



Islamic Republic of Afghanistan  
Ministry of Finance  
Ministry of Public Works  
Ministry of Rural Rehabilitation and Development



National Rural  
Access Program



National Rural Access Program (NRAP)

# ANNUAL REPORT 1390

(March 2011 - March 2012)



Bamyan Province



Herat Province



Balkh Province



Prawan Province



Ghazni Province



Kandahar Province



Khost Province



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## Islamic Republic of Afghanistan

Ministry of Finance

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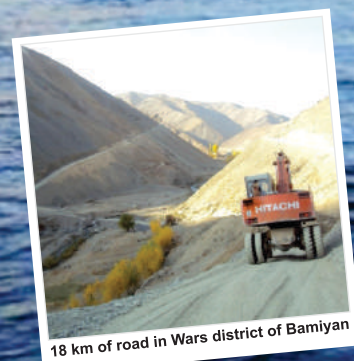
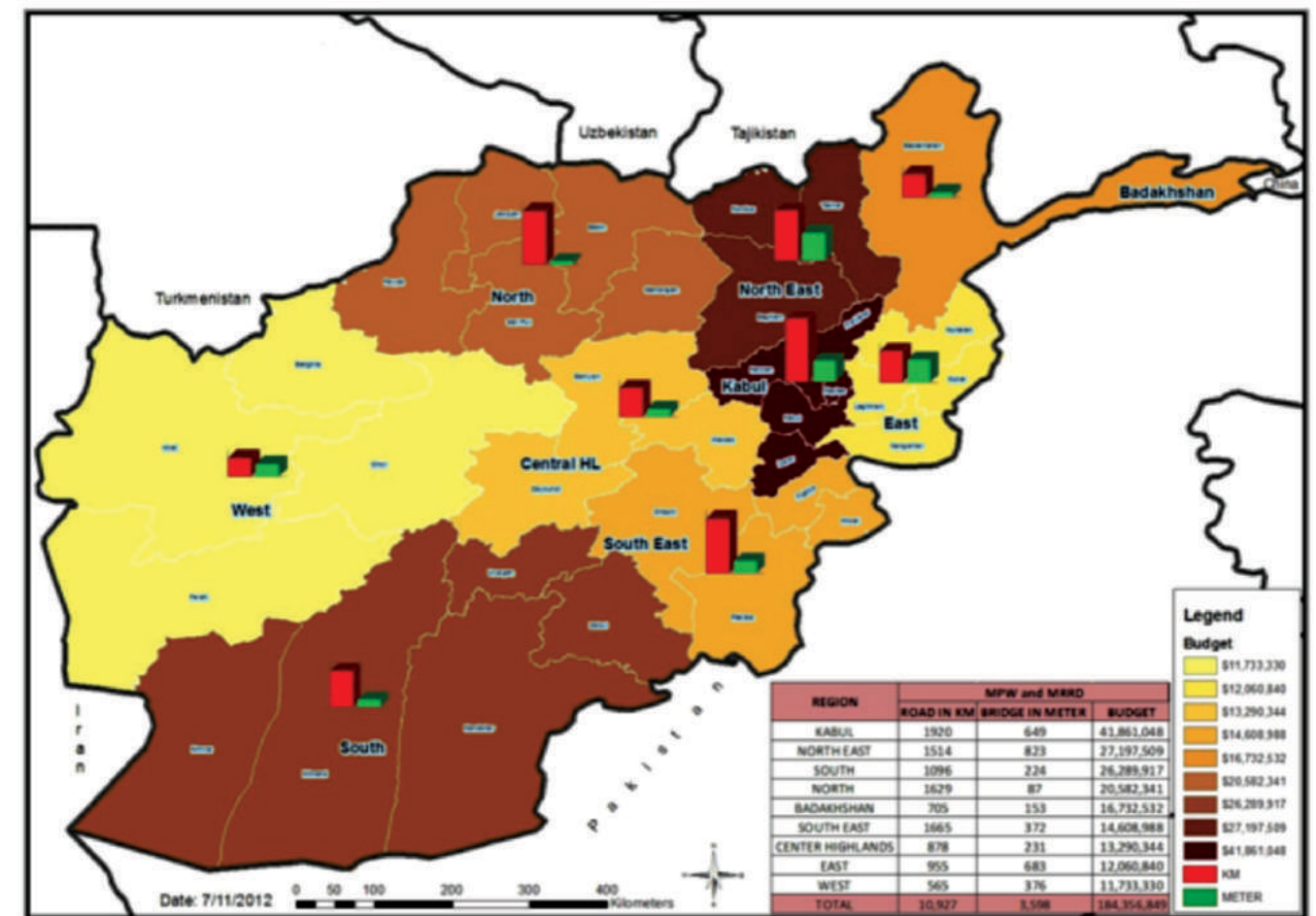


## National Rural Access Program

GENERAL INFORMATION	
Program Title	National Rural Access Program (NRAP)
Start Date	2002
End Date	Ongoing
Donor Agencies	World Bank, USAID, GoI, DFID, JSDF, CIDA, AUSAID, EC, Holland, CNTF, PSIB, GoIRoA, Government of Italy and Japan
Geographic Coverage	All 34 Provinces of Afghanistan



## NRAP GIS Map



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



## Acknowledgment

We are very pleased to present the NRAP annual report of SY 1390 with new lessons learned improvement and new achievements. Last year has not been an easy job for our two key implementing ministries, the Ministry of Public Works (MPW) and the Ministry of Rural Rehabilitation and Development (MRRD) to help adequately the communities and rural population nationwide to access each other by rehabilitation, construction and maintenance of rural roads, bridges and other rural road infrastructures.

National Rural Access Program (NRAP) is one of the flagship and national priority programs of the Islamic Republic of Afghanistan, which is accepted as Bankable Program in the Kabul Conference as well. NPP III or the National Priority Program 3 (NRAP) within the Agriculture and Rural Development (ARD) Cluster, was the first program of ARD Cluster who developed a 3 years comprehensive proposal which was twice consulted with donors for their feedback and further enrichments, and finally the program succeeded to get endorsed the proposal by the donors Joint Coordination and Monitoring Body (JCMB). So, based on the endorsed proposal of the program and the readiness of the program management and technical teams we have started the preparation of a new project with the WB team for a contribution of \$332 million (\$125 million from IDA contribution and \$207 million from ARTF) for next five years. In this new project the management of the program planned to scale up the capacity of the program as well as to increase the capacity of the private sector and community in order to increase the delivery of the program.

The achievements of the year 1390 that stated in this report were not possible to collect without the closed support and assistance of all 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 nationwide 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.

These efforts and report were not possible without the strong supports and contributions of our colleagues in Both PIUs, NCU office and our regional/provincial colleagues in 34 provinces. We are thankful to NCU, PIU MPW, PIU MRRD and IC colleagues for their valuable contribution of realistic information done during the reporting period, and for editing of this report, our regional colleagues, PR and Communication team and NRAP archive for the pictures, MIS team for the graphics 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 benefit from our projects in most parts of Afghanistan.

