



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



## National Rural Access Program (NRAP)

# Annual Report 1391

(March 2012 - March 2013)



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National Rural  
Access Program  
(NRAP)

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# 60 METERS LONG BRIDGE - TAKHAR PROVINCE



## Program Information

<b>Program Title:</b>	National Rural Access Program (NRAP)
<b>Start Date:</b>	2002
<b>Donors:</b>	World Bank, USAID, GoI, DFID, JSDF, CIDA, AUSAID, EC, Holland, CNTF, PSIB, GoA
<b>Executive Ministries:</b>	Ministry of Public Works and Ministry of Rural Rehabilitation & Development
<b>Geographical Coverage:</b>	All 34 Provinces of Afghanistan

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# Acknowledgment

We are very pleased to present the NRAP annual report of SY 1391 with new lessons learnt and achievements. It was not an easy job for the key executing partners the Ministry of Public Works (MPW) and the Ministry of Rural Rehabilitation and Development (MRRD) and with overall support and supervision of Ministry of Finance (MoF) to provide adequate access to basic services nationwide and short term jobs for the communities through rehabilitation and construction of roads, bridges, drainage structures and other infrastructures.

National Rural Access Program (NRAP) is one of the National Priority Programs (NPP-3) of the Islamic Republic of Afghanistan within Agriculture and Rural Development (ARD) Cluster, which developed a proposal worth US\$ 512 million for the next 3 year. Based on the proposal which was presented to the donor community and were endorsed by the JCMB, the World Bank agreed to provide a portion of the proposed finance through IDA and ARTF financial resources. During 1391 the entire team of the program beside implementation of their ongoing project (NERAP) continued preparation of a new project (ARAP) together with the Bank team and got approval of the project with a total cost of US\$ 332 million which consists of three component: Component A is for rehabilitation, improvement and maintenance of District Roads and the total allocation for this component is around US\$ 186 million out of which around US\$ 21 million is spending for maintenance of District Roads. Component B is for rehabilitation, improvement and maintenance of Village Roads and the total allocation for this component is around US\$ 128 million which around US\$ 25.5 million is spending for the maintenance of village roads in the country. Component C is for institutional strengthening, program development and capacity building of the program which around US\$ 18 million is allocated for it.

NRAP's main objective is to enhance human security and promote equitable economic growth through ensuring all weather roads and to connect communities to basic services and market. To achieve this objective there is need for a viable rural road network by emphasis on quality and sustainability across all Afghanistan. The program had faced many challenges during the reporting period mostly in terms of security in the rural areas. Being a national program there strong needs for 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 report was prepared with strong support and inputs from Both PIUs, NCU office and our regional/provincial team in 34 provinces. We are thankful to NCU, PIU MPW, PIU MRRD and IC team for their contribution of realistic information done during the year under review, and for editing of this report, our regional colleagues 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 communities, districts and provinces to connect to basic services and markets and to a large number of our citizens have benefit from the program in Afghanistan.

**Abdul Satar Salim**  
Program Coordinator

## Abbreviation and Acronyms

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

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## 1. PROGRAM'S INTRODUCTION

The National Rural Access Program (NRAP) is one of the flagship Programs of Islamic Republic of Afghanistan operating within ARD; 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 setup.

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

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. The Component C for project management and institutional strengthening implemented by MRRD.

In order to make all stakeholders of the program and beneficiaries posted and conscious of the progress a regular monthly, quarterly and annual progress reports are developed and disseminated in program and stakeholder levels respectively. In this report we see our progress and compare it with the annual and over all targets of the project/ program.

### NRAP Achievements since Inception till end of the report

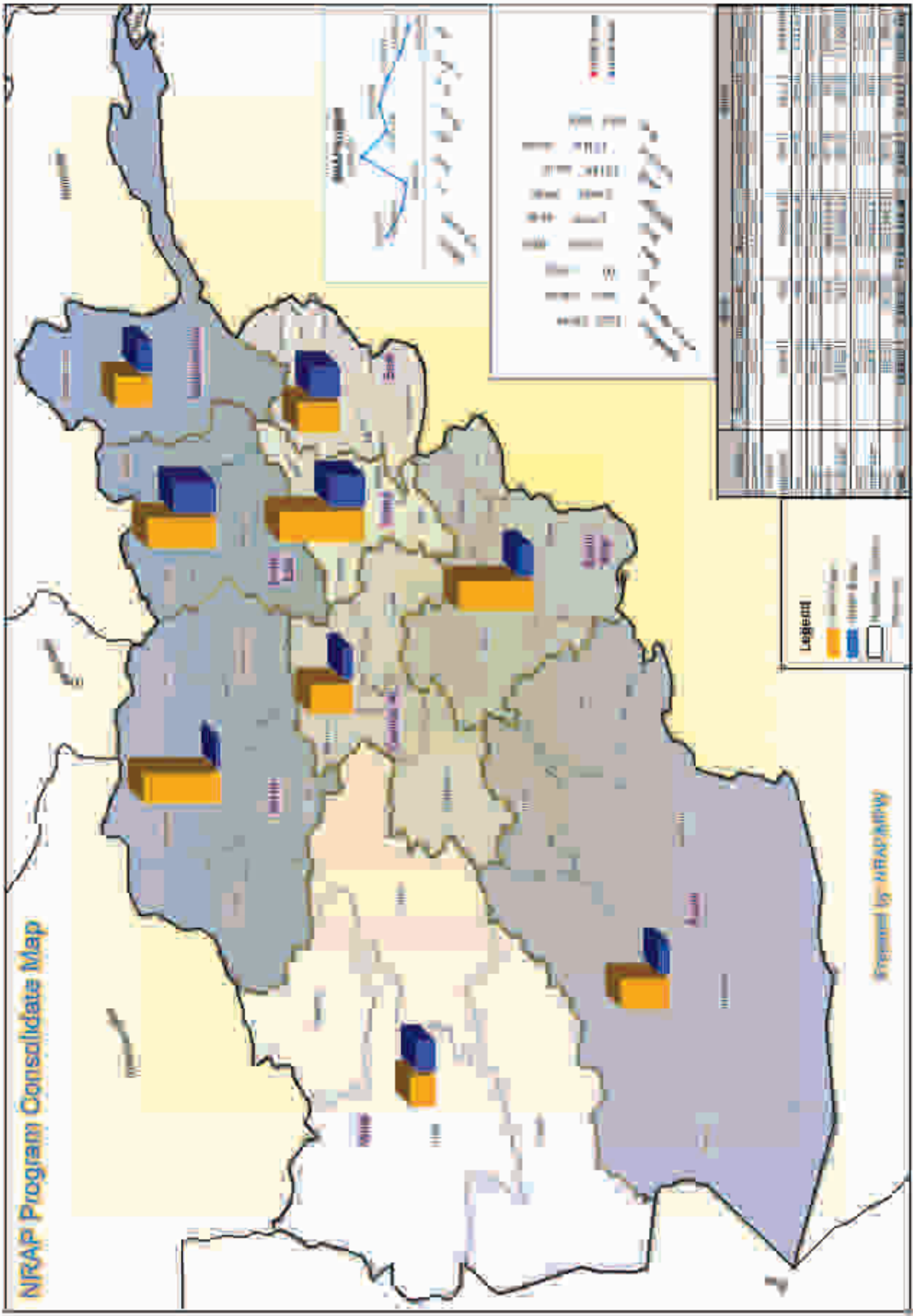
NRAP Major Activities/ Services	Unit	Cumulative
Road Rehabilitation	KM	11,441
Bridge Construction	RM	4,132
Structure Construction	RM	134,815
Employment Generation	Day	15,681,722
Snow Clearance	KM	7,071
Roads Under Routine Maintenance	KM	2,441
Villages Connected by the Program	Number	9,338
Districts Cover by the Program	Number	358

#### Mission:

To Enhance Human Security and Promote Equitable Economic Growth by ensuring year round Access to Basic Services and Facilities in Rural Afghanistan.

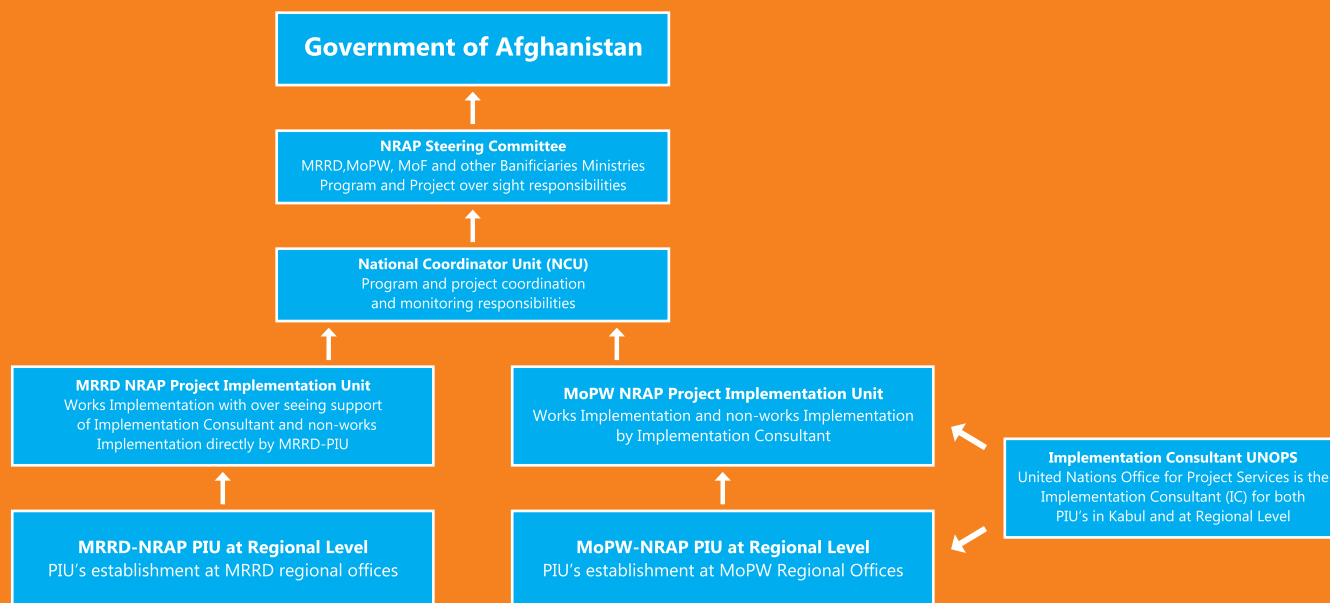
#### Strategic Goals:

- To rehabilitate quality rural road infrastructures that will provide year round access to the remote village to basic services, such as markets, health care center and schools.
- Provide increased employment opportunities through using labor-based methods and a private sector-led approach for all works.
- Enhance the capacity of communities and private sector to manage, deliver and maintain public transportation facilities through on-the-job capacity development.



