



**Islamic Republic of Afghanistan**  
Ministry of Finance  
Ministry of Public Works  
Ministry of Rural Rehabilitation  
& Development



**National Rural  
Access Program**

**National Rural Access Program (NRAP)**

# **Annual Report**

**1389 (March 2010 - March 2011)**





**Islamic Republic of Afghanistan**

**Ministry of Finance**

**Ministry of Public Works**

**Ministry of Rural Rehabilitation  
& Development**



# **National Rural Access Program**

**NRAP  
Annual Report  
1389**



**NRAP is the priority program of the government of Afghanistan which connects rural roads and provides job opportunities for rural residents.**

## Acknowledgment

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We are very pleased to present the NRAP annual report of SY 1389 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 Public Works (MPW) and the Ministry of Rural Rehabilitation and Development (MRRD) to help adequately the nation to access each other by rehabilitation and construction of roads, bridges and other infrastructures.

National Rural Access Program (NRAP) is one of the national priority programs of the Islamic Republic of Afghanistan, which is accepted as Bankable Program in the Kabul Conference as well, that has been working with over all supervision of the Ministry of Finance as the main coordinator of the program to ensure successes thoroughly. So based on the acceptance of the program as Bankable Program we have developed a three to four years plan for scaling up of the program to increase the capacity of public and private sector as well as the delivery of the program. The national program achievements that come in the report were not possible to collect without the closed support and assistance of our colleagues, donors and partners.

NRAP's main objective is to connect communities throughout a viable rural road network by emphasis on quality and sustainability across all Afghanistan to basic 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, therefore the communities strongly supported the program during the implementation of sub-projects at the villages as well as at the districts level.

This effort and report was not possible without the strong supports of our colleagues in Both PIUs, NCU office and our regional/provincial offices in 34 provinces. We are thankful to NCU, PIU MPW, PIU MRRD and IC colleagues for their contribution of realistic information done during the year under review, and for editing of this report, our regional colleagues and public relation and communication section for the pictures, MIS and GIS team for the graphics and map and all the other colleagues and partners.

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

Eng. A. S. Salim  
The NRAP Coordinator

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### NRAP Database & Human Resources

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## Abbreviations and Acronyms

No	Acronyms	Description
1	ARTF	Afghanistan Reconstruction Trust Fund
2	CIDA	Canadian International Development Agency
3	CBC	Capacity Building Consultant
4	CDC	Community Development Councils
5	ESMF	Environment and Social Management Framework
6	EMM	Environmental Management Measures
7	EC	European Commission
8	FMR	Financial Monitoring Reports
9	GoA	Government of Afghanistan
10	IC	Implementation Consultant
11	IOC	Incremental Operating Costs
12	IDA	International Development Association
13	KPIs	Key Performance Indicators
14	MIS	Management Information System
15	MSA	Management Services Agreement
16	MOF	Ministry of Finance
17	MoPW	Ministry of Public Works
18	MRRD	Ministry of Rural Rehabilitation and Development
19	M&E	Monitoring & Evaluation
20	NCU	National Coordination Unit
21	NEEP	National Emergency Employment Programme
22	NEEPRA	National Emergency Employment Programme for Rural Access
23	NERAP	National Emergency Rural Access Project
24	NEPA	National Environmental Protection Agency
25	NRAP	National Rural Access Programme
26	NSP	National Solidarity Programme
27	PSIB	Programmatic Support for Institution Building
28	PAP	Project Affected Persons
29	QA/QC	Quality Assurance / Quality Control
30	SIDA	Swedish International Development Agency
31	UNOPS	United Nations Office for Project Services
32	USAID	United States of Agency for International Development
33	RM of Structure	Culverts, Stone Masonry, Washers /Causeways, Retaining walls, Drain Lining

## Achievements' Synopsis

The program has widely covered 9,338 villages, in 358 districts of 34 provinces of the country and gained the following accumulative Physical Achievement versus the accumulative financial input since its inception as well as in antecedence year of 1389, for details see Annex-11, "NRAP Projects".

NRAP 1389 DELIVERY PLAN VS ACHIEVEMENT					
ACTIVITY	PLAN INDICATORS FOR 1389		ACHIEVEMENT IN 1389		SINCE INCEPTION OF PROGRAM
	Secondary	Tertiary	Secondary	Tertiary	
KM of Road Rehabilitated	194	234	238.4	294.4	10,724
Labor Days Generated	800,000	302,457	382,472	665,276	14,138,690
Running Meters of Structures	3,650	3,826	3,650.7	3,826	112,560
Number of Bridges Completed	8	7	6	7	85
Running Meters of Bridges Completed	667	243	273.3	243	2,616

NRAP 1389 FINANCIAL PLAN VS DISBURSEMENT					
PROJECT	PLAN FOR 1389		DISBURSEMENT IN 1389		SINCE INCEPTION OF PROJECT
	Secondary Road	Tertiary Road	Secondary Road	Tertiary Road	
National Emergency Rural Access Project (NERAP)	35,022,185	16,725,932	33,087,875	11,515,505	96,655,832
CNTF (Alternative Livelihood)		300,348		300,348	6,147,371
CNTF (Labor Based)		846,550		846,550	6,340,871
Government of Italy	372,620		372,620		3,135,230

## Standardization

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The program recently has devised Rural Road Standard. The program since its inception (late 2002) was in absolute scarce of the unified and enacted Rural Road Standard, however, by the joint efforts of the team of the program and intense contribution of the relevant stakeholders, the program has the pride of presenting of unified and official standards not only for self-benefits but also to divers other investor in Rural Road Field.

## Program's Introduction

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### 1. BACKGROUND

NRAP is rooted in National Priority Programs as (NPP3) in ARD Cluster of the Islamic Republic of Afghanistan. The Program (NRAP) is a significant and strategic contributor in rural development and routine social and economical life improvement of the civilian in local country originally emerged in late 2002 in shape of NEEP; the National Emergency Employment Program following the breakout of the transition Islamic state of Afghanistan.

The program in the image of NRAP has been founded on the vertebrae of earlier known NEEP in 2005 and extended the services of rural access infrastructure construction widespread to 34 provinces jointly executed through Ministry of Public Works (MPW) and Ministry of Rural Rehabilitation and Development (MRRD) in terms secondary and tertiary roads implementation respectively.

Program has prominent and substantial achievements since its inception in 2002. Virtually rehabilitation of 10,724 Km of both secondary and tertiary roads, construction of 85 bridges 2,616 RM in length, construction of 112,560RM associated infrastructure either cross drainage or protection walls as well as 14.14 million Labor-Days generation; are the salient achievement of the program

#### 1.1 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.”

#### 1.2 NRAP Objectives

- ◆ Enhancement, promotion and utilization of local productive capacity.

- ◆ Development of private sector involved and communities in the implementation of essential rural access infrastructures and.
- ◆ Generation of employment for the rural poor.

### 1.3 NRAP's Values

The program's family values the accumulated beliefs of transparency, quality, timeliness and sustainability in shaping the implementations approaches of its granted projects towards achievement its preset goals and objectives.

### 1.4 NRAP Culture

The program has the privilege of joint decision making, teamwork and synergetic or abreast approaches towards tackling expected internal weakness and external threats, ecological dilemmas that encounter during the implementation trend.

### 1.5 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.**

#### 1.5.1 **Connectivity:**

The objective of any road project is not limited to provide access to services and facilities but also to connect and interconnect the communities such as a rural access network is completed and functionally paving the flow of goods, services, technologies, communications, administrative/governance from the central, regional and provincial to the rural areas in continuum.

#### 1.5.2 **Quality:**

The objective of any road project is not limited to provide access but a completed, functional and within the compliance of engineering standards.

#### 1.5.3 **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.

## 2. PROGRAM'S CULTURE AND MANAGEMENT

NRAP's team formidably valuing the teamwork culture, synergetic approaches and due respect to stakeholder theory in coping the stipulated constellation of activities in optimum consistencies with key performance indicators of individual project.

Routine issues arising during implementation are tackled through joint decision making amongst the salient stakeholders in the form of regular Senior Management Team meetings, Coordination meetings, and steering committee meetings on biweekly, monthly, Quarterly and ad-hoc bases, respectively.

To measure the performance and ensure the value of the program; the transparency, timeliness and quality the program is reviewed on episodic intervals. During the year (1389), three reviews; Financial Audit, Mid Term Review, (MTR) and Supervision Mission-2; not drastically diverse in nature, nevertheless, conducted by distinct reviewers from Ministry of Finance of the Islamic Republic of Afghanistan and WB with joint strives of the program's team.

### 2.1 Financial Audit

The financial audit conducted in late 1388 by Central Office of Auditing of the Ministry of Finance and the disseminated report was financially unqualified or clear reference to authentic source and reports itself.

It is a regular process episodically conducted in program projects. Next audit of the series will be expectedly conducted during 1390 for the purpose of ensuring the consistency of ongoing financial operation with a set of stipulated financial policies, guidelines and regulations governing all relevant entities in concern.

### 2.2 Mid Term Review

Mid Term Review of the NERAP project conducted jointly by WB technical and finance team as well as external consultant with contribution from the client in virtually 60 days adverting from 20<sup>th</sup> April 2010 to 20<sup>th</sup> June 2010 coincide to 31 Hamal 1389 to 30-Jawza 1389.

The pivotal objective was to review the implementation progress and ascertain whether the project is moving towards achieving its development objectives or not, and prepare clear recommendations for key actions to be taken to improve implementation, efficiency and effectiveness.

The finding is encapsulated as follow:

- Completed Sub-Projects had costing variance of + 9%
- Contracts under Defect Liability Period have costing variance of - 6%
- Contracts in Progress showed costing variance of -8%.

The following achievements have been highlighted in the report.

- The institutional capacity in handling procurement is improving.
- Quality of staff is improving

- Systematic Institutional Capacity Building is under progress with Training Matrix & OJT
- Staff slowly willing to do self-analysis and suggest improvements.
- Regions commenced accurate Safeguard Monitoring and preparing checklist for safeguard measures
- Unified MIS System among NRAP entities will take place through NCU soon.
- Development of bid evaluation tools on a spreadsheet and reporting format
- Development of Standard Operating Procedures for PIU Asset Management.
- Finance Unit Structure for PIU-NERAP was explained in Financial Manual review meeting
- Fund request process to replenish IC account has been developed to half duration.
- Shortage of personnel in road, survey, monitoring, CMS and PMS will improve initially with Amendment 1 MSA then graduated steps in 5 year strategic vision
- Price adjustment formulae in place.
- Market rates, for engineer estimates, updated periodically
- Provision of training on QA/ QC and admin workshop.
- Negotiation CBC finalized and waiting for mobilization of consultant.
- PIU has sound basis for Nationalizing NERAP MRRD especially in support services
- PIU closely integrated within the MRRD Ministry
- Minimum reliance on UNOPS staff contracts. Has greater flexibility to visit construction sites as a consequence

### 2.3 Supervision Mission-2

A week review of the NERAP project conducted by WB mission from 7-14 of February 2011 coincide with 18- 25 of Dalwa in 1389. Fundamentally, the objective of the mission was a followed up the results and recommendation of the last mission of MTR.

This Supervision Mission of World Bank or the auditing supervisory meeting talked about significant issues and trends of last Midterm Review referenced to both PIUs, change management, effective and efficient deliveries of services, in time achievements, equivalent opportunities for improvement and capacity building of both PIUs of Executives Ministries and our Local Contractors with the help of our International Consulting Agencies of UNOPS and SMEC.