Abdul Satar “Salim” (Program Coordinator)

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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	IC	Implementation Consultant
10	IOC	Incremental Operating Costs
11	IDA	International Development Association
12	KPIs	Key Performance Indicators
13	MIS	Management Information System
14	MSA	Management Services Agreement
15	MbPW	Ministry of Public Works
16	MRRD	Ministry of Rural Rehabilitation and Development
17	M&E	Monitoring & Evaluation
18	NCU	National Coordination Unit
19	NEEP	National Emergency Employment Programme
20	NEEPRA	National Emergency Employment Programme for Rural Access
21	NERAP	National Emergency Rural Access Project
22	NEPA	National Environmental Protection Agency
23	NRAP	National Rural Access Programme
24	NSP	National Solidarity Programme
25	PSIB	Programmatic Support for Institution Building
26	PAP	Project Affected Persons
27	QA/QC	Quality Assurance / Quality Control
28	SIDA	Swedish International Development Agency
29	UNOPS	United Nations Office for Project Services
30	USAID	United States of Agency for International Development
31	RM of Structure	Culverts, Stone Masonry, Washers/Causeways, Retaining walls, Drain Lining
32	APRP	Afghanistan Peace and Re-integration Project/Program
33	GoIRoA	Government of Islamic Republic of Afghanistan
34	RR-BKN	Ring Road of Badakhshan
35	RAD-TK	Rural Access Development in TirinKot
36	MoF	Ministry of Finance

1. Executive Summary

In 1390, National Rural Access Program (NRAP), National Emergency Rural Access Project (NERAP), assisted to enhance human security and promote equitable economic growth by ensuring year-round access to basic services and facilities in rural Afghanistan, and in delivering sub-projects to enhance socio-economic outcomes in targeted areas. In doing so, it contributed to community development.

In addition to the deteriorating security situation and the consequent restrictions on movement and operations, NRAP faced certain other challenges in the reporting period. These issues include the activities of insurgentsand the problem of dealing with insecureareas with a considerable presence of Anti-Government Elements.

Support was provided through field missions for the purpose of monitoring and also, logistical support was provided to the regional offices. In addition, capacity development at the PIU level is also being planned upon the completion of a capacity assessment exercise that has been initiated.

NRAP organized and facilitated a number of successful public relation (PR) initiatives throughout the year by organizing communication among communities and beneficiaries and informing of the local people on the employment opportunities generated by the program,publishing of wall and desk calendars,Dari and English brochures and newsletters. The other NRAP PR activities are the preparation of a television documentary, announcements on public services and provision of support to the line ministries in its information campaigns regarding NRAP activities.

The important lessons learned during the year are that the monitoring and development activities need to be intricately linked from the very first stage of project initiation to obtain accurate capture of results. For this purpose an M&E assessment report's findings suggest for the setup of Performance M&E System and establishment of M&E Units in PIUs. As a result, the M&E Strategy was developed and the result frame work of the program was revised by engagement of the program stakeholders.





## 1.1 NRAP Physical and Financial Achievements:

The program has widely covered 9,338 villages, in 358 districts of 34 provinces in the country and gained the following physical achievements. Since its inception, MPW and MRRD have rehabilitated 10,925Km of road; 3,596RM of bridge, 120,457RM of structure and 14,626,074 of labour days were generated.

Since inception of NRAP, MPW rehabilitated 7,802Km of road, 2,138RM of bridge, 71,270RM of structure, 8 air fields and 9,676,306 labour days were generated from total budget of \$210,626 and expenditure to date of \$90,720,176

Since inception of NRAP, MRRD rehabilitated 3,123Km of road, 1,458RM of bridge, 49,187RM of structure and 4,949,768 labour days were generated from total budget of \$206,397 and expenditure to date of \$170,800,000



### 1.2 Future Activities:

The Afghanistan Rural Access Project (ARAP) is a follow-on project to the series of Bank's supported projects launched in the last ten years via National Rural Access Program (NRAP) of Government of Islamic Republic of Afghanistan. NRAP has been one of the Government's national priority programs with a broader mission of enhancing human security, equitable growth and integrating the rural economy to the regional market, through the provision of a sustainable rural access to basic services. In line with this mission, the development objective of the proposed project is *“To enable the rural communities benefit from all season road access to basic services and facilities.”*

## 2. Context

The overarching program; NRAP the National Rural Access program is one of the national priority programs of the Islamic Republic of Afghanistan recently routed in ARD cluster.

The mission of the program is to provide year round access to rural communities to reach basic life amenities; school, clinic, marketplaces as well as promote the equitable economic growth in local Afghanistan.

It is strategically oversight by a steering committee that is chaired by Ministry of Finance (MoF) but executed by both the ministry of Public work (MPW) for rehabilitation of secondary (district) and Ministry of Rural Rehabilitation and Development (MRRD) for rehabilitation of Tertiary (village) roads throughout the country since its inception (2002).

The program from the beginning engaged in rehabilitation and maintenance of rural roads inclusive to both; district and village roads and rehabilitated almost 11,000 Km road insofar collectively.

NRAP has been working in all 34 provinces through its nine regional offices and headquarter in Kabul. All offices equipped with update technology and essential equipment as well as virtually all together 500 national and international staff members.

NRAP is operating within the Agriculture and Rural Development Sector/cluster. The specific purpose of NRAP is the *“Nationwide rehabilitation, reconstruction and maintenance of essential rural access infrastructure to ensure year-round access to marginalized districts and villages.”*

NRAP is an inter-ministerial program executed by the Ministry of Rural Rehabilitation and Development (MRRD) and the Ministry of Public Works (MoPW), coordinated by a small unit National Coordination Unit (NCU), in the Ministry of Finance.

As stated, NRAP is a multi-donor program and NERAP is its main project. The project is implemented by PIUs in the MoPW and MRRD under NRAP of executing ministries.

The National Emergency Rural Access Project (NERAP) is the ongoing dominant project of the program funded by WB; the IDA and ARTF contribution. NERAP has three components; the MoPW - PIU is implementing Component A for rehabilitation of secondary roads; and the MRRD- PIU is implementing Component B for rehabilitation of tertiary roads and Component C for project management and institutional strengthening.

The Afghanistan Rural Access Project (ARAP) is a follow-on project to the series of Bank's supports made in the last ten years, to the Government's National Rural Access Program (NRAP).



3. Implementation Progress

3.1 NERAP

NERAP 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+\$125 ARTF) 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 to the holistic length of 2,302 Km 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.

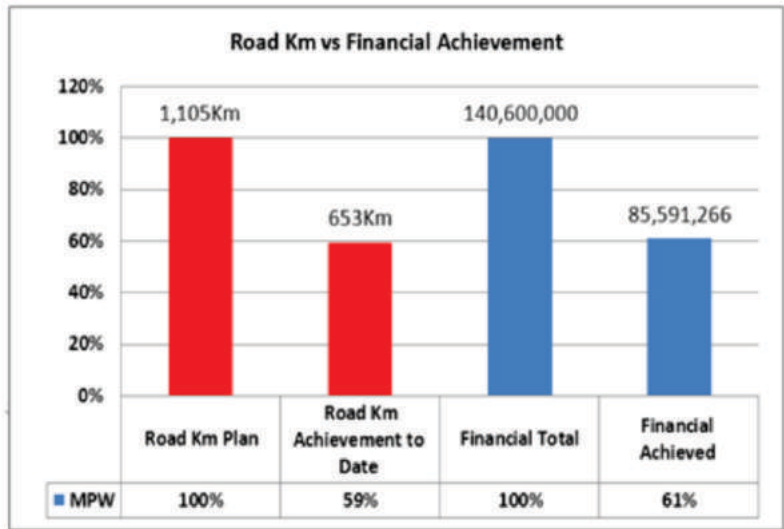
The objectives of NERAP is being realized through the implementation of above three major components: (A) improvement of secondary roads by the Ministry of Public Works (MPW); (B) improvement of tertiary roads by the Ministry of Rural Rehabilitation and Development (MRRD); and (C) institutional strengthening,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