## NRAP Institutional framework:

This NRAP institutional framework is proposed for improving coordination between line ministries and to set the course for sustainable rural road management and for reaching mandate of joint budgeting, planning and programming, and reporting to Government and the donors.



During the year 1391, financial audit and supervision mission September 2012 were conducted by Ministry of finance and World Bank with joint struggles of the program's team.

### Financial Audit

The financial audit for FY 1391 has been conducted during current year of 1392 by Central office of Auditing of the ministry of finance and the program received the observations which are satisfactory and promising to a clear and financially unqualified audit report which is going to be disseminated in the last quarter of ongoing fiscal year 1392.

Next audit of the series will be expectedly conducted during 1393 for the purpose of ensuring the consistency of ongoing financial operation with set of stipulated financial policies, guidelines and regulations governing all relevant entities in concern.

### World Bank Supervision mission, Sept 2012

A World Bank team carried out an implementation support mission of the National Emergency Rural Access Project (NERAP) and Afghan Rural Access Project (ARAP) From September 17 through 26 2012. The main objective of this mission was to review and evaluate the progress made since the last supervision mission and towards the target of the project and program and ultimately to identify measures to improve performance if needed.

At the first day of the mission, PIUs, NCU and IC presented their progress since the last supervision mission and pointed out the challenges they faced during the period under review. The final few days of the mission were discussion at small group level with the relevant sections or departments of each PIU.

During the review it was found that engineering surveys and design, and to some extent, procurement is progressing smoothly. However, the program still needs for a functional, efficient and effective M&E system to monitor the project development objectives and performance indicator on regular and routine bases. Furthermore it was decided to restructure component C to be implemented via PIU of executing ministry.

## 2. ACHIEVEMENTS AND PHYSICAL PROGRESS

### NERAP

The project "NERAP was approved on December 13, 2007 and made effective on November 17, 2008 initially for three years with the total Cost of USD 137m, (\$112 IDA+\$25 ARTF) up to the end of December 2010. However, due to intense socio-environmental capacity and policy constraints the project could not complete the predetermined scope within its allocated timeframe and cost thus it was extended up to the end of December 2013 holistically for the period of 36 months which renders 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 \$162millions was further increased to the total sum of \$ 232 millions.

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.

### NERAP Achievements (1391)

#### 2.1 Component A1: Rehabilitation of Secondary Roads (MPW):

This component of NERAP project is executed by MPW and cover rehabilitation of secondary roads in 34 provinces of Afghanistan. The cumulative physical achievement since inception; 1387 to the end of 1391 is 8,35 km completed road, 1,162 RM bridge, 35,583 RM structure and 1,467,717 labor days generated so far, while 192 Km road, 250 RM of bridge, 2134 RM structure and 368,830 labor days have been delivered during the year 1391.

#### 2.2 Component B1: Rehabilitation of Tertiary Road (MRRD):

This component of NERAP project is executed by MRRD and cover rehabilitation of tertiary roads in 34 provinces of Afghanistan. The cumulative physical achievement since inception; 1387 to the end of 1391 is 1,043 km completed road, 1,130 RM bridge, 23,415 RM associated drainage structure and 1,511,740 labor days generated so far, while 248 Km road, 311 RM bridge, 12,273 RM structure and 195,803 labor days have been delivered during the reporting period.

### Financial Status:

Project Components/ Subcomponents	Total Target (USD)	Expenditure During Reporting Period (USD)	Expenditure to Date (USD)	%
Component A	140,600,000	32,775,249	118,523,993	84%
Component B	82,300,000	19,195,472	68,964,745	84%
Component C	9,200,000	1,766,993	5,128,697	56%
Total	232,100,000	53,737,741	192,617,435	

For detailed information refer to annex No: 2

### 2.3 Component A2 /B 2: Emergency Maintenance:

Emergency maintenance is sub-component II under NERAP Components A and B. This sub-component addresses emergency disconnection of the rural road network caused by natural disaster, such as heavy snowfall, flood storms, rock fall and heavy rainfall etc. which imposed immediate repair works to rural roads network and associated infrastructure to sustain both the required functionality and accessibility in particular.

#### MoPW

In 1391, 30 emergency contracts have been completed which retained the accessibility in target districts during the year. The Quality Control for the subproject delivery was closely supervised and monitored by the program.

#### MRRD

The total 316.4 KM of rural road network (village road) has been maintained which retained ultimately the connectivity in entire rural road network during the year 1391 under NERAP emergency subcomponent B2.

Likewise, snow cleaning has been launched to the network during the winter season of 1391. The spots have been cleaned from heavy snow blocks and retained connection amongst the isolated flanks of the network in affected areas. The work has been outsourced and executed by communities in rural Afghanistan which not only retain the connectivity in the rural network but also created remarkable employment opportunities in rural residence in the economical idle season in the villages. The program since inception of its NERAP project (1387) has been cumulatively cleaned 4,819 Km of village road network from snow and retained the target connectivity in the land communication system in rural Afghanistan over the embedded course.

NRAP EMERGENCY MAINTANANCE SINCE INCEPTION OF THE 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	533.8	499	45,622	165,099	55	716	13,882	450,675.74
	Central Highlands	212.5	778	20,161	178,647	127.1	23	19,057	114,541.29
	East	267.3	511.5	31,661	134,774	7	—	6,900	109,306.26
	Kabul	441.2	1,390.1	29,267	298,621	75	220	39,074	377,420.13
	North	92.9	636.3	23,807	146,578	12.3	92.8	10,542	298,156.58
	North East	90.4	259.1	8,349	52,396	18.3	587.5	19,106	367,857.5
	South	232.4	—	14,421	38,647.8	0.0	—	1,100	19,361.7
	South East	381.2	745	29,376	169,563	21.7	—	5,620	42,476.2
Total		2,251.7	4,819	202,664	1,184,325.8	316.4	1,639.3	115,281	1,779,795.4

## 2.4 Component B3: Routine Maintenance

Routine Maintenance is sub-component B3 of NERAP project. In contrast to previous implementation arrangement for the subject subcomponent of B3 for routine maintenance which have involved the role of NSP-FPs in the implementation recently base on need the NRAP-MRRD team together with IC developed the new concept paper of routine maintenance 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.

This sub-component incorporate routine maintenance of program constructed roads including secondary road constructed by MPW and tertiary roads constructed by MRRD is lonely implemented by PIU-MRRD to both types of the roads (secondary and tertiary). Under this component 2,400 KM of road rehabilitated by NRAP-MRRD will be maintained on routine basis till the end of project (2013). Till end of 1391, all the planned length (2400 km - even 2,441 km) has been contracted and on-going in the field. For further detail please refer to the bellow table.

NRAP Routine MAINTANANCE SINCE INCEPTION OF PROGRAM							
MRRD	Region	Other projects' Road in KM	Other Project Labor Days	Other Project Budget\$	NERAP Road in KM	LABOR DAYS	BUDGET \$
	Badakhshan	—	8	6,632	618	91,650	1,089,829
	Central highland	—	—	—	408	44,065	583,955
	East	26	2,596	13,923	201	26,510	319,358
	Kabul	6	2,264	11,470	239	42,500	477,197
	North				403	58,539	706,305
	West				127	21,881	263,931
	North East	20	4,520	44,119	351	51,595	618,987
	South				71	9,356	119,710
	South East				24	4,956	65,817
Total		60	9,380	76,144	2,441	351,052	4,245,087

## 2.5 Component A3: Environmental and social Management plan, monitoring and Evaluation (MPW)

During the year 1391, 60 ESM documents were prepared for sixty sub-projects, 2,388,675 persons are the direct beneficiaries of the subprojects, 9,130 people were trained/consulted, 139 community consultations meetings were held at different stages of project, 62 GRCs (Grievance Redress Committees) established during the mentioned period, 11,334 m<sup>2</sup> (meter square) land was donated by people for widening of the road/bridge sub-projects which belong to 1,147 persons or 165 families. Likewise 34 projects have been monitored during the reporting period, where most of the issues were social such as demanding of extra culverts by communities, replacing of water wells and replacing of mosque, thus they were consulted and resolved the issues. Community consultation Manual (CCM) and Gender ESM guideline are prepared which will be used by field staff.

