



Ministry of Finance

Ministry of Rural Rehabilitation & Development

Ministry of Public Works

## National Rural Access Program (NRAP)

### ANNUAL REPORT

1388 (March 2009 - March 2010)



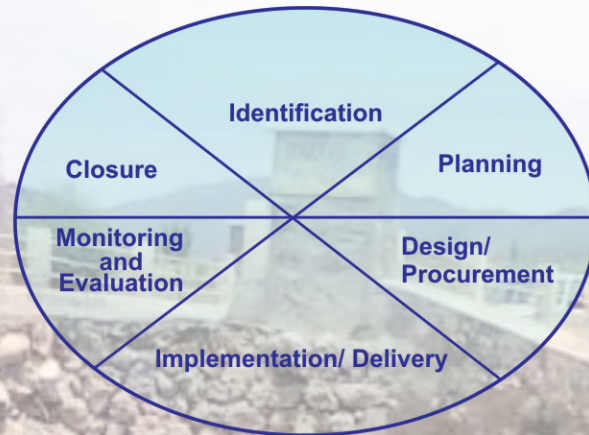
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## NERAP - Project Cycle Outline



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







*National Rural Access Program*  
(NRAP)  
*Ministry of Finance*  
*Ministry of Public Works*  
*Ministry of Rural Rehabilitation & Development*



This Annual report is a publication of NRAP in Solar Year 1388 (20<sup>th</sup> March, 2009 up to 20<sup>th</sup> March, 2010)

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## Annual Report

1388

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## Acknowledgement

We are very delighted to present the annual report of the solar year 1388 after a short delay with new lessons learned and new achievements. Last year has not been an easy job for two of our main implementing partners the Ministry of Rural Rehabilitation and Development (MRRD) and the Ministry of Public Works (MPW) to help adequately the nation to access each other by building roads, bridges and other infrastructures.

National Rural Access Program (NRAP) is one of the national priority programs of the Islamic Republic of Afghanistan that has been working with over all supervision of the Ministry of Finance as the main coordinator of the program to ensure successes thoroughly. The national program achievements that come in the report were not possible to collect without the closed support and assistance of our donors, colleagues and partners.

NRAP's main objective is to create a rural road access network that connects communities across all Afghanistan to essential services and markets. We have faced many challenges during this period mostly in terms of security in the rural areas. Since it is a national program and it needs contribution of the involved stakeholders.

This effort and report was not possible without the supports of our colleagues in Both PIUs, NCU office and our regional colleagues in 34 provinces. We are thankful to Eng. Besmillah Besmil, Zahid Kakar, Moneer Shaghasy, Martine Millar and Lokman Hakim for their contribution, Mr. Selwyn Heaton for editing this report, our regional colleagues and NRAP archive for the pictures, MIS team for the graphics and all the other colleagues and partners.

In summary the program has been very successful and we could prepare it to help villages and provinces connect in which a large number of our citizens benefited from our projects in most parts of Afghanistan.

A. Satar Salim





## Abbreviation and Acronyms

NRAP	National Rural Access Program
MRRD	Ministry of Rural Rehabilitation and Development
USD	United State Dollar
Km	Kilometer
NERAP	National Emergency Rural Access Program
MIS	Management Information System
PIU	Program Implementation Unit
NCU	National Coordination Unit
NEEP	National Emergency Employment Program
ILO	International Labor Organization
MoF	Ministry of Finance
MoPW	Ministry of Public Works
M	Meter
IDA	International Development Association
ARTF	Afghanistan Reconstruction Trust Fund
CNTF	Counter Narcotics Trust Fund
LB	Labor Based
HARDP	Helmand Agriculture Rural Development Program
RRD	Rural Rehabilitation and Development
MP	Member of Parliament.
ESMF	Environmental and Social Safeguard Framework
HR	Human Resource
QA/QC	Quality Assurance & Quality Control
UN	United Nations
UNOPS	United Nations Office for Project Services
DFID	Department for International Development
WB	World Bank
DU	Dutch
AUSAID	Australian Agency for International Development
NUM	Number
RM	Running Meter
EC	European Commission
CIDA	Canadian International Development Agency
USAID	United State Agency for International Development
JSDF	Japan Social Development Fund
PSIB	Program Special Investment Budget
UNDP	United Nations Development Program
DLP	Defect liability Period
IC	Implementation Consultant
MSA	Management Services Agreement





## Preamble

### Institutional Setup

The National Rural Access Program (NRAP) is one of high priority programs of the Islamic Republic of Afghanistan. It is multi ministerial Program consisting of MPW and MRRD with over sight by the Ministry of Finance.

NRAP's main objective is to provide rural road accesses that connect communities across all of Afghanistan's 34 provinces to essential services and markets. Road rehabilitation is expected to improve year-round access to basic services and amenities of rural communities and villages, including education, health and market facilities. This in turn is expected to generate employment in rural areas and fosters local economic growth and enhances tranquility.

### Program's Prevailing Policy

The prevailing expectedly extending Project of NERAP of the program was initially designed for basic access in 2007, nevertheless base on the advise of the Bank in the inception of the project, the identified roads of the project entirely resurveyed for realistic cost estimate in accordance to the technical requirement of the surface options, thus the initial experienced but arbitrary per kilometer cost increasingly varied and renounced the massive financial cost overrun of almost USD 90 million behind which frankly cause the unlikely delay of years.

The exercise reinforced underpinnings and attractively got the satisfaction of not merely the beneficiary stockholders but also was greatly promising to lesson learning for accurate planning for next expected coming projects

Program ongoing projects totally worth are almost USD 240 million overwhelmingly funded by the WB and Afghanistan Reconstruction trust Fund.

### Achievement

It has remarkable achievement since inception (2002) assisting in economical growth of rural access as follows:

- 10,000 Km of rural roads constructed worth USD 176.5 million
- 104,100 m cross drainage structure has been constructed
- 14 million labor days generated
- 72 bridges, holistic length 2100m has been constructed
- Almost 9000 village connected to the road network in 34 provinces and 385 districts
- 14 Airfield rehabilitated

### NRAP Long-Lasting Challenges

- Institutional capacity
- insecurity
- Regular and consistent flow of funds and financial system shortfalls

### Future Plans

Reference to the lesson learned from the implementation of prevailing various projects the program currently can not meet the demanded requirements due to its low financial absorption capacity and squat delivery capability thus the following measures have been noticed as paramount requirement to be focused

- **System Reform:** Investigate out sourcing of the survey and design work, decentralize procurement and ensure all quality control and Assurance is done by the regions
- **Capacity enhancement:**
  1. Preparation of program tools such as policy, strategy, investment plans, rural road network identification, rural road standards etc
  2. Human resource's capability enhancement in terms of number and knowledge level by hiring capacity building consultancy
  3. Capacity building of counter part and private sector (construction companies) in terms of bidding document filling and quality assurance
  4. Public awareness, in terms of rural road significance in equitable economical growth and environmental protection.
  5. Ensure the quality and transparency
  6. Conducting third party a external both technical and financial audits.
- **Regular fund flow:** Preparation of multi years investment plans for both, development and maintenance and conducting round tables of donors agencies

NRAP investment plan for next three years will be submitted and supported at the Kabul historic conference as following:

Y E A R	K M O F R O A D		Budget (USD)	L A B O R - D A Y S		
	Secondary (A)	Tertiary (B)		Secondary (A)	Tertiary (B)	Maintenance
2011	462	450	\$130,635,527	1,532,427	860,625	1,400,000
2012	552	563	\$160,182,537	2,091,763	1,261,406	2,100,000
2013	668	703	\$207,243,663	2,855,257	1,576,758	2,800,000
Total	1,682	1,716	\$498,061,727	6,479,448	3,698,789	6,300,000



## Introduction

By: Eng. Besmillah Besmil

### What NRAP is?

The Transitional Islamic State of Afghanistan launched the National Emergency Employment Program (NEEP) in 2002 as one of four National Priority Programs designed to provide targeted social protection for vulnerable groups throughout the country and to rebuild the rural road infrastructure.

NRAP the National Rural Access Program earlier known as NEEP is the Government's comprehensive and most important rural access program. NRAP covers all 34 provinces of the country. NRAP is a national priority program of the Government of Afghanistan, jointly executed by the Ministry of Rural Rehabilitation and Development (MRRD) and the Ministry of Public Works (MoPW) with implementation support from its Implementing Consultant IC UNOPS; however work is executed through private sector or contracted companies as well as communities. Based on the current institutional set up of (NERAP) project of the program both executing ministries and line ministries are the member of steering committee which is chaired by ministry of finance whereas, organized and coordinated by small and efficient National Coordination Unit (NCU).

It is a multi donor program which include World Bank, AUSAID (Australian Aid), CIDA (Canadian International Development Agency), DFID (Department for International Development), and USAID (United States Agency for International Development), EC (European Commission); their funding all follows the same arrangements—which facilitates donor coordination and allows implementation efficiencies.

NRAP has been funded mainly from IDA grants, the Japan Social Development Fund (JSDF), and donor contributions that are channeled through the Afghanistan Reconstruction Trust Fund (ARTF). The government has provided funds from the World Bank Programmatic Support for Institution Building project. Donors contribute to NRAP because of its proven delivery record, its ability to reach all provinces, and its flexibility, through the implementing agencies, to respond to donors' geographical preferences.

### NRAP Vision

Its ultimate objective is to enhance human security and promote equitable economic growth by ensuring year-round access to basic services and facilities in rural Afghanistan.



### NRAP Objective

- Enhancement, promotion and utilization of local productive capacity;
- Development of private sector involved in the implementation of essential rural access infrastructures and;
- Generation of employment for the rural poor.

### NRAP Strategic Direction

NRAP undertakes these operational objectives through the construction, rehabilitation and maintenance of essential rural access infrastructures via the appropriate labor-based approaches as one of its strategy by adopting the three basic conceptual principles of connectivity, quality and sustainability.

- **Connectivity:** the objective of any road project is not limited to providing access to services and facilities but also to connect and interconnect with communities such that a rural access network is completed and functional paving the flow of goods, services, technologies, communications, administrative/governance from the central, regional and provincial to the rural areas in continuum.
- **Quality:** the objective of any road project is not limited to providing access but a completed, functional and within the compliance of engineering standards
- **Sustainability:** the objective of any road project is not limited to providing access but a road that has a concrete system, procedures and structure for operation and maintenance to sustain its economic life, quality and connectivity.

### Who We Are?

The National Rural Access program, the unique blended program, managing the rural network of some 122,292 KM (Rural Road) in the territory; the current three components A, B, C of NERAP is covering 2,135 Km of secondary and tertiary roads worth USD 162 million contribution of both, IDA USD 112 m and ARTF USD 50 million. However, base on the result obtained from the recent capacity review of the program great demand for USD 1.05 billion is estimated for next five years..

