



Islamic Republic of Afghanistan

Ministry of Finance

Ministry of Public Works

Ministry of Rural Rehabilitation
& Development

ANNUAL REPORT 1392

Mar 2013 - Mar 2014



**National Rural Access
Program
(NRAP)**



Islamic Republic of Afghanistan
Ministry of Finance
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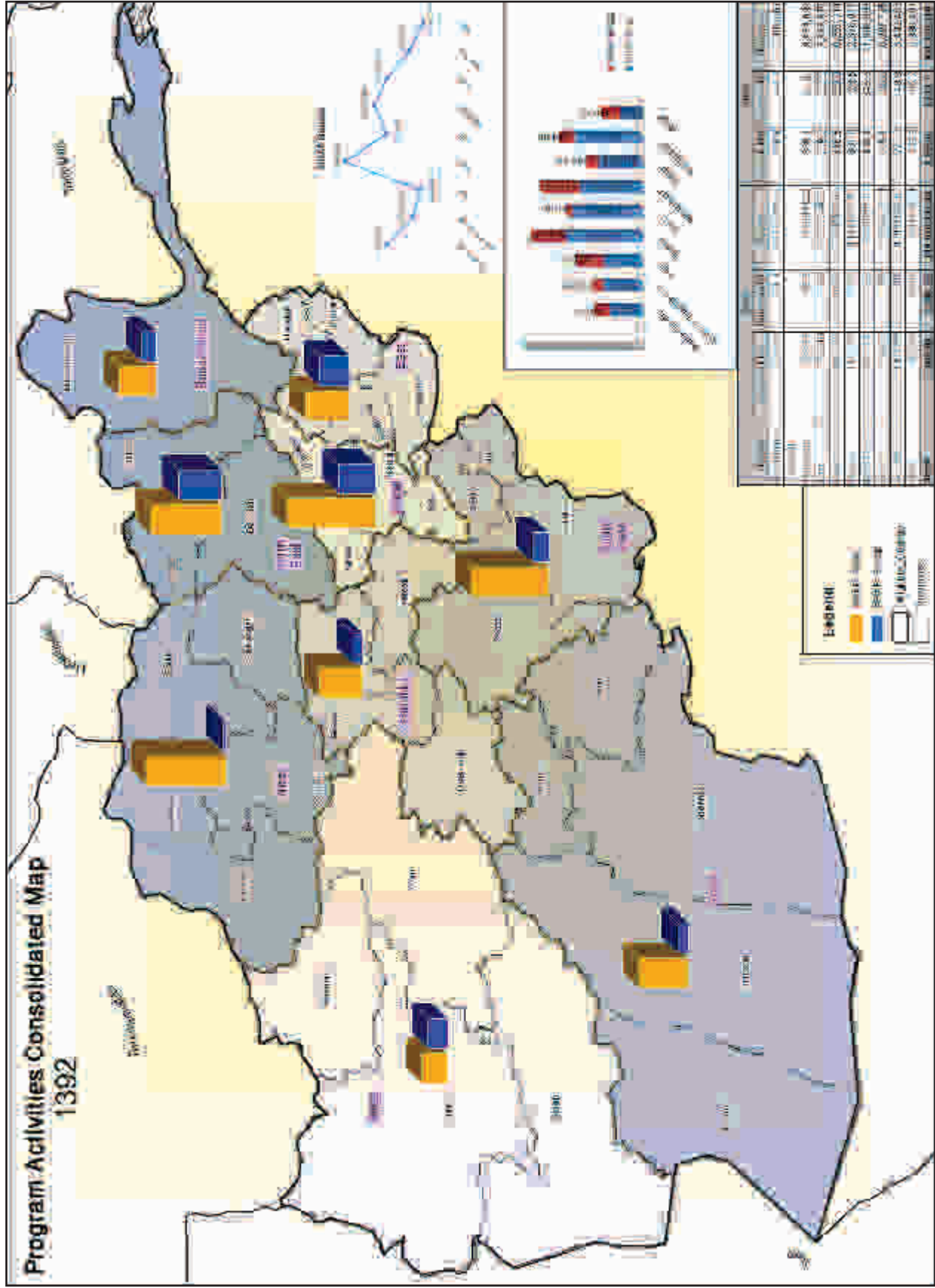
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Program (NRAP)**