For more detail see the Annex 10 A.



community gathering for Khost fring village road sub-project, Baghlan province.

## 2.6 Component B4: Environmental and social Management plan, monitoring and Evaluation (MRRD)

The ESMF policy on protection and management of environment for road and bridge sub-projects have been considered, community participatory monitoring over the sub-projects as well as training of the contractors have been conducted. Local communities were encouraged to get the sense of ownership and more cooperative for sub-projects implementation.

- 17 women inclusion committee have been established in Badakhshan and Kabul region in order to support the project and solve any social issues that may happen.
- 293 women have received awareness on gender and project salient features regions.
- 4 days Environmental and Social Management training was conducted for all regional ESM officers, design and survey engineers, contract management engineers and NRAP safe guard team by the world bank .
- Environmental and social management training was conducted by regional ESM officers for the North and CHL regional engineers. The Afghanistan EIA regulation and WB safeguard policies, ESMF, ESMP preparation and implementation and best Environmental management practices have been presented. In addition, the ESM handouts were developed and disseminated.
- The Gender guideline was finalized and shared with NCU, MoPW and WB colleague for their review. For more detail see the Annex 10 B.



Community gathering for Daryakhan village road subproject, Samangan.

## 2.7 Component C: Institutional Strengthening, Project Management & Program Development

The overall objective of this component is institutional strengthening, project management and program development and segregated into three sub-components of C1, and C2 and C3 articulated as follow.

**Sub-component C1 (Rural road Management System):** the total allocated revised fund of US\$ 3 million for development of functional rural network system remained untouched due to time completion for capacity building consultancy which was contracted to develop the subject system. In 1391 the limited extension of the consultancy conducted and special procurement committee endorsement was attained to complete the ongoing activities via consultancy and closed during the reporting period. Final report disseminated. Realignment of the fund and restructure of the component is in progress of 1391 year.

**Subcomponent C2 (Intuition Capacity Building):** Need assessment and capacity building program has formulated, standards drafted and framework of network planning system has been prepared by contracted consultant SMEC, however, due to time completion of the consultancy the implementation of the activities are still pending. In 1391 the contract of the consultant was closed, however, realignment and restructuring of the subcomponent is in progress of 1391.

**Subcomponent C3 (Project Management Support):** Notwithstanding the follow up the routine activities and functions including, conduction of need-based Senior Management Meetings, monthly progress monitoring, conduction monthly coordination meetings, consolidation of monthly and quarterly reports, development, updating and dissemination of program publications including newsletter and website and maintenance of functional MIS system of the program. The following articulated special progress has been achieved during 1391.

- Formulation of new project ARAP design and approval. After ARAP negation the follow up of formulation and process; signature and submission of Legal opinion of the ARAP project is the evidenced delivery.
- Conducting Financial Agreement Ceremony of ARAP project
- Development and synchronizing technical and financial proposals which resulted into almost US\$ 6 million discretionary fund shared amongst both PIUs of the executing ministries of MRRD and MPW.
- Conducting Technical meetings with IRD the monitoring agent of WB about quality control and assurance of ongoing and constructed sub-projects of the program.
- Conducting Baseline survey negotiation meeting, finalization of contract, and conducting descriptive workshop about the methodology and methods of data collection.

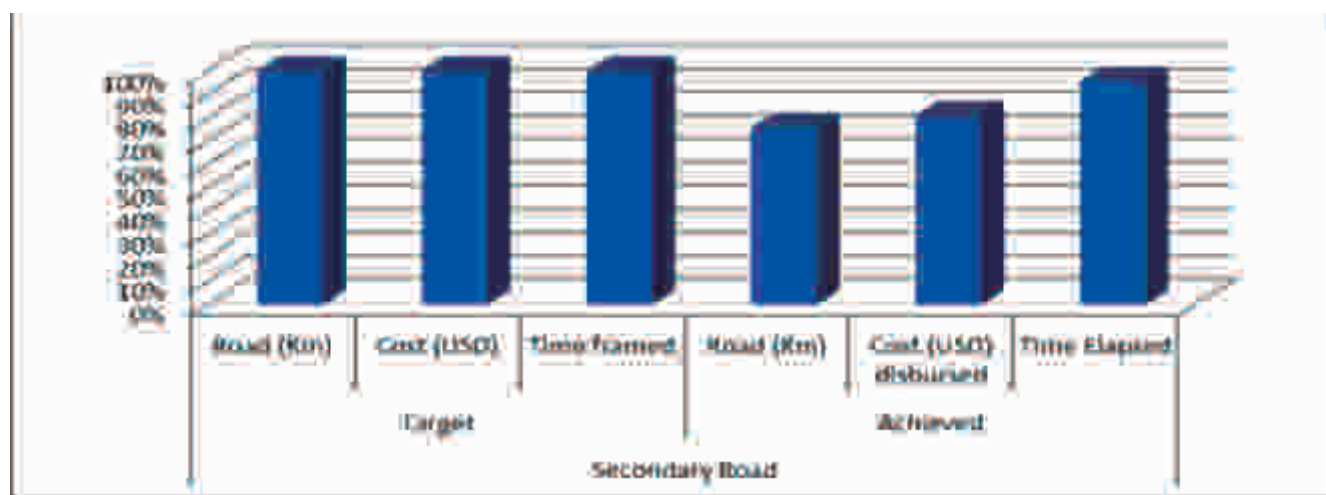
### 3. ANALYSIS

#### Physical progress vs Time Elapse

Activity	Target		Actual		% Physical progress	% Time elapse
	Road in Km	Allocated Time (Months)	Road in Km Achieved	Time elapsed (months)		
Rehabilitation of Secondary Road	1,105.00	66.00	835.00	63.00	76%	95%
Rehabilitation of Tertiary Road	1,197.00	66.00	1,043.00	63.00	87%	95%

#### Financial progress vs Time Elapse

Activity	Target		Actual		% Financial Progress	% Time elapse
	Allocated fund (USD)	Allocated Time (Months)	Disbursement (USD)	Time elapsed (months)		
Rehabilitation of Secondary Road	106,767,616.40	72.00	86,276,194.00	63.00	81%	88%
Rehabilitation of Tertiary Road	51,800,000.00	72.00	41,121,830.00	63.00	79%	88%



## 4. OTHER ON-GOING PROJECT UNDER NRAP

### 4.1 Other ongoing projects under NRAP/MRRD

#### AU (RAD-TK)

RAD-TK (Rural Access Development in TirinKot) is a tri-partite agreement between AusAID, MRRD and UNOPS. The total budget of this project is USD 2.8 millions for delivering a total of 24 km road and 45 meter of bridges.

During the year 1391, 12 contracts with the cost of USD 1,055,054 have been completed which delivered 18.2 KM of road and generated 43,692 labor days. All the said length (scope) of the project has been completed with only one contract (a 45 meter bridge) still ongoing with 54% progress.

#### MOF

It is a project of a total budget USD 2.5 millions funded by Ministry of Finance for Parwan and Sar-i-pul provinces. The physical target for the mentioned project is rehabilitation of 39 KM road and its structures and a 10 meter of bridge in Parwan and Sar-i-pul provinces. Under this project, to date 6 contracts have been completed, 1 terminated (due to unsolvable social conflict) and 3 currently ongoing in the field with good progress.

One contract of this particular project has been terminated due to unsolvable social conflict.

#### Ring Road Badakhshan

It's the first phase of constructing Ring Road of Badakhshan. The initial budget for this project is USD 5 million, funded by Government of Afghanistan for delivering 105 KM of road and 57 RM of bridge.

Out of the total scope of the project as at the end of 1391, 21 contracts for delivering 29.3 km of road have been completed while the remaining contracts are ongoing in the field with good progress (except for a 45 meter bridge which is under procurement).

#### APRP

MRRD:

Afghanistan Peace and Re-integration Project (APRP) is another project under NRAP-MRRD. The total budget for this project is USD 15 millions for delivering 118 KM of road (including Gravel and Asphalt) in the targeted provinces.

Out of the total target of the project, as at the end of 1391, 21 contracts have been completed which has delivered 37 km of road and its structures while the rest are ongoing in the field with good progress.

#### CARD-F

Comprehensive Agriculture and Rural Development Facility (ACRD-F) is new project under NRAP-MRRD funded by DFID. The total budget of this project is USD 1.4 million for delivering 6.35 km of Asphalt road and its structures in Balkh province. The duration of the project is 8 months (once procured).

As of now, all the said length of the project has been surveyed and currently it's under design.

#### Japan Fund

Japan fund is another new project under NRAP-MRRD funded by Japan. The total budget of this project is USD 3.5 millions for delivering 27 km of road (Asphalt and Gravel) and 221 Meters of bridges in 12 provinces of Afghanistan.

## 4.2 Afghanistan Rural Access Project (ARAP)

Afghanistan Rural Access Program (ARAP) is another World Bank funded project through IDA and ARTF, newly approved by WB board and effective from October 1st, 2012. Total allocated budget USD 332 million with a 5 year project life intended to be completed on September 30th, 2017. The project consists of 3 components:

**Component A:** Improvement and Maintenance of Secondary roads (USD 186 million) which is implemented by MPW. The output will be about 1,000 km of rehabilitation, 250 Km of upgrading existing pavement to bituminous standards, about 1000 Km of routine and periodic maintenance of paved and unpaved secondary roads and construction of about 1,000 linear meters of bridges.