Road length Statistic in Road sector strategy

Road Classification	Length in Km
Regional High ways	3,242
National High ways	4,884
Provincial Roads	9,656
Urban Roads	3,750
Sub Total	46,338
Rural Roads	87,830
Grand Total	134,168

Secondary Road+ Tertiary Roads =122,292 KM (Rural Road)

In order to ascertain the well functioned, integrated and efficient transport system to achieve far ahead objectives, which is providing accesses to basic life amenities in local Afghanistan via construction of 122, 292 Km road, development of unified Rural Road standard rural road policy, strategy, investment plan and a strong coordination amongst all rural road investors is anticipated which could be assured through establishment of operationally independent road agency in Afghanistan.

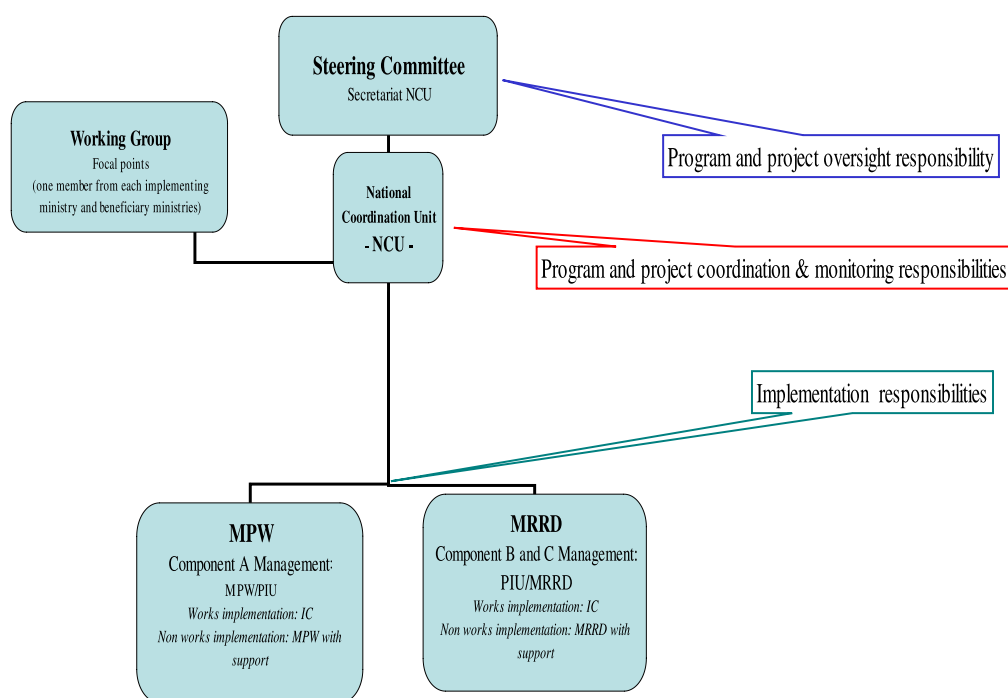




**Implementation Arrangement:**

1. Project oversight. An inter-ministerial Steering Committee (SC), chaired by the Minister of Finance (or his representatives) and comprising ministers (or their delegates) of MPW, MRRD, and other line ministries involved as the main beneficiary ministries in the project (agriculture, basic education, health, counter narcotics etc.), the SC is responsible for the overall policy, strategic planning and project oversight and for integration with other rural development programs and the WB is permanent member of the SC, however, Other observers such as local authorities, donors, and experts may be invited to attend the SC meetings as required
2. A small and efficient National Coordination Unit (NCU) is set up by ministerial decree in the Ministry of Finance and is responsible for the overall coordination of NRAP, including the current IDA-funded project.
3. A working group chaired by the National Coordinator and composed of the focal points of beneficiary ministries and implementing bodies (PIUs and IC) is assisting in coordination

**Project Implementation Units (PIU):** Separate unit for implementation of Component A and B of the Project have been established in the executing ministries, both PIU-MPW and PIU-MRRD are responsible for implementing component A and B respectively

**NRAP Value:**

The program achieved the close attention of donor society have the privilege of implementing the following project worth 350.5 million USD since inception 2002



## NRAP Projects and Donor Contribution since Inception

Project/ Source	Year	Entity Received			Total \$M	Status
		MPW \$M	MRRD \$M	MIWRE \$M		
LIWP-WB	2002	12.22	0	0	12.22	Completed
ECEPWP conducted through CARE	2002	0	3.246	0	3.246	Completed
LIWP-JSDF-WB Conducted through CARE	2002		2.000		2.000	Completed
NEEP-1- WB	2003	10.714	2.434	3.472	16.620	Completed
NEEPRA- WB/JPMU	2003	20.321	18.756	0	39.077	Completed
NEEP-RAL-JSDF	2004	0	19.600	0	19.600	Completed
NEEP-EC	2004	0	10.637	0	10.637	Completed
NEEP-PSIB- WB	2005		15.000		15.000	Completed
NEEP- DIFID/AUS/CIDA (ARTF)	2005	23.325	12.749	0	36.075	Completed
NEEP-USAID (ARTF)	2005	0	2.000	0	2.000	Completed
SIDA	2006	0.521	0		0.521	Ongoing
CNTF (Alternative Livelihood)	2006		5.293		5.293	Ongoing
NRAP-DFID-Helmand	2006		16.252		16.252	Ongoing
GOI	2007	3.021	0		3.021	Completed
NERAP-IDA-ARTF	2007	92.200	63.100		162.000	Ongoing
NRAP-Dutch	2007		0.93		0.93	Ongoing
CNTF (Labor Based)	2008		6.000		6.000	Ongoing
<b>Total</b>		<b>162.322</b>	<b>184.69</b>	<b>3.472</b>	<b>350.5</b>	

The program has the following achievement against the approximate input of USD 350 million.

**Table 2: Program Achievements up to February 2010**

No	Activity	Total
1	KM of Road Rehabilitated since inception (Nov. 2002) till date	10,000Km
2	Labor Days Generated since inception till date	14,113,634
3	Running Meters of Structures (culvert, retaining wall causeways side drains etc) Completed Since Inception till date	103,574
4	Number of Bridges Completed Since Inception till date	72
5	Running Meters of Bridges Completed Since Inception till date	2,146
6	Number of District covered by program	358
7	Number of Provinces Covered by program	34
8	Number of Villages Covered by program	8,726
9	Airfields	14

## NRAP Performance

### Past Present Future

The Transitional Islamic State of Afghanistan launched the NEEP in 2002 as one of four National Priority Programs designed to provide targeted social protection for vulnerable groups throughout the country and to rebuild the rural road infrastructure.

In the first term of program (2002-2007), NEEP had rehabilitated 8765km of roads whereas, during 2008 up to this year, 1265km of road was rehabilitated and 894m of bridges provided for rural people. PIU-MPW has rehabilitated 365km of road during the last three years and 30,578m of structures including culvert, retaining wall causeways side drains etc. on the other hand PIU-MRRD has rehabilitated 900km of roads, 15,871m of structures and 598m of bridges as well. Program has made 46449m of structures with generating of 3.7 million labour days and totally USD52.6 million has been disbursed during these 3 years.

Taking into consideration the re-orientation of NEEP to NRAP, the original specific purpose has been modified to: Nation-wide quality rehabilitation, reconstruction and maintenance of essential rural access infrastructure using appropriate labor-based approaches thereby creating employment opportunities for the rural poor.

#### **Performance Indicators:**

National Emergency Rural Access Project (NERAP) is one of the NRAP's new projects

which designed by national experts of the program with support of international colleagues. This project is funded by IDA through World Bank and ARTF.

NERAP has been trying to reduce travel time of people living along the improved road to first available schools, health care facilities and as well as administrative services up to 30%. In addition, this project tries to increase number of trips taken by beneficiaries living in villages for obviation the problems. The third indicator which is important to achieve is at most 15% of differences in price of key consumption and production commodities between at beneficiary villages and in the nearest town.

The retention of good staff and improving systems such as financial management and human resource management are further challenges. However, as the NERAP Staff mature they are becoming more confident and are developing HR and financial strategies. It is necessary to recognize the need for such strategies has set the objective of having a draft HR Manual ready for consideration, whilst the financial management will commence in earnest with the recruitment of a financial officer. These two strategies will also assist with harmonizing the disparate staff salaries for similar type posts but which are currently funded under different systems. This issue must be urgently addressed if NERAP wishes to be independent of International Staff supported till the end of 2015.



Outcome Indicator	Year 1	By MTR	End of Project	Till the end of 1388	Achievement %
Km of secondary roads rehabilitated	175	425	770	294.64	38.3%
Km of tertiary rural roads rehabilitated	200	575	925	410.13	44.3%
Running meter of culverts, retaining walls and bridges to be rehabilitated for secondary roads		350	650	25413	3909%
Running meters of culverts, retaining walls and bridges to be rehabilitated for tertiary roads	2000	5500	8200	5084.5	62%
No. of labor days generated by MPW through rehabilitation work	330000	780000	1080000	2001211	185.3%
No. of labor days generated by MRRD through rehabilitation work	250000	675000	1025000	737363	72%

#### NRAP PLANNING FOR FUTURE:

Working in this national program has taught us some very strategic lessons that we bring them as recommendations. In fact, the staff capacity should be built which help us establish an appropriate system and improve our management style and structuring through capacity building components of NERAP.

NRAP has planned to prepare a package for 5 years with total cost of USD 1.05 billion. According to the available resources we will design a USD 300 million project considering up scaling of the program.

The current ongoing project (NERAP) of the program was initially designed for USD 137 million out of which IDA contribution was USD 112 million and ARTF contribution was USD 25 million. Moreover, ARTF contribution was increased from USD 25million to USD 50million.

Due to resurvey and redesign NERAP went to cost over run worth USD 76-80 million, out of which USD 40million will contribute through IDA grant and USD 36-40 million will be contributed through ARTF grant. Therefore, the program already prepared 2 proposals and sent to WB, one for USD 20 million the second phase of ARTF approved contribution and the second proposal for USD 76-80 million for the cost overrun of NERAP project.

Considering the cost overrun and initial contribution the total cost of NERAP become USD 238-242 million.

The year 1388 has seen a number of improvements for NRAP, including the improved output of the design and construction of roads (589 km completed out of which 238 km of secondary and 351 km of tertiary roads along with 494 m bridges and 31,328 m of structures constructed during 1388), a better appreciation of the need to take into consideration the socio-economic issues of the local population and surrounding environment, and a better understanding of the requirements to manage a large project such as NERAP. This has led to the realization plans that must be soundly formulated and staff should focus on looking at the work to be done from a strategic point of view rather than only being concerned with the immediate tasks.

NRAP with the support of the IC has therefore been able to absorb this knowledge and have added value to the first amendment to the MSAs with the IC which is due to be signed in the early 1389. These amendments have included the need for extra staff in critical areas such as surveying, design, procurement, contract management, financial management and many more.