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Program Activities Consolidated Map

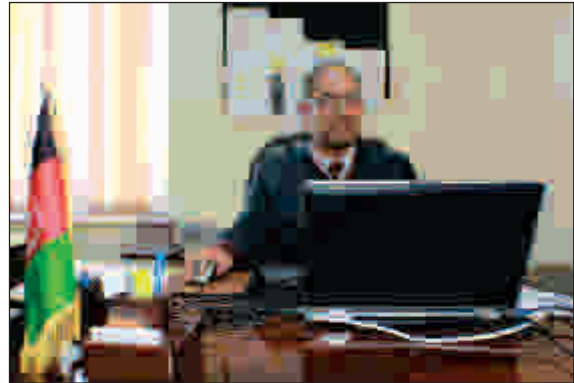
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ACKNOWLEDGMENT

I am very delighted to disseminate NRAP's Annual Report for the year 1392 to all, in particular to stakeholders' information. I would like to express my profound appreciation to all those colleagues in program who either directly or indirectly contributed to accomplish this assignment.



I would like to acknowledge with much appreciation the crucial role of reporting, MIS and finance officers of both PIUs and IC, who provided the necessary information and materials to complete this report. A special thanks goes to my teammates at NCU particularly, Ms. Shugofa Sahiby, National Reporting Officer, who helped me to amass the parts and gave valuable suggestions in concern.

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Last but not least; I am extremely in debt to reviewing team, who has invested their full efforts in reviewing and commenting to achieve the goal.

I would highly appreciate the motivating, stimulating and supporting roles of NRAP's steering committee specifically H.E Dr. Hazrat Omar Zakhilwal, H.E Eng. Najibullah Auodjan and H.E Mr. Wais Ahmad Barnak, the Ministers of Finance, Public Works, and Rural Rehabilitation and Development, respectively.

Besmillah Besmil
Program's National Coordinator
National Rural Access Program

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ABBREVIATIONS AND ACRONYMS

ARTF	Afghanistan Reconstruction Trust Fund
ARAP	Afghanistan Rural Access Project
APRP	Afghanistan Peace Reintegration Project
AUSAID	Australian Agency for International Development
ARD	Agriculture Rural Development Sector
AFN	Afghanistan Afghani
CDC	Community Development Consul
CM	Coordination Meeting
DLP	Defect Liability Period
DGCS	Directorate General for Development Cooperation
EM	Emergency Maintenance
ESMF	Environmental and Social Safeguard Framework
ESM	Environmental and Social Management
EUR	European Monetary Unit
FA	Financial Audit
FP	Facilitating Partner
GRC	Grievance Redress Committees
IC	Implementation Consultant
IDA	International Development Association
IRD	International Relief Development
Km	Kilometer
KPI	Key Performance Indicator
LB	Labor Based
M	Meter
MIS	Management Information System
MoF	Ministry of Finance
MoPW	Ministry of Public Works
MRRD	Ministry of Rural Rehabilitation and Development
MP	Member of Parliament
MSA	Management Service Agreement
MSM	Management Support Mission
MTR	Mid Term Review
NCU	National Coordination Unit
NEEP	National Emergency Employment Program
NRAP	National Rural Access Program
NERAP	National Emergency Rural Access Project
NSP	National Solidarity Program
No	Number
PIU	Program Implementation Unit
PAR	Post Action Review
PDO	Project Development Objectives
QA/QC	Quality Assurance & Quality Control
RRD	Rural Rehabilitation and Development
SCM	Steering Committee Meeting
SMM	Senior Management Meeting
TA	Technical Audit
UN	United Nations
UNOPS	United Nations Office for Project Services
USD	United States Dollar
WB	World Bank

1. INTRODUCTION

After several decades of civil war and political turmoil, the Bonn Agreement in 2001 set the start to political transformation in Afghanistan, forming the basis for state-building and development. Rural reconstruction and improvement of livelihoods became a top government priority, underpinned also in the Afghanistan National Development Strategy (ANDS), developed for the period 2008-2013. The National Rural Access Program (NRAP) was formulated as one of a series of national priority programs in 2002; covering all 34 provinces of Afghanistan.