**Component B:** Improvement and Maintenance of Tertiary roads (USD 128 million) which is implemented by MRRD. The output will be about 1,300 km of rehabilitation and 2000 Km of routine and periodic maintenance of tertiary roads, and construction of about 1,600 linear m of bridges.

**Component C:** Program Planning and Development, Institutional Strengthening and Program Coordination Support (USD 18 million) will be jointly implemented by MoPW and MRRD coordinated by NCU. The component supports human resource and Institutional capacity building, program monitoring and evaluation and program development activities.

**MPW- PIU:** From inception of the project till end of 1391, there has been good progress in development stage (survey and design). The overall target for secondary gravel road is 1000 Km gravel road and upgrading of 250 Km of secondary roads to bituminous standards, so total secondary road overall target is 1250 Km.

The bellow table shows more detail about ARAP in MPW.

Component	Surveyed	Designed	Awarded	Ongoing
Road (Km)	709	273	0	0

**MRRD-PIU:** The overall target for tertiary road is 1300 Km gravel road. From inception of the project till end of 1391, there has been a good progress in Development stage (Survey and Design) and also in Procurement.

The table below shows the to-date status of the project.

Component	Surveyed	Designed	Awarded	Ongoing
Road (KM)	570	372	119	93

### 4.3 Italian Cooperation Projects

#### Shindand Project:

Based on the list of priority roads identified by the Public Works Department and the Office of the Governor of the Herat Province and taking into account the requests from local communities of Shindand district, the Italian government agreed to fund the 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 Center (Lot#2, Lot#3 and Lot#4) on October 2010.

The roads will be reconstructed to the secondary national roads level with asphalt surface and the construction of the two roads, which the total is 35.8km, was split into four lots for better implementation as follows:

- Lot No. 1 - Construction of Qala-e-Rustam to Junction Point Road, km 0+000 – km 11+900. The contract of this lot was signed with Haji Khalil Construction Company on 24 Nov 2011 and the company commenced the construction works in Mid December 2011. The progress of this Lot during this reporting period 50% and the progress of works since inception of this subproject is estimated about 67%.
- Lot No. 2 - Construction of Khoja Oria to Shindand District Centre Road, km 0+000 – km 5 + 000. The contract of this lot was signed with Khpalwak Kazimi Construction Company on 20 December 2011 and the company commenced the construction works in early January 2012. The works progress during this reporting period is about 85% and the progress since inception of this project is 100%. The contractor completed all construction activities on 20 January 2013.
- Lot No. 3 - Construction of Khoja Oria to Shindand District Centre Road, km 5+000 – km 15 + 000. The contract of this lot was signed with Abram Global Group of Companies on 12 May 2012 and the company immediately started the mobilization to site. The progress of works during this reporting period is about 42%.
- Lot No. 4 - Construction of Khoja Oria to Shindand District Centre Road, km 15+000 – km 23 + 900. The construction contract of this lot was also signed with Abram Global of companies during September 2012. The company commenced the construction works on October 2013 and has achieved about 12% work progress up to end of this reporting period.

#### Support to Rural Access Development in Tirin Kot (RAK-TK) Project

This project is the product of a tripartite Agreement between AusAID, MRRD and UNOPS that was signed on 30 May 2009.

The project was amended four times due to the increase in the scope of works and originally envisaged in the agreement.

The Support to Rural Access Development in Tirin Kot Project (RAD-TK) consists of the following four major components:

- Construction of 19.1 kms of gravel road
- Construction of 4.35 km of Ultra-Thin Reinforced Concrete Pavement (UTRCP) roads
- Construction of 45 m of Reinforced Cement Concrete (RCC) bridge and 250 m retaining wall
- Building institutional capacity of MRRD

As of to date, the major project achievements under RAD-TK project are as follows:

- Construction of 19.1 Kms of gravel road is completed.
- Construction of 4.35 km of Ultra-Thin Reinforced Concrete Pavement (UTRCP) roads is completed
- Construction of 45 m of Reinforced Cement Concrete (RCC) Bridge and 250 m retaining wall is in progress and about 60% progress has been achieved.
- Building institutional capacity of MRRD is completed.

It is anticipated that this project will be completed by 31 October 2013 which is the end date of RAD-TK project's agreement.

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

The Foladi Valley and New Bamyan City Road Construction Project has been designed to improve local livelihoods by strengthening the infrastructure in Bamyan Province, through the construction of:

- 12.3 Kms of asphalt road in the Foladi Valley;
- Up to 5.37 Kms of gravel road in the Foladi Valley; and
- Up to 2 Kms of asphalt road in the Bamyan New City.

To optimize and accelerate the project implementation processes the project has been divided into two distinctive lots as follows:

- Lot #1: Design and Construction of 12.3 kms of asphalt road in the Foladi Valley (from Bamyan City to Maina Kad junction) which the construction contract is signed with Alhoti Construction Company on 01 May 2012.
- Lot #2: Design and Construction of up to 5.37 kms of gravel road (from Maina Kad junction) in the Foladi Valley combined with up to 2 kms of asphalt road in the Bamyan New City which the construction contract was signed with Eastern Arrow Construction Company on 05 May 2012.

#### Chaghcharan City Road Construction Project

In October 2010 UNOPS and the Ministry of Public Works signed a Memorandum of Agreement (MoA) with regard to the Chaghcharan City Road Construction Project in Ghor Province of Afghanistan. However the funds for this road construction project were transferred by the donor and received by UNOPS only in March of 2011. On 15th December 2011 UNOPS sent a letter to the Embassy of Japan in Afghanistan with a formal request to extend the Project period of performance to 30 September 2012 to reflect the start date of the 18 months project implementation period from the date of funds receipt. On 31 January 2012 UNOPS received the donor's approval of the project time extension.

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 road construction contracts were awarded to different national construction companies in the period from 2 March to 20 April 2011 while the contract for supply and installation of solar powered lighting systems under Lot#4 was issued in late January 2012.

- Lot #1 rehabilitation of Chaghcharan City Roads (Sections A, C1 & C2): The contract of this lot was signed with Hero Lucky Group in March 2011. Due to the mismanagement and internal problems of the contractor, the project progress was behind the original schedule. UNOPS is in the process of termination of the construction contract with this contractor and will contract with another capable construction company through International Competitive Bidding process. The overall work progress till the end of 1391.
- Lot#2: Rehabilitation of Chaghcharan City Roads (Sections B & C3): The contract of this lot was signed with Ford Construction Company in March 2011. The same as Lot #1 due to the

mismanagement and internal problems of the contractor, the project progress was behind the original schedule. UNOPS is in the process of termination of the construction contract with this contractor and will contract with another capable construction company through International Competitive Bidding process. The overall work progress during this reporting period is about 73%.

- Lot#3 Rehabilitation of Chaghcharan City Roads (Sections D & E): The contract of this lot was signed on April 2011 with Mashriq Engineering Construction Company. The overall performance of Mashriq Engineering Construction Company was satisfactory throughout the reporting period and the road construction works were found to be done to the acceptable quality standards. The contractor completed the project on 30 September 2012.
- Lot #4 Supply and installation of solar power lighting system: The contract was signed with Alhoti Construction LLC in late January 2012 and the company completed the supply and installation of the lighting system on 30 September 2012.

## 5. CHALLENGES AND OBSTACLES

### **Security**

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.

### **Weather**

In some parts of the country due to the heavy rain and flood especially in winter season, caused delay in implementation of sub- projects.

## 6. NRAP SUCCESS STORIES

### 6.1 Roadgaz Bridge

<b>Project Type:</b>	Construction of 55 m long bridge
<b>Project Location:</b>	Adreskan district of Hirat Province
<b>Project Cost:</b>	10 million and 816 thousand AFN
<b>Beneficiaries:</b>	25000 person directly and 40000 person indirectly
<b>Donor:</b>	World Bank



A key bridge over Roadgaz River in Adrskan district of Herat province has been completed by National Rural Access Program in Ministry of Rural Rehabilitation and Development.

Utilization of this bridge which connects West of Adraskan district with East of this district, brought most economical benefits; such as reduction in products prices and decrease in traveling duration as well as conditioning of transportation facilities to Adraskan community.



Abdullah Amani preacher of Adraskan mosque says: "thousands of local residents by passing from Roadgaz River go to Kohestan and Syaband in spring and turn back to their areas in the fall, erstwhile because of transportation problems they were facing many difficulties and waiting till decrease in storm water level; but for the time being via construction of the bridge has solved these problems.

Haji Muhammad Dowood an elder of Adraskan district also says construction of this bridge has especial importance for the people.

He added "Adraskan district is located in both side of the river and 35-40 thousand people are living on the both side of the river that crosses the river in every season thus we are grateful of NRAP for construction of this bridge and providing facilities for these people".

In addition local officials and Chief of Adrskan district appreciated efforts and hard working of program engineers for implementation of this project and ask for more effective and noteworthy projects in this district.

NRAP Program senior regional engineer said: "I am very pleased that today we are witness of another infrastructure project that definitely provides transportation, economical and cultural conveniences for more than 100 villages in West of Adreskan.

"Adraskan district is located on both side of the river and 35-40 thousand people are living on the both side of the river that crosses the road in every season and isolate the inhabitants thus we are grateful of NRAP for construction of this bridge and providing facilities for these people".