**Regional Wise NRAP Achievement Summary  
1388 ( MARCH 2009 TO MARCH 2010)**

**Secondary Road**

Region	Province	Road in Km	Bridge in Meter	RM of Structures	Labor Days	\$ Budget
Central Highlands	Bamyan				3,178.0	46,054.4
	Diakundi	24.3		480.0	27,033.0	1,390,833.5
<b>Total</b>		<b>24.3</b>	<b>0.0</b>	<b>480.0</b>	<b>30,211.0</b>	<b>1,436,887.9</b>
East	Laghman	0.0		83.0	2,594.0	39,457.8
<b>Total</b>		<b>0.0</b>	<b>0.0</b>	<b>83.0</b>	<b>2,594.0</b>	<b>39,457.8</b>
Kabul	Kabul	11.0		9,778.0	35,316.0	1,434,279.9
	Logar	12.0		12,133.0	130,541.7	1,603,165.0
	Parwan	12.0		87.6	411,111.6	1,585,038.4
	Wardak				1,943.0	
<b>Total</b>		<b>35.0</b>	<b>0.0</b>	<b>21,998.6</b>	<b>578,912.4</b>	<b>4,622,483.3</b>
North	Jawzjan	38.4		22.0	114,821.1	1,566,907.1
	Samangan				7,001.0	46,254.4
	Sari Pul	27.8		85.0	29,312.9	741,565.8
<b>Total</b>		<b>66.2</b>	<b>0.0</b>	<b>107.0</b>	<b>151,134.9</b>	<b>2,354,727.3</b>
North East	Baghlan	4.9		14.0	85,196.4	458,492.2
	Kunduz		120.0		18,104.5	542,447.5
	Takhar	24.0		118.0	171,490.0	1,697,044.8
<b>Total</b>		<b>28.9</b>	<b>120.0</b>	<b>132.0</b>	<b>274,790.8</b>	<b>2,697,984.4</b>
South East	Ghazni	16.0		547.0	22,086.0	796,906.9
<b>Total</b>		<b>16.0</b>	<b>0.0</b>	<b>547.0</b>	<b>22,086.0</b>	<b>796,906.9</b>
West	Badghis	32.0		1,424.0	98,345.7	1,127,488.7
	Hirat	35.7		589.0	66,757.9	890,223.1
<b>Total</b>		<b>67.7</b>	<b>0.0</b>	<b>2,013.0</b>	<b>165,103.6</b>	<b>2,017,711.7</b>
<b>Grand Total</b>		<b>238.1</b>	<b>120.0</b>	<b>25,360.6</b>	<b>1,224,832.8</b>	<b>13,966,159.4</b>

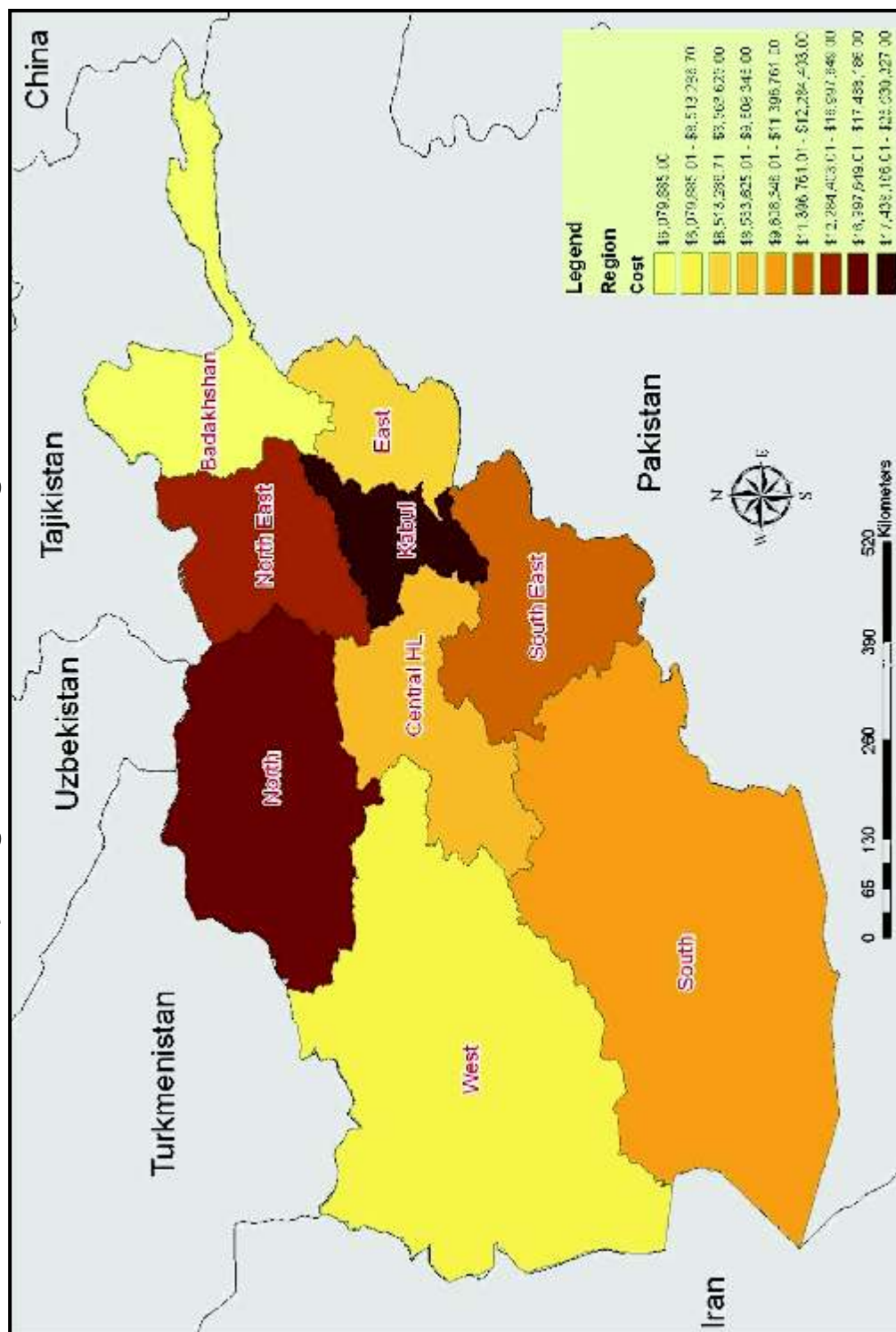




**Regional Wise NRAP Achievement Summary  
1388 ( MARCH 2009 TO MARCH 2010)  
Tertiary Road**

Region	Province	Road in Km	Bridge in Meter	RM of Structures	Labor Days	\$ Budget
Badakhshan	Badakhshan	16.6	0.0	945.0	25,851.0	330,565.5
<b>Total</b>		<b>16.6</b>	<b>0.0</b>	<b>945.0</b>	<b>25,851.0</b>	<b>330,565.5</b>
Central Highlands	Bamyan	9.0	0.0	160.0	0.0	80,847.6
	Ghor	19.9	36.0	347.3	10,896.0	1,088,469.2
<b>Total</b>		<b>28.9</b>	<b>36.0</b>	<b>507.3</b>	<b>10,896.0</b>	<b>1,169,316.8</b>
East	Laghman	0.0	0.0	82.5	7,330.0	203,493.8
	Nangarhar	0.0	0.0	0.0	0.0	0.0
	Nuristan	4.0	20.0		13,884.0	145,236.9
	Kunar	33.1	100.0	678.2	108,691.0	844,934.7
<b>Total</b>		<b>37.1</b>	<b>120.0</b>	<b>760.7</b>	<b>129,905.0</b>	<b>1,193,665.4</b>
Kabul	Kabul	23.6	0.0	1,354.3	66,941.0	860,066.3
	Kapisa	0.0	68.0	0.0	62,423.0	570,352.0
	Logar	6.4	15.0	0.0	16,862.0	238,986.0
	Panjshir	4.0	60.0	0.0	31,086.0	390,710.2
	Parwan	0.0	0.0	0.0	0.0	0.0
	Wardak	0.0	0.0	0.0	0.0	0.0
<b>Total</b>		<b>33.9</b>	<b>143.0</b>	<b>1,354.3</b>	<b>177,312.0</b>	<b>2,060,114.5</b>
North	Balkh	38.3	0.0	64.0	12,690.0	2,347,023.4
	Faryab	10.0	0.0	109.8	5,903.0	322,604.0
	Jawzjan	0.0	0.0	0.0	0.0	0.0
	Samangan	10.0	0.0	627.0	2,714.0	404,661.5
	Sari Pul	21.8	0.0	0.0	10,183.0	495,182.3
<b>Total</b>		<b>80.1</b>	<b>0.0</b>	<b>800.8</b>	<b>31,490.0</b>	<b>3,569,471.2</b>
North East	Baghlan	15.6	0.0	331.4	59,614.0	422,272.4
	Kunduz	24.5	0.0	253.8	17,440.0	481,358.9
	Takhar	30.8	0.0	237.0	83,371.0	1,008,056.1
<b>Total</b>		<b>70.9</b>	<b>0.0</b>	<b>822.2</b>	<b>160,425.0</b>	<b>1,911,687.4</b>
South	Hilmand	1.0	15.0	8.0	0.0	792,772.0
	Kandahar	0.0	0.0	0.0	0.0	0.0
	Uruzgan	21.8	60.0	319.0	31,121.0	1,103,896.6
	Zabul	0.0	0.0	0.0	0.0	0.0
<b>Total</b>		<b>22.8</b>	<b>75.0</b>	<b>327.0</b>	<b>31,121.0</b>	<b>1,896,668.6</b>
South East	Ghazni	0.0	0.0	116.0	4,785.0	62,619.2
	Khost	9.1	0.0	28.0	1,166.0	232,037.5
	Paktika	6.4	0.0	85.0	35,730.0	197,083.3
	Paktya	7.0	0.0	0.0	23,647.0	182,955.4
<b>Total</b>		<b>22.6</b>	<b>0.0</b>	<b>229.0</b>	<b>65,328.0</b>	<b>674,695.3</b>
West	Badghis	0.0	0.0	0.0	0.0	0.0
	Farah	13.8	0.0	0.0	20,925.0	391,408.4
	Hirat	24.5	0.0	221.1	20,165.0	699,925.7
<b>Total</b>		<b>38.3</b>	<b>0.0</b>	<b>221.1</b>	<b>41,090.0</b>	<b>1,091,334.1</b>
<b>TOTAL</b>		<b>351</b>	<b>374</b>	<b>5,967</b>	<b>673,418</b>	<b>13,897,519</b>