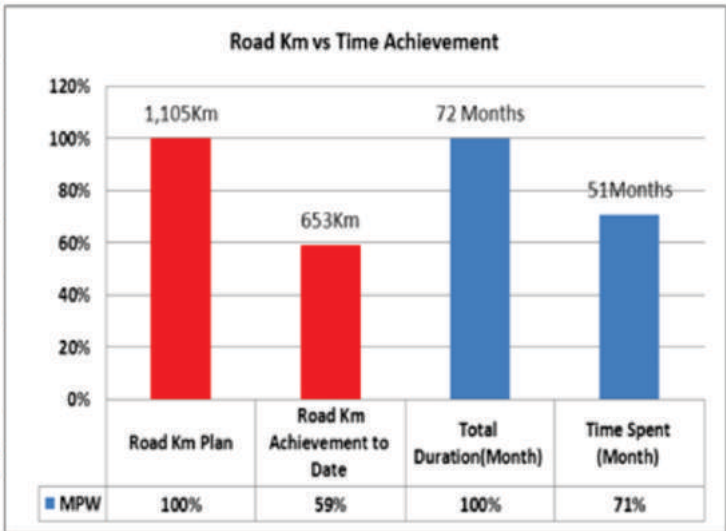
3.1.1 NERAP Achievements(1390)

Component A:

In 1390, MPW completed 90Km of road, bringing the total since the beginning of NERAP to 653Km. 639RM of bridge was rehabilitated, bringing the total RM of bridges rehabilitated under NERAP to 911RM. During this year, 7,823RM of structure was rehabilitated, bringing the total RM of structure rehabilitated under NERAP to 33,467RM. 675,122 Labour Days were generated, bringing the total labour days generated under NERAP to 1,107,570RM



59% indicates progress in road (km)



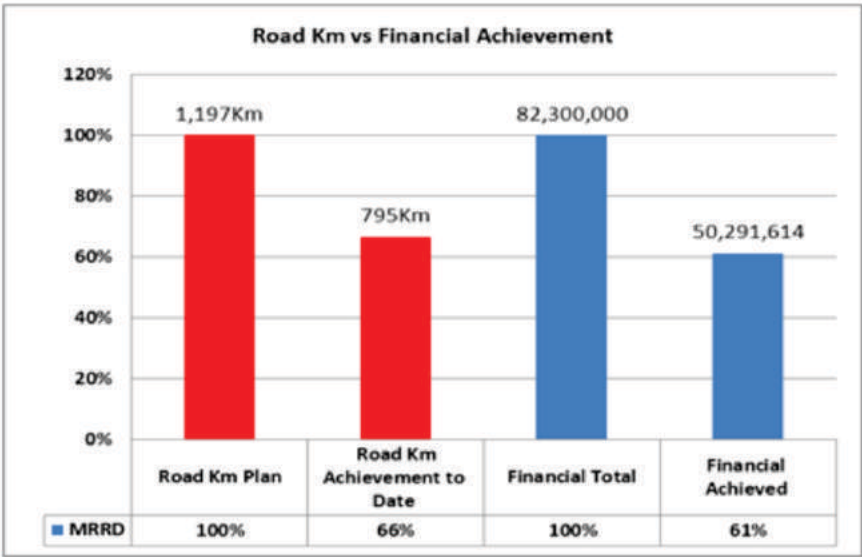
59% indicates progress in road (km)



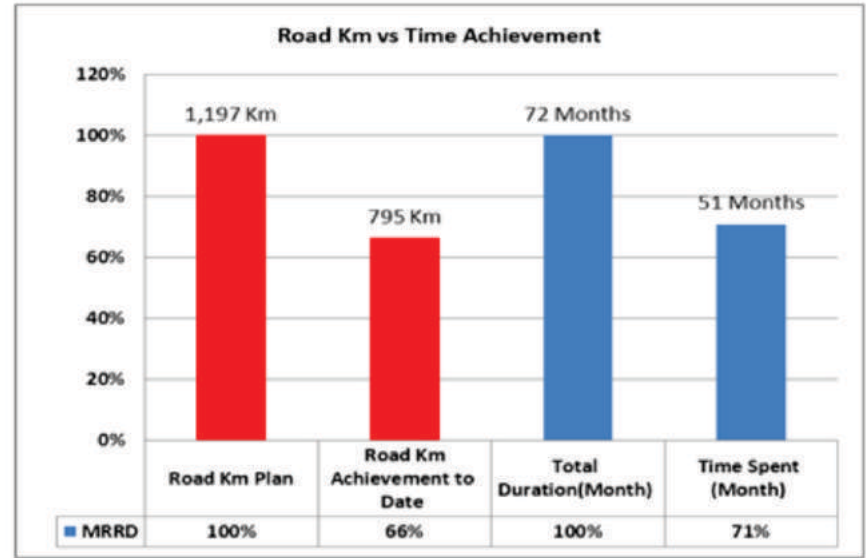
Component B:

Presently five projects (NERAP, RAD-TK, MOF, Ring Road of Badakhshan and APRP) are running under NRAP/MRRD. Among these five, NERAP is the leading and major project of NRAP.

In 1390, MRRD completed 245Km of road, bringing the total since the beginning of NERAP to 795Km. 380RM of bridge was rehabilitated, bringing the total RM of bridges rehabilitated under NERAP to 845RM. During this year, 4,942RM of structure was rehabilitated, bringing the total RM of structure rehabilitated under NERAP to 11,174RM. 485,632 Labor Days were generated, bringing the total labour days generated under NERAP to 1,315,937



66% indicates progress in road (km)



66% indicates progress in road (km)

3.1.2 Financial Status:

Project Components/Subcomponents	Total Target (in m \$)	Expenditure during reporting period (in m \$)	Expenditure to Date (in m \$)	%
Component A	140,600,000	24,386,829	85,591,266	61%
Component B	82,300,000	15,176,637	50,291,614	61%
Component C	9,200,000	1,246,600	2,997,790	33%

For detailed information refer to annex: No. 7.2

Component C:

Regular reporting, information dissemination with regular attempts on MIS functionality and project implementation and monitoring was undertaken. Regular and in ad-hoc bases, Senior Management Team (SMT) meetings, Coordination Meetings, Budget Committee Meetings and Steering Committee Meetings were organized. For sound management of the program and smooth implementation of the projects, close coordination and contact was established with both PIUs.

Capacity Building Advisor and DTL undertook Training Needs Analysis for all MPW and MRRD PIU staff of Kabul province. All senior section heads were personally interviewed, whereas all remaining staff completed a standard TNA survey questionnaire.

It was agreed that field staff in each region should be requested to complete the TNA questionnaire. These were circulated to all regional staff.

Reviewed and submitted reports covering:

- 1 Review of MRRD road master plan database (spread sheet)
- 2 Reviewed Technical Note 1 – Low Volume Rural Road Standards and submitted report
- 3 Completed road data verification of 137 roads totalling 1192 km and presented report of our findings.
- 4 Submitted draft report on Gender Mainstreaming and Model project
- 5 Submitted report on Rural Road Network Planning covering item 2 of revised work plan
- 6 Commenced review of WB Technical report and draft Rural Road Technical Manual
- 7 Submitted report of on Maintenance Mechanisms as per item 4 of revised work plan.
- 8 Requirements for upgrading of road database
- 9 Concept paper for the establishment for a web-based rural road planning system

### 3.1.3 Routine Maintenance

Routine Maintenance is a 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 private commercial bank for NRAP program uses only.

Under this sub-component 2,400 km of road rehabilitated by NRAP and the support would be provided and maintained on routine basis. To the end of fourth quarter 1390, 77 contracts equalling the total length of 733 km has been physically started and is on-going in eight regions across Afghanistan.