## 6.2 Ashka Road

**Project Type:** Construction of 17.250 KM road

**Beneficiaries:** 150,000 families directly and thousands of people indirectly

**Project Location:** Jaghori District of Ghazni Province

**Project Cost:** 55 Million AFN

**Donor:** World Bank

Construction activities of 17.250 Km district road including associated drainage infrastructure has been completed in Jaghori district of Ghazni province by National Rural Access Program MoPW section.

As per report, the road is benefitting 150,000 families directly and provides facilities for thousand of hundreds people indirectly.

Mohammad Amin Omar the senior regional engineer of NRAP said Ashka road cost almost 55 Million AFN, and funded from World Bank denoted grant and completed over the course of one year This project has been not only provided employment opportunities over the construction course but also significantly reduced travel time from virtually 2 hours to 20 minutes

According to him this road crosses numbers of districts namely QaraBagh, Angori, Gulan and Malistan districts and consequently leads through Bamiyan province.

As per his words; this project has not only provided employment opportunities over the construction course but it has also significantly reduced traveling duration from virtually 2 hours to 20 minutes.



This project has not only provided employment opportunities over the construction course but it has also significantly reduced traveling duration from virtually 2 hours to 20 minutes.

### 6.3 Nahrab Bridge

<b>Project Type:</b>	Construction of 45 m Bridge
<b>Project Location:</b>	Farkhar District of Takhar Province
<b>Project Cost:</b>	8 million and 579 thousand and 557 AFN
<b>Beneficiaries:</b>	3857 person directly and 23142 person indirectly
<b>Donor:</b>	World Bank



40 km far from Taliqan center of Takhar province at the north of Afghanistan, there is a village named Nahr-e-Ab located near Farkhar River, people who are living in this village were in huge troubles due to lack of a stable bridge especially in flood seasons to pass the river and get access to civil services.

Villagers were using a self made wooden bridge to cross the river which was not a safe way, according to the locals, in flood seasons the wooden bridge was destroying and they had to pass the river by small local boats and some people lost their family members while flood damaging the boat, says villagers.



To solve this problem and safe people's life National Rural Access Program of Rural Rehabilitation and Development ministry, initiated construction of a RCC bridge on Frkhar River.

Construction of this 45 M Bridge with its 190 m approach road completed on 30 of April 2012 and handed over to the community.

By construction of this bridge, residents of 11 villages around the river got access to health clinics, markets and school.

Residents of these villages are poor and indigent, they are supporting their lives by farming and livestock therefore by the construction of this bridge they can easily reach to the market and sell their products in good price, according to NRAP engineers in north region. They also mentioned that construction of the bridge caused the car rent to decrease up to 40 percent.

Villagers were using a self made wooden bridge to cross the river which was not a safe way, according to the locals, in flood seasons the wooden bridge was destroying and they had to pass the river by small local boats and some people lost their family members while flood damaging the boat, says villagers.

## 6.4 Bagh-e- Mubarak Road

<b>Project Type:</b>	Construction of 20 km road
<b>Project Location:</b>	Baharak district of Badakhshan
<b>Project Cost:</b>	146 Million AFN
<b>Beneficiaries:</b>	8,000 person directly and 99000 person indirectly
<b>Donor:</b>	World Bank

National Rural Access Program (NRAP) completed construction of a 20 km road from Bagh-e-Mubarak to Baharak district of Badakhshan province and handed over to the community.

Mohammad Anwar Amir senior regional engineer of NRAP in Badakhshan province Said;" this road which has 65 culverts and 14 wash costs of 146 Millions AFN completed from the World Bank donation."

According to him, by the completion of this transportation scheme 8,000 residence, have been directly and 99000 people have indirectly benefitted from the facilities provided by the project.

Moreover he added by the completion of this road besides of providing job opportunities for locals a positive change has appeared in conventional and trade of Khash, Jurm, Yamgan, Keran and Minjan districts of Badakhshan province.

This is despite the fact that, few months before 9 km Fayez Abad-Kofab (phase 2 lot 3) road is also completed by National Rural Access Program and handed over to the community of Badakhshan province which provides transportation facilities for almost 100,000 persons and decreases distance among districts.

The National Rural Access Program (NRAP) has always provided long term transportation facilities for residents in rural areas through its National Emergency Rural Access Project (NERAP) and Afghanistan Rural Access Project (ARAP) to rescue rural residents from Transportation trouble and difficulties.



## 6.5 Semenjab Bridge

<b>Project Type:</b>	Construction of 100 m RCC Bridge
<b>Project Location:</b>	Fayzabad district of Badakhshan
<b>Project Cost:</b>	34 million 187 thousand and 800 AFN
<b>Beneficiaries:</b>	population of Fayzabad District
<b>Donor:</b>	World Bank



A 100 meters RCC Bridge constructed by National Rural Access Program in Fayzabad district of Badakhshan Province.

The construction work of this bridge which costs almost 34 million 187 thousand and eight hundred AFN from World Bank donation initiated on March 2011 and handed over to Badakhshan community on 21 of December 2012.

The Semenjab Bridge in addition of generating 360 working days for rural residents, provided required facilities on social and economical life of rural people as well.

As per officials statements; "via construction of this bridge the residents of YaftalSufla, Kohestan, Yawan, Kofab and all darawazha districts can cross from the river easily"

People expressed their happiness and said that earlier then; residents, specially students were in many troubles; they walked long distances to arrive to schools, hospitals and basic services but now as a result of construction of this bridge they got access to above mentioned amenities with reduced cost and time.

People expressed their happiness and said that earlier then; residents, specially students were in many troubles; they walked long distances to arrive to schools, hospitals and basic services

Now as a result of construction of this bridge they got access to above mentioned amenities with reduced cost and time significantly.

"via construction of this bridge the residents of YaftalSufla, Kohestan, Yawan, Kofab and darawazha district can cross from the river easily"

## 6.6 Road is completed in Jawzjan Province

<b>Project Type:</b>	<b>Construction 7.898 km road</b>
<b>Project Location:</b>	<b>Jawzjan Province</b>
<b>Project Cost:</b>	<b>18 million and 842 thousand and 198 AFN</b>
<b>Beneficiaries:</b>	<b>61,120 person directly and indirectly</b>
<b>Donor:</b>	<b>World Bank</b>

A 7.898 Km long road is being completed and handed over to the Jawzjan community by National Rural Access Program.

This road which connects 4 big villages (Yaka Bagh, Afshar Khana, Eid Mahala and Jangal Bagh), is one of the main projects in North Region which is being rehabilitated by National Rural Access program of MPW.

Rehabilitation of this road which is located in Jawzjan Province was started on 01 November 2011 and completed on 31 September 2012 with the total budget of AFN 18,842,198.00.



It is worth to be mentioned that 61,120 people has benefitted directly and indirectly via this project. As interviewed with local people and Heads of CDCs, they were all happy and gotten benefit from the mentioned project.

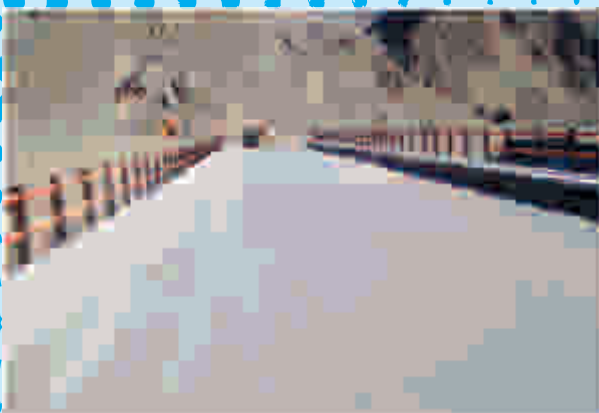
Jawzjan local authorities thanked NRAP Team for their efforts and mentioned that if this program continues to construct similar noteworthy and significant projects, the transportation problems will be solving rapidly in all over the country.



Construction of 60 m bridge in center of Takhar province



Construction of 270 m retaining wall in Paghman district of Kabul province



Construction of 64 m bridge on Ashaba river in Ghorband district of Parwan province



Construction of 13 km road in Malistan district of Ghazni province



Construction of 18 km road in Sangtakht district of Daykundi province



Construction of 11 km road in Tani district of Khost province



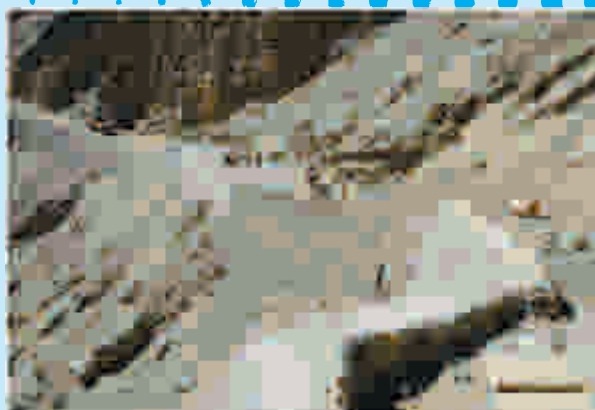
Construction of 36 m RCC bridge in Lal wa Sari-Jangal district of Ghor province



Construction of 60 m bridge in Parwae village of Laghman province



Construction of 60 m bridge on Kokcha river in Faizabad district of Badakhshan province