The main frame or idea of this supervisory mission of the World Bank was to monitor the last activities of PIUs of both Executive Ministries against the presented working and action plan, as well as comparing the level of satisfaction of deliverable achievement against their periodic plan in the logical frame work of NERAP.

### 3. NRAP PERFORMANCE

The performance of the program assessed through four lenses binocular of effectiveness, efficiency, relevance and financial viability underpinning by episodic reviews titled as Mid Term Reviews (MTR) financial audits and Supervision Missions, either jointly or independently been conducted by client, MoF or donors.

#### 3.1 Effectiveness

The program in terms of its effectiveness toward achieving the stipulated project wise performance indicators was moderately satisfactory in 1389. Congruence to obtained results of recently conducted supervision mission-2 (Feb 2011) of NERAP project, enhanced the confidence of being in the right track toward incurring the goal, mission and objective of the program in general and NERAP project in particular.

NERAP project has been amended for another 3 years. The project was initially devised for 36 months up to the end of December 2010; however, extended by additional 36 months till end of December 2013, 72 months project holistically. Since the strategic plans are partially proactive and partially reactive in essence; most likely not only due to ecological leverage doctrine constraints in terms of regulatory, economic, political, socio- cultural organization capacity and motivation, the program could not implement the project within the designated duration and period thus extended for another 3 years.

According to supervision mission-2 the performance and implementation evaluation during the period of Feb 7-16, 2011 the overall progress of implementation is Moderately Satisfactory.

*"The progress of road construction/rehabilitation works as of December 31, 2010 was 630 km (57%) for secondary roads and 626 km (52%) for tertiary roads. 51 secondary road contracts (514 km) and 155 tertiary road contracts (494 km) have been completed and opened to traffic. Pilot routine maintenance has been launched with the signing of contracts with two communities. The long awaited Capacity Building Consultant has now mobilized its key personnel, who are busy with preparatory works" (AM supervision mission-2, 2011, NERAP project pp1)*

The annual pace of the performance of the NERAP project and its effectiveness towards its intermediate mission is depicted in the following tabular demonstration.

## Result Indicators:

NERAP ACHIEVEMENT DURING 1389			PHYSICAL ACHIEVEMENT			
INTERMEDIATE RESULTS INDICATORS	UNITE	PROJECT TARGET REVISED	PREVIOUS	%	1389	%
Km of secondary rural roads rehabilitated	Km	1,105	302	27	238	21.5
Km of tertiary rural roads rehabilitated	Km	1,197	425	35	174	14.5
Running meters of culverts, retaining walls and bridges to be rehabilitated for secondary roads.	M	1,519	25,349	1668	3,650	240
Running meters of culverts, retaining walls and bridges to be rehabilitated of tertiary road	M	16,400	5,277	32.2	1,067	6.5
No. of labor days generated by MPW through rehabilitation work	Days	1,826,324	227,956	12.5	382,472	20.9
No. of labor days generated by MRRD through rehabilitation work	Days	1,300,000	635,306	48.9	254,118	19.5

### 3.2 Efficiency

NRAP is governed through inter-ministerial steering committee strategically. According to NERAP; the National Emergency Rural Access Project explicit institutional set up, abreast to its executing ministries of MPW and MRRD other line ministries such as Ministry of Mine, Ministry of Water and Energy, Ministry of Agriculture, Ministry of Education, Ministry of Public Health, Ministry of Counter Narcotic are the alternative and WB as permanent members (observer) of this committee which is chaired by the Ministry of Finance facilitated through a small and efficient National Coordination Unit (NCU).

Both the ministry of MPW and MRRD are the incumbent executing ministries. Program presides over the implementation of the secondary (District) and tertiary (village) roads through its institutionalized and established units of PIU-MPW and PIU-MRRD respectively.

United Nation Organization for Project Service (UNOPS) is the prevailing Implementation Consultant (IC) of the program. Both executing agencies, MPW-PIU and MRRD-PIU are technically supported via the Implementing Consultant in implementation of subprojects contracted with private and social sectors; the corporations and communities respectively.

NRAP as a strategic and overarching program in national level extended its resources all over the country for easy and steady service delivery. The program by its inception in late 2002 founded 9 regional offices; East Region in Nangarhar, West Region in Herat, North Region in Balkh, Northeast Region in Kunduz, Badakhshan Region in Badakhshan, Central Highland Region in Bamyan, South Region in Kandahar, Southeast Region in Paktiya and Central Region in Kabul provinces for convenient protection of the surrounding 3-5 provinces objectively except to Badakhshan Region functioning as solitary region in a single province due to its vast, hard and mountainous geography.

The program manages its subproject implementation through nine regional and 34 provincial offices and supported by central quality control unit. The pre-identified and prioritized subprojects are sometime segregated into smaller pieces of length for easy awarding and implementation to a Private Corporation and firm on least cost competitive base selection and close monitoring for quality control as well as quality assurance through provincial engineers, regional engineers and headquarter on regular basis.

Each region is fully equipped with daily required resources. To ensure the efficiency of the service delivery the regional offices have been fully equipped with updated technology of communication; internet, and professionals of human resource; financial and administrative experts, regional engineers, provincial engineers, quality control engineers and supportive staff etc... through both PIUs of MPW and MRRD with technical support and consultation from the IC;UNOPS.

The subproject cycle is initiated based on community initial direct or indirect requests. The community request as critical rational and criterion for identification is farther processed for prioritization based on stipulated criteria of; availability of school, clinic, market, and population served as well as number of traffic specially in case of existing road for advance surface options.

The awarded contract is implemented through either community or private sector. Post to completion of development (survey and design) and procurement stages the specific contract is awarded to compliance bidder or winner corporation but least cost competitive selection of procurement principle of the WB of private sector, however, agreement is signed with institutionalized community organization for ordinary works or which do not required high engineering or construction skills.

Program delivered substantial quality services. The construction trends of the particular awarded subproject or may be contract of segmented subproject is regularly monitored for quality control and assurance. Provincial engineers and regional quality control

engineer who are supported from headquarter through quality control department regularly monitored the contract or subproject executions via both; private firms and contracted community organization. The quality progress reports are regularly sent to headquarter along with other necessary documents which are pivotal base for payment processing to the contractor's introduced bank accounts.

Consequently completed subproject is delivered to MRRD or MPW departments at provincial level. The contract is closed physically for regular construction work through substantial completion report; however, remain financially open till completion of defect liability period ranging from 6 to 12 months depend on the type of surface option or design life.

Program recently has commenced community base routine maintenance executions. Initially program was in the concept that a specific maintenance mechanism will be launched through other governmental entities for routine and periodic maintenance of the rehabilitated transportation infrastructures generally and rural road in particular, however, in 2007 it was noticed that they are lagging behind and the program has been losing ample financial invested resources thus launched a pilot community base routine maintenance and promising lesson learned to underpin the lush approach.

### **3.3 Relevance**

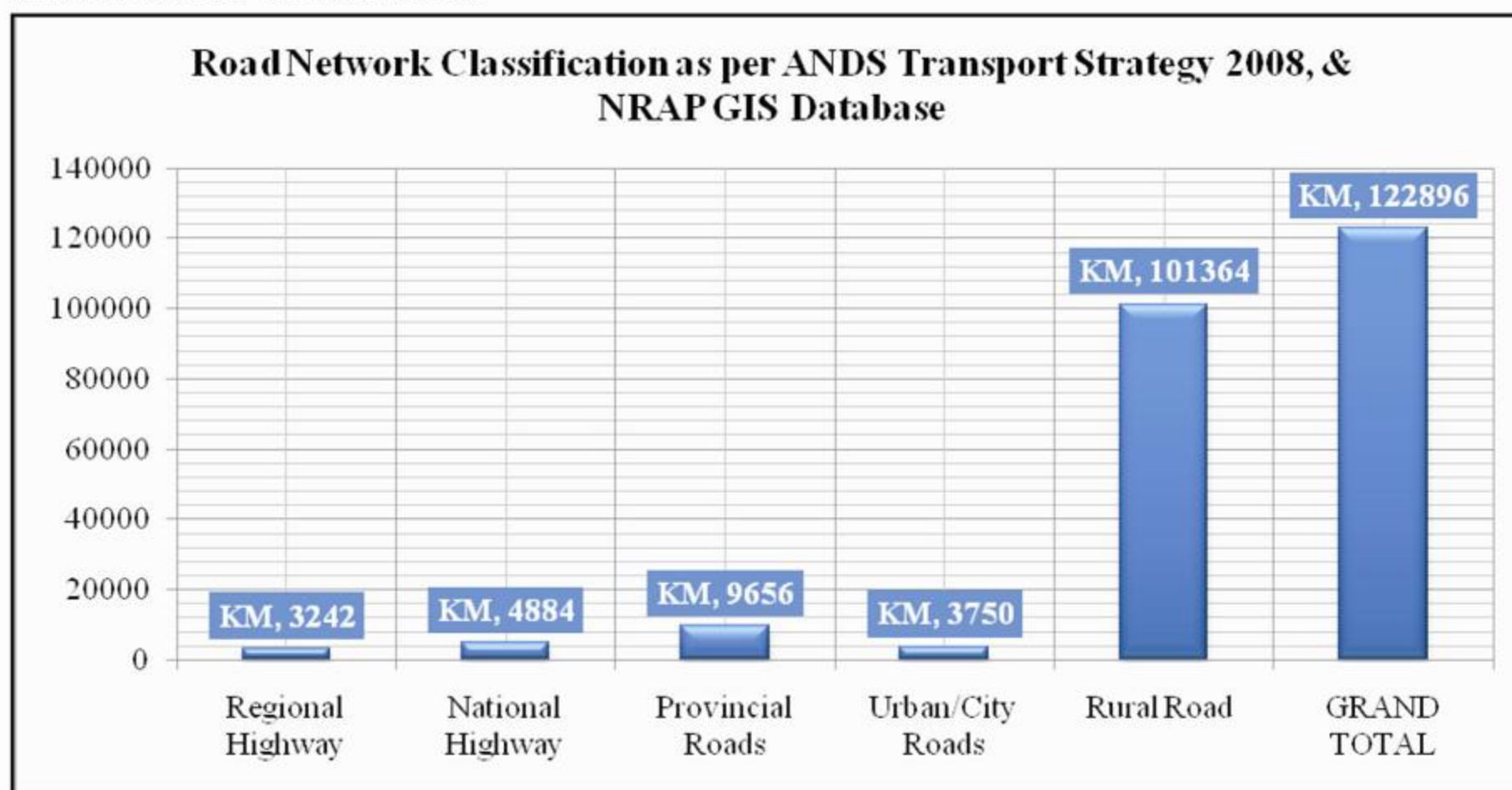
The program is drastically welcomed and supported by its stakeholders. Partial or inaccessibility of the vast majority of the scattered, marginalized and remote civilians at national level to basic nearby life amenities such as education, health and market centers as well as poor economy in suburbs and local Afghanistan granted the strategic importance of the program.

Regular reporting is disseminated to all stakeholders. Base on the theory of who needs what and why? The monthly quarterly and annually as well as ad hoc reports are produced and released accordingly.

Integrated Rural Development is center and cornerstone for the equitable strategic economic growth in general and local economy in particular. Integrated rural development is an ongoing process involving outside intervention and local aspirations; aiming to attain the betterment of groups of people living in rural areas and to sustain and improve rural values; through the redistribution of central resources.