## Financial, Regionalwise Coverage of NERAP





## SUMMARY OF ACHIEVEMENT FOR COMPLETED SUB-PROJECTS SINCE INCEPTION OF PROGRAM UP TO 1388

### Secondary Road

Region	Province	Road in Km	Bridge in Meter	RM of Structures	Labor Days	\$ Budget
Badakhshan	Badakhshan	203.3	36.8	255.2	388,862.5	1,696,717.8
<b>Badakhshan Total</b>		<b>203.3</b>	<b>36.8</b>	<b>255.2</b>	<b>388,862.5</b>	<b>1,696,717.8</b>
Central Highlands	Bamyan	268.1	0.0	914.3	831,670.0	2,600,896.7
	Diakundi	30.3	0.0	615.5	149,058.6	1,780,788.3
	Ghor	290.5	0.0	0.0	125,671.6	501,655.0
<b>Central Highlands Total</b>		<b>588.9</b>	<b>0.0</b>	<b>1,529.8</b>	<b>1,106,400.1</b>	<b>4,883,340.0</b>
East	Kunar	146.6	0.0	0.0	65,239.2	163,098.0
	Laghman	192.3	177.0	1,217.1	220,861.2	1,416,901.6
	Nangarhar	314.0	0.0	612.6	327,567.4	1,822,164.0
	Nuristan	92.7	0.0	0.0	142,504.4	706,926.0
<b>East Total</b>		<b>745.5</b>	<b>177.0</b>	<b>1,829.7</b>	<b>756,172.2</b>	<b>4,109,089.5</b>
Kabul	Kabul	419.0	67.4	13,266.3	690,867.1	7,735,650.7
	Kapisa	137.0	0.0	301.9	181,648.2	1,182,592.7
	Logar	424.3	0.0	13,940.3	424,024.3	2,887,647.2
	Panjsh eer	14.0	26.5	0.0	22,357.4	136,736.4
	Parwan	235.5	0.0	201.0	775,165.7	3,609,674.7
	Wardak	279.0	0.0	349.6	183,328.8	909,597.3
<b>Kabul Total</b>		<b>1,508.8</b>	<b>93.9</b>	<b>28,059.1</b>	<b>2,277,391.5</b>	<b>16,461,899.0</b>
North	Balkh	185.2	0.0	127.6	151,315.0	555,474.3
	Faryab	141.4	0.0	0.0	85,084.2	404,755.7
	Jawzjan	248.5	0.0	40.0	285,044.7	2,289,993.3
	Samangan	315.8	20.0	3,854.5	394,018.4	2,927,323.4
	Sari Pul	149.0	37.4	111.5	179,704.2	1,764,224.6
<b>North Total</b>		<b>1,039.9</b>	<b>57.4</b>	<b>4,133.6</b>	<b>1,095,166.5</b>	<b>7,941,771.3</b>
North East	Baghlan	456.9	184.3	15,591.3	708,134.0	5,158,204.1
	Kunduz	353.2	120.0	194.5	577,274.9	2,153,650.1
	Takhar	158.2	0.0	145.6	383,540.8	2,513,032.9
<b>North East Total</b>		<b>968.3</b>	<b>304.3</b>	<b>15,931.4</b>	<b>1,668,949.7</b>	<b>9,824,887.1</b>
South	Hilmand	256.1	0.0	50.5	158,714.4	425,303.2
	Kandahar	327.6	0.0	133.2	409,796.3	1,954,943.9
	Nimroz	30.0	0.0	0.0	41,327.6	252,652.7
	Uruzgan	61.5	156.0	0.0	70,494.6	407,669.0
	Zabul	97.0	0.0	0.0	77,027.6	192,569.0
<b>South Total</b>		<b>772.2</b>	<b>156.0</b>	<b>183.7</b>	<b>757,360.5</b>	<b>3,233,137.8</b>
South East	Ghazni	236.4	44.0	547.0	186,383.8	1,411,817.8
	Khost	366.8	4.0	405.2	309,137.9	772,880.0
	Paktika	387.5	3.0	174.9	345,770.4	964,566.0
	Paktya	391.8	91.5	9,233.5	754,616.1	4,051,439.5
<b>South East Total</b>		<b>1,382.5</b>	<b>142.5</b>	<b>10,360.6</b>	<b>1,595,908.2</b>	<b>7,200,703.2</b>
West	Badghis	67.0	79.6	1,443.9	312,505.9	2,110,550.2
	Farah	15.0	0.0	0.0	30,058.2	242,269.0
	Hirat	262.7	240.0	666.0	497,562.6	2,066,139.1
<b>West Total</b>		<b>344.7</b>	<b>319.6</b>	<b>2,109.9</b>	<b>840,126.7</b>	<b>4,418,958.2</b>
<b>Grand Total</b>		<b>7,554.2</b>	<b>1,287.5</b>	<b>64,393.1</b>	<b>10,486,338.0</b>	<b>59,770,503.8</b>

**SUMMARY OF ACHIEVEMENT FOR COMPLETED SUB-PROJECTS SINCE INCEPTION OF  
Tertiary Road**

Region	Province	Road in	Bridge	RM of	Labor Days	\$ Budget
Badakhshan	Badakhsha	263	27	7,478	508,187	4,272,141
<b>Total</b>		<b>263</b>	<b>27</b>	<b>7,478</b>	<b>508,187</b>	<b>4,272,141</b>
Central highlands	Bamyan	123	-	2,399	133,360	1,508,697
	Ghor	118	36	1,173	27,685	3,141,548
<b>Total</b>		<b>241</b>	<b>36</b>	<b>3,572</b>	<b>161,045</b>	<b>4,650,246</b>
East	Laghman	41	15	1,356	197,847	1,467,649
	Nangarhar	51	48	1,148	91,708	1,398,910
	Nuristan	35	42	54	131,808	725,039
	Kunar	33	100	678	108,691	410,248
<b>Total</b>		<b>160</b>	<b>205</b>	<b>3,237</b>	<b>530,054</b>	<b>4,001,847</b>
Kabul	Kabul	160	21	8,302	382,721	5,265,879
	Kapisa	40	82	576	155,243	1,637,720
	Logar	15	15	610	39,685	479,866
	Panjsheer	13	88	422	89,138	848,546
	Parwan	14	-	166	29,705	429,088
	Wardak	104	37	766	120,327	973,011
<b>Total</b>		<b>347</b>	<b>243</b>	<b>10,843</b>	<b>816,819</b>	<b>9,634,110</b>
North	Balkh	99	10	116	56,670	1,480,422
	Faryab	94	-	244	136,950	2,192,436
	Jawzjan	129	20	184	159,171	1,054,836
	Samangan	67	-	719	100,651	789,576
	Sari Pul	98	-	178	111,382	1,213,562
<b>Total</b>		<b>487</b>	<b>30</b>	<b>1,441</b>	<b>564,824</b>	<b>6,730,833</b>
North East	Baghlan	61	-	1,360	112,178	728,432
	Kunduz	242	22	1,675	221,558	3,783,694
	Takhar	95	177	1,410	163,356	1,642,417
<b>Total</b>		<b>399</b>	<b>199</b>	<b>4,445</b>	<b>497,092</b>	<b>6,154,543</b>
South	Hilmand	121	28	845	85,445	1,500,782
	Kandahar	89	-	630	47,329	1,995,161
	Uruzgan	66	60	651	67,470	1,892,344
	Zabul	9	-	1,557	2,230	341,704
<b>Total</b>		<b>285</b>	<b>88</b>	<b>3,683</b>	<b>202,474</b>	<b>5,729,990</b>
South East	Ghazni	71	34	968	134,562	1,436,537
	Khost	59	-	382	69,471	654,669
	Paktika	42	-	163	98,217	625,226
	Paktya	84	-	384	136,214	1,527,734
<b>Total</b>		<b>256</b>	<b>34</b>	<b>1,897</b>	<b>438,464</b>	<b>4,244,165</b>
West	Badghis	29	-	2,129	34,703	1,174,269
	Farah	19	-	8	25,111	480,856
	Hirat	131	-	1,707	96,338	2,328,259
<b>Total</b>		<b>179</b>	<b>-</b>	<b>3,844</b>	<b>156,152</b>	<b>3,983,383</b>
<b>Grand Total</b>		<b>2,617</b>	<b>861</b>	<b>40,438</b>	<b>3,875,111</b>	<b>49,401,258</b>





## ESMF Unit Progress & Challenges

The social and environmental mitigation measures of several projects carried out during the working year and prepared ESMP for all NERAP sub-projects. Based on the ESMF guidance, the environment full assessment study for 11.5 KM road carried out. The main objective on the full assessment of the plan project is passing in forest area in Tanai District, Khost. Therefore the Environment consultant at the World Bank advised to provide the full environment analyze then further requirement of the sub-project will process. This was the 1st EIA (Environment Impact Assessment) for Soor Kot- Wecha Mena 11km road project in Tanai District, Khost has been prepared and sent to the WB for their review and comments.

Based on the proposed plan of ARTF and IDA projects the entire ESMF required guidance for 27 Roads and Bridges Projects was completed and some others were under process by PIU-MPW (project dissemination, public announcement, selection of the project alignment with the community consultation, land donation process, screening process for identifying PAPs. Also the LEIA report prepared for Sangina Bridge project at East Region and sent to the WB for their review and comments.

During the reporting period several ESMF review workshop on the safeguard officers' performances conducted by the regional colleagues at their concerned regions (Badakhshan, East, Bamyan, Kabul, South East) the brief report of each workshop shared with the Safeguard Unit at the World Bank. The audiences of the workshops were local authorities from NEPA, Mine Dept, RRD, the contractor, the communities elder, and NRAP regional staff. During the working period, Number of Social audit carried out in all regions. The major lessons learned through



Social audit, were:

- some irrigation channels were destroyed by the contractor during project work
- The planted trees were not looked care by the communities,
- The quarry sites were not rehabilitated properly.
- The waste was not managed as it was specified in the ESMP.

The new concept community participatory monitoring for NERAP projects has been introduced. As well, the need assessment on community participatory monitoring for NRAP was done by Safeguard unit, and presented to the safeguard unit at the World Bank. Since last year the NERAP projects monitor by joined team (Consists of Community elders, the contractor, NRAP field staff, and local authorities). This approach will result in project maintenance and sustainability.

### Challenges:

- 1) Community is not properly standing on their decision, means they change their mind while physically the projects started.
- 2) The donor is requesting proper documents means official documentation and must be stamp and register on property department of the concern province.
- 3) Engineering team arguing us that they should follow the MoPW engineering standards for implementing road projects.
- 4) Insecurity and Weather condition/ winter means Blockage of Roads is also a challenge for us.
- 5) Lack of ESMF staff in the region is a big problem for us till moment.
- 6) Low capacity and not much familiarity with EIA and ESMP is also a challenge.

## Capacity building of the program & Its Human Resources

Since the project has not had a formal training needs assessment, there are several critical areas suffering as a result of lack of timely training. This exercise was undertaken to ensure these crucial knowledge gaps are fixed for effective project implementation. The focus is on cost effective training programs meeting the program needs. This report outlines on the training needs objectives, methodology, data analysis and recommendations.

MPW Training Needs Analysis Exercise received input from over 56 employees. Form wise response has been shown in Table A and the Department wise response is given in Table B. Following were the criteria used for deciding on the training topics and mode.

- Frequency of the topic requested
- Availability of In-House expertise
- Relevance of training topic to the job description

Based on the factors above, the training requests were accepted and rejected. Out of 64 topics requested, only 43 topics were shortlisted for training consideration.

### Department wise analysis of the staff input

Departments	No of Staff covered through TM
GIS/Planning/MIS	4
Finance	3
Logistics	2
IT	2
ESMF	1
Contracts Management	2
Procurement	5
Survey/Design/Technical	10
Regional Offices	15
Total	44

### Recommendations

- The task team recommends the option of bringing a WB trainer for procurement, ESMF and financial management for cost effectiveness
- WB procurement training could be held



within country, if bank can nominate a trainer. The Procurement training also accounts for 24% of the total training cost and will bring down the cost significantly

- Task team recommends sending quarterly updates report on the training plan progress to WB to report on the post-training follow up activities. Post- training evaluation will be an important factor in recommending the candidate for further training in years to come
- Following table summarizes the estimated training output for 2010 from external trainings

### Expected Training Output

Outputs	Target
Total Number of Trainee days (No of participants x days)	2,988
Total External Training Investment + 10% contingency amount	USD 121, 829.0
Total No of Employees to be trained abroad	19

Since capacity building is an essential issue in a national program, the NRAP has tried to provide useful workshops for the staff. So considering the available facilities, based on the reports we have received from the main workshops has been conducted last year are as follows:

The summary of training has been conducted during 1388 is in following page.