Originally known as the National Emergency Employment Program (NEEP) was part of the government's social protection agenda and aimed to create employment while also rehabilitating rural roads. In 2005, an external review recommended to shift the emphasis from primarily employment generation to provision of quality rural roads while creating jobs when feasible.

National Rural Access Program (NRAP) is now one of the National Priority Program (NPP-3) within Agriculture and Rural Development (ARD) cluster. The Program is implemented by the Ministry of Public Works (MoPW) and the Ministry of Rural Rehabilitation and Development (MRRD) and overseen strategically by the Ministry of Finance (MoF), while technically supported by implementation consultant, UNOPS.

The main objective of NRAP is to enhance human security and promote equitable economic growth by ensuring year-round access to Basic Services and Facilities in Rural Afghanistan.

This objective will be achieved through:

1. To provide year-round access through quality rural road network that retains all villages connected to basic services, such as markets, health care and education centers.
2. Provide employment opportunities through using labor-intensive methods and a private sector-led approach in both maintenance and rehabilitation works.
3. Enhance the capacity of communities and private sector to manage, deliver and maintain public transportation facilities through on-the-job capacity development.

The Program undertakes these operational objectives through the construction, rehabilitation and maintenance of essential rural access infrastructures via adopting the appropriate labor-based approaches by underscoring the three basic conceptual principles namely;

Connectivity: the objective of any road project in this program is not limited to providing access to services and facilities but is also to interconnect communities so that a rural access network is completed and become functional in such a way to pave the way for the flow of goods, services, technologies, communications, public administration/ governance from the central, regional and provincial to the rural areas in continuum.

Quality: To upgrade functions of access to operate within engineering standards.

Sustainability: To maintain required level of services of roads network to sustain its economic life, quality of services and connectivity.

The institutional framework proposed for the NRAP spans across three layers of responsibilities; 1) Steering Committee with oversight and strategic direction role; 2) National Coordination Unit (NCU) with coordination and monitoring responsibilities and 3) MoPW and MRRD PIUs with project implementation responsibility. NRAP is mainly financed through World Bank grants/credits, the Afghanistan Reconstruction Trust Fund (ARTF) and other donors.

In order to make all stakeholders of the program and beneficiaries conscious of routine progress a regular monthly, quarterly and annual progress reports are developed and disseminated in both program and stakeholder levels respectively.

Besides keeping the stakeholders posted, this report aims to measure past performance, extract lesson learned, calibrates present capability, identify the critical environmental threats so that to build informed future of the program.

2. NRAP AT A GLANCE

Since its inception (2002), NRAP has collectively rehabilitated more than 12,300 km of rural network including district and village roads, 5,300 running bridges over rural roads, 172,000 linear meters surface drainage structures including culverts, causeways, submersible bridges, retaining walls, protection wall, lined side drains etc, generated more than 16.70 million labor days and ultimately has connected more than 12,900 villages to basic life facilities, such as schools, clinics and town centers.

In 1392 the program continued its efforts to reduce barriers against isolated people reaching basic life amenities. During the year NRAP connected tremendous number of villages either through qualitative rural road rehabilitation or its maintenance to the essential services and enhances the livelihood in local clusters.

The National Emergency Rural Access Project (NERAP) was one of NRAP's ongoing projects during reporting period. The NERAP project had three components: (A) Improvement of secondary roads by the Ministry of Public Works (MoPW); (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 coordination with MoPW and the National Coordination Unit (NCU).

In addition to NERAP project which was financially lasted till end of June 2014, the program in parallel has obtained fund worth USD 332 million for ARAP (Afghanistan Rural Access Project); the current ongoing project of the program; for expected course of 66 months financially supported by both IDA and ARTF.

However, in contradiction to Component (C) which is implemented through both respective PIUs of MoPW and MRRD, the ARAP project has the same implementation arrangement. It is also consists of three components which are concise as bellow.

Component A: Improvement and maintenance of secondary roads (USD 186.0 million) which is implemented by MoPW. The output will be about 1,000 km of rehabilitation; 250 km of upgrading existing pavement to bituminous standard; about 1,000 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 128.0 million) which is implemented by MRRD. The output will be about 1,300 km of rehabilitation and 2,000 km of routine and periodic maintenance of tertiary roads; and construction of about 1,600 linear meters of bridges.