Remote strategic goals of ensuring year-round access through virtually 100, 000 Km (overall network of rural road is 101,300 km which 80% of this network are in bad condition) of Rural Road construction will cover decades over time for attainment.

## Road Network Classification:



NRAP is a high priority program of the Islamic Republic of Afghanistan. The immense widespread Rural Road Network in diverse context of terrains and scattered civilian settlement of poverty stricken population as well as their isolation from basic life amenities intensified the strategic orientation of both; the high rank officials of the Islamic Republic of Afghanistan and donor societies thus; the program enrolled in high priority of manipulated prioritization trend of the government, and Kabul conference consequently.

The program has the pride of multi donor investment and interest over time. The prominent donors including 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.

Allied to above; NRAP has funding mainly from World Bank 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 funded Programmatic Support for Institution Building (PSIB) 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, for details see Annex-6, "NRAP Funding Status".

### 3.4 Financial Viability

The program possesses comparatively adequate financial credibility and sustainability. NERAP project recently extended till end of December 2013 with full-pledged cost amendment by WB through IDA and ARTF funds. Till late 2006, program had been experiencing the challenge of interrupted fund flow, however, fully deterred by additional financing to NERAP and program scaling up.

Comprehensive five years (1391-1395) plan has been devised for rehabilitation and construction of 7,069 Km of Rural Roads Network worth 1.05 billion for both; secondary and tertiary roads in the country under the aegis of the program.

A three-year plan (1391-1393) has been extracted virtually based on potentially pledged fund which would rehabilitate, construct and maintain 4,700 km secondary and tertiary roads including 1,297 km from ongoing NERAP project at a total cost of US \$612 million. The Annex-1, "NRAP Financial Viability" elaborates the fund division for next coming 3 years.

Budget Requirement:

NRAP FUNDING DIVISION	
DESCRIPTION	PROPOSED BUDGET FOR 3 YEARS (\$M)
Secondary Roads	\$356
Tertiary Roads	\$236
Institutional Strengthening, Capacity Building, and Program Development	\$20
Overall Requirements	\$612
Existing Funds from NERAP	\$102
Proposed for years 1390-1393	\$510
Total Required fund for next three since 1390	\$510

#### **4. CHALLENGES / RECOMMENDATIONS**

Virtually, the program's performances have been pressed down to the extent minimum by relative endogenous and exogenous causes or internal weakness and external threats; of Socio-environmental, ecological, policies, socio-political and regulative measures as well as capacity of relevant resources in implementation which are encapsulated as follow

##### **4.1 Insecurity**

Insecurity is a pressing and drastic external or environmental threat affects both the effectiveness and efficiency of the program,. The program during implementation of its subprojects has experience that security related issues pose modification in strategic direction and plan which remarkably influence the delivery negatively.

##### **4.2 Donor Preference**

Not typically; but individual donors maintains preference for investment in terms of; national geography, measure of operation and road geometric standards. The conditions sometime lead to chaotic implementation arrangement however; the program hitherto succeeds to manage it. But, program ideally has been striving to deter the most preeminent ones by developing the unified geometric standards and prioritization criteria.

##### **4.3 Internal Deficit**

Deficit of internal resources and Program Capacity, such as, deliberated strategy, financial planning, and high expert power in human resource. Recently, the program specify the allocation for boosting the internal organizational attributes to rectify and fill potential gaps in internal resources against external environmental threats thus hired the services of the corporation for capacity enhancement with expectation in success toward objective attainment.

##### **4.4 Policies**

Internal and External Policies are underlying barriers against financial performance. Contractors both; from private sector and community received their dues beyond the designated deadline. Late payments do effect the performance. The program perceived the substantiality of the issue and has been trying to discuss it at the expected outcome will be, exemplified; reduction in frequency and number of annual allotments.

##### **4.5 Inaccuracy**

Inaccuracy in strategic planning is a recurrent challenge. Planning usually has been receiving scant attention during the design of every individual subproject due to most likely inadequate timing. However; precise forecasting of all; length of infrastructures, costing, socio political and ecological are effecting the performance in positive manner. Everlasting and continual identification and surveying culture beside network planning system is at hand to reduce the scale of inconsistencies between planned and actual achievements.

## 5. NRAP ONGOING PROJECTS

NRAP ONGOING PROJECTS					
PROJECT	LOCATION	DONOR	BUDGET (M)	START DATE	END DATE
NERAP	All Provinces	WB	\$232	Nov-2007	Dec-2013
CNTF	Badghis, Ghor, Ningarhar, Balkh, Takhar, Helmand, Farah, Faryab, Kabul	MCN	\$ 5.91	Nov 2007	Dec 2013
CNTF Labor base	Badakhshan, Baghlan, Takhar, Kunar, Sar-i-pul	MCN	\$ 6	2006	Dec 2010
Italian	Herat, Shindand	GOI	£ 7	2008	Mar- 2012
Government of Afghanistan	All Provinces	GOA	\$2.50	Mar-2011	Mar-2012
Chighcharan Project	Ghor, Chighcharan	JICA	\$7.40	Oct-2010	Apr-2012

### 5.1 National Emergency Rural Access Project (NERAP):

The project was approved on December 13, 2007 and made effective on November 17, 2008 initially for three years with the total worth of USD137m, (\$112 IDA+\$25) up to end of December 2010, however, due to intense socio-environmental capacity and policy constraints the project could not be completed the predetermined scope with designated time and cost thus extended up to end of December 2013 for the period of another 36 months; the full extension.

The revised construction scope depicts 10 % increment of the original. Meticulously, the initial summation of the total length of both secondary and tertiary road was 2025 Km. However, revised length of 2,302 Km estimated in June 2010.

The scope variation influenced the estimated cost of entire project in three components. The revised cumulative project cost of \$162m further increased to the total sum of \$232m. For detail, see Annex-1, "NRAP financial viability".

The objectives of NERAP is realized through the implementation of above three major components: (A) improvement of secondary roads by the Ministry of Public Works (MPW); (B) improvement of tertiary roads by the Ministry of Rural Rehabilitation and Development (MRRD); and (C) institutional strengthening, project management and program development.

### 5.1.1 Physical Achievement

Complementary subcomponents are progressing abreast to physical and financial progress of component A-1 and B-1 of NERAP project. The detail subcomponent wise progress is depicted in annexes thus:

*See Annex-4, "Subcomponent A1" and Annex-5, "Subcomponent B1".*

### 5.1.2 Financial

Financially, the project is matching the yearly plan very, closely. Since the subproject /contract physical progress is underpinning financial progress or in other words unless otherwise the subproject / contract financial progress follow on the physical progress, however, the physical progress is directly propositional to climate and seasonal weather, therefore, the financial progress waved in various months of the year past; the 1389. The following table presents the very curtail financial progress.

#### Disbursements:

NERAP PROJECT FININCIAL PLAN VS FININCIAL ACTUAL FOR 1389					
COMPONENTS	TOTAL ALLOCATION	TOTAL FORECAST	TOTAL ACTUAL 1389	COMULATIVE PLAN UP TO 1389	TOTAL PROJECT'S DISBURSMENT UP TO 1389
A	140,500,000.00	35,022,185	33,087,875	59,381,909	61,204,438
B	82,300,000.00	16,725,932	11,515,505	33,923,705	35,114,979
C	9,200,000.00	270,172	336,415	3,000,000	1,753,440
<b>Total</b>	<b>232,000,000</b>	<b>52,018,289</b>	<b>44,939,795</b>	<b>96,305,614</b>	<b>98,072,857</b>
<b>Total %</b>	<b>100%</b>	<b>22.42%</b>	<b>19.37%</b>	<b>41.51%</b>	<b>42.27%</b>

NERAP PROJECT FININCIAL PLAN VS FININCIAL ACTUAL QUARTERWIZE FOR 1389								
COMPON ENTS	FIRST QUARTER		SECOND QUARTER		THIRD QUARTER		FOURTH QUARTER	
	PLAN	ACTUAL	PLAN	ACTUAL	PLAN	ACTUAL	PLAN	ACTUAL
A	8,897,699	7,034,014	11,193,627	10,804,026	9,923,871	6,873,718	5,006,988	8,376,117
B	2,089,999	2,089,998	5,063,527	2,959,303	6,269,406	3,083,006	3,330,000	3,383,198
C		117,536			96,074	96,074	174,099	122,805
<b>Total</b>	<b>10,987,698</b>	<b>9,241,549</b>	<b>16,257,154</b>	<b>13,763,328</b>	<b>16,289,351</b>	<b>10,052,798</b>	<b>8,511,087</b>	<b>11,882,121</b>

#### 5.1.2.1 **Component A:**

- Construction of 514 Kilometers of Secondary Roads in 15 Province of Afghanistan.
- Completion of 27 Project of Emergency Road Building in 11 Provinces of Afghanistan.
- ESMF required Guidance for 120 Roads has been completed in 34 Provinces of Afghanistan.

#### 5.1.2.2 **Component B:**

- Construction of 599 Kilometers of Tertiary Roads in 25 Provinces of Afghanistan.
- Completion of 41 contracts in emergency repairing resulting in 182 km of road repairing.
- Routine Maintenance was not started in 1389.
- ESMF required Guidance for 64 Roads has been completed in 34 Provinces of Afghanistan.

#### 5.1.2.3 **Component C:**

Beside of Regular reporting and information dissemination and successive strive over MIS unification, project implementation monitoring, Senior Management Team (SMT) meetings, Coordination Meeting, Budget Committee Meetings, Steering Committee Meeting has been regularly and ad-hoc bases conducted for the sound management of the program and smooth implementation of the projects, however, potential effects of environment, technology, internal deficient in attributes should have been left its influences and been sensible during performance measurement.

For the capacity building of NRAP Entire Team which covers HQ of NRAP Kabul and 9 Regions' Staff, in 1398 NRAP trainings and workshops in different departments, levels, and sections conducted in both PIUs:

- ESMF Refreshment Training for Kabul and Regional Staff been conducted.
- Regional Engineer's Training workshop has been conducted in order to improve the Monitoring and Tracking of the Projects Correctly and the workshop were covered:
  - Global Position System (GPS) Map Source Training.
  - Quality and Assurance and Quality Control.
  - Web-Page Online Reporting System.
  - Procurement Management.
  - Contract Management.
  - Routine Maintenance.
  - Effective Communication and Reporting
  - Survey and Design.

Overall status of NERAP implementation:

ROAD ACHIEVEMENT	SUB PROJECTS		COMPLETED		AWARD AND ONGOING		DESIGN AND PROCUREMENT	
	KM	COST (M\$)	KM	COST\$ (M\$)	KM	COST (M\$)	KM	COST (M\$)
Secondary Road	1105	111.9	540	36.7	296	33.6	244	42.4
Tertiary Road	1197	50.3	599	17.9	466	21.3	176	11.1
<b>Total</b>	<b>2302</b>	<b>162.2</b>	<b>1139</b>	<b>54.6</b>	<b>762</b>	<b>54.9</b>	<b>420</b>	<b>53.5</b>

#### 5.1.2.4 Routine Maintenance

Routine Maintenance is sub-component B3 of NERAP component B. during the project appraisal it was agreed that this component will be implemented through NSP-FPs, but due to no previous maintenance programs and experience within the private sector and geographic and cost constraints, the FPs did not show interest to implement this sub-component.