NRAP/MRRD ROUTINE MAINTENANCE ACHIEVEMENT SINCE INCEPTION(OTHER THAN NERAP)				
Ministry	REGION	ROAD IN KM	LABOR DAYS	\$BUDGET
MRRD	Badakhshan	13	1,318	14,176
	East	26	2,596	13,923
	Kabul	6	2,264	11,470
	North East	20	4,520	44,119
TOTAL		65	10,698	83,687

### 3.1.4 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.

#### MPW

During 1390, 44 emergency contracts have been completed. The Quality Control for the project delivery is ongoing through close supervision and monitoring.

#### MRRD

##### a. Emergency repairing:

Three emergency contracts (2 for emergency repairing of 2.3km road and 1 for emergency repairing of 50m flood affected retaining wall) have been completed. The total km of road repaired under NERAP emergency repairing is 213 km.

##### b. Snow clearing:

Like emergency repairing, it's also a sub-component under B2, which responds to emergency clearing of roads blocked by heavy snow fall in the targeted areas. These are level one community contracts implemented by the communities. During the winter of the year 1390, 74 contracts for clearing 1,742 km road from snow was signed and successfully completed in the targeted areas of Afghanistan.

For detailed information refer to annex: No. 7.5





### 3.2 Shindand Road Rehabilitation Project

Based on the list of priority roads identified by the Public Works Department and the Governor's office of Herat Province and taking into account the requests from local communities of Shindand district, the Italian embassy have contributed an amount of Euro 12 million for construction of two asphalt roads in Shindand district, namely the 11.9 km road from Qala-e-Rustam area (Aziz Abad village) to the Junction Point with Shindand Airport Road (Lot#1) and the 23.9 km road from Khoja Oria village to Shindand District Centre (Lot#2, Lot#3 and Lot#4).

The overall physical works progress is estimated to be approximately; 40% in Lot #1, 40% in Lot #2, 10% in Lot #3, and the procurement is under process for Lot #4.

### 3.3 Chaghcharan City Road Construction Project

The provincial government had listed the construction of roads as the number one development priority, in order to give impetus to economic growth and employment generation and to help integrate Ghor into the national economy. This project also aims to contribute to the efforts of the Government of Afghanistan in achieving a safe, integrated transportation network in the country. In this regard, the Government of Japan contributed an amount of USD 7 million for construction of 10.78 kilometer asphalt road in Chaghcharan City. The project has been divided into three road construction lots (Lots #1, #2, #3) and one lot (Lot#4) for supply and installation of the solar powered road lighting systems.

The overall physical works progress is estimated to be approximately; 65% in Lot #1, 60% in Lot #2, 75% in Lot #3, and 10 for Lot #4.

### 3.4 Foladi Valley and Bamyan City New Road Construction Project

Foladi Valley and New Bamyan City Road Construction Project aims to contribute to achieving a safe, ecologically sensitive integrated transportation route-way that ensures connectivity, and that enables low-cost and reliable movement of people and goods in Bamyan Province, through the construction of up to 12.3 kilometers of asphalt road (Lot #1) in Foladi Valley, and 5.4 km gravel road, in the Foladi Valley, as well as up to 2 km of paved road in the new City of Bamyan (Lot #2). The roads are critical in improving the lives of Bamyan inhabitants. In this regard, the Government of Japan contributed an amount of USD 13.6 million for construction of these roads.

Both Lots have been contracted with local construction companies during the second quarter of 2012 and the companies have started the survey and designs.

### 3.5 AU (RAD-TK)

RAD-TK (Rural Access Development in Tirinkot) is a tri-partite agreement between AusAID, MRRD and UNOPS. The latest amendment (amendment # 3) relates to widening of the Hospital bridge approach road from 8m to 10m, exclusion from the scope of the agreement works of Garmab Road and Matiullah Bridge road sub-projects due to the local community issues and addition of Sarkhum Ulya road sub-project.

### 3.6 MOF

It is a project with a total budget of USD 2.5 million, funded by the Ministry of Finance for Parwan and Sar-i-pul province. The physical target for the mentioned project is rehabilitation of 36km road and its structures in the Parwan and Sar-i-pul provinces. All the sub-projects of this particular project has been designed, procured and awarded.

### 3.7 Ring Road Badakhshan

It's the first phase of the Badakhshan Ring Road construction. The initiated budget for this project is USD 5 million, funded by the Government of Afghanistan for delivery of 75 km of road and 57RM of bridge. All road and bridges sub-projects have been designed and are currently in the final stages of procurement process and is expected to be awarded in near future.

### 3.8 APRP

Afghanistan Peace and Re-integration Project (APRP) is another project under NRAP-MRRD. The initial budget for this project is USD 6 million for delivering 49 km of road in Balkh, Jowzjan and Uruzgan provinces. All contracts of this project have been designed and procured. Out of the procured contracts twenty one contracts have been signed and their first advanced payments are under process.

## 4. Challenges

### 4.1 Risks

Security is a major challenge to NRAP to provide nation-wide road access, in the country. Security constraints have negative impacts on the project activities to provide adequate and regular technical oversight on the project, in unstable areas.

## 5. Success Stories

### 5.1 NRAP Encourage Despaired Students to Their Studies

Kham Shor Bridge located in Kham-e-Shor village of Lal Wa Sarjantal district of Ghor province, was constructed and utilized by National Rural Access program, on July 2011. This 33m long bridge connects more than 10 villages located at both sides of the river. The bridge links bazaars, schools, clinics and Kham Shor bazaar to Qezelas as well as Garmab Bazaars.

According to NRAP regional engineers, in Ghor; this bridge has solved many transportation problems of people, especially, in watershed seasons.

According to the local residents, 'Before the construction of the bridge during watershed seasons, people in both sides of river were not connected and people, in the south didn't had access to the bazaar. The school students were not able to continue their studies during watershed seasons and people could not access the clinics.

After the bridge construction the mentioned problems have been solved and after this the students do not wait for waterlevel reduction to continue their lessons.

Generation of 2,836 working days for jobless residents of the area is provision of another important profit of the project to the residences.

The construction of this bridge which launched on 13 August 2009 and completed on 30 July2011, has cost 12,046,646AFN from World Bank donation.



### 5.2 Increases in Transportation Facilities of Bamiyan - Doshi Highway

"Ushaba" bridge, on Ghorband River, in Doshi Bamiyan Highway, constructed by National Rural Access Program is an alternative way for Salang Highway. This 64m length and 7m wide RCC Girder Bridge constructed on Ghorband River, in Parwan province.

Bamiyan Doshi high way is as important as Salang Highway for connecting Northern Provinces of the country with Kabul. While the Salang Highway is blocked during the winter, the passengers and freight vehicles may use this way instead. The Ushaba Bridge has solved a part of transportation problems of Ghorband, Shenwari, Surkh-e-Parsa and Shikh-Ali districts of Parwan Province.

The construction work on this project was started, in November 2008 and was planned to be completed by the end of October 2009 but the lack of engineering equipment, motorized traffic, water shade in Ghorband River, non-conductive climate and insecurity caused the construction work to be completed, in August 2011 and operationalized, on 31 November of 2011year.





### 5.3 A Historical Moment for Khwahan People of Badakhshan

In 1<sup>st</sup> July 2011, by construction of road from Sabzdasht to Khwahan, the NRAP vehicle was the first vehicle entered, in Khwahan District. Farooq Azar, the regional engineer in NRAP Badakhshan RO, says, 'The construction of 10Km road in this district is ongoing by NRAP and the NRAP vehicles was the first car that entered into Khwahan district'. 'The achievement profoundly appreciated by all the residents of Khawahan and was a pleasant moment for all and especially for those who were seeing a car for the first time, in their life. The local residents welcomed NRAP team by spreading up flowers over the team and giving gifts to them.' says engineer Azar.