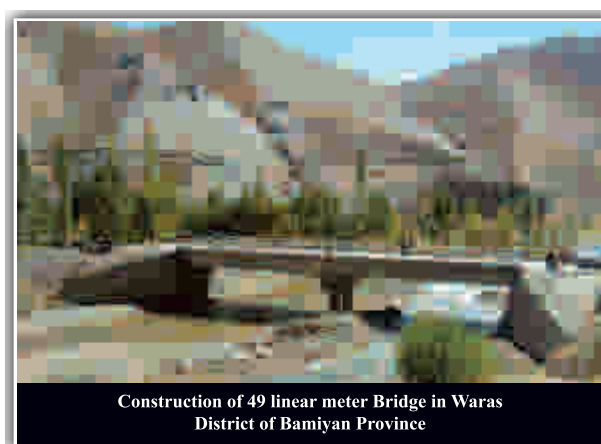
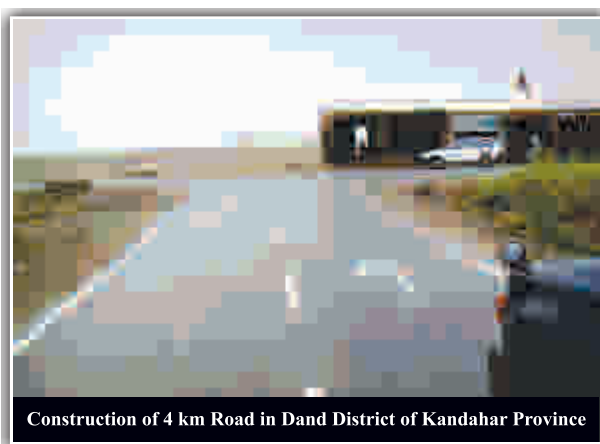
Component C: Program Planning and Development, Institutional Strengthening and Program Coordination Support (USD 18.0 million) will be jointly implemented by MoPW and MRRD coordinated by NCU; the component supports human resources and institutional capacity building, program monitoring and evaluation, and program development activities.

The information provided in this section is a synopsis of projects major activities carried out by the program in 1392.

“NRAP has collectively rehabilitated more than 12,300 km of rural network including district and village roads, 5,300 running bridges over rural roads, 172,000 linear meters surface drainage structures including culverts, causeways, submersible bridges, retaining walls, protection wall, lined side drains etc, generated more than 16.70 million labor days and ultimately has connected more than 12,900 villages to basic life facilities, such as school, clinics and town centers.”

NRAP Achievements in 1392

Intermediate Results Indicators	Projects						
	NERAP		ARAP		APRP	NRAP-MoF	NRAP-LB
	Secondary Road	Tertiary Roads	Secondary Roads	Tertiary Roads			
Road (km)	307	306	-	150	21	75	-
Bridge (linear meters)	276	472	12	178	-	12	45
Drainage Structure (linear meters)	8,365	8,277	-	3,126	1,031	4,246	250
Labor Days Generated (Days)	446,378	349,571	112,184	116,102	280,322	60,989	43,846
Disbursement (M\$)	19,429,026	12,087,109	6,669,754	9,946,906	5,631,086	3,429,249	555,110