Finally the NRAP-MRRD team together with IC developed the new concept paper of routine maintenance within 1389 and it was cleared by the World Bank. The length/man implementation mechanism has been considered at this stage that each community worker will be handling the day to day maintenance of 1.6 km of rural road. For better financial management and on time disbursement and fiduciary management of this component will be done by IC, and a bank account will be opened for each CDC in DAB/NKB for NRAP program uses.

A MoU has been prepared for this purposes and it will be expectedly signed soon with DAB to facilitate NRAP covered CDCs with that account. The program has planned to start the routine maintenance of 1200 km road during 1390, 2400km within 1392. Total US\$ 8 Million will be spend to achieve the said target, and will generate around 782,730.00 man days for the local communities, for detail see Annex-7, "Routine Maintenance".

#### 5.1.2.5 Emergency Maintenance

Emergency maintenance is sub-component ii under NERAP Component A and B. this sub-component addresses emergency repair works to roads and bridges following natural disasters such as heavy snow, rocks falls, landslides, heavy rains and flooding. Total US\$ 5.6 Million has been allocated for this sub-component and the works will be executed by both PIUs MPW and MRRD.

During 1389 Secondary roads part has completed 27 emergency subprojects. The Quality Control for the project delivery is ongoing through close supervision and monitoring. Tertiary roads part has been signed 178 contracts with communities for flood emergencies and snow clearance works and all of the contracts completed successfully.

The future plan of NERAP is to cover 1571 km of road under emergency snow clearance project which will provide winter access to the communities and meanwhile will generate employment for the poor people. The challenges recorded so far are the slow disbursement process, small threshold for community contracts, and in some areas access to those areas where we have to response to the emergencies. For detail see Annex-8, "Emergency Maintenance".

NERAP, Annual progress is moderately satisfactory. The planned activities for the years 1389 is not far behind the schedule in strategic plan of the project. The following table elaborates the comparative physical annual status of the project in terms of deliverables.

NERAP PROJECT 1389 PROGRESS VS PLAN			
COMPONENTS	TOTAL ALLOCATION	PLAN FOR 1389	ACHIEVED IN 1389
A-1	KM of Road Rehabilitated	180	233
	Labor Days Generated	758,000	382,472
	RM (culvert, retaining wall, causeways side drains etc)	3,607	3,607
	Number of Bridges Completed	5	5
	Running Meters of Bridges Completed	273	273
B-1	KM of Road Rehabilitated	234	174
	Labor Days Generated	302,457	254,118
	RM (culvert, retaining wall, causeways side drains etc)	3,384	1,067
	Number of Bridges Completed	7	7
	Running Meters of Bridges Completed	222	222

## **5.2 Government of Italy (GOI):**

The Italian Embassy has contributed an amount of Euro 7 million for the reconstruction of the Shindand Road Rehabilitation Project under NRAP Program virtually in the middle of 1389 through UNOPS (NRAP's Implementation Partner). The Road to be built is going to be a Secondary Road, linking a district center to the main provincial city.

Under the Italian-funded Shindand Road Rehabilitation Project, UNOPS will rehabilitate two roads – (1) an 8km road from Kariz-e Bibi to Qalah Rustum and with the remaining funds (2) a 24km road from Shindand to Khoja Oria. Additionally, community development projects will be carried out in the Shindand area in order to improve relations with the local population and to help stabilize security.

The first few months of the project's implementation period consisted mainly of preparation and planning for the construction process. Specifically, UNOPS hired a contractor to complete a road survey for the Kariz-e Bibi road and based on that survey, recently the road design process has started. In addition, UNOPS has been in contact with residents of Shindand and local NGOs to discuss community development projects. The entire progress during the outstanding year of 1389 is 20% and will be fully completed by the end of 1390.

## **5.3 Japan International Corporation Agency (JICA):**

Under the Japanese-funded Chighcharan City Road Construction Project, 10.78 kilometers of asphalt roads will be constructed in the city centre of Chighcharan to contribute to the efforts of the Government of the Islamic Republic of Afghanistan in achieving a safe, integrated transportation network that ensures connectivity and enables low-cost, reliable movement of people and goods, long-term economic growth and poverty reduction in Ghor Province.

The Technical Agreement and MOA of the project was signed on 04 October 2010 between H. E. Eng. Abdul Qudus Hamidi Minister of MPW and Mr. Bruce McCarron Operation Center Director and Representative, AGOC, UNOPS.

The first quarter of the project's implementation period consisted mainly of road design and other tasks required as preparation for the construction process. The upcoming quarter will focus on initiation of the construction process.

Although slight delays were incurred due to the funds transfer process taking longer than originally anticipated, significant progress was made during the 1st quarter of this project. The physical work began in end of 1389 or in the month of April 2011 through lot-1 contractor.

#### 5.4 Government of Afghanistan (GOA):

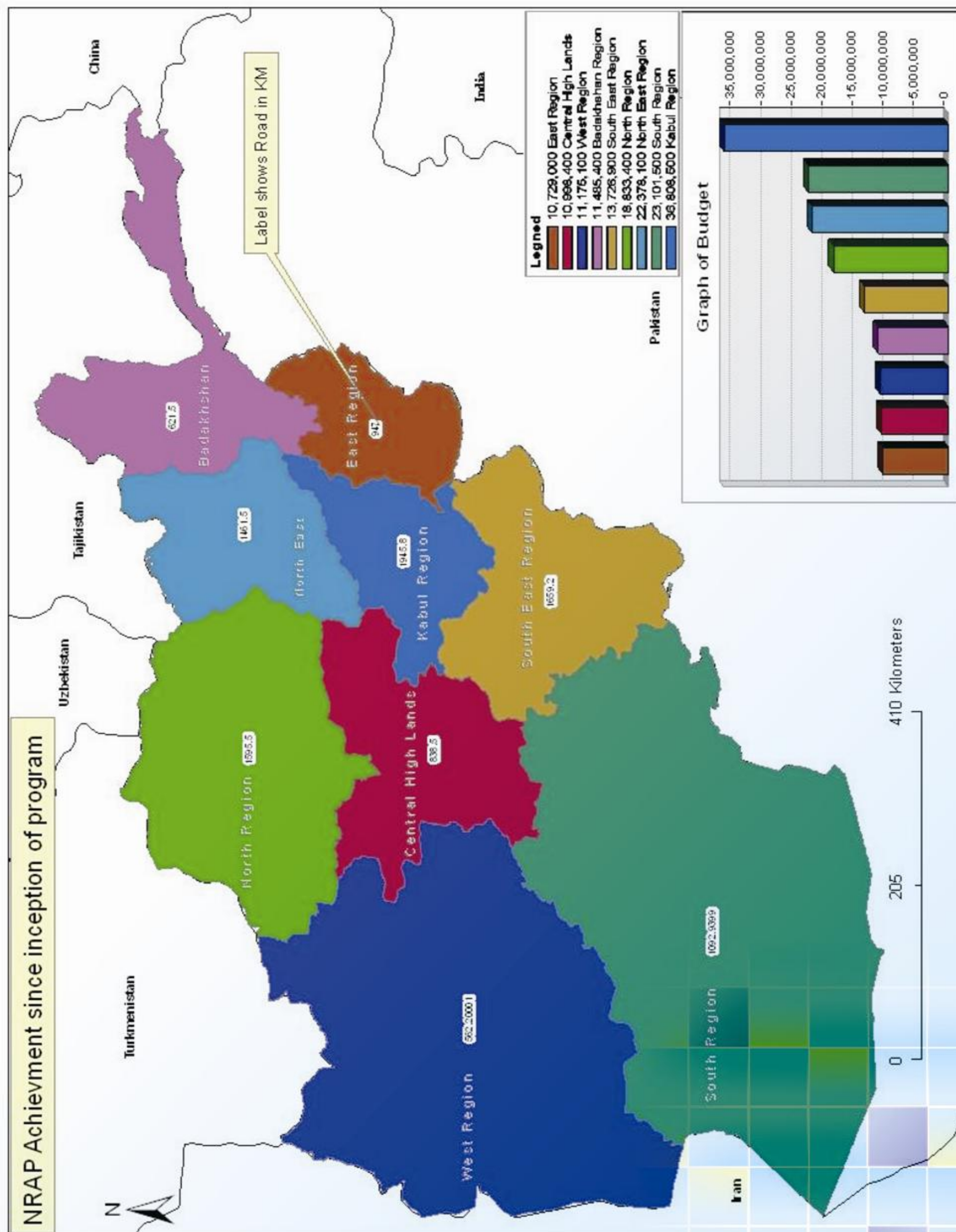
The government of Afghanistan has many developmental and infrastructural programs and projects specifically for rural area of Afghanistan which some of the programs become the National Priority Program too; therefore, the State Department of Government of Afghanistan has decided to fund the amount of \$ 10 million for secondary and tertiary roads.

The amount of \$ 10 million will be as of \$ 2.5 million for current Construction of Rural Roads Projects which also known as Tertiary Roads implemented by Ministry of Rural Rehabilitation and Development, Program Implementation Unit (PIU) and the amount of \$ 2.5 Million for carryover of the projects, whereas, the same financing method will be for construction of secondary roads implemented by Ministry of Public Works, Program Implementation Unit (PIU).

The achievement of GOA Projects under NRAP is as the work has been start, but there is no delivery so far as it has been started recently, but soon enough will be delivery in provinces highlighted in annex -2 of GOA funded project.

For details see Annex-2, "GOA".

## 6. NRAP GIS MAP



## 7. NRAP TRENDS AND SIGNIFICANT ISSUES

### 7.1 Incidents

As NRAP is one of the priority program of Islamic Republic of Afghanistan which works in 34 provinces of Afghanistan; NRAP is constructing roads to connect rural area and to facilitate the livelihood for Afghan Residence that may give a taught to everyone about challenges, obstacles, security threats and incidents, but actually with blessings of God and due to success of NRAP no big incident happened or occurred in the subprojects. only one incidents which was reported during 1389 is:

#### 7.1.1 Logar Province

*(24 – July – 2010 at 3:00PM)*

The insurgent elements attack against KAC staffs and equipment, they kidnapped contractor staff (one surveyor and two operators), as well as fired RPG and completely destructed one excavator, work has stopped since till now but the kidnaped staff has released by the support of community elders.

## 7.2 Success Stories

### 7.2.1 Best Project Number 1

**Project Name:** Construction of 10,17 km road with 25 RM culverts  
**Location of Project:** Center district of Sar-e- Pul to Charbagh area  
**Labor Days Generated:** 23203 Days  
**Project Cost:** 14,877,909 AFN

An old woman donated a part of her residential house for rehabilitation of a road in Charbagh which is one of a remote village of the Sar-e-Pol province where around 5,000 families live. National Rural Access Program worked on a road subproject in this district to connect Sar-e-Pol province to Charbagh.

The implementation of Sar-e-Pol to Charbagh subproject required the destruction of some houses and agricultural lands in the area.



The staff of social and environmental department accordance to their responsibilities went to survey the affected areas along this subproject.

According to local residents, destruction of parts of their lands and houses are in progress. The environmental section of NRAP met a family which a part of their house was being destroyed. In the area where the work was in progress ESMF section saw a small child standing at the side of the road with tears at his eyes. The staff of National Rural Access Program was talking with the grandmother of the child, but suddenly, the child who wasn't more than seven years old, turned to his grandmother with tears at his eyes and said: "these people are destroying our house."

The grandmother got close to him and said : ' No my son, don't cry, they don't destroy our house, they only destroy our old walls, to construct a road near our house, and when the street is constructed I will buy for you a bicycle, then, you can go to school by bicycle and play with your friends."