Construction of 16 km road in Zebak district of Badakhshan province



Construction of 8,4 km road in Paryan district of Panjsher province



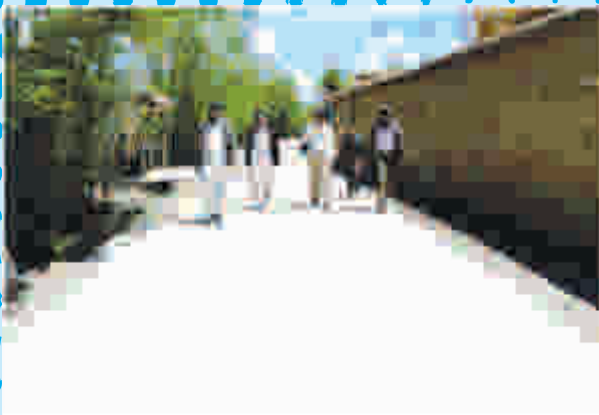
Construction of 10 km road in Baghlan Jadid district of Baghlan province



Construction of 8 km road in Shaygal  
wa Shiltan district of Kunar province



Construction of 3.5 km road in  
Yakawolang district of Bamiyan province



Construction of 2 km road in  
Sayedkhil district of Parwan province



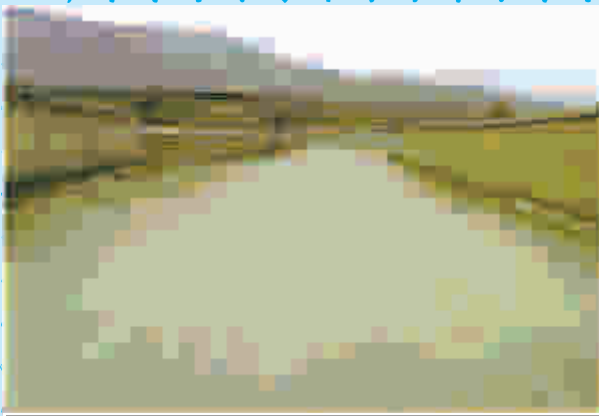
Construction of 13.3 km  
Road in Injal district of Hirat province



Construction of 17 km road in  
Jaghori district of Ghazni province



Construction of 60 km road in  
Murghab district of Badghis province



Construction of 2.3 km road in Guladara district of Kabul province



Construction of 55 m bridge in Adraskan district of Hirat province



Construction of 60 m bridge in Fayeze Abad district of Badakhshan province



Construction of 6 km road in Charbolak district of Balkh province



Construction of around 14 km road in Qarghayi district of Laghman province



Construction of 10 km road from Baghlan Jadid to Nahrayen district

## 8. ANNEXES

### 8.1 Annex 1: Achievement per Donor:

ACHIEVEMENT PER DONOR							
Ministry	DONOR	ACHIEVEMENT (During 1391)					
		PROJECT	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	BUDGET \$
MPW	NERAP-MPW-ARTF	NERAP	120.82	250.00	877.20	272,966.69	16,334,885.68
	NERAP-MPW-EMR	NERAP				10,751.19	516,622.18
	NERAP-MPW-IDA	NERAP	71.23		1,257.50	85,112.76	6,304,269.45
Sub-total			192.05	250.00	2,134.70	368,830.64	23,155,777.31
MRRD	APRP-NRAP-MRRD	APRP	37.0			109,960	778,712
	AU-LB - MRRD - AU	NRAP	18.2			43,692	1,055,054
	MOF- MRRD - MOF	NRAP	29.3			28,625	917,525
	ARTF- MRRD - TF	NERAP	153.8	146.0	4,365.2	100,823	6,591,590
	WB- MRRD - WB	NERAP	94.1	165.2	7,908.6	94,980	4,469,257
Sub-total			332.3	311.2	12,273.8	378,080	13,812,137
TOTAL			524.3	561.2	14408.5	369209	36967914

### 8.2 Annex 2: NERAP Financial Status:

NERAP FININCIAL STATUS (1391)					
#	COMPONENT	Total Target M	Expenditure during reporting period \$	Expenditure to Date \$	Balance \$
Component A					
A.1	Secondary Roads Works	106,767,616	23,608,654	86,276,194	20,491,422
A.2	Emergency Maintenance Works	1,810,000	583,653	1,234,118	575,882
A.3	Environmental & Social Management Plans, Monitoring & Evaluation	499,789	142,110	343,214	156,575
A.4	Implementation Support (IC & PIU)	31,522,595.00	8,440,832	30,670,467	852,128
Component A Total		140,600,000	32,775,249	118,523,993	22,076,007

Component B					
B.1	Tertiary Roads Works	51,800,000	10,498,758	10,678,170	10,678,170
B.2	Emergency Maintenance Works	2,993,910	1,123,121	478,348	478,348
B.3	Routine Maintenance Works	4,326,538	2,376,660	1,165,143	1,165,143
B.4	Environmental & Social Management Plans, Monitoring & Evaluation	206,090	0	0	0
B.5	Implementation Support (IC & PIU)	22,973,462	5,196,933	1,013,593	1,013,593
Component B Total		82,300,000.0	19,195,472	68,964,745	13,335,255
Component C					
C.1	Rural Roads Management System	1,000,000	0.0	0.0	1,000,000
C.2	Institutional Capacity Building	1,850,000	237,548	1,283,293	566,707
C.3	Project Management Support	6,350,000	1,529,445	3,845,404	2,504,596
Component C Total		9,200,000	1,766,993	5,128,697	4,071,303
GRAND TOTAL		232,100,000	53,737,741	192,617,435	39,482,565

### 8.3 Annex: 3A: NERAP Secondary Roads Achievement Since Inception

NERAP SECONDARY ROAD ACHIEVEMENT SINCE INCEPTION					
PROVINCE	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$ BUDGET
Badakhshan	88.00	249.30	4,848.40	212,205.93	13,016,490.65
Badghis	37.40	56.00	1,438.00	33,908.47	1,952,979.59
Baghlan	63.12	90.00	488.00	63,546.64	7,816,208.62
Balkh	6.13		19.00	19,932.73	1,168,749.49
Bamyan		49.50		7,150.11	415,797.68
Diakundi	24.30		480.00	22,101.14	1,390,686.28
Faryab					67,435.73
Ghazni	48.45	32.00	689.00	51,787.17	3,803,526.28
Ghor	39.99		741.50	30,894.05	1,636,965.21
Hirat	47.76		601.00	40,807.20	2,254,860.96
Jawzjan	46.31		63.50	29,042.10	1,854,994.63

Kabul	38.10		11,114.50	234,088.76	4,632,558.06
Kandahar	22.52		56.00	106,112.45	5,831,185.00
Khost		160.00		13,858.04	833,647.90
Kunduz		184.00		19,502.57	879,637.42
Laghman	6.96	60.00	548.00	24,089.61	1,488,450.80
Logar	12.00		12,133.00	26,842.00	1,603,165.00
Nangarhar		112.00		6,649.81	435,261.90
Paktya	20.00	16.00		24,485.16	1,450,693.15
Panjsheer				1,516.11	82,917.81
Parwan	88.00	64.00	394.13	204,540.38	11,942,573.94
Samangan	101.16		714.50	45,315.48	3,333,332.00
Sari Pul	71.81		744.50	53,496.93	3,612,835.19
Takhar	73.08	56.00	510.50	92,021.06	5,180,580.37
Wardak		33.00		3,823.63	264,972.56
Total	835.09	1,161.80	35,583.53	1,467,717.53	76,950,506.22

**8.4 Annex: 3A: NERAP Tertiary Roads Achievement Since Inception**

NERAP TERTIARY ROAD ACHIEVEMENT SINCE INCEPTION					
PROVINCE	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$ BUDGET
Badakhshan	174.9	17.0	1,679.1	281,294	4,772,841
Badghis	14.4		322.7	7,300	598,913
Baghlan	22.6		15.0	11,013	1,069,824
Balkh	24.5		64.0	12,058	544,089
Bamyan	44.8	40.0	44.0	69,659	1,542,181
Daykundi	54.4		5,984.0	40,333	2,264,849
Farah	13.8			20,925	391,408
Faryab	10.0		58.0	3,034	230,464
Ghazni	28.0	16.0	992.8	16,989	919,289
Ghor	36.4	141.0	347.3	24,245	2,224,184
Hirat	81.6	55.2	59.0	72,107	2,622,880
Jawzjan	19.4		172.8	16,193	730,268
Kabul	74.6	48.0	2,858.8	189,739	3,553,994
Kapisa	16.2		390.6	49,339	791,521
Khost	18.9		159.5	17,484	584,220
Kunar	24.3	100.0	369.0	61,055	929,960
Kunduz	49.7	10.0	438.5	27,563	1,345,693
Laghman	11.2	60.0	855.8	33,614	1,250,640
Logar	6.4	33.0	175.0	24,005	359,992
Nangarhar	21.1	39.0	568.0	26,073	790,863
Nuristan	20.0	38.0		77,204	655,855
Paktika	15.0		85.0	47,698	283,092
Paktya	47.6		375.6	86,506	652,694
Panjsheer	18.4	181.0	2,470.6	66,637	1,201,746
Parwan	53.1	192.0	3,580.6	105,153	2,915,222
Samangan	10.0		627.0	2,714	404,662
Sari Pul	76.0		396.6	50,039	1,901,322
Takhar	46.7	147.0	211.0	52,778	2,106,757
Wardak	8.7	13.0	115.0	18,989	229,402
Total	1,042.7	1,130.2	23,415.3	1,511,740	37,868,824