The construction of Sabzdasht to Khwahan road started on July 2009 and has been completed on October 2011. According to NRAP officials, the construction contracted costs of this road worth 15,621,994 AFN granted by the World Bank. By completion of this road 12000 Households will directly and 50000 people will indirectly, benefit from this road



### 5.4 A Positive Step towards Development and Rehabilitation

Jaghori district is one of a mountainous districts located in South East of Ghazni. The estimated population of this district reaches to 3000 and it is one of the more populated districts in Afghanistan. National Rural Access Program has constructed a 32m RCC bridge, in Regjoi Village over Almato River, in the road from Jaghori District of Ghazni to Malistan District.

This bridge improves transportation facilities, for four provinces as, Ghazni, Bamyan, Daykondi and Urozgan. The people from more than 16 villages, with 3746 people as direct beneficiaries and more than 11 thousand people are indirect beneficiaries of this project.

The construction work of this bridge started, on December 2010 and completed on August 2011 has cost 224,788.30 USD, donated by World Bank.





## 5.5 Construction of Dowamanda Bridge Solves Transportation Problems of Three Provinces

Dowamanda Bridge links Khost, Paktia and Paktika provinces and has a significant role on the economic condition of these provinces.

National Rural Access Program launched Dowamanda Bridge construction in 2008 to provide access to the Khost, Paktia and Paktika inhabitants, however, due to both, technical and frequent security tribulations during the construction life of the bridge which caused remarkable postponement but it was completed, in April 2011.

This bridge prolongs 140 m, with 9m breadth has been constructed with associated 20m up and down stream retaining wall. According to NRAP officials constructing Dowamanda Bridge has cost forty million and twenty five thousand AFN donated by World Bank.

Amin Omar, a senior engineer of NRAP in Khost, says, 'Before, constructing of this bridge people of the Khost had problem to reach Paktia and to Angor Ada in Pakistan, after the construction of the bridge the people can reach Paktika and Paktia by a reasonable reduction of travel time.

The people of Khost, Paktia and Paktika provinces are delighted from the construction of Dowamanda Bridge and they believe that this bridge will have positive effects on their economy.



## 6. NRAP Activities in Provinces

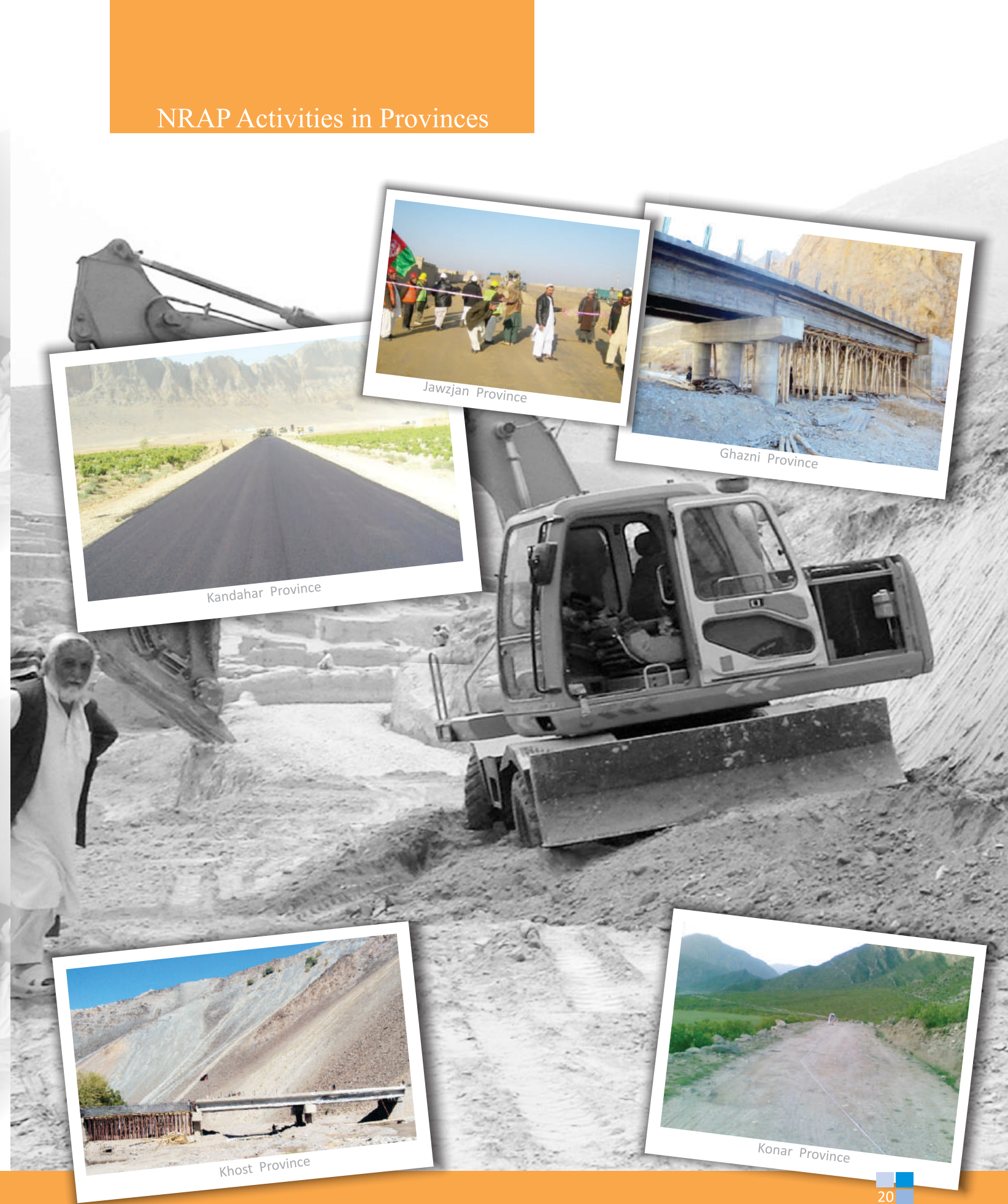




## NRAP Activities in Provinces



## NRAP Activities in Provinces





# NRAP Activities in Provinces



## 7. Annexes

### 7.1 Annex

ACHIEVEMENT PER DONOR							
Minist ry	DONOR	ACHIEVEMENT (During 1390)					
		PROJECT	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$BUDGET
MPW	WB-ARTF	NERAP	90	332	2,881	160,473	10,041,887
	WB-IDA	NERAP	-	307	-	29,017	2,020,572
Sub-total			90	639	2,881	189,490	12,062,459
MRRD	CNTF	NRAP-LB - MRRD - CF	3	-	-	8,620	55,057
	USAID	NEEPRA - MRRD - PS	-	-	-	7,749	310,286
	WB-ARTF	NERAP - MRRD - TF	79	58	1,921	160,866	3,414,552
	WB-IDA	NERAP - MRRD - WB	164	322	3,021	308,397	7,129,105
Sub-total			245	380	4,942	485,632	10,909,000
TOTAL			336	1,019	7,823	675,122	22,971,460

### 7.2 Annex

NERAP FININCIAL STATUS (1390)					
#	COMPONENT	Total Target M\$	Expenditure during reporting period(1390) M\$	Expenditure to Date M\$	Balance M\$
Component A					
A.1	Secondary Roads Works	111,919,764	17,198,503	61,661,090	50,258,674
A.2	Emergency Maintenance Works	2,810,000	36,698	650,465	2,159,535
A.3	Environmental & Social Management Plans, Monitoring & Evaluation	399,789	196,277	243,345	156,444
A.4	Implementation Support (IC & PIU)	25,470,447	6,955,351	23,036,366	2,434,081
Component A Total		140,600,000	24,386,829	85,591,266	55,008,734