After listening to these words of grandmother the grandson stopped crying and he imagined the pictures of a road and movement of vehicles and he stands with us very happily and the child was also aware of the benefits of the road. This child was waiting to the construction of the road near his house to go to school along with his neighbors and friends. He was a child aged about seven, in this age he can understand the advantages of roads and road construction. A day will come that hundreds of such children and thousands of residents of this village will use this road for health services, education, economy and their agricultural products will increase and a positive change will come in their lives.

### 7.2.2 Best Project Number 2

<b>Project Name:</b>	Construction of 96 km Road
<b>Location of Project:</b>	Badakhshan Region
<b>Days Generated:</b>	317816 Days
<b>Project Cost:</b>	147,000,000 AFN

NRAP projects caused reduction of poppy cultivation in Badakhshan province. National Rural Access Program in Badakhshan had been funded with 3 million dollars through Counter Narcotic Trust funds (CNTF) for the rehabilitation of 96 Km roads over Badakhshan Region during 1388 and 1389.

NRAP regional officials say these projects have been contracted with 55 Community Development Councils (CDC) in 10 poppy cultivated districts of the province.

According to them most of the contractors were led by elders and heads of CDCs who could well manage to occupy the most involved cultivators, on the projects work.

Since, these projects had provided two years working opportunities for the large number of local residents. 'It's visibility caused to deeply decrease the cultivation of poppy in this province', says NRAP officials. In addition to the planned length of road, NRAP initiated these projects to have a good coordination with the CDCs.

Given a full capacity to the CDCs by NRAP technical team and close monitoring, the CDCs were able to construct over 202 structures within the 96 km road.

Haji Jalil head of a CDC appreciated NRAP projects in Badakhshan and said: "These were the best projects; I have seen as livelihood alternative for the people and which were very closely monitored at a very honest manner of NRAP team."

NRAP officials say, 'NRAP projects aim to solve transportation problems of rural residents, this program also emphasises to solve economical and social problems of rural residents which causing reduction of poppy in Badakhshan is a good example of NRAP activities.'



### 7.2.3 Best Project Number 3

<b>Project Name:</b>	Construction of 120 m Steel Bridge over Qala-e-Zal River
<b>Location of Project:</b>	Qalay-e-Zal district of Kunduz Province
<b>Labor Days Generated:</b>	50766 Days.
<b>Project Cost:</b>	25,383,100 AFN

Qala-e-Zal district is located 50km in north of Kunduz City. The total population of this district reached to about 75,000.00, persons the residents of this district is poor and indigent people with low income, the main occupation of these people are agriculture, animal husbandry and carpet craft.

The only river passing through this district has divided the district into two separate parts, is called Qala-e-Zal River which emerges from North Salang Mountains. During the summer time when the snow melts, the water level becomes high, also since this river traverse a long distance to reach to Qala-e-Zal district and have an extent catchments area therefore during monsoon heavy rainfall causes huge flood in the river.



Considering the problem of these communities and as per the request from the district authorities, NRAP decided to construct 120m long steel truss bridge, over Qala-e-Zal River.

During the inauguration of this subproject, authorities, community people and the District Governor had participated. Meanwhile the Governor said, 'It's unbelievable for me. I have no words to thank the engineers, for this brilliant service to these deprived people'. He also quoted to an incident which happened in 2005 while a boat carrying 15 people, two pregnant women and children overwhelmed and sank in the water, all the passenger have been died and no one had been survived. So today, this bridge is very important for the residents of district and now they won't lose their family members.



Prior to construction of this bridge the community had no access to District Center and Kunduz province, they were facing many problems while passing the river and they used locally made boats which was full of danger. Specially, during high water level, also they weren't able to take their patient to doctor and health clinics, and they were not able to carry their product to the District Center.

By Construction of this bridge now the community can easily pass the river without any anxiety, they can take their products to main markets, sent their kids to school and buy the necessary items from the main bazaar.



After the successful completion of this bridge the whole elders of the villages and authorities made a party for the contractor and the regional team of NRAP and appreciated their hard work to get the work done.

#### 7.2.4 Best Project Number 4

<b>Project Name:</b>	Construction of 14.2 km, Yawan-Amo Road
<b>Location of Project:</b>	Yawan District of Badakhshan Province
<b>Labor Days Generated:</b>	29,659 Days.
<b>Project Cost:</b>	14, 957,513 AFN

Yawan – Amo road subproject has been inaugurated after several incidents. Yawan district of Badakhshan province is connecting the District Centre to Amo River and ring road of Darwazha. The total length of this road is 14.2 km funded by the World Bank. According to NRAP regional engineers, this subproject is 90 km away from Badakhshan capital and during November to the end of April this distance remains blocked under snow. For this NRAP proposed to rehabilitate this road and solve problems of thousands of families living around this road.

Providing working opportunities, giving the people access to education, healthcare and social opportunities and reducing the poverty in mentioned area, is the main objective of this road subproject.



During the inauguration, NRAP regional engineers faced several problems. After two days travel by horses and donkeys Badakhshan regional engineers reached to mentioned area. During this travel and when NRAP regional Engineers were crossing the freezing distance with full of snow and mud, Eng. Farooq Badakhshan regional engineer's leg got broken due to his fall from the horse.

Whatever NRAP team looked around to see any village closer to take Eng. Farooq in a house for cure or at least place him in warmer place but there was no luck to help him. The pain on his foot was increasing minute by minute and coldness was giving him a very difficult moment, it was very hard for him to stay on the horse anymore. At least very hardly the team could manage to arrive to a village called Anj at the dark evening.

Early morning regional engineers speeded up towards the District Center and reached, in the afternoon. There was a clinic, but the team couldn't find the related doctor to treat Eng. Farooq.

The community elders plus the district authorities were quickly called to arrange for the project start, they were very much sorry and insisting us that they do not need the project but they need the health of the Engineer where we could successfully inaugurated the project starting point at Yawan District Center towards Amo River and the people were briefly explained on the work strategy. The team had to return back by the same routine and rush down to Faizabad in order to approach health facilities, the engineer was not feeling well to control him on the horse unfortunately he fell down again and this time his right hand broke. In brief it was a strange and painful mission which the team passed behind and successfully completed the project.

The road from Yawan to Amo River was just a simple donkey trail crossing along on different water valleys where around 30,000 people living around this road were suffering from having no road.

A big gathering was made by the community in front of NRAP car for the warm welcome of the program. This road project has also provided economical support to the most vulnerable people of the villages and has resulted in easier access to education for the students.



## NRAP Activities in Provinces



Baghlan Province



Takhar Province



Khost Province



Bamian Province



Ghor Province



Daykundi Province



Uruzgan Province

## NRAP Activities in Provinces



Ghazni Province



Kabul Province



Herat Province



Kapisa Province



Sheberghan Province



Konar Province



Panjsher Province

## NRAP Activities in Provinces



Sari Pol Province



Cheghchran Province



Helmand Province



Ghorband Province



Farah Province



Wardak Province



Parwan Province

## NRAP Activities in Provinces



Kandahar Province



Badakhshan Province



Paktiya Province



Balkh Province



Faryab Province



Nangarhar Province



Nooristan Province

## 9. ANNEXES

### 9.1 Annex – 1, “NRAP Financial Viability”

NRAP FININCIAL VIABILITY				
#	COMPONENT	ORIGINAL NOV 2007 (\$M)	REVISED MAY 2009 (\$M)	UPDATED JUN 2010 (\$M)
<b>Component A</b>				
A.1	Secondary Roads Works	67.4	75.0	111.9
A.2	Emergency Maintenance Works	2.8	2.8	2.8
A.3	Environmental & Social Management Plans, Monitoring & Evaluation	0.2	0.2	0.2
A.4	Implementation Support (IC & PIU)	7.7	14.2	25.6
<b>Component A Total</b>		<b>78.1</b>	<b>92.2</b>	<b>140.5</b>
<b>Component B</b>				
B.1	Tertiary Roads Works	31.5	41.0	50.3
B.2	Emergency Maintenance Works	2.8	2.8	2.8
B.3	Routine Maintenance Works	8.0	8.0	8.0
B.4	Environmental & Social Management Plans, Monitoring & Evaluation	0.4	0.4	0.4
B.5	Implementation Support (IC & PIU)	9.4	10.8	20.8
<b>Component B Total</b>		<b>52.1</b>	<b>63.0</b>	<b>82.3</b>
<b>Component C</b>				
C.1	Rural Roads Management System	0.6	0.6	3.0
C.2	Institutional Capacity Building	2.8	2.8	2.8
C.3	Project Management Support	3.4	3.4	3.4
<b>Component C Total</b>		<b>6.8</b>	<b>6.8</b>	<b>9.2</b>
<b>GRAND TOTAL</b>		<b>137.0</b>	<b>162.0</b>	<b>232.0</b>

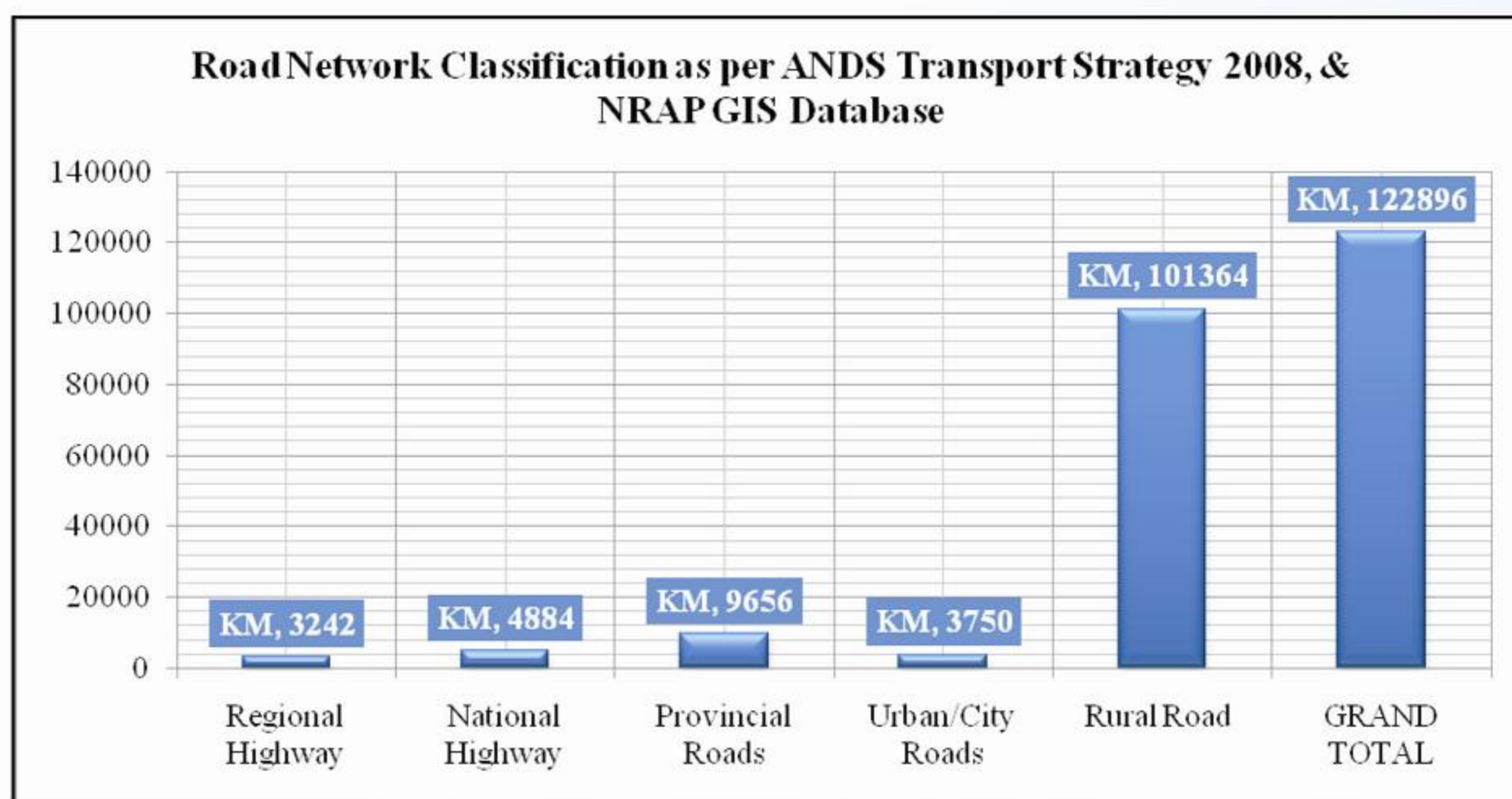
9.2 Annex – 2, “Programme’s Governmental Funded Sub-Projects”