**Major workshops during 1388 in NRAP**

S.No	Trainer Name	Training Topic	Category	Training Duration	Location	Audience	No Of participants
1	Komal Karki and Wali Mohammad	Introduction to Contract Management and Administration - General Session	Contracts management	2 days ( 23-24 January 2010)	MRRD-Kabul	Regional Engineers, QA/QC Engineers, PIU engineers, Contractors	50
2	Komal Karki and Wali Mohammad	A practical Guide for Regional Engineers	Contracts management	2 Days ( 01-02 March, 2010)	Kabul Region	Regional Engineers, QA/QC Engineers, Social Env. Officer	8
3	Komal Karki and Wali Mohammad	A practical Guide for Regional Engineers	Contracts management	2 Days ( 07-08 March, 2010)	East Region, Jalalabad	Regional Engineers, QA/QC Engineers, Social Env. Officer	6
4	Komal Karki and Wali Mohammad	A practical Guide for Regional Engineers	Contracts management	2 Days ( 14-15 March, 2010)	West Region, Herat	Regional Engineers, QA/QC Engineers, Social Env. Officer	4
5	Deepak shrestha/ Sakhijan	General Workshop on Public Procurement	Procurement	1 day (20 January 2010)	MRRD-Kabul	PIU-MPW, PIU-MRRD, IC, Bidders	89
6	Deepak shrestha/ Sakhijan	General Workshop on Public Procurement for Engineers (21 January, 2010)	Procurement	1 day (21 January 2010)	MRRD-Kabul	PIU-MPW, PIU-MRRD, IC	62
7	Deepak shrestha	Procurement Manual	Procurement	1 day (2 February 2010)	MPW-Kabul	NCU, PIU-MPW, PIU-MRRD, IC	25
8	Deepak shrestha/ Ghulamali	Group Workshop for Contractors on How to prepare responsive bids	Procurement	1 day (7 February 2010)	MRRD-Kabul	Bidders	14
9	Deepak shrestha/ Ghulamali	Group Workshop for Contractors on How to prepare responsive bids	Procurement	1 day (8 February 2010)	MRRD-Kabul	Bidders	15
10	Deepak shrestha/ Ghulamali	Group Workshop for Contractors on How to prepare responsive bids	Procurement	1 day (9 February 2010)	MRRD-Kabul	Bidders	9
11	Abdul Majid	Quality Assurance and Quality Control management plan	Technical	2 day (11th Oct and 12th Oct 2009)	MPW-Kabul	Contracts, IC, PIU-MPW and PIU-MRRD	75
12	Sanitha P	Administrative Training	Others	1 day (18th Oct 2009)	MPW-Kabul	IC, PIU-MPW, PIU-MRRD and NCU	15
14	Sanitha P	Archive Training	Others	1 day (30 April and 9 May 2009)	MPW-Kabul and MRRD-Kabul	IC, PIU-MPW, PIU-MRRD and NCU	25
<b>Total</b>							<b>397</b>



## Incident report

### Major Threats and Incidents in East Region:

The following incidents were happened in the east region.

#### 1- Incident report-Kunar province 2010

On 05 February- 010 in Asmar district of Kunar province the construction work of Asmar to Barikot 10.02 km new graveling road & drainage structures (RRD/WB/NERAP/EAST/KNR/003/C2/001) was stopped due to bad security situation of the area. When the project started few unknown people start firing on laborers during work on project site which caused the work to stop. This firing happened two times when the laborers working on site but, fortunately, no human casualty reported. After long discussion with local communities & Government authorities finally, by help of local communities NRAP regional team succeeded to restart the project works in the month of August 2009. This project was started on 10<sup>th</sup> June 09 and still it is in progress that 45% work of the project has been completed so far. As well as 7,730 labors days generated yet. Total cost of the project is \$ 496,026.63. This project is being implemented by contractor.

#### 2- Incident report-Laghman province-2010

On 1<sup>st</sup> & 2<sup>nd</sup> January, 2010 in Alingar district of Laghman province the construction work of 11.22 km of road and drainage structures (RRD/WB/NERAP/EAST/LMN/007/C2/001) from Alingar district to Shainkari clinic road. During implementation two rocket were fired by unknown people on the camp of Barish Construction Company (BCC) which caused to damage the camp and 2 machineries of the contractor as well as the contractor was given continues warning by unknown people to stop the project works. In addition, IED (Improvised Explosive Device) were planted 4 times along the road that 2 times the IED blasted and 2 times the IED was removed by ANP & coalition force but, fortunately, no human casualty reported to NRAP & contractor staff.

This project was started on 07 Jan 09 and completed on 03 Dec 09. As well as 8,545 labors days generated. Total cost of the project is \$ 422,780.

#### 3- Incident report-Laghman province- October 2009

On 30<sup>th</sup> October - 09 in Alingar district of Laghman province while the contractor was constructing the Chinchar bridge(RRD/WB/NERAP/EAST/LMN/010/C2/001)some unknown armed people whose mouths were hidden came to the project site and hit the Guards and burnt the tents and other small equipments of the Wadan Construction Company as well as the company was given warning to stop the work otherwise, the company will be responsible for any casualties ,in addition, they were asking them about NRAP's Engineers visiting time and phone numbers. Bad security caused to stop the

project work for some time but, fortunately, no human casualty reported to NRAP & contractor staff. This project was started on 01 July 09 and still it is in progress that 44% work has been completed so far. 3,290 labors days generated. Total cost of the project is \$ 265,563.81.

**Date: 9<sup>th</sup> March, 2009**

A team came from Kabul for survey of Aqcha, Mordian to Qarqin District Road the team member was as follow:

- 1 - Abdul Razaq, Team Leader (Kabul Survey Team)
- 2 - Ahmad Khalid, Practice Engineer
- 3 - Mohammad Basir, Field Engineer (MPW/NERAP/North)
- 4 - Gul Rahman, Driver (Ford Ranger 11793 - MPW/NERAP/North)

The team starts the road survey on 26 Feb, 2009 and completed 15km from Mordian District center to Qarqin road. While the Survey Team traveling to site work suddenly a Maine explode under a culvert around 8:15am in 9<sup>th</sup> March, 2009 along the road. The vehicle damaged and luckily the team were all right. Then survey stopped according the advice of HQ office and the team went back to Kabul. The survey remaining part is still left.

**Date: 08<sup>th</sup> June, 2009**

- 1- A team went Mazar-I-Sharif to Jawzjan for monitoring of Shebirghan to Darzab road.

The team start the monitoring of the project at 9:10am on 8<sup>th</sup> June, 2009 up to 11:10am and back to Shibirghan city, Eight Gun men with four Motorcycle by the name of Taliban came to the project site and asking labors where are the Engineers, and give warning the contractor; "if you work here we will burn your Machinery." And after we inform the UNDSS of North, the Mission stopped from 09 June up now in that location.



# NRAP SUCCESS STORIES



## NRAP with snowfall winter in central heights of the country

Last winter was the most controversial issues in the country during several years ago.

In this winter residents in different areas faced much problems and a lot of damages.

Long terms raining and heavy snow caused the way of numbers of residents to be closed and the public didn't have access in different social services.

A part of the country which in each winter specially last year (1388) faced lots of damage due to heavy snow and its lots of connected roads has been disconnected was cold area of central heights region of Afghanistan.

Bamyan, Daikondi and Ghor provinces were from those provinces which lot numbers of residents due to cold weather and disconnected roads have been lost their lives.

Moreover, in this hard weather most of the roads in central heights of the country closed, roads in Bamyan with Panjab, Yakawlang and waras districts were the basic roads which snow has closed them to traffics and also roads between Bamiyan and Kabul by Behsood district closed by snow.

Therefore as one of the priority activities of National Rural Access Program (NRAP) is urgent action in emergency situation, so these programs tried its best for opening the roads.

According to statistics to the existing 12 projects this winter snow purity of the total 214 km in three central province of the country have been implemented by the National Rural Access Program(NRAP).

These projects total cost 1,790,500 Afs, which is donated by World Bank. While usually in winter most of the employees specially the residents of those areas complain from jobless, in the implementation of these projects 8,952.5 working days for the local people of those areas have been generated.

The division of the traffic 201 village in three central provinces to residents of the total to 269,300 people seemed to face a serious problem.

After clearing the closed road by the National Rural Access Program problem (NRAP) of the residents completely solved and now people have access to the health center, markets and other social services centers.





# NRAP SUCCESS STORIES

## Constructing of dozen km roads decreased seasonal problems in Jawzjan

Seasonal problems that afflict people stuck in Darzab district of Jawzjan province was solved with constructing of 39 km road. The local people say that before they faced lot of problems in winter and summer of every year.

Khudaye Berdi 47-year-old one of the resident of Darzab district, Jarqadoq village in Jawazjan province say that we faced much difficulties because of not having suitable road.

He added: "before constructing this road my son Big Mohammad was sick and because of transportation problems and not having access to the basic facilities I couldn't carry my son to the hospital then I had to carry him after passing ten hours by donkey to the hospital and fortunately now with the reconstruction of roads our people released from problems."

24,880 families with a total population of 149,280 use this road.

During constructing of this road which got



almost one year, 12960 working days has provided for residents of that area so hundred of people has found the chance for better job during this process.

This road connected Darzab district of this province to central of Jawzjan and the cost of this project was 78,502,049.05 which was dented by World Bank.

Constructing this road solved the transportation problems and provided access to the basic service, social centers, clinics and markets for people.

Residents of this area have show their satisfaction from National Rural Access Program (NRAP) and give their fully support to this program and residents want from officials of this program in part to pay much attention to protect and care for the roads in the future.



### What was the success secret behind the survey work on 18 km roads from Akhondzada mosque through education center?

It is a saying that "The subject who discussed is without risk"

NRAP/MoPW s' engineering team was assigned in western zone to accomplish the technical survey work of constructing 18 km road in Behsod and Charparhar of Nengarhar province.

This road begin from Akhondzada Sahib village and cross lalmi Zakhelwal village of Charparhar district and connected to General road of Haske district in pewa kondi .



At first the survey work seemed difficult.

Before that the survey activities start as usual a jerga has been held with elders of that area and discuss with them about starting this survey and gave them information.

In this jerga first team leader of western engineer of NARP/MoPW introduce himself and then he mention the purpose of this gathering and when elders and participants of this jerga got information about this program they became very happy and appreciate this honorable work and they show their satisfaction and promised that they will help and coordinate engineer for implementing of this survey and this was the secret that NRAP/MoPW engineers team could that they accomplish survey successfully during one month without any difficulty and insecurity problem so we hope that the constructing of this road also start practically .