Component B					
B.1	Tertiary Roads Works	50,300,000.00	9,043,601.00	30,623,008.00	19,676,992.00
B.2	Emergency Maintenance Works	2,800,000.00	408,981.00	1,665,550.00	1,134,450.00
B.3	Routine Maintenance Works	8,000,000.00	778,378.00	784,735.00	7,215,265.00
B.4	Environmental & Social Management Plans, Monitoring & Evaluation	400,000.00	195,475.00	431,645.00	-31,645.00
B.5	Implementation Support (IC & PIU)	20,800,000.00	4,750,202.00	16,786,676.00	4,013,324.00
Component B Total		82,300,000.00	15,176,637.00	50,291,614.00	32,008,386.00

Component C					
C.1	Rural Roads Management System	3,000,000.00	0	0	3,000,000.00
C.2	Institutional Capacity Building	2,800,000.00	719,097.00	1,040,432.00	1,759,568.00
C.3	Project Management Support	3,400,000.00	527,503.00	1,957,358.00	1,442,642.00
Component C Total		9,200,000.00	1,246,600.00	2,997,790.00	6,202,210.00
GRAND TOTAL		232,100,000.00	40,810,066.00	138,880,670.00	93,219,330.00

7.3 a. Annexes

GOVERNMENT OF AFGHANISTAN PROJECTS								
Ministry	LOCATION			DESCRIPTION	DELIVERABLE			
	REGION	PROVINCE	DISTRICT	SUB PROJECT TITLE	TYEP OF OUTP UT	LENGTH OF KM	LENGT H OF RM	Status
MPW	East	Laghman	Qarghahi	Construction of (14 m) KhairoKhel Bridge Kabul Jalalabad Main High Way	Bridge	-	14.00	Completed
	Kabul	Parwan	Bagram	Rehabilitation of Road from Kabul Charakar Highway to Jowzsang Village	Road	1.93	-	In Progress
	North East	Kunduz	Khanabad	Construction of Aqtash Bridge Approach Road Ch.( 0+000 to 0+455)	Road	0.46	-	In Progress
	West	Hirat	Injil	Rehabilitation of Road from Manarha to Noqra Village Lot 1	Road	8.50	-	In Progress
	Central HL	Bamyan	Waras	Construction of Qunaaq Bridge	Bridge	-	68.00	In Progress
	North East	Baghlan	Khost	Construction of Langar bridge	Bridge	-	33.00	In Progress
	Central HL	Daykundi	Shahristan	Construction of Tagablawar Bridge	Bridge	-	40.00	In Progress
	North	Jowzjan	Shiberghan	Rehabilitation of road from ShibirghanAndkhoyee Road to Khoja Do Koh District Center road and Construction of Drainage Structures	Road	4.49	-	Under Award
	North East	Baghlan		Rehabilitation of Dara-e-Kayhan Road	Road	19.00	-	Under Award
	West	Hirat	PashtonZar ghon	Rehabilitation of Road From Hirat City to PashtonZarghan District Center	Road	46.00	-	Under Award
	South East	Paktiya	SayedKara m	Rehabilitation of Road from ZarghonShahr Bazar to Padshah Khan ZadranClinc	Road	4.14	-	Under Award
	West	Hirat	Injil	Rehabilitation of Road from Manarha to Noqra Village Lot 2	Road	9.05	-	Under Evaluation
	West	Hirat	Ghoryan	Rehabilitation of road from Heart city to Ghorian district	Road	70.00	-	Under Evaluation
	East	Nangarhar	Haskamena	Rehabilitation of road from Hada to Haska mina Road	Road	16.73	-	Under Evaluation
	North East	Baghlan	KhostFring	Rehabilitation of Road From Nahrin to KhostwaFring	Road	30.00	-	Survey Completed Under Design
	North East	Kunduz	Khanabad	Rehabilitation of Road from Kunduz Center (Hazrat-e-Sultan) to Khanabad Road and GuzarNawabad to KhojaMushhad (1 Km 20m Carageway)	Road	21.00	-	under Survey
	Kabul	Kabul	Charasyab	Rehabilitation of Road from Kabul Gardiz road to Alyaskhil - BalaQala - Qala-e-Malik- Bazar-e-Char Asyab - Qala-e-Rashid - Qala-e-Kakary Ha - Qala-e- Gernail - Qala-e-Mohammad Aziz Khan - Khairabad	Road	10.00	-	Under Design
	North East	Baghlan	Nahreen	Rehabilitation of Road Nahreen Road	Road	0.40	-	Under Design
	North East	Baghlan	Andarab	Rehabilitation of Road from Khanjan to Andarab	Road	38.14	-	Design Completed
	Kabul	Kabul	Qarabagh	Rehabilitation of Road from CharahiQarabagh to Bagram Asphalt Road	Road	12.00	-	Survey Completed Under Design
	North	Jowzjan	Darzab	Rehabilitation of Road From Shibirghan to Darzab Phase 1	Road	40.00	-	Under Survey Plan
	Kabul	Kabul	Paghman	Rehabilitation of Road from Paghman District Center from Ghaza Road to Kabul Parwan Highway Road	Road	15.00	-	Survey Completed Under Design
	East	Laghman	Mahtarlam baba	Rehabilitation of Road from Mahtarlam Baba to Khoroch District	Road	35.00	-	Plan
Total						370.96	370.96	

7.3 b. Annex

GOVERNMENT OF AFGHANISTAN PROJECTS								
Ministry	Project	Province	Project Outputs					
			ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$BUDGET	Status
MRRD	APRP-NRAP	Balkh, Jawzjan	37	-	-	32,214	778,712	Ongoing
	NRAP MRRD - CF	Baghlan,Balkh, Takhar	46	162	-	22,642	3,987,479	Completed
	Ring Road-NRAP	Badakhshan	75	-	705	-	3,261,117	Ongoing
	MOF-NRAP	Parwan	16	-	-	-	1,118,885	Ongoing
	NRAP-LB MRRD - CF	Badakhshan, Baghlan, Kunar, Sari Pul, Takhar	143	-	3,941	578,382	5,028,132	Completed
TOTAL			317	162	4,646	633,238	14,174,325	

7.4 a. Annex

NERAP SECONDARY ROAD ACHIEVEMENT SINCE INCEPTION					
PROVINCE	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$BUDGET
Badakhshan	41.60	89.30	4,329.90	84,944.44	5,399,737.01
Badghis	37.40	56.00	1,438.00	33,597.36	1,900,886.68
Baghlan	36.90	-	236.00	73,154.08	3,342,696.47
Balkh	-	-	-	551.00	9,038.71
Bamyan	-	49.50	-	6,824.95	415,797.68
Diakundi	24.30	-	480.00	22,101.14	1,390,686.28
Faryab	-	-	-	-	67,435.73
Ghazni	16.00	32.00	547.00	18,372.48	1,021,695.20
Ghor	39.99	-	741.50	29,534.35	1,636,965.21
Hirat	47.76	-	601.00	40,807.20	2,254,860.96
Jawzjan	38.42	-	22.00	23,714.00	1,453,498.83
Kabul	38.10	-	11,114.50	234,088.76	4,605,528.77
Kandahar	22.52	-	56.00	106,112.45	5,831,185.00
Khost	-	160.00	-	13,197.90	833,647.90
Kunduz	-	184.00	-	19,502.57	879,637.42
Laghman	-	60.00	83.00	6,755.12	420,230.56
Logar	12.00	-	12,133.00	26,842.00	1,603,165.00
Nangarhar	-	112.00	-	6,326.70	435,261.90
Paktya	20.00	16.00	-	24,485.16	1,450,693.15
Panjsheer	-	-	-	-	43,103.45
Parwan	80.00	64.00	363.93	196,981.01	11,453,182.79
Samangan	86.16	-	700.00	29,707.77	2,141,704.62
Sari Pul	38.81	-	111.50	20,317.00	1,245,106.05
Takhar	73.08	56.00	510.50	86,235.67	5,081,077.69
Wardak	-	33.00	-	3,417.17	264,972.56
Total	653.04	911.80	33,467.83	1,107,570.28	55,181,795.62