Location			Description		Deliverable		
Region	Province	District	Sub Project Title		Type Of Output	Length Of Km	Length Of Rm
West	Hirat	Injil	Rehabilitation Of Road From Manarha To Noqra Village Lot 1		Road	8.5	
West	Hirat	Injil	Rehabilitation Of Road From Manarha To Noqra Village Lot 2		Road	9.1	
East	Laghman	Qarghahi	Construction Of (14 M) Khairo Khel Bridge Kabul Jalalabad Main High Way		Bridge		14
Kabul	Parwan	Bagram	Rehabilitation Of Road From Kabul Charakar Highway To Robat Village		Road	1.9	
North East	Kunduz	Khanabad	Construction Of Aqtash Bridge Approach Road Ch.( 0+000 To 0+455)		Road	0.5	
West	Hirat	Ghoryan	Rehabilitation Of Road From Heart City To Ghorian District		Road	70.0	
North	Jowzjan	Shiberghan	Rehabilitation Of Shiberghan Andkhoyee To Khoja Do Koh District Center Road And Construction Of Drainage Structures		Road	3.1	
North	Jowzjan	Darzab	Rehabilitation Of Road From Shiberghan To Darzab Phase 1		Road	40.0	
Kabul	Kabul	Paghman	Rehabilitation Of Road From Paghman District Center From Ghaza Road To Kabul Parwan Highway Road		Road	15.0	
North East	Baghlan	Khost Fring	Rehabilitation Of Road From Nahrin To Khost Wa Fring		Road	30.0	
South East	Ghazni	Malistan	Rehabilitation Of Road From Malistan To Jaghori (Shinday/Tangi To Kundali		Road	35.0	
North East	Kunduz	Khanabad	Rehabilitation Of Road From Kunduz Center (Hazrat-E-Sultan) To Khanabad Road		Road	20.0	
Central HI	Bamyan	Waras	Construction Of Qunaaq Bridge		Bridge		68
North East	Baghlan		Rehabilitation Of Dara-E-Kayhan Road		Road	19.0	

East	Nangarhar	Haskamena	Rehabilitation Of Road From Hada To Haska Mina Road	Road	16.7	
Kabul	Kabul	Charhasyab	Rehabilitation Of Road From Bazar-E-Char Asyab To Bala Qala Alyas Khil Paraw	Road	6.0	
South Eas	Paktiya	Sayed Karam	Rehabilitation Of Road From Zarghon Shahr Bazar To Padshah Khan Zadrans Clinc	Road	4.2	
Total					279	82

### 9.3 Annex – 3, “Road Network in Afghanistan”

Road Network Classification As Per ANDS Transport Strategy 2008, And NRAP GIS Database	
Road in KM	
Regional Highway	3,242
National Highway	4,884
Provincial Roads	9,656
Urban/City Roads	3,750
Rural Road	101,364
<b>Grand Total</b>	<b>122,896</b>



9.4 Annex – 4, “NERAP Secondary Road Achievement since Inception”

NERAP SECONDARY ROAD ACHIEVEMENT SINCE INCEPTION					
PROVINCE	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$BUDGET
Badakhshan	27.6	17.3	2,480	35,714	2,369,191
Bamyan					
Diakundi	24.3		480	20,859	1,390,700
Ghor					
Kunar					
Laghman			83	648	39,458
Nangarhar					
Nuristan					
Kabul	11.0		9,778	22,928	1,340,009
Kapisa					
Logar	12.0		12,133	26,842	1,603,165
Panjsheer					
Parwan	80.0		364	182,953	11,109,476
Wardak					
Balkh					
Faryab					
Jawzjan	38.4		22	23,714	1,453,499
Samangan	58.2		668	7,280	484,209
Sari Pul	38.8		112	20,317	1,245,106
Baghlan	24.9		18	34,069	1,913,305
Kunduz		184.0		15,220	844,853
Takhar	66.1		243	66,852	3,813,286
Hilmand					
Kandahar	11.0		34	47,945	2,751,385
Nimroz					
Uruzgan					
Zabul					
Ghazni	16.0		547	12,122	796,907

Khost					
Paktika					
Paktya	20.0	16.0		21,623	1,441,969
Badghis	37.4	56.0	1,438	33,064	1,914,684
Farah					
Hirat	47.8		601	38,278	2,254,630
<b>TOTAL</b>	<b>514</b>	<b>273</b>	<b>28,999</b>	<b>610,428</b>	<b>36,765,830</b>

9.5 Annex - 5, "NERAP Tertiary Road Achievement since Inception"

NERAP TERTIARY ROAD ACHIEVEMENT SINCE INCEPTION					
PROVINCE	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$BUDGET
Badakhshan	63.9		0.6	94,189.0	946,278.9
Bamyan	26.2		160.0	51,754.0	1,162,430.7
Diakundi					
Ghor	19.9	108.0	347.3	16,751.0	1,532,756.5
Kunar	14.3	100.0		44,276.0	398,326.1
Laghman	11.2	72.0	855.8	33,614.0	1,250,640.4
Nangarhar	16.1	39.0	381.0	20,194.0	549,750.7
Nuristan	20.0	38.0		77,204.0	655,854.5
Kabul	38.8	20.0	2,125.4	108,510.0	1,299,381.1
Kapisa	8.0		99.8	21,983.0	248,007.4
Logar	6.4	15.0		16,862.0	237,749.4
Panjsheer	10.0	60.0		35,853.0	493,102.1
Parwan					
Wardak	8.7	13.0		18,989.0	229,401.9
Balkh	22.0		64.0	4,854.0	444,076.4
Faryab	10.0		58.0	3,034.0	230,464.4
Jawzjan	13.8		84.8	8,545.0	680,258.5
Samangan	10.0		627.0	2,714.0	404,661.5
Sari Pul	42.0		157.6	37,290.0	986,504.2
Baghlan					
Kunduz	44.0		291.1	24,517.0	1,099,027.0
Takhar	38.2		123.0	37,492.0	1,129,831.6
Hilmand					
Kandahar					
Nimroz					
Uruzgan					
Zabul					
Ghazni					
Khost	17.0		58.5	14,478.0	470,887.5
Paktika	15.0		85.0	47,698.0	280,105.0
Paktya	37.6		273.0	72,323.0	501,110.4
Badghis	14.4		322.7	7,300.0	598,912.7
Farah	13.8			20,925.0	391,408.4
Hirat	78.3		229.1	68,075.0	1,846,925.5
<b>Total</b>	<b>599</b>	<b>465</b>	<b>6,344</b>	<b>889,424</b>	<b>18,067,853</b>

9.6 Annex – 6, “NRAP Funding Status through Core Budget”

NRAP FUNDING STATUS THROUGH CORE BUDGET						
PROJECT/ SOURCE	Year	MPW \$M	MRRD \$M	MIWRE \$M	Total \$M	STATUS
LIWP-WB	2002	12.22	0.00	0.00	12.22	Completed
ECEPWP conducted through CARE	2002	0.00	3.25	0.00	3.25	Completed
LIWP-JSDF-WB Conducted through CARE	2002		2.00		2.00	Completed
NEEP-1- WB	2003	10.71	2.43	3.47	16.62	Completed
NEEPRA- WB/JPMU	2003	22.05	18.76	0.00	39.08	Completed
NEEP-RAL-JSDF	2004	0.00	19.60	0.00	19.60	Completed
NEEP-EC	2004	0.00	10.64	0.00	10.64	Completed
NEEP-PSIB- WB	2005		15.00		15.00	Completed
NEEP- DIFID/AUS/CIDA (ARTF)	2005	23.33	12.75	0.00	36.08	Completed
NEEP-USAID (ARTF)	2005	0.00	2.00	0.00	2.00	Completed
SIDA	2006	0.52	0.00		0.52	Completed
NRAP-DFID-Helmand	2006		16.25		16.25	Completed
GOI	2007	3.02	0.00		3.02	Completed
NRAP-Dutch	2007		0.93		0.93	Completed
CNTF (Alternative Livelihood)	2006		5.29		5.29	Ongoing
NERAP-IDA-ARTF	2007	140.50	91.50		232.00	Ongoing
CNTF (Labor Based)	2008		6.00		6.00	Ongoing
GOA	2010	7.50	2.50	0.00	10.00	Ongoing
<b>TOTAL</b>		<b>219.85</b>	<b>208.90</b>	<b>3.47</b>	<b>430.49</b>	

9.7 Annex – 7, “NRAP Routine Maintenance Achievement since Inception”

NRAP ROUTINE MAINTENANCE ACHIEVEMENT SINCE INCEPTION					
REGION	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$BUDGET
Badakhshan	8.0			0.0	6,632.1
Central Highlands					
East	26.0			2,596.0	13,922.7
Kabul	6.4			2,264.0	11,469.6
North					
North East	20.0			4,520.0	44,118.6
South					
South East					
West					
<b>TOTAL</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>9,380</b>	<b>76,143</b>

9.8 Annex – 8 , “NRAP Emergency Maintenance since Inception”

NRAP EMERGENCY SINCE INCEPTION OF PROGRAM									
REGION	SECONDARY ROAD				TERTIARY ROAD				
	ROAD IN KM	STRUCTURE IN METER	LABOR DAYS	\$BUDGET	ROAD IN KM	STRUCTURE IN METER	LABOR DAYS	\$BUDGET	
Badakhshan				37,084.8	22.50	10.00	2,735.00	107,564.00	
Central Highlands				86,090.6	117.60	23.00	9,417.00	50,264.29	
East					2.00		4,700.00	38,465.06	
Kabul				175,806.3	27.50	25.00	6,625.00	45,432.50	
North				118,425.1					
North East				230,944.4					
South					0.04		1,100.00	19,361.70	
South East					13.70		9,145.40	41,476.20	
West									
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>648,351</b>	<b>183</b>	<b>58</b>	<b>33,722</b>	<b>302,564</b>	