### NRAP provides better life for residents in Char Asyab

Char Asiab district of Kabul province is one of the key districts that connected Kabul to Logar and Wardak Provinces.

The center of Char Asiab district is Qalai Naeem, which is located in the western end of the district. The residents in this area couldn't go to markets, clinics, schools and hospitals easily. Also more movement, narrow roads, not having access to the basic facilities and facing much problems and difficulties in winter were problems that residents of Tangi Saidan, Lalandar village and Char Asyab District has faced.

If they had any Patient they faced too many difficulties to carry out that patient, but National Rural Access Program (NRAP) totally changed people's life to a better situation in this area after rehabilitation of the road between Tangi Saidan and Lalandar area.

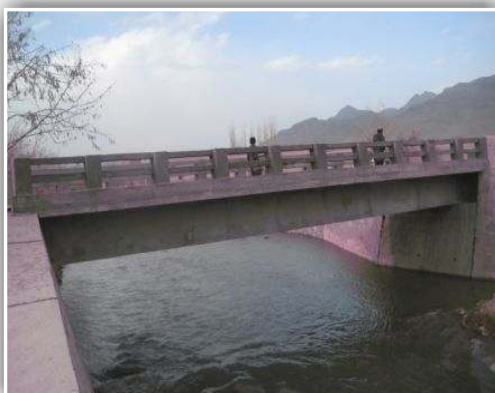
The construction of more then 12 km road was started on December of 2008 and it has been completed on 31 December of 2009. This road with a drainage structure that bulled by NRAP, solved above problems of residents.

This road prioritized by MRRD & Constructed by local contractor under direct supervision of National Rural Access Program. As usual form during the rehabilitation of this road, many working days have been generated for the local people.

By implementation of this project 1095 human directly benefited and 9275 members & 15 villages indirectly benefited.







## A VISUAL GLANCE Kabul region sub- project

☞ 1,855.5 km road rehabilitated-173.4 km in progress

☞ 336.7 meter bridges rehabilitated- 346 meter in progress

Total investment: USD 43986318.8







## A VISUAL GLANCE Badakhshan region sub- project

⇨ 466.6 km road rehabilitated- 186.9 km in progress

⇨ 63.8 meter bridges rehabilitated- 17.3 meter in progress

Total investment: USD 16,621,842.8





## A VISUAL GLANCE South- east region sub- project

☞ 1,638.2 km road rehabilitated- 54 km in progress

☞ 176.3 meter bridges rehabilitated- 208 meter in progress

Total investment: USD 15,532,863.2







## A VISUAL GLANCE Central highland region sub- project

☞ 830.1 km road rehabilitated- 107.5 km in progress

☞ 36 meter bridges rehabilitated- 167.5 meter in progress

Total investment: USD 14,928,852.7







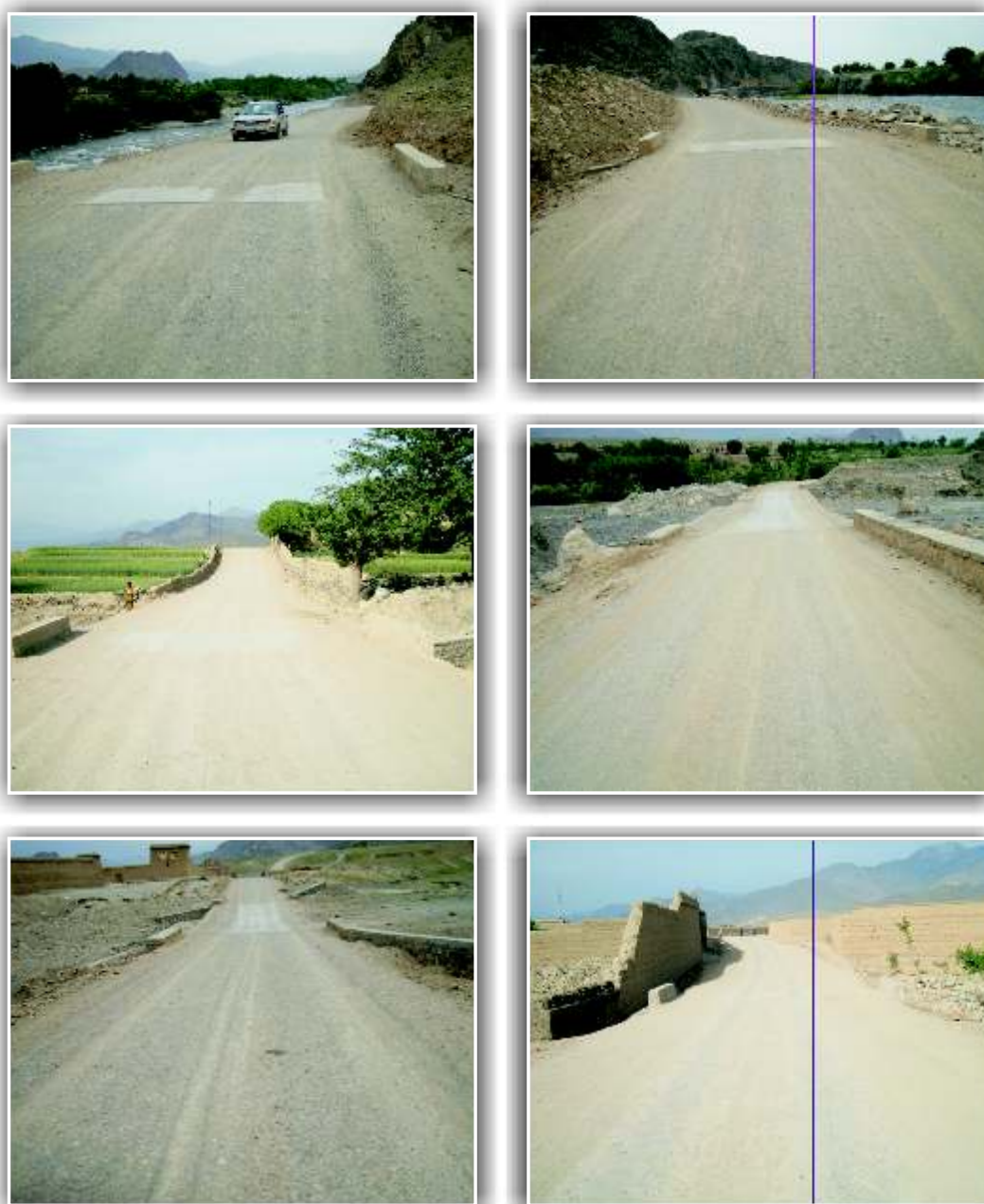
## A VISUAL GLANCE West region sub- project

☞ 524 km road rehabilitated- 92.2 km in progress

☞ 319.6 meter bridges rehabilitated- 171.2 meter in progress

Total investment: USD 13,732,620.4





## A VISUAL GLANCE East region sub-project

- ☞ 905.4 km road rehabilitated- 30 km in progress
- ☞ 382 meter bridges rehabilitated- 117 meter in progress

Total investment: USD 10,488,332







## A VISUAL GLANCE North region sub- project

☞ 1,527.3 km road rehabilitated- 51 km in progress

☞ 86.9 meter bridges rehabilitated

Total investment: USD 18,180,696.7





## A VISUAL GLANCE North- east region sub- project

☞ 1,367 km road rehabilitated- 136.6 km in progress

☞ 502.9 meter bridges rehabilitated- 423 meter in progress

Total investment: USD 26,460,021.8







## A VISUAL GLANCE South region sub- project

☞ 1,057.1 km road rehabilitated- 47.3 km in progress

☞ 244 meter bridges rehabilitated

Total investment: USD 26,326,999



## Annex A:

## Identifying and Integrating Good Practices for Gender Inclusion in Rural Access Planning Pilot Project

NERAP, during 2008 – 2009, in collaboration with the South Asia Transport Department composed a Gender-Sensitive Rural Access Study of Afghanistan, funded by the World Bank's Gender and Development Anchor (PRMGE) Gender Action Plan (GAP). As the first of its kind in Afghanistan, the study yielded important gender and transport survey data from Herat, Kunduz, Saripul, Kapisa, Nangarhar and Daikundi Provinces. Upon critical analysis, the data suggested stark gender differences in access and use of transport infrastructure and related services. In Afghanistan, transport infrastructure and services remain gender-blind, resulting in half of the population not having appropriate access to essential transport opportunities given socio-cultural and economic constraints. For instance, in rural Afghanistan, women and girls spend more time and effort on household related transport resulting in what is termed "time poverty", have less access and control over transport means, and as a result, miss economic and educational opportunities and vital health care as well as face greater safety and security risks while traveling. Additional research corroborates, in Afghanistan, unequal and hindered access to gender appropriate transport resources contributes to the world's second highest maternal mortality rate, lowest literacy rate, and protracted household poverty. As the research asserts for development here in Afghanistan to be sustainable and equitable, it is vital that transport policies, research and implementation processes are gender inclusive. Furthermore, this is important for the design and implementation of a transport system that is responsive to the practical needs of women, men, and inherently their households and communities. The study results correlate with similar studies conducted in other countries—such as Pakistan and Yemen<sup>1</sup>—where successful gender inclusion transport approaches are being researched, piloted, currently underway and notably improving women's, men's, their households' and communities socio-economic well-being through access to and more time allocated for additional economic opportunities, education and health care.

NRAP, utilizing the Gender-Sensitive Rural Access Study as a baseline from which to advance, has noted the vital need for sustainable development and commenced concrete steps toward ensuring gender inclusion in transport programming throughout Afghanistan. In June 2009, NRAP, in collaboration with UNOPS and the World Bank, envisioned Identifying and Integrating Good Practices for Gender Inclusion in Rural Access Planning (GIPP). GIPP's goal is to ensure gender inclusive access to transport infrastructure and services as one measure to broadly improve economic and educational opportunities, access to vital health care services, safety and security throughout rural communities. In order to effectively achieve this goal, GIPP will advance necessary gender inclusion and transport research, build related national to community awareness and capacity, and evolve a model for effective piloting, implementation, enhancement and effective context appropriate rollout across Afghanistan. It is NRAP's intention to evolve a Gender Inclusion Pilot Project that may be viewed as a best case study with essential lessons learned, adapted and utilized, in similar socio-cultural and -economic context, globally.

At the time of this Report going to print the GIPP desk study had been completed and presented to the World Bank.

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1 The Bank's Middle East and North Africa (MENA) Region Transport Unit also conducted a 2008 gender-sensitive study of transport and mobility in Yemen, "Gender and Transport in Yemen" (Task Team Leader: Jean-Charles Crochet), also funded by PRMGE GAP funds. For related Bank studies of transport in Pakistan, see the following: Essakali, M. D. 2005 ("Rural Access and Mobility in Pakistan: A Policy Note." Roads, Highways Rural Transport Thematic Group, Transport Note No. TRN-28. Washington, DC: World Bank); Qureshi, N. 2003 ("Rural Access and Mobility in Pakistan – Focus on Gender," PowerPoint presentation to the Transport Research Board Annual Meeting, January 2003).