## 8.5 Annex 4: NERAP Emergency Maintenance Since Inception of the Program

NRAP EMERGENCY MAINTANANCE 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	533.8	499.0	45,622.0	165,099.0	55.0	716	13882	450675.74
	Central Highlands	212.5	778.0	20,161.0	178,647.0	127.1	23	19057	114541.29
	East	267.3	511.5	31,661.0	134,774.0	7.0		6900	109306.26
	Kabul	441.2	1,390.1	29,267.0	298,621.0	75.0	220	39074	377420.13
	North	92.9	636.3	23,807.0	146,578.0	12.3	92.8	10542	298156.58
	North East	90.4	259.1	8,349.0	52,396.0	18.3	587.5	19106	367857.5
	South	232.4		14,421.0	38,647.8	0.0		1100	19361.7
	South East	381.2	745.0	29,376.0	169,563.0	21.7		5620	42476.2
Total		2,251.7	4,819.0	202,664.0	1,184,325.8	316.4	1,639.3	115,281.0	1,779,795.4

## 8.6 Annex 5: NRAP Routine Maintenance Since Inception of Program

NRAP Routine MAINTANANCE SINCE INCEPTION OF PROGRAM							
MRRD	Region	Other Projects' Road in KM	Other Project Labor Days	Other Project Budget \$	NERAP Road in KM	LABOR DAYS	BUDGET \$
	Badakhshan	8		6,632	618	91,650	1,089,829
	Central Highlands				408	44,065	583,955
	East	26	2,596	13,923	201	26,510	319,358
	Kabul	6	2,264	11,470	239	42,500	477,197
	North				403	58,539	706,305
	West				127	21,881	263,931
	North East	20	4,520	44,119	351	51,595	618,987
	South				71	9,356	119,710
	South East				24	4,956	65,817
Total		60	9,380	76,144	2,441	351,052	4,245,087

## 8.7 Annex 6: Achievement per Donor (Since Inception of Program)

ACHIEVEMENT PER DONOR (Since Inception of Program)						
Ministries	Donor / Project	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$ BUDGET
MPW	LIWP - MPW-WB	3,898.0	20.0	3,440.5	3,403,984	8,930,748
	NEEP1 - MPW-WB	2,200.9	19.2	647.5	2,591,107	6,615,926
	NEEPRA - MPW-WB	809.0	468.5	23,691.4	1,424,907	14,911,739
	NRAP - MPW-SIDA	26.3		1,522.0	47,223	521,386
	NRAP - MPW-WB		120.0		38,613	571,082
	NRAP - MPW-CIDA	7.0		24.1	83,252	1,150,120
	NRAP - MPW-DF	208.8	599.0	8,477.2	979,650	10,294,979
	NERAP - MPW-GOI	27.1		1,336.5	202,041	3,171,284
	NERAP - MPW-IDA	491.3	579.8	29,075.3	628,582	38,312,643
	NERAP - MPW-ARTF	316.7	582.0	5,171.7	589,637	34,184,084
	NERAP - MPW-EMR				47,458	1,308,226
	<b>Sub-total</b>	<b>7,985.02</b>	<b>2,388.52</b>	<b>73,386.22</b>	<b>10,036,453.59</b>	<b>119,972,216.02</b>
MRRD	APRP-NRAP-MRRD	37.0			109,960	778,712
	HARDP-MRRD-DF	84.5	28.0	24.0		11,450,312
	NEEP1-MRRD-WB	291.2		1,549.5	419,011	2,377,820
	NEEPEC-MRRD-EC	158.7	102.0	1,792.7	330,101	6,753,545
	NEEPRA-MRRD-AU	30.5		302.5	32,177	481,983
	NEEPRA-MRRD-CD	20.3		4.2	2,382	205,306
	NEEPRA-MRRD-DF	235.7	57.6	8,427.4	312,147	5,772,777
	NEEPRA-MRRD-PS	182.8	136.8	2,584.5	240,363	3,613,212
	NEEPRA-MRRD-US	58.2		635.6	11,604	1,518,132
	NEEPRA-MRRD-WB	707.6	117.0	8,927.7	1,300,885	9,216,381
	NERAP-MRRD-TF	235.8	205.0	6,286.6	271,159	10,182,342
	NERAP-MRRD-WB	806.7	925.2	17,128.7	1,240,581	27,686,482
	NRAP-MRRD-CF	46.3	162.0		22,642	3,987,479
	NRAP-MRRD-DU	16.2		319.0	6,415	702,291
	NRAP-MRRD-MOF	29.3			28,625	917,525
	NRAP-LB-MRRD-AU	23.8			61,089	1,232,003
	NRAP-LB-MRRD-CF	142.8		3,940.9	578,382	5,028,132
	RAL-MRRD-JF	348.5	9.5	9,505.6	359,800	9,424,976
	<b>Sub-total</b>	<b>3,455.6</b>	<b>1,743.1</b>	<b>61,428.7</b>	<b>5,327,323</b>	<b>101,329,410</b>
	<b>Total</b>	<b>11,440.7</b>	<b>4,131.6</b>	<b>134,814.9</b>	<b>15,363,777</b>	<b>221,301,626</b>

## 8.8 Annex 7.A: Regional Based NRAP Achievements Since Inception for Secondary Roads.

ACHIEVEMENT SINCE INCEPTION OF PROGRAM					
REGION	MPW - SECONDARY ROAD				
	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$ BUDGET
Badakhshan	291.35	286.1	5103.64	558105.33	14713208.42
Central Highlands	628.91	49.5	2271.3	1047105.5	7356894.22
East	752.46	349	2294.7	759592.58	5993344.39
Kabul	1487.28	190.9	28443.13	1948123.07	27344529.19
North	1157.58	57.4	5536.6	996153.82	14861379.53
North East	1075.61	622	16810.15	1653282.13	21510991.64
South	794.72	156	239.7	833024.74	9053225.21
South East	1434.95	302	10551.1	1523807.75	12491663.67
West	362.16	375.62	2135.9	717258.67	6621248.21
<b>Total</b>	<b>7,985.02</b>	<b>2,388.52</b>	<b>73,386.22</b>	<b>10,036,453.59</b>	<b>119,946,484.48</b>

## 8.9 Annex 7.B: Regional Based NRAP Achievements Since Inception for Tertiary Roads.

ACHIEVEMENT SINCE INCEPTION OF PROGRAM					
REGION	MRRD - Tertiary ROAD				
	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$ BUDGET
Badakhshan	530.8	44.0	11,460.5	1,125,569	12,902,562
Central Highlands	339.1	181.0	9,440.3	253,500	9,474,099
East	219.2	322.0	4,761.8	684,779	7,447,670
Kabul	466.5	628.0	18,181.5	1,087,705	18,251,314
North	607.0	29.5	2,205.2	736,549	12,670,077
North East	493.4	345.6	4,839.4	563,005	11,508,992
South	319.1	88.0	3,634.9	244,666	18,291,745
South East	277.2	49.8	3,237.1	447,661	5,402,453
West	203.3	55.2	3,668.1	183,889	5,380,497
<b>Total</b>	<b>3,455.6</b>	<b>1,743.1</b>	<b>61,428.7</b>	<b>5,327,323</b>	<b>101,329,410</b>

**8.10 Annex 8.A: Provincial Based NRAP Achievements Since Inception for Secondary Roads.**

NRAP PROVINCIAL WISE ACHIEVEMENT					
PROVINCE	MPW - SECONDARY ROAD				
	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$ BUDGET
Badakhshan	291.35	286.10	5,103.64	558,105.33	14,713,208.42
Badghis	72.40	135.62	1,457.90	238,898.67	2,936,041.09
Baghlan	515.12	262.00	16,077.55	786,484.24	12,515,920.49
Balkh	191.30		146.60	171,247.75	1,724,223.74
Bamyan	268.12	49.50	914.30	828,304.11	2,993,814.44
Diakundi	30.30		615.50	62,235.74	2,236,620.78
Farah	15.00			30,058.20	242,268.95
Faryab	141.40			85,084.20	472,191.43
Ghazni	268.85	76.00	689.00	176,764.08	4,418,437.17
Ghor	330.49		741.50	156,565.65	2,138,620.21
Hilmand	256.10		50.50	158,714.40	425,303.19
Hirat	274.76	240.00	678.00	448,301.80	3,430,776.96
Jawzjan	256.41		81.50	199,265.76	2,578,080.80
Kabul	423.50	67.40	13,343.80	806,367.85	7,912,855.05
Kandahar	350.12		189.20	485,460.54	7,775,031.32
Kapisa	137.05		301.90	181,648.20	1,182,592.70
Khost	366.80	160.00	409.20	300,104.91	1,606,527.90
Kunar	146.60			65,239.20	163,098.00
Kunduz	353.20	304.00	194.50	582,420.03	2,998,502.65
Laghman	199.21	237.00	1,682.10	241,098.77	2,865,894.54
Logar	322.27		13,940.30	255,096.60	2,887,647.19
Nangarhar	313.95	112.00	612.60	310,750.21	2,257,425.85
Nimroz	30.00			41,327.60	252,652.70
Nuristan	92.70			142,504.40	706,926.00
Paktika	387.50		177.90	345,770.40	964,566.00

Paktya	411.80	66.00	9,275.00	701,168.36	5,502,132.60
Panjsheer	14.00	26.50		23,873.51	219,654.21
Parwan	311.46	64.00	507.53	496,466.48	13,967,210.23
Samangan	386.46	20.00	4,564.00	389,648.88	5,954,929.79
Sari Pul	182.01	37.40	744.50	150,907.23	4,131,953.77
Takhar	207.29	56.00	538.10	284,377.86	5,996,568.50
Uruzgan	61.50	156.00		70,494.60	407,669.00
Wardak	279.00	33.00	349.60	184,670.43	1,174,569.81
Zabul	97.00			77,027.60	192,569.00
<b>Total</b>	<b>7,985.02</b>	<b>2,388.52</b>	<b>73,386.22</b>	<b>10,036,453.59</b>	<b>119,946,484.48</b>