9.9 Annex – 9 ,“NRAP Winterization (Snow Cleaning) since Inception”

NRAP WINTERIZATION (SNOW CLEANING) INCEPTION OF PROGRAM						
REGION	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$BUDGET	
Badakhshan	624.8		620.0	36,274.0	275,571.1	
Central Highlands	419.5			20,161.0	70,946.9	
East	522.8			29,312.0	103,239.2	
Kabul	827.2			29,267.0	165,606.3	
North	452.2		51.8	33,786.0	199,253.1	
North East	173.5		135.0	9,899.0	93,606.0	
South	232.4			14,421.0	38,647.8	
South East	556.2			29,376.0	107,748.5	
West						
<b>TOTAL</b>	<b>3,809</b>	<b>0</b>	<b>807</b>	<b>202,496</b>	<b>1,054,619</b>	

ACHIEVEMENT PER DONOR										
DONOR	ACHIEVEMENT (SINCE INCEPTION OF PROGRAM)				ACHIEVEMENT (DURING 1389)					
	ROAD IN KM	BRIDGE IN METER	STRUCTUR E IN METER	LABOR DAYS	\$BUDGET	ROAD IN KM	BRIDGE IN METER	STRUCTUR E IN METER	LABOR DAYS	\$BUDGET
CIDA	27.3		28.3	85,633.6	1,366,508.5					
DF	630.9	722.4	16,988.7	1,358,908.1	26,961,403.6	20.6			8,000.0	6,886,068.9
GOI	27.1		1,336.5	202,040.8	3,171,283.9	4.5		43.5		75,105.1
SIDA	26.3		1,522.0	47,223.4	521,385.6					
WB	7,906.6	744.7	38,236.5	9,182,802.7	41,742,343.0					
WB-ARTF	96.4	13.0	1,182.5	207,647.0	6,666,055.5	96.4	13.0	1,182.5	122,114.0	6,666,055.5
WB-IDA	1,016.6	725.3	34,160.5	1,430,792.1	47,428,594.3	312.2	482.3	3,492.0	514,476.8	21,384,254.0
AU	36.1		302.5	49,574.0	658,932.4					
CNTF	160.8	162.0	3,940.9	581,901.0	7,896,378.2	96.2		2,758.8	383,851.0	3,729,305.3
Dutch	16.2		319.0	6,415.0	702,290.9					
EC	190.3	102.0	1,817.1	381,734.0	7,874,994.2					
JF	348.5	9.5	9,505.6	359,800.0	9,424,975.5	1.3			5,545.0	63,629.0
USAID	240.9	136.8	3,220.1	244,218.0	4,821,057.4	1.5	21.0		13,762.0	271,905.4
TOTAL	10,724	2,616	112,560	14,138,690	159,236,203	533	516	7,477	1,047,749	39,076,323

9.11 Annex –11, “NRAP Project Wise Achievement”

ACHIEVEMENT PER PROJECT										
PROJECT	ACHIEVEMENT (SINCE INCEPTION OF PROGRAM)					ACHIEVEMENT (DURING 1389)				
	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$BUDGET	ROAD IN KM	BRIDGE IN METER	STRUCTU RE IN METER	LABOR DAYS	\$BUDGET
LIWP - MPW-WB	3,898.0	20.0	3,440.5	3,403,984.2	8,930,747.5					
NEEP1 - MPW-WB	2,200.9	19.2	647.5	2,591,106.7	6,615,925.7					
NEEPRA - MPW-WB	809.0	468.5	23,691.4	1,428,677.8	14,911,738.7					
NERAP - MPW-ARTF	93.4		1,182.5	198,177.0	6,489,855.0	93.4		1,182.5	112,644.0	6,489,855.0
NERAP - MPW-GOI	27.1		1,336.5	202,040.8	3,171,283.9	4.5		43.5		75,105.1
NERAP - MPW-IDA	420.1	273.3	27,816.8	550,838.1	29,536,941.9	140.5	273.3	2,424.7	269,828.8	15,677,694.5
NRAP - MPW-CIDA	7.0		24.1	83,251.6	1,161,202.8					
NRAP - MPW-DF	310.8	599.0	8,477.2	1,019,341.1	9,838,999.2					
NRAP - MPW-SIDA	26.3		1,522.0	47,223.4	521,385.6					
NRAP - MPW-WB		120.0		38,613.0	571,096.7					
HARDP - MRRD - DF	84.5	28.0	24.0	24,400.0	11,274,061.8	20.6			8,000.0	6,886,068.9
NEEP1 - MRRD - WB	291.2	0.0	1,529.5	419,011.0	2,377,819.9					
NEEPEC - MRRD - EC	190.3	102.0	1,817.1	381,734.0	7,874,994.2					
NEEPRA - MRRD - AU	30.5		302.5	32,177.0	481,982.7					
NEEPRA - MRRD - CD	20.3		4.2	2,382.0	205,305.7					
NEEPRA - MRRD - DF	235.7	95.4	8,487.5	315,167.0	5,848,342.6					
NEEPRA - MRRD - PS	182.8	136.8	2,584.5	232,614.0	3,302,925.8	1.5	21.0		13,762.0	271,905.4
NEEPRA - MRRD - US	58.2		635.6	11,604.0	1,518,131.6					
NEEPRA - MRRD - WB	707.6	117.0	8,927.7	1,301,410.0	8,335,014.5					
NERAP - EM - MRRD - WB	11.0			6,967.0	174,707.2	6.0			4,767.0	103,866.0
NERAP - MRRD - TF	3.0	13.0		9,470.0	176,200.5	3.0	13.0		9,470.0	176,200.5
NERAP - MRRD - WB	585.5	452.0	6,343.7	872,987.0	17,716,945.2	165.8	209.0	1,067.3	239,881.0	5,602,693.5
NRAP - MRRD - CF	20.8	162.0		12,139.0	2,923,303.6					
NRAP - MRRD - DU	16.2		319.0	6,415.0	702,290.9					
NRAP-LB - MRRD - AU	5.6			17,397.0	176,949.7					
NRAP-LB - MRRD - CF	140.0		3,940.9	569,762.0	4,973,074.6	96.2		2,758.8	383,851.0	3,729,305.3
RAL - MRRD - JF	348.5	9.5	9,505.6	359,800.0	9,424,975.5	1.3			5,545.0	63,629.0
<b>TOTAL</b>	<b>10,724</b>	<b>2,616</b>	<b>112,560</b>	<b>14,138,690</b>	<b>159,236,203</b>	<b>533</b>	<b>516</b>	<b>7,477</b>	<b>1,047,749</b>	<b>39,076,323</b>

9.12 Annex –12, “NRAP Year Wise Achievement”

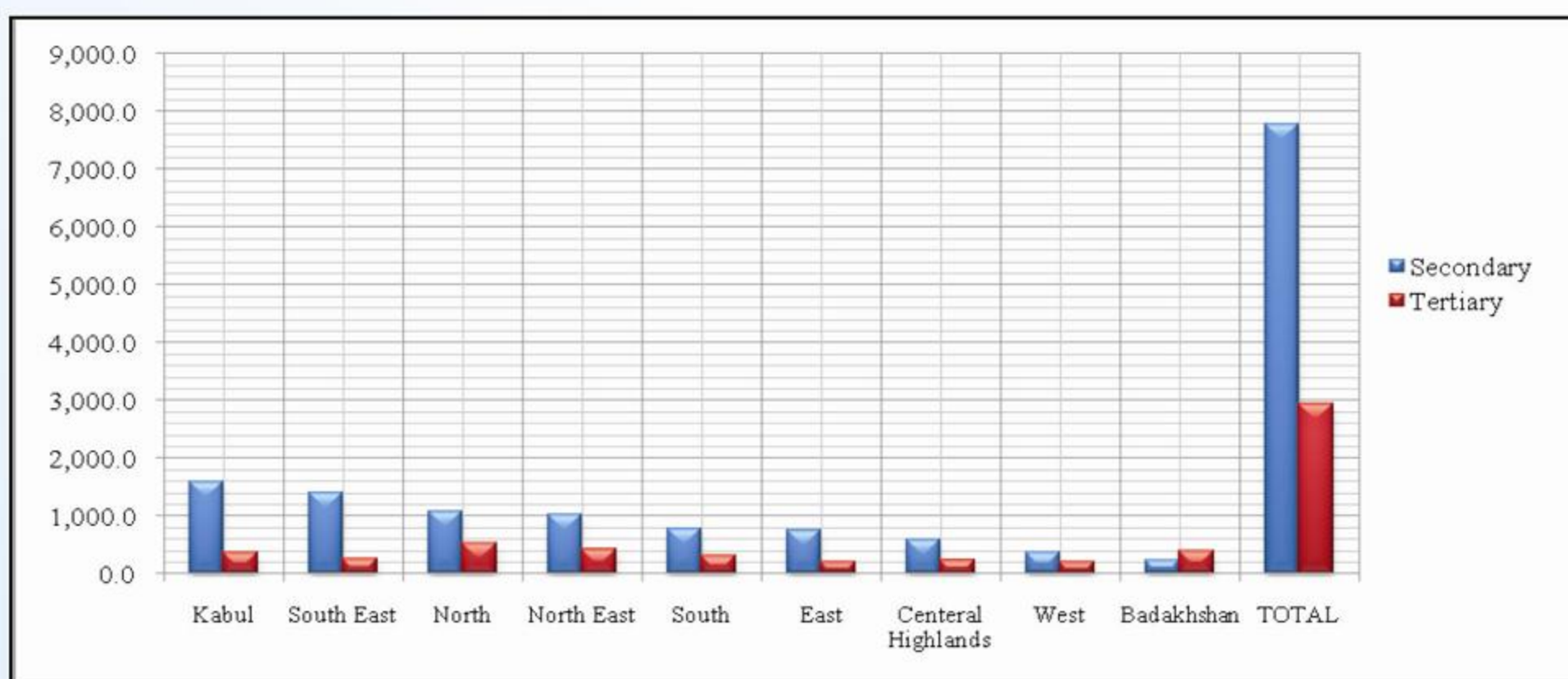
Year	Secondary Achievement (Since Inception Of Program)					Tertiary Achievement (Since Inception Of Program)				
	Road In Km	Bridge In Meter	Structure In Meter	Labor Days	\$Budget	Road In Km	Bridge In Meter	Structure In Meter	Labor Days	\$Budget
1381	180.6			223,833.6	256,367.4					
1382	3,913.1	20.0	3,509.2	3,177,718.6	8,573,162.9					
1383	2,193.8	19.2	1,686.4	2,796,958.6	7,538,488.1	462.6	0.0	2,766.6	767,102.0	4,265,564.7
1384	377.8	58.0	9,177.4	671,597.2	7,115,842.2	492.8	102.0	4,656.7	884,699.0	5,370,876.7
1385	259.5	404.7	9,735.4	683,128.0	7,022,504.5	323.8	44.5	7,849.6	343,665.0	7,289,645.5
1386	287.4	519.0	12,012.7	870,650.7	8,595,451.5	621.3	116.4	12,893.7	674,507.0	16,390,921.4
1387	86.1	85.8	2,972.1	349,439.8	4,486,656.9	361.8	223.8	6,167.6	529,816.0	10,217,665.0
1388	255.9	120.0	25,394.6	407,454.5	15,918,049.1	375.0	386.0	6,261.3	710,371.0	17,118,684.3
1389	238.4	273.3	3,650.7	382,472.8	22,242,654.5	294.4	243.0	3,826.1	665,276.0	16,833,668.4
<b>TOTAL</b>	<b>7,793</b>	<b>1,500</b>	<b>68,139</b>	<b>9,563,254</b>	<b>81,749,177</b>	<b>2,932</b>	<b>1,116</b>	<b>44,422</b>	<b>4,575,436</b>	<b>77,487,026</b>