## Annex B:

## REGIONAL WISE SUMMARY OF ONGOING SUB-PROJECTS

## Secondary Road

Region	Province	Road in Km	Bridge in Meter	RM of Structures	Labor Days	\$ Budget
Badakhshan	Badakhshan	61.0	17.3	4,381.4	42,963.1	6,617,494.6
<b>Total</b>		<b>61.0</b>	<b>17.3</b>	<b>4,381.4</b>	<b>42,963.1</b>	<b>6,617,494.6</b>
Central Highlands	Bamyan		49.5		3,178.0	285,750.6
	Diakundi				30,932.6	0.0
	Ghor	40.0		741.5		1,624,804.0
<b>Total</b>		<b>40.0</b>	<b>49.5</b>	<b>741.5</b>	<b>34,110.6</b>	<b>1,910,554.6</b>
East	Kunar					
	Laghman				5,094.0	
	Nangarhar					
	Nuristan					
<b>Total</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5,094.0</b>	<b>0.0</b>
Kabul	Kabul				35,316.0	
	Kapisa					
	Logar	10.6		12,607.0	130,541.7	2,239,867.0
	Panjshaar					
	Parwan	68.0	64.0	276.3	411,111.6	9,868,144.4
	Wardak		33.0	0.0	1,943.0	248,752.9
<b>Total</b>		<b>78.6</b>	<b>97.0</b>	<b>12,883.3</b>	<b>578,912.4</b>	<b>12,356,764.2</b>
North	Balkh				0.0	
	Faryab				0.0	
	Jawzjan				114,821.1	
	Samangan				8,896.8	
	Sari Pul				32,547.8	
<b>Total</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>156,265.6</b>	<b>0.0</b>
North East	Baghlan	32.0		222.0	85,196.4	2,605,403.0
	Kunduz		120.0	64.0	28,697.5	799,741.2
	Takhar	27.1	56.0	103.0	171,490.0	1,982,823.3
<b>Total</b>		<b>59.1</b>	<b>176.0</b>	<b>389.0</b>	<b>285,383.8</b>	<b>5,387,967.5</b>
South	Hilmand					
	Kandahar	22.5		56.0	36,198.8	6,207,046.4
	Nimroz					
	Uruzgan					
	Zabul					
<b>Total</b>		<b>22.5</b>	<b>0.0</b>	<b>56.0</b>	<b>36,198.8</b>	<b>6,207,046.4</b>
South East	Ghazni		32.0		22,086.0	224,788.3
	Khost		160.0		8,344.0	833,647.9
	Paktika					
	Paktya	20.0	16.0		76,169.9	1,441,968.8
<b>Total</b>		<b>20.0</b>	<b>208.0</b>	<b>0.0</b>	<b>106,600.0</b>	<b>2,500,405.0</b>
West	Badghis		56.0		98,345.7	316,610.4
	Farah					
	Hirat	12.1		12.0	66,757.9	1,333,273.0
<b>Total</b>		<b>12.1</b>	<b>56.0</b>	<b>12.0</b>	<b>165,103.6</b>	<b>1,649,883.4</b>
<b>Grand Total</b>		<b>281.3</b>	<b>547.8</b>	<b>18,451.2</b>	<b>1,245,528.2</b>	<b>34,980,232.2</b>

### REGIONAL WISE SUMMARY OF ONGOING SUB-PROJECTS Tertiary Road

Region	Province	Road in Km	Bridge in Meter	RM of Structures	Labor Days	\$ Budget
Badakhshan	Badakhshan	125.9		2,304.3	176,878.0	3,924,463.0
<b>Total</b>		<b>125.9</b>	<b>0.0</b>	<b>2,304.3</b>	<b>176,878.0</b>	<b>3,924,463.0</b>
Central Highlands	Bamyan		13.0	3.0	56.0	87,464.6
	Ghor	16.5	105.0		3,651.0	1,162,405.6
	Diakundy	51.0	0.0	1,117.3	23,730.0	2,160,081.6
<b>Total</b>		<b>67.5</b>	<b>118.0</b>	<b>1,120.3</b>	<b>27,437.0</b>	<b>3,409,951.8</b>
East	Laghman		60.0	162.8	12,674.0	608,427.5
	Nangarhar		39.0		2,363.0	160,856.8
	Nuristan	6.0	18.0		14,901.0	290,132.8
	Kunar	24.0	0.0	369.0	31,125.0	865,289.8
<b>Total</b>		<b>30.0</b>	<b>117.0</b>	<b>531.8</b>	<b>61,063.0</b>	<b>1,924,707.0</b>
Kabul	Kabul	26.8	36.0	166.0	13,999.0	1,675,920.4
	Kapisa	8.0			9,991.0	543,513.2
	Logar		30.0			126,177.0
	Panjsheer	21.0	121.0		10,204.0	1,304,327.9
	Parwan	39.0	49.0	320.8	33,058.0	1,385,904.1
	Wardak	0.0	13.0			63,385.0
<b>Total</b>		<b>94.8</b>	<b>249.0</b>	<b>486.8</b>	<b>67,252.0</b>	<b>5,099,227.6</b>
North	Balkh	15.0				23,304.0
	Faryab					0.0
	Jawzjan	20.0		35.0	8,357.0	263,000.0
	Samangan					0.0
	Sari Pul	16.0		71.6	24,690.0	456,206.6
<b>Total</b>		<b>51.0</b>	<b>0.0</b>	<b>106.6</b>	<b>33,047.0</b>	<b>742,510.6</b>
North East	Baghlan	48.1			2,883.0	2,043,684.6
	Kunduz	11.4			1,970.0	360,255.4
	Takhar	18.0	247.0	109.0	11,145.0	1,670,464.7
<b>Total</b>		<b>77.5</b>	<b>247.0</b>	<b>109.0</b>	<b>15,998.0</b>	<b>4,074,404.6</b>
South	Hilmand	24.8				8,713,510.0
	Kandahar					
	Uruzgan					9,680.8
	Zabul					
<b>Total</b>		<b>24.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8,723,190.8</b>
South East	Ghazni	13.0				295,207.3
	Khost	11.0			319.0	301,263.9
	Paktika					
	Paktya	10.0		102.6	11,530.0	151,583.9
<b>Total</b>		<b>34.0</b>	<b>0.0</b>	<b>102.6</b>	<b>11,849.0</b>	<b>748,055.0</b>
West	Badghis	60.1	60.0			2,379,006.2
	Farah					
	Hirat	20.0	55.2		6,010.0	1,190,444.2
<b>Total</b>		<b>80.1</b>	<b>115.2</b>	<b>0.0</b>	<b>6,010.0</b>	<b>3,569,450.3</b>
<b>Grand Total</b>		<b>585.5</b>	<b>846.2</b>	<b>4,761.4</b>	<b>399,534.0</b>	<b>32,215,960.8</b>



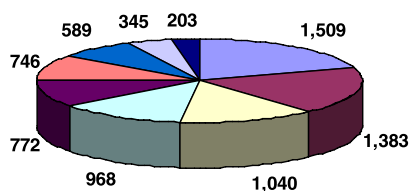
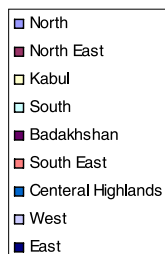
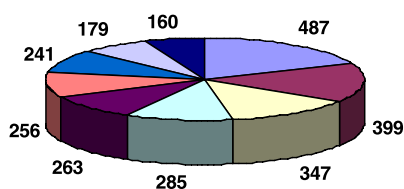


**Annex C:****SUB-PROJECTS COMPLETED SINCE INCEPTION OF PROGRAM UP TO 1388  
(MARCH 2009 TO MARCH 2010)****Secondary Road**

Region	Road in Km	No of Bridges	Bridge in Meter	RM of Structures	Labor Days	\$ Budget
Badakhshan	203.3		36.8	255.2	388,862.5	1,696,717.8
Central High lands	588.9		0.0	1,529.8	1,106,400.1	4,883,340.0
East	745.5		177.0	1,829.7	756,172.2	4,109,089.5
Kabul	1,508.8		93.9	28,059.1	2,277,391.5	16,461,899.0
North	1,039.9		57.4	4,133.6	1,095,166.5	7,941,771.3
North East	968.3		304.3	15,931.4	1,668,949.7	9,824,887.1
South	772.2		156.0	183.7	757,360.5	3,233,137.8
South East	1,382.5		142.5	10,360.6	1,595,908.2	7,200,703.2
West	344.7		319.6	2,109.9	840,126.7	4,418,958.2
<b>Total</b>	<b>7,554.2</b>		<b>1,287.5</b>	<b>64,393.1</b>	<b>10,486,338.0</b>	<b>59,770,503.8</b>

**Tertiary Road**

Region	Road in Km	No of Bridges	Bridge in Meter	RM of Structures	Labor Days	\$ Budget
Badakhshan	263.2	2	27.0	7,478.0	508,187.0	4,383,167.5
Central Highlands	241.2	1	36.0	3,572.3	161,045.0	4,725,006.4
East	159.9	6	205.0	3,236.5	530,054.0	4,454,535.5
Kabul	346.7	9	242.8	10,842.6	816,819.0	10,068,428.1
North	487.4	3	29.5	1,440.8	564,824.0	9,496,414.8
North East	398.7	4	198.6	4,444.9	497,092.0	7,172,762.6
South	284.9	3	88.0	3,683.5	202,474.0	8,163,623.9
South East	255.7	2	33.8	1,897.0	438,464.0	5,083,699.9
West	179.3	-	0.0	3,843.6	156,152.0	4,094,328.5
<b>Total</b>	<b>2,617.0</b>	<b>30</b>	<b>860.6</b>	<b>40,439.1</b>	<b>3,875,111.0</b>	<b>57,641,967.3</b>