7. 4 b. Annex

NERAP TERTIARY ROAD ACHIEVEMENT SINCE INCEPTION					
PROVINCE	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$BUDGET
Badakhshan	133	-	366	248,514	2,423,882
Badghis	14	-	323	7,300	598,913
Baghlan	8	-	-	3,880	349,380
Balkh	24	-	64	12,058	544,089
Bamyan	12	40	44	52,563	501,397
Diakundi	14	-	1,438	27,127	671,458
Farah	14	-	-	20,925	391,408
Faryab	10	-	58	3,034	230,464
Ghazni	13	16	580	11,585	415,991
Ghor	20	141	347	19,677	1,773,689
Hirat	82	-	59	67,293	2,406,559
Jawzjan	16	-	41	6,489	595,246
Kabul	74	30	2,626	182,184	3,279,159
Kapisa	16	-	423	49,339	791,521
Khost	19	-	160	17,484	584,220
Kunar	24	100	369	61,055	929,960
Kunduz	44	-	291	24,517	1,099,027
Laghman	11	72	856	33,614	1,250,640
Logar	6	45	175	24,005	359,992
Nangarhar	11	39	381	17,994	478,910
Nuristan	20	38	-	77,204	655,855
Paktika	15	-	85	47,698	283,092
Paktya	48	-	376	86,506	652,694
Panjsheer	17	181	770	60,477	1,068,066
Parwan	29	28	322	47,032	1,026,544
Samangan	10	-	627	2,714	404,662
Sari Pul	42	-	158	37,290	986,504
Takhar	38	102	123	47,390	1,824,406
Wardak	9	13	115	18,989	229,402
Total	795	845	11,174	1,315,937	26,807,128

7. 5. Annex

NRAP EMERGENCY MAINTENANCE SINCE INCEPTION OF PROGRAM									
Ministry	REGION	SNOW CLEANING				REPAIRING			
		Other projects ' ROAD IN KM	NERAP Road In km	LABOR DAYS	\$BUDGET	ROAD IN KM	STRUCTURE IN METER	LABOR DAYS	\$BUDGET
MRRD	Badakhshan	534	155	35,142	85,939	23	630	9,603	308,096
	Central Highlands	206	701	20,161	161,847	118	23	9,417	50,264
	East	267	343	31,386	111,039	7	-	6,900	109,306
	Kabul	439	845	29,267	223,297	55	50	29,994	334,464
	North	93	521	23,807	131,363	7	67	6,953	181,718
	North East	85	146	8,349	34,586	8	325	9,984	176,864
	South	232	-	14,421	38,648	0	-	1,100	19,362
	South East	381	397	29,376	134,079	14	-	5,620	41,476
Total		2,237	3,107	191,909	920,798	231	1,095	79,571	1,221,551

7. 6. Annex

ACHIEVEMENT PER DONOR(SINCE INCEPTION OF PROGRAM)							
Mini stry	DONOR	PRO JECT	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$BUDGET
MPW	LIWP - MPW-WB	-	3,897.96	20.00	3,440.50	3,403,984.24	8,930,747.50
	NEEP1 - MPW-WB	-	2,200.90	19.20	647.50	2,591,106.70	6,615,925.74
	NEEPRA - MPW-WB	-	809.00	468.50	23,691.39	1,424,906.80	14,911,738.71
	NERAP - MPW-ARTF	-	205.85	332.00	4,313.50	324,270.38	18,967,583.66
	NERAP - MPW-EMR	-	-	-	-	36,132.01	704,859.54
	NERAP - MPW-GOI	-	27.10	-	1,336.50	202,040.76	3,171,283.93
	NERAP - MPW-IDA	-	420.09	579.80	27,817.83	545,127.13	32,340,920.40
	NRAP - MPW-CIDA	-	7.00	-	24.10	83,251.60	1,150,120.27
	NRAP - MPW-DF	-	208.76	599.02	8,477.20	979,650.31	9,838,999.16
	NRAP - MPW-SIDA	-	26.31	-	1,522.00	47,223.41	521,385.60
	NRAP - MPW-WB	-	-	120.00	-	38,613.00	571,081.55
Sub-total			7,802.97	2,138.52	71,270.52	9,676,306.34	97,724,646.06
MRRD	AU	NRAP-LB - MRRD - AU	6	-	-	17,397	176,950
	AU	NEEPRA - MRRD - AU	31	-	303	32,177	481,983
	CIDA	NEEPRA - MRRD - CD	20	-	4	2,382	205,306
	CNTF	NRAP - MRRD - CF	46	162	-	22,642	3,987,479
	CNTF	NRAP-LB - MRRD - CF	143	-	3,941	578,382	5,028,132
	DFID	NEEPRA - MRRD - DF	236	58	8,427	312,147	5,772,777
	DFID	HARDP - MRRD - DF	84	28	24	-	11,450,312
	Dutch	NRAP - MRRD - DU	16	-	319	6,415	702,291
	EC	NEEPEC - MRRD - EC	159	102	1,793	330,101	6,753,545
	JF	RAL - MRRD - JF	349	10	9,506	359,800	9,424,976
	USAID	NEEPRA - MRRD - PS	183	137	2,585	240,363	3,613,212
	USAID	NEEPRA - MRRD - US	58	-	636	11,604	1,518,132
	WB	NEEP1 - MRRD - WB	291	-	1,549	419,011	2,377,820
	WB	NEEPRA - MRRD - WB	708	117	8,928	1,301,410	8,335,014
	WB-ARTF	NERAP - MRRD - TF	82	71	1,921	170,336	3,590,753
	WB-IDA	NERAP - MRRD - WB	713	774	9,253	1,145,601	23,216,375
Sub-total			3,123	1,458	49,187	4,949,768	86,635,055
Total			10,926.33	3,596.42	120,457.77	14,626,074.34	184,359,701.26

7. 7. Annex

ACHIEVEMENT SINCE INCEPTION OF PROGRAM										
REGIO N	MPW - SECONDARY ROAD					MRRD - TERTIARY ROAD				
	ROAD IN KM	BRID GE IN METER	STRUCT URE IN METER	LABOR DAYS	\$BUDGE T	ROAD IN KM	BRID GE IN METER	STRU CTUR E IN METER	LABOR DAYS	\$BUDGET
Badakhs han	245	126	4,585	430,844	7,096,455	460	27	10,147	1,064,689	9,636,077
Central Highlands	629	50	2,271	1,045,421	6,900,914	249	181	4,894	218,630	6,389,430
East	746	349	1,830	741,935	4,925,124	209	334	4,575	676,700	7,135,716
Kabul	1,479	191	28,413	1,938,641	26,788,294	441	458	13,021	1,015,869	15,072,754
North	1,096	57	4,829	922,656	9,740,816	533	30	1,834	604,136	10,841,525
North East	1,049	532	16,558	1,557,104	16,937,977	465	291	4,589	547,438	10,259,532
South	795	156	240	833,025	9,053,225	301	68	3,635	200,974	17,236,692
South East	1,403	302	10,409	1,489,733	9,709,833	262	70	2,824	442,257	4,899,155
West	362	376	2,136	716,948	6,569,155	203	-	3,668	179,075	5,164,175
TOTAL	7,802.97	2,138.52	71,270.52	9,676,306.34	97,721,794.15	3,123.36	1,457.90	49,187.25	4,949,768.00	86,635,055.20