9.13 Annex –13, “NRAP Region Wise Achievement since Inception”

Region	Secondary Road					Tertiary Road				
	Road In Km	Bridge In Meter	Structure In Meter	Labor Days	\$Budget	Road In Km	Bridge In Meter	Structure In Meter	Labor Days	\$Budget
Badakhshan	231.0	54.1	2,735.1	409,073.4	3,326,875.5	390.5	27.0	9,782.0	910,364.0	8,158,474.5
Central Highlands	588.9		1,529.8	1,031,409.2	4,860,326.4	249.6	108.0	3,572.3	187,768.0	6,138,072.0
East	745.5	177.0	1,829.7	754,433.2	4,109,089.5	201.5	334.0	4,205.8	653,501.0	6,619,866.2
Kabul	1,581.3	93.9	28,412.9	1,944,830.0	26,042,275.4	364.6	296.8	10,831.7	856,013.0	10,766,271.0
North	1,067.6	57.4	4,796.6	923,761.6	8,006,846.4	527.9	29.5	1,878.2	598,988.0	10,826,524.9
North East	1,030.4	476.0	16,072.2	1,511,082.9	14,206,009.5	431.1	198.6	4,589.0	523,607.0	8,172,103.3
South	783.2	156.0	217.2	800,589.3	5,984,522.4	309.7	88.0	3,634.9	226,874.0	17,116,950.6
South East	1,402.5	110.0	10,409.1	1,472,795.3	8,642,672.0	256.7	33.8	2,089.6	438,464.0	5,084,221.5
West	362.2	375.6	2,135.9	715,279.0	6,570,559.8	200.0		3,838.2	179,857.0	4,604,542.0
<b>TOTAL</b>	<b>7,793</b>	<b>1,500</b>	<b>68,139</b>	<b>9,563,254</b>	<b>81,749,177</b>	<b>2,932</b>	<b>1,116</b>	<b>44,422</b>	<b>4,575,436</b>	<b>77,487,026</b>

# 9.14 Annex – 14, “NRAP Achievement Region Wise”

Region	Secondary Road In Km	Tertiary Road in Km
Kabul	1,581.3	364.6
South East	1,402.5	256.7
North	1,067.6	527.9
North East	1,030.4	431.1
South	783.2	309.7
East	745.5	201.5
Central Highlands	588.9	249.6
West	362.2	200.0
Badakhshan	231.0	390.5
<b>TOTAL</b>	<b>7,793</b>	<b>2,932</b>



9.15 Annex – 15, “NRAP Provincial Wise Secondary Road”

Province	ACHIEVEMENT (SINCE INCEPTION OF PROGRAM)					ACHIEVEMENT (DURING 1389)				
	Road In Km	Bridge In Meter	Structure In Meter	Labor Days	\$Budget	Road In Km	Bridge In Meter	Structure In Meter	Labor Days	\$Budget
Badakhshan	231.0	54.1	2,735	409,073	3,326,876	27.6	17.3	2,480	35,714	1,630,158
Bamyan	268.1		914	826,386	2,578,017					
Daikundi	30.3		616	59,855	1,780,655					
Ghor	290.5		0	145,169	501,655					
Kunar	146.6			65,239	163,098					
Laghman	192.3	177.0	1,217	217,657	1,416,902					
Nangarhar	314.0		613	329,032	1,822,164					
Nuristan	92.7			142,504	706,926					
Kabul	423.5	67.4	13,344	805,138	7,791,590	4.5		44		75,105
Kapisa	137.1		302	181,648	1,182,593					
Logar	424.3		13,940	270,084	2,887,647					
Panjshir	14.0	26.5		30,301	136,736					
Parwan	303.5		477	475,439	13,134,112	68		276	156,790	9,524,437
Wardak	279.0		350	182,220	909,597					
Balkh	185.2		128	151,806	555,474					
Faryab	141.4		0	85,084	404,756					
Jawzjan	248.5		40	193,938	2,176,585					
Samangan	343.5	20.0	4,518	375,206	3,105,807	27.7		663	2,946	224,738
Sari Pul	149.0	37.4	112	117,727	1,764,225					
Baghlan	476.9	172.0	15,608	668,608	6,613,017	20		4	26,738	1,482,168
Kunduz	353.2	304.0	195	581,789	2,963,718		184		15,220	844,853
Takhar	200.3		270	260,686	4,629,275	42.12		125	38,062	2,116,242
Hilmand	256.1		51	158,714	425,303					

Kandahar	338.6		167	453,025	4,706,329	11		34	47,945	2,751,385
Nimroz	30.0		0	41,328	252,653					
Uruzgan	61.5	156.0		70,495	407,669					
Zabul	97.0			77,028	192,569					
Ghazni	236.4	44.0	547	134,063	1,411,818					
Khost	366.8		409	292,893	772,880					
Paktika	387.5		178	345,770	964,566					
Paktya	411.8	66.0	9,275	700,069	5,493,408	20	16		21,623	1,441,969
Badghis	72.4	135.6	1,458	239,448	2,897,745	5.4	56	14	13,983	787,195
Farah	15.0		0	30,058	242,269					
Hirat	274.8	240.0	678	445,773	3,430,546	12.05		12	23,452	1,364,406
<b>TOTAL</b>	<b>7,793</b>	<b>1,500</b>	<b>68,139</b>	<b>9,563,254</b>	<b>81,749,177</b>	<b>238</b>	<b>273</b>	<b>3,651</b>	<b>382,473</b>	<b>22,242,655</b>

Province	Achievement (Since Inception Of Program)					Achievement (During 1389)				
	Road In Km	Bridge In Meter	Structure In Meter	Labor Days	\$Budget	Road In Km	Bridge In Meter	Structure In Meter	Labor Days	\$Budget
Badakhshan	390.5	27.0	9,782.0	910,364.0	8,158,474.5	127.3		2,304.0	402,177.0	3,775,069.2
Bamyan	131.6		2,399.3	154,228.0	2,477,312.9					
Daikundi										
Ghor	118.0	108.0	1,173.0	33,540.0	3,660,759.1		72.0		5,855.0	440,266.7
Kunar	41.3	100.0	693.2	162,399.0	1,158,400.0	11.2			53,708.0	314,036.2
Laghman	52.7	87.0	2,129.5	224,131.0	2,527,922.2	11.2	60.0	652.9	26,284.0	1,047,146.6
Nangarhar	66.8	87.0	1,329.1	110,044.0	1,913,304.8	11.1	39.0	181.0	16,136.0	442,830.5
Nuristan	40.6	60.0	54.0	156,927.0	1,020,239.2	6.0	18.0		25,119.0	290,932.8
Kabul	164.4	41.0	8,272.2	400,216.0	5,699,052.5	4.3	20.0		17,495.0	248,441.7
Kapisa	40.1	82.0	595.4	155,243.0	1,770,226.9					
Logar	14.8	15.0	609.7	39,685.0	494,859.1					
Panjshir	19.0	87.8	422.4	93,905.0	1,003,639.1	6.0			4,767.0	103,866.0
Parwan	21.9	21.0	166.0	43,467.0	743,635.9	1.5	21.0		13,762.0	271,905.4
Wardak	104.3	50.0	766.0	123,497.0	1,054,857.5		13.0		3,170.0	71,206.7
Balkh	99.0	9.5	116.4	56,670.0	3,777,528.3					
Faryab	94.4		192.5	134,081.0	2,365,474.5					
Jawzjan	142.6	20.0	268.3	167,716.0	1,853,981.5	13.8		84.8	8,545.0	680,258.5
Samangan	67.1		719.0	100,651.0	862,424.7					
Sari Pul	124.9		582.0	139,870.0	1,967,115.9	26.8		379.8	28,488.0	741,990.9
Baghlan	59.8		1,415.9	112,178.0	763,792.1					
Kunduz	253.9	21.6	1,674.7	225,028.0	4,351,739.1	11.4			3,470.0	413,885.4
Takhar	117.4	177.0	1,498.4	186,401.0	3,056,572.1	22.5		223.6	24,595.0	595,549.6
Hilmand	145.7	28.0	845.0	109,845.0	12,853,459.4	20.6			8,000.0	6,886,068.9
Kandahar	89.5		630.0	47,329.0	1,995,161.8					
Nimroz										
Uruzgan	65.8	60.0	651.2	67,470.0	1,920,355.3					

Zabul	8.8		1,508.7	2,230.0	347,974.2				
Ghazni	71.1	33.8	910.3	134,562.0	1,918,394.6				
Khost	58.8		381.6	69,471.0	880,084.7				
Paktika	42.9		163.3	98,217.0	644,672.7				
Paktya	83.9		634.4	136,214.0	1,641,069.5				
Badghis	29.4		2,129.2	34,703.0	1,174,184.1				
Farah	18.5		7.8	25,111.0	507,516.4				
Hirat	152.1		1,701.2	120,043.0	2,922,841.5	20.7		23,705.0	510,213.3
	<b>2,932</b>	<b>1,116</b>	<b>44,422</b>	<b>4,575,436</b>	<b>77,487,026</b>	<b>294</b>	<b>243</b>	<b>3,826</b>	<b>16,833,668</b>

9.17 Annex – 17, “NRAP Provincial Wise Ongoing Activities for Secondary and Tertiary Road Construction”

Province	Secondary Road Ongoing Activities					Tertiary Road Ongoing Activities				
	Road In Km	Bridge In Meter	Structure In Meter	Labor Days	\$Budget	Road In Km	Bridge In Meter	Structure In Meter	Labor Days	\$Budget
Badakhshan	65.3	232.0	2,703.5	40,119.0	10,701,180.3	88.9	17.0	1,312.9	95,988.0	3220579.3
Bamyan		49.5		3,441.0	285,750.6	36.0	27.0	44.0	10,778.0	1328594.94
Daikundi						31.8		5,918.5	29,714.0	2067244.24
Ghor	40.0		741.5	19,505.0	1,624,804.2	16.5	33.0		13,358.0	691427.32
Kunar										
Laghman		60.0		231.2	380,772.7					
Nangarhar		112.0		2,055.0	435,261.9	10.5		187.0	0.0	311953.92
Nuristan										
Kabul						34.9	30.0	181.0	58,789.4	2057270.78
Kapisa						8.2			25,890.0	543513.23
Logar	10.6		12,607.0	14,987.0	2,239,867.0		30.0		3,173.0	121890.06
Panjshir	23.2			9,994.8	1,432,722.0	21.5	121.0	361.6	26,581.0	1718826.16
Parwan		64.0		4,009.8	343,707.2	52.8	68.0	3,247.0	59,428.2	1855920.39
Wardak	46.8	33.0	348.5	2,088.0	2,787,482.2					
Balkh	6.1		19.0	0.0	1,156,416.4	2.5			6,968.0	100012.66
Faryab										
Jawzjan						22.5			3,332.6	382054.36
Samangan	43.0		46.5		2,851,469.0					
Sari Pul	33.0		633.0	0.0	2,336,881.9	34.0		239.0	50,200.0	890810.9
Baghlan	43.9	90.0	492.0	1,043.4	6,272,767.0	57.8		332.2	16,524.0	2493302.61
Kunduz										
Takhar	7.0	56.0	254.0	6,081.5	889,692.7		247.0		11,724.0	1229800.5
Hilmand										
Kandahar										
Nimroz										
Uruzgan						1.4			3,715.0	208794.8



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



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