**PROGRAM ACHIEVEMENT  
IN KILOMETER  
(secondary roads)****PROGRAM ACHIEVEMENT  
IN KILOMETER  
(tertiary roads)**

## Annex D:

## YEAR WISE SUMMARY OF ACHIEVEMENT SINCE INCEPTION OF PROGRAM

## SECONDARY ROAD

Year	Project	Road in Km	Bridge in Meter	RM of Structures	Labor Days	\$ Budget
2003	LIWP - MPW	3,536.0	6.0	147.8	2,205,462.2	5,606,339.5
	NEEP1 - MPW	0.0	0.0	12.0	30,739.5	76,848.7
<b>Total</b>		<b>3,536.0</b>	<b>6.0</b>	<b>159.8</b>	<b>2,236,201.6</b>	<b>5,683,188.2</b>
2004	LIWP - MPW	362.0	18.0	3,288.7	1,198,522.1	3,324,408.0
	NEEP1 - MPW	2,200.9	22.2	632.5	2,560,367.2	6,539,077.0
	NEEPRA - MPW	188.6	16.0	1,091.6	81,693.6	816,945.1
<b>Total</b>		<b>2,751.5</b>	<b>56.2</b>	<b>5,012.8</b>	<b>3,840,582.9</b>	<b>10,680,430.2</b>
2005	NEEPRA - MPW	294.9	0.0	3,953.9	414,601.0	4,204,069.8
<b>Total</b>		<b>294.9</b>	<b>0.0</b>	<b>3,953.9</b>	<b>414,601.0</b>	<b>4,204,069.8</b>
2006	NEEPRA - MPW	305.7	147.9	14,039.4	739,272.2	7,927,153.6
	NRAP - MPW	38.9	255.6	531.7	141,642.0	1,432,054.9
<b>Total</b>		<b>344.6</b>	<b>403.5</b>	<b>14,571.1</b>	<b>880,914.2</b>	<b>9,359,208.5</b>
2007	NEEPRA - MPW	22.0	358.4	4,552.7	189,340.0	1,963,570.2
	NRAP - MPW	262.9	167.6	5,600.0	669,584.7	6,497,566.7
<b>Total</b>		<b>284.9</b>	<b>526.0</b>	<b>10,152.7</b>	<b>858,924.7</b>	<b>8,461,136.9</b>
2008	NRAP - MPW	42.3	175.8	3,891.6	344,931.5	3,655,400.0
	NERAP - MPW	46.3	0.0	1,290.5	126,258.7	1,545,039.8
<b>Total</b>		<b>88.6</b>	<b>175.8</b>	<b>5,182.1</b>	<b>471,190.2</b>	<b>5,200,439.8</b>
2009	NRAP - MPW	0.0	120.0	0.0	32,271.0	507,662.6
	NERAP - MPW	255.9	0.0	25,360.6	1,248,757.6	15,674,367.8
<b>Total</b>		<b>255.9</b>	<b>120.0</b>	<b>25,360.6</b>	<b>1,281,028.6</b>	<b>16,182,030.4</b>
2010	NERAP - MPW	20.4	0.0	35.5	502,894.8	1,033,913.3
<b>Total</b>		<b>20.4</b>	<b>0.0</b>	<b>35.5</b>	<b>502,894.8</b>	<b>1,033,913.3</b>



### YEAR WISE SUMMARY OF ACHIEVEMENT SINCE INCEPTION OF PROGRAM TERTIARY ROAD

Year	Project	Road in Km	Bridge in Meter	RM of Structures	Labor Days	\$ Budget
2004	NEEP1 - MRRD - WB	63.6	0.0	784.8	92,261.0	693,275.6
	NEEPRA - MRRD - WB	111.9	0.0	163.9	188,074.0	1,245,881.8
	<b>Total</b>	<b>175.5</b>	<b>0.0</b>	<b>948.7</b>	<b>280,335.0</b>	<b>1,939,157.5</b>
2005	NEEP1 - MRRD - WB	228	-	745	326,750	1,684,544
	NEEPRA - MRRD - PS	2	-	-	9,447	58,637
	NEEPRA - MRRD - WB	529	102	5,730	1,026,084	5,843,329
	<b>Total</b>	<b>758.2</b>	<b>102.0</b>	<b>6,474.7</b>	<b>1,362,281.0</b>	<b>7,586,510.9</b>
2006	NEEPEC - MRRD - EC	20	-	77	19,485	563,581
	NEEPRA - MRRD - DF	53	-	2,613	39,915	1,213,635
	NEEPRA - MRRD - PS	57	57	573	79,541	747,097
	NEEPRA - MRRD - WB	32	15	1,169	35,708	503,408
	RAL - MRRD - JF	123	10	3,124	129,376	3,285,665
	<b>Total</b>	<b>285.1</b>	<b>82.0</b>	<b>7,557.0</b>	<b>304,025.0</b>	<b>6,313,386.4</b>
2007	HARDP - MRRD - DF	24				529,559
	NEEPEC - MRRD - EC	152	34	1,724	241,312	5,717,043
	NEEPRA - MRRD - DF	107	95	2,706	160,171	2,511,633
	NEEPRA - MRRD - PS	72	7	382	42,196	832,059
	NEEPRA - MRRD - US	58	-	636	11,604	1,518,132
	NEEPRA - MRRD - WB	35	-	1,865	51,544	742,395
	RAL - MRRD - JF	152			170,382	3,749,602
	<b>Total</b>	<b>599.7</b>	<b>136.4</b>	<b>7,312.1</b>	<b>677,209.0</b>	<b>15,600,424.0</b>
2008	HARDP - MRRD - DF	35	13	16		998,404
	NEEPEC - MRRD - EC	18	-	16	58,514	1,018,479
	NEEPRA - MRRD - AU	31	-	303	32,177	481,983
	NEEPRA - MRRD - CD	20	-	4	2,382	205,306
	NEEPRA - MRRD - DF	66	-	2,477	99,319	1,868,287
	NEEPRA - MRRD - PS	24	49	320	40,309	560,751
	NERAP - MRRD - WB	101	-	854	200,081	1,837,128
	NRAP - MRRD - CF	5	162	-	4,303	1,020,357
	RAL - MRRD - JF	73	-	1,667	51,456	2,247,612
	<b>Total</b>	<b>372.2</b>	<b>223.8</b>	<b>5,656.8</b>	<b>488,541.0</b>	<b>10,238,306.2</b>
2009	HARDP - MRRD - DF	1	15	8	-	792,772
	NEEPEC - MRRD - EC	-	68	-	62,423	570,352
	NEEPRA - MRRD - DF	4	-	740	15,762	254,804
	NEEPRA - MRRD - PS	26	60	1,251	42,574	769,592
	NERAP - EM - MRRD - WB	-	-	187	4,419	159,350
	NERAP - MRRD - WB	287	231	3,961	357,145	8,192,727
	NRAP - MRRD - CF	16	-	-	7,836	1,902,947
	NRAP - MRRD - DU	16	-	319	6,415	702,291
	NRAP-LB - MRRD - CF	21	-	433	83,400	539,921
	RAL - MRRD - JF	0	-	-	3,041	78,468
	<b>Total</b>	<b>371.3</b>	<b>374.0</b>	<b>6,899.0</b>	<b>583,015.0</b>	<b>13,963,225.1</b>
2010	NEEPRA - MRRD - PS	2	-	116	7,734	421,180
	NERAP - MRRD - WB	73	-	859	95,713	2,950,552
	NRAP-LB - MRRD - AU	6	-	-	17,397	176,950
	NRAP-LB - MRRD - CF	76	-	2,340	291,093	2,475,463
	<b>Total</b>	<b>156.1</b>	<b>0.0</b>	<b>3,315.0</b>	<b>411,937.0</b>	<b>6,024,144.4</b>
<b>Grand Total</b>		<b>2,718.0</b>	<b>918.1</b>	<b>38,163.1</b>	<b>4,107,343.0</b>	<b>61,665,154.5</b>



## Annex E:

### PROJECT WISE SUMMARY OF ACHIEVEMENT SINCE INCEPTION OF PROGRAM SECONDARY ROAD

Project	Donor	Road in KM	Bridge in Meter	RM of Structures	Labor days	\$Budget
LIWP - MPW	WB	3,897.96	24.00	3,436.50	3,403,984	8,930,747.50
NEEP1 - MPW	WB	2,200.90	22.19	644.51	2,591,107	6,615,925.74
NEEPRA- MPW	WB	809.00	522.25	23,637.64	1,428,678	14,911,738.71
NERAP - MPW	GOI	22.60		1,259.00	103,306	3,021,073.80
NERAP - MPW	WB-IDA	279.64		25,392.10	1,756,218	13,972,822.70
NERAP - MPW	WB-IDA-EMR				19,062	225,511.10
NRAP - MPW	CIDA	7.00		24.10	83,252	1,161,202.78
NRAP - MPW	DF	310.76	599.01	8,477.21	1,019,341	9,838,999.16
NRAP - MPW	SIDA	26.31		1,522.00	47,223	521,385.60
NRAP - MPW	WB		120.00		34,167	571,096.66
<b>Total</b>		<b>7,554</b>	<b>1,287</b>	<b>64,393</b>	<b>10,486,338</b>	<b>59,770,504</b>

### TERTIARY ROAD

Project	Donor	Road in KM	Bridge in Meter	RM of Structures	Labor days	\$Budget
HARDP - MRRD	DF	60	28	24	38,720	-
NEEP1 - MRRD	WB	291	-	1,529	419,011	2,299,700
NEEPEC - MRRD	EC	190	102	1,817	381,734	6,706,451
NEEPRA - MRRD	AU	31	-	303	32,177	476,900
NEEPRA - MRRD	CD	20	-	4	2,382	205,306
NEEPRA - MRRD	DF	236	95	8,536	315,167	5,835,152
NEEPRA - MRRD	PS	183	137	2,642	232,614	3,157,693
NEEPRA - MRRD	US	58	-	636	11,604	1,518,129
NEEPRA - MRRD	WB	708	117	8,928	1,301,410	8,197,085
NERAP - EM -	WB	6	-	187	16,578	149,327
NERAP - MRRD	WB	474	231	5,675	694,770	11,868,579
NRAP - MRRD	CF	21	162	-	12,139	129,542
NRAP - MRRD	DU	16	-	319	6,415	702,138
NRAP-LB - MRRD	AU	6	-	-	17,397	176,950
NRAP-LB - MRRD	CF	138	-	2,773	516,054	771,014
RAL - MRRD	JF	349	10	9,506	359,800	9,408,220
<b>Total</b>		<b>2,785</b>	<b>882</b>	<b>44,162</b>	<b>4,357,972</b>	<b>51,602,186</b>



## Annex F:

### DONOR WISE PROJECT STATUS AND FUNDING CONTRIBUTION SINCE INCEPTION OF THE PROGRAM

#### SECONDARY ROAD

Donor	Project	Status	Donor Commitment M\$	Donor Disbursement M\$
ARTF P.1&2	NERAP	Ongoing	39.00	0.00
IDA	NERAP	Ongoing	53.10	34.35
GOI	NERAP	Ongoing	0.30	0.30
WB	LIWP	Completed	12.22	12.22
WB	NEEP1	Completed	10.85	10.71
WB	NEEPRA	Completed	21.76	22.05
DFID	NRAP	Completed	21.33	21.33
CIDA	NRAP	Completed	1.00	1.00
SIDA	NRAP	Completed	0.52	0.52

#### TERTIARY ROAD

DFID	HARDP - MRRD	Ongoing	16.25	16.25
WB	NERAP - MRRD	Ongoing	58.80	20.64
ARTF	NEREAP-MRRD	Ongoing	11.00	6.6
CNTF	NRAP - MRRD	Ongoing	5.29	5.29
Holland	NRAP - MRRD	Ongoing	0.93	0.93
CNTF	NRAP-LB - MRRD	Ongoing	6.00	6.00
WB	NEEP1 - MRRD	Completed	16.60	2,299,700
AUSAID	NEEPRA - MRRD	Completed	0.79	476,900
DFID-CIDA	NEEPRA - MRRD	Completed	11.94	6,040,458
USAID	NEEPRA - MRRD	Completed	3.10	1,518,129
WB	NEEPRA - MRRD	Completed	39.20	8,197,085
JSDF	RAL - MRRD	Completed	19.60	9,389,665
EC	NEEPEC - MRRD	Completed	10.63	6,706,451
PSIB	NEEPRA - MRRD	Completed	15.00	3,230,561
			<b>375.2</b>	<b>37,859,108.4</b>