NRAP PROVINCIAL WISE ACHIEVEMENT											
PROVINCE	MPW - SECONDRY ROAD					MRRD - 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	244.95	126.10	4,585.14	430,843.84	7,096,454.78	460	27	10,147	1,064,689	9,636,077	
Badghis	72.40	135.62	1,457.90	238,587.56	2,883,948.18	29	-	2,129	34,703	1,174,184	
Baghlan	488.90	172.00	15,825.55	696,091.68	8,042,408.34	93	-	1,416	126,561	2,177,347	
Balkh	185.17	-	127.60	151,866.02	564,512.96	101	10	116	63,874	3,877,541	
Bamyan	268.12	49.50	914.30	827,978.95	2,993,814.44	118	40	2,283	155,037	1,816,280	
Diakundi	30.30	-	615.50	62,235.74	1,780,641.05	14	-	1,438	27,127	671,458	
Farah	15.00	-	-	30,058.20	242,268.95	19	-	8	25,111	507,516	
Faryab	141.40	-	-	85,084.20	472,191.43	94	-	193	134,081	2,365,475	
Ghazni	236.40	76.00	547.00	143,349.39	1,636,606.09	74	50	1,510	128,639	1,820,323	
Ghor	330.49	-	741.50	155,205.95	2,138,620.21	118	141	1,173	36,466	3,901,692	
Hilmand	256.10	-	50.50	158,714.40	425,303.19	137	28	845	83,945	12,973,200	
Hirat	274.76	240.00	678.00	448,301.80	3,430,776.96	155	-	1,531	119,261	3,482,474	
Jawzjan	248.52	-	40.00	193,937.66	2,176,585.00	145	20	224	165,660	1,768,969	
Kabul	423.50	67.40	13,343.80	806,367.85	7,885,825.76	196	51	8,757	454,553	7,742,772	
Kandahar	350.12	-	189.20	485,460.54	7,775,031.32	89	-	630	47,329	1,995,162	
Kapisa	137.05	-	301.90	181,648.20	1,182,592.70	48	82	919	182,599	2,313,740	
Khost	366.80	160.00	409.20	299,444.77	1,606,527.90	61	-	483	72,477	993,417	
Kunar	146.60	-	-	65,239.20	163,098.00	54	100	1,062	187,798	1,745,091	
Kunduz	353.20	304.00	194.50	582,420.03	2,998,502.65	254	12	1,675	224,578	4,331,038	
Laghman	192.25	237.00	1,217.10	223,764.28	1,797,674.30	53	87	2,130	224,131	2,527,922	
Logar	322.27	-	13,940.30	255,096.60	2,887,647.19	15	45	785	46,828	617,102	
Nangarhar	313.95	112.00	612.60	310,427.10	2,257,425.85	62	87	1,329	107,844	1,842,464	
Nuristan	92.70	-	-	142,504.40	706,926.00	41	60	54	156,927	1,020,239	
Paktika	387.50	-	177.90	345,770.40	964,566.00	43	-	103	96,283	597,295	
Paktya	411.80	66.00	9,275.00	701,168.36	5,502,132.60	85	-	728	144,858	1,488,120	
Panjsheer	14.00	26.50	-	22,357.40	179,839.85	26	181	1,192	117,893	1,574,103	
Parwan	303.46	64.00	477.33	488,907.11	13,477,819.08	51	49	488	90,499	1,770,180	
Samangan	371.46	20.00	4,549.50	374,041.17	4,763,302.41	67	-	719	100,651	862,425	

Sari Pul	149.01	37.40	111.50	117,727.30	1,764,224.63	125	-	582	139,870	1,967,116	
Takhar	207.29	56.00	538.10	278,592.47	5,897,065.82	117	279	1,498	196,299	3,751,147	
Uruzgan	61.50	156.00	-	70,494.60	407,669.00	66	60	651	67,470	1,920,355	
Wardak	279.00	33.00	349.60	184,263.97	1,174,569.81	104	50	881	123,497	1,054,857	
Zabul	97.00	-	-	77,027.60	192,569.00	9	-	1,509	2,230	347,974	
Nimroz	30.00	-	-	41,327.60	252,652.70	-	-	-	-	-	
TOTAL	7,802.97	2,138.52	71,270.52	9,676,306.34	97,721,794.15	3,123.36	1,458.10	49,187.25	4,949,768.00	86,635,055.20	

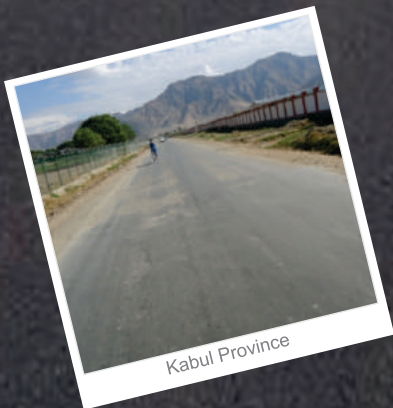


7. 9. Annex

PROVINCE	MPW - SECONDARY ROAD ONGOING ACTIVITIES					MRRD - TERTIARY ROAD ONGOING ACTIVITIES				
	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$BUDGE T	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$BUDGET
Badakhshan	76	208	1,241	68,028	12,192,379	42	17	1,314	20,552	2,348,960
Badghis	-	-	-	-	-	60	70	1	3,064	2,381,861
Baghlan	32	90	274	68,025	5,066,749	29	12	496	8,174	1,079,747
Balkh	6	-	19	8,361	1,156,416 16		-	-	13,806	335,127
Bamyan	-	-	-	-	-	33	-	-	8,918	1,040,784
Diakundi	-	-	-	-	-	50	-	4,607	4,679	1,823,119
Ghazni	47	-	160	-	4,709,878 22		-	413	10,813	802,471
Ghor	-	-	-	-	-	17	-	-	10,877	450,494
Hirat	-	-	-	-	-	-	55	-	4,112	216,322
Jawzjan	67	-	579	2,391	3,695,085 41		-	-	19,693	768,053
Kabul	16	-	273	-	2,543,624 -		40	-	1,131	315,804
Kapisa	-		-	-	-	2	95	-	1,970	421,236
Kunduz	-	-	-	-	-	6	-	13	1,882	246,666
Nangarhar	-	-	-	-	-	11	-	187	4,838	311,954
Panjsheer	38	16	91	19,097	3,138,744 18		86	3,677	9,100	1,944,505
Parwan	47	-	2,978	-	5,776,304 40		159	3,264	36,901	2,769,510
Sari Pul	47	-	690	16,738	3,899,348	34		239	7,805	890,811
Takhar	-	-	-	-	-	-	100	88	3,558	616,498
Uruzgan	-	-	-	-	-	15	-	-	18,175	693,031
Paktya	-	80	-	554	474,153	-	-	-	-	-
Laghman	14	-	902	1,122	2,181,847	-	-	-	-	-
Samangan	15	-	15	8,028	1,240,228	-	-	-	-	-
Wardak	47	-	349	2,002	2,538,753	-	-	-	-	-
TOTAL	453	394	7,569	194,347	48,613,507	433	634	14,298	190,048	19,456,955







Kabul Province



Bamiyan Province



Logar Province

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