head:**

*"We set up a "security" shura to insure the security of the workers. It is not only important to establish the road but it is equally important to provide for the maintenance of it. The local people must maintain the road and utilize it in a proper manner."*

**A community member:**

*"I am happy because my isolated village would be connected not only to the district but also, in fact, to the entire world."*

**A community member:**

*"By using these roads we can now transport our agricultural and dairy products to the marketplace more easily and in less time."*

**A NRAP regional Engineer:**

*"Prior to the construction of this road, there were no schools or health centers available in these villages. After the road was constructed, the authorities of the Ministries of Education and Public Health made possible the foundation of a school and a clinic in this valley which has a significant change in the lives of the people."*

**An ex-combatant involved in RAL project:**

*"When I was given the option for reintegration, I chose this option for employment and training on the operation of road construction equipment as I felt I was able to accomplish three things at the same time: get the skills, support my family while learning and, in a short span of time, get employed."*

**A NRAP regional Engineer:** *"Just three days before the inauguration of Tagabe Alam Bridge in Badghis province a 13 year old boy was taken by river water. During the inauguration ceremony the mother was crying, if the bridge was constructed earlier, now my son was alive."*

## Testimonial quotes

**A widow women involved in gabion weaving project:**

*"We are very happy to have been made income providers for the first time and self-sufficient from economical point of view through this road project."*

**A community member:**

*"On behalf of the community members hereby I express my gratitude to the program for building the new road, through which travel time has been reduced from one hour to 15 minutes and travel costs from Afs 18 to Afs 10."*

**A NRAP Regional Engineer:**

*"I definitely see my work as a mission, which was made possible by my belief in the future of Afghanistan and its people."*

**A NRAP Site Engineer:**

*"It is always a big challenge to complete road projects in insecure areas and I see the completion of this project as a success story for the people of this area and the government of Afghanistan."*

**A local resident:**

*"Last year when the Deh Zyarat Bridge was under construction and there was too much water in the river, my 13 years old daughter missed her school. The alternative was to send her to another school 10 km further away and pay 20 Afs daily, which I was unable to do. We are extremely happy that this crucial bridge, connecting us to the provincial center, has been rehabilitated."*

**A Community elder:**

*"Before the construction of this bridge the people had to pass a long distance to cross the river reaching the markets, health centres and other facilities. Especially, it was a big hassle for the children to reach school."*

**Head of Development Shura:**

*"Through this road we will significantly save time and money. Now dust and pollution will be reduced and our accessibility to the health centres, markets and Sang Charak district centre will be improved year round."*

**A local farmer:**

*"In the past we were limited in transportation of our husbandry products to the markets. Now the accessibility has been improved, I hope to increase my income."*

„End„