#### 8.11 Annex 8.B: Provincial Based NRAP Achievements Since Inception for Tertiary Roads.

NRAP PROVINCIAL WISE ACHIEVEMENT					
PROVINCE	MRRD - TERTIARY ROAD				
	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$ BUDGET
Badakhshan	530.80	44.00	11,460.50	1,125,569.00	12,902,561.96
Badghis	29.40		2,129.20	34,703.00	1,174,184.06
Baghlan	107.89		1,430.85	133,694.00	2,897,790.79
Balkh	117.55	9.50	116.40	101,044.00	4,212,668.31
Bamyan	150.16	40.00	2,283.30	172,133.00	2,857,063.68
Daykundi	54.44		5,984.00	40,333.00	2,264,849.26
Farah	18.52		7.80	25,111.00	507,516.41
Faryab	94.36		192.50	134,081.00	2,365,474.54
Ghazni	88.93	49.80	1,923.05	134,043.00	2,323,621.44
Ghor	134.45	141.00	1,173.00	41,034.00	4,352,186.39
Hilmand	136.91	28.00	845.00	83,945.00	12,973,200.37
Hirat	155.39	55.20	1,531.10	124,075.00	3,698,796.21
Jawzjan	169.09	20.00	356.30	248,154.00	2,347,575.75
Kabul	196.74	69.00	8,990.00	462,108.00	8,017,607.04

Kandahar	89.47		629.95	47,329.00	1,995,161.82
Kapisa	48.31	82.00	886.20	182,599.00	2,313,740.14
Khost	60.65		482.60	72,477.00	993,416.72
Kunar	54.09	100.00	1,062.20	187,798.00	1,745,091.15
Kunduz	259.60	21.60	1,822.10	227,624.00	4,577,703.70
Laghman	52.70	75.00	2,129.50	224,131.00	2,527,922.20
Logar	14.80	33.00	784.70	46,828.00	617,101.71
Nangarhar	71.83	87.00	1,516.10	115,923.00	2,154,417.49
Nuristan	40.60	60.00	54.00	156,927.00	1,020,239.16
Paktika	42.90		103.20	96,283.00	597,295.24
Paktya	84.74		728.20	144,858.00	1,488,120.01
Panjsheer	27.35	181.00	2,893.00	124,053.00	1,707,782.92
Parwan	75.03	213.00	3,746.60	148,620.00	3,658,858.10
Samangan	67.10		719.00	100,651.00	862,424.72
Sari Pul	158.90		821.00	152,619.00	2,881,933.49
Takhar	125.93	324.00	1,586.40	201,687.00	4,033,497.39
Uruzgan	83.91	60.00	651.20	111,162.00	2,975,409.07
Wardak	104.30	50.00	881.00	123,497.00	1,936,224.49
Zabul	8.80		1,508.70	2,230.00	347,974.20
<b>Total</b>	<b>3,455.64</b>	<b>1,743.10</b>	<b>61,428.65</b>	<b>5,327,323.00</b>	<b>101,329,409.93</b>

**8.12 Annex 9.A: Secondary Road Ongoing Activities**

PROVINCE	MPW - SECONDARY ROAD ONGOING ACTIVITIES				
	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$ BUDGET
Badakhshan	30.01		722.00	39,845.65	4,197,201.40
Badghis		20.00			587,983.00
Baghlan	5.72		22.00	7,998.81	976,872.80
Balkh	14.99		1.00		1,107,172.60
Bamyan					104,229.20
Faryab	2.51				515,123.40
Ghazni	15.01		18.00	30,613.47	2,569,771.77
Hirat					1,531,975.40
Jawzjan	58.63		537.00	15,922.89	3,293,588.73
Kabul	26.18		2,809.00	28,803.80	4,258,483.18
Kandahar	4.54		13.00		578,944.93
Khost		200.00			1,646,640.30
Kunduz		80.00			916,475.16
Laghman	7.00		437.00	10,395.15	1,113,626.41
Nangarhar					3,013,651.12
Paktya		98.00		1,265.38	835,196.69
Panjsheer	38.34	76.00	91.00	29,455.87	3,845,701.23
Parwan	48.03	20.00	2,947.37	45,777.71	5,466,875.21
Samangan					172,671.07
Sari Pul	21.47		57.20	12,153.17	1,562,464.41
Takhar		12.00			133,111.00
Uruzgan	2.53		7.00		941,350.80
Wardak	46.75	40.00	348.50	21,551.22	3,119,711.69
<b>Total</b>	<b>321.71</b>	<b>546.00</b>	<b>8,010.07</b>	<b>243,783.12</b>	<b>42,488,821.50</b>

**8.13 Annex 9.B: Tertiary Road Ongoing Activities**

PROVINCE	MRRD - TERTIARY ROAD ONGOING ACTIVITIES				
	ROAD IN KM	BRIDGE IN METER	STRUCTURE IN METER	LABOR DAYS	\$ BUDGET
Badakhshan	103.3	80.0	866.7	16,788	5,210,222
Badghis	60.1	60.0	0.6	7,471	2,381,861
Baghlan	24.8	12.0	944.2	9,034	776,542
Balkh		40.0		275	368,799
Daykundi	12.8		141.1	1,434	427,333
Faryab	11.3		36.8	350	329,528
Ghazni	6.5			5,572	299,172
Hirat	4.4		974.2	1,284	614,991
Jawzjan	27.5		14.1	3,921	621,761
Kabul	8.6	50.0	106.0	6,426	496,362
Kapisa	15.5		2,887.8	1,117	1,784,771
Nangarhar	28.8		296.8	14,938	966,499
Paktya	6.2		166.5	508	1,066,115
Panjsheer	16.5	56.0	1,974.1	30,490	1,635,367
Parwan	2.6		82.4	4,692	95,386
Samangan	18.0		57.8	1,452	600,812
Sari Pul	10.0		30.0	120	311,865
Takhar	27.1	137.0	1,638.2	12,695	1,722,126
Uruzgan	14.4	45.0	297.5	242,750	4,737,313
<b>Total</b>	<b>398.3</b>	<b>480.0</b>	<b>10,514.8</b>	<b>361,317</b>	<b>24,446,827</b>

## 8.14 Annex 10.A: ESM updates for 1391 (MPW)

Main ESM Activities Carried Out By Regions During The Reporting Period (ESM Report of -1391)											
S/No	Activity	Central (Kabul)	West (Herat)	Central High Land (Bamyan)	East (Jalalabad)	North (Mazar-e-Sharif)	South East (Gardez)	South (Kandahar)	North East (Kunduz)	Badakhshan	Total
1	# of ESM documents prepared	6	5	10	3	7	6	4	15	4	60
2	# of consultation meetings held	10	11	18	12	19	10	4	43	12	139
3	# of people trained/consulted	855	705	1110	550	1030	950	450	2760	720	9130
4	# of Grievance Redress Committee (GRC)/Social Inclusion Committee Established	7	5	10	3	7	6	4	15	4	62
5	# of PAFs	89	17	3	0	3	16	0	22	15	165
6	# of Male PAPs	372	60	13	0	9	52	0	84	65	655
7	# of Female PAPs	251	59	8	0	9	55	0	70	40	492
8	Land donated (m2) by people	2095	1293	124	0	153	1224.5	0	5618	826.5	11334
9	# of trees going to be cut	164	0	0	0	0	22	0	2	30	218
10	# of trees going to be planted	328	0	0	0	0	44	0	4	60	436
11	# of beneficiaries	175674	175000	152553	300000	306425	292477	155000	651000	180546	2388675
12	# of strip plan prepared	4	2	1	0	1	5	0	9	2	24
13	# of Abbreviated RAP prepared	4	2	1	0	1	5	0	9	2	24
14	# of Projects Monitored/Visited	4	2	2	6	10	4	0	0	6	34
15	# of issues solved	1	1	1	0	4	1	0	0	3	11
16	# of Maintenance documents prepared	3	3	0	3	0	1	0	15	1	26

**8.15 Annex 10.B: ESM updates for 1391 (MRRD)**

Details of ESM activities during the reporting period										
S/No	Activity	Kabul	West	CHL	East	North	South East	North East	Badakhshan	Total
1	# of ESM documents prepared	24	8	17	14	16	1	18	12	110
2	# of trees planted	0	49	0	250	0	0	130	4657	5086
3	# of people got awareness	129	85	449	0	20	73	72	851	1679
4	# of coordination meetings held	37	15	21	26	27	0	3	29	158
5	# Of Men GRC Committee.	21	10	16	15	17	0	19	10	108
6	# of Women GRC Committee	0	0	0	0	0		0	0	0
7	# of issues solved through GRC meetings	15	60	0	10	2	0	3	9	45
8	# of CPM conducted	0	20	0	4	5	0	37	23	89
9	# of Social Audits conducted	0	3	0	0	0	0	4	8	15
10	Land donated (m2)	5844	5040	5158	1626	2443	1753	1165	3034	26063
11	Environmental Monitoring	2	4	3	0	2	0	0		11



**119 METERS LONG BRIDGE - PARWAN PROVINCE**





**AROUND 12 KM ROAD - KANDAHAR PROVINCE**



# NRAP

# ANNUAL REPORT 1391

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