3. PROGRAM'S PERFORMANCE DURING 1392

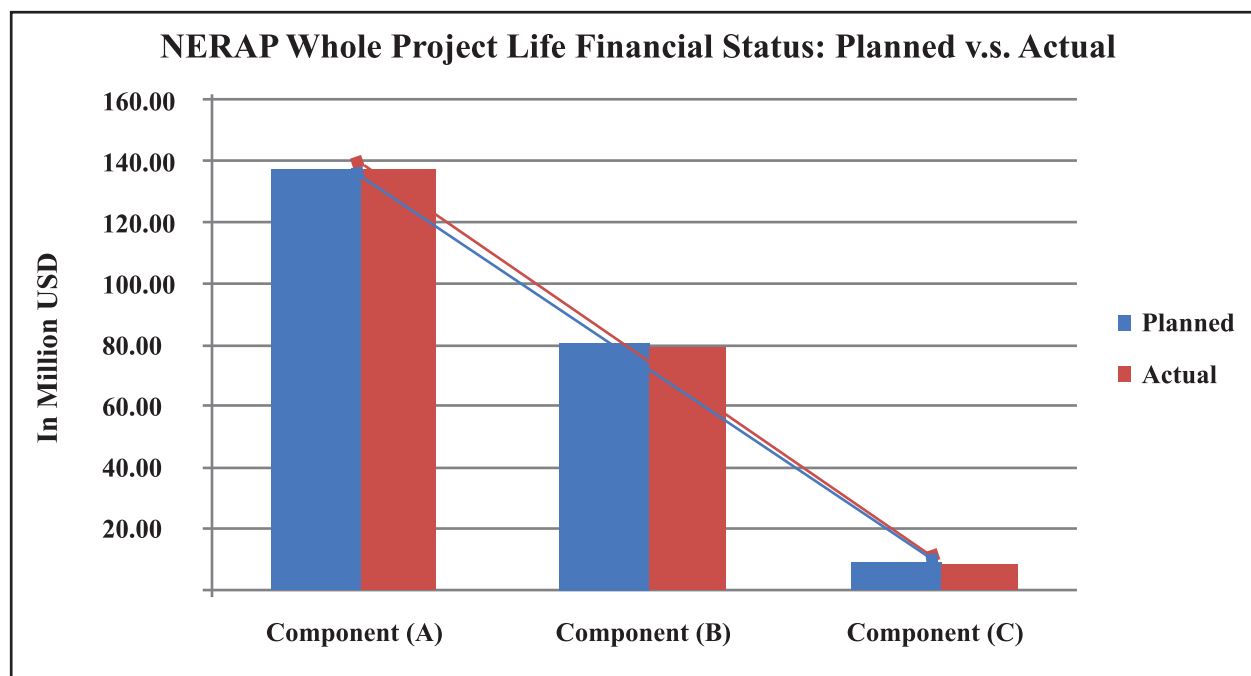
3.1 NERAP ACHIEVEMENTS

The National Emergency Rural Access Project's development objectives were to provide year-round access to basic services and facilities in rural areas of Afghanistan. This was to be achieved through rehabilitation and maintenance of rural access infrastructure by contracting with the private sector and, to a lesser extent, with the communities.

The revised cumulative cost of the project for cumulative scope with rehabilitation of 2,302 km rural roads including district and village roads 4,000 km rural road maintenance, program management, and intuitional strengthening of the program is USD 232 million.

Updated NERAP Project Costs (June 2010, \$ million)			
Components	Original Nov 2007	Revised May 2009	Updated June 2010
A.1 Secondary Road Works	64.7	75.0	111.9
A.2 Emergency Maintenance Works	2.8	2.8	2.8
A.3 Environmental & Social Management Plans	0.2	0.2	0.2
A.4 Implementation Support	7.7	14.2	25.6
Total Component A	78.1	92.2	140.5
B.1 Tertiary Road Works	31.5	41.0	50.3
B.2 Emergency Maintenance Works	2.8	2.8	2.8
B.3 Routine maintenance work	8.0	8.0	8.0
B.4 Environmental & Social Management Plans	0.4	0.4	0.4
B.4 Implementation Support	9.4	10.8	20.8
Total Component B	52.1	63.0	82.3
C.1 Rural Road Management System	0.6	0.6	3.0
C.2 Institutional Capacity Building	2.8	2.8	2.8
C.3 Project Management Support	3.4	3.4	3.4
Total Component C	6.8	6.8	9.2
Grand Total	137.0	162.0	232.0

The project is consisted of three major components: Component A, worth USD 140.5 million allocated revised cost for improvement of secondary (district roads) and implemented by the Ministry of Public Works (MoPW). Component B) worth USD 82.3 million allocated revised cost for improvement of tertiary (village roads) and maintenance of both secondary and tertiary roads and implemented by the Ministry of Rural Rehabilitation and Development (MRRD). Component C) worth USD 9.2 million allocated revised for institutional strengthening, project management and program development, and implemented by MRRD in coordination with MoPW and the National Coordination Unit (NCU).



During the FY 1392 the overall financial and physical progress of NERAP was outstanding. The project successfully achieved the holistic result indicators above the targets for rehabilitation and maintenance of rural roads as well as financial progress through executing ministries of MoPW and MRRD. For more details refer to (Annex 7: NERAP Financial Status).

“Total 307 km of secondary roads, 276linear meters of bridges, and 8,365linear meters of structures have been completed during the reporting period with total 446,378 labor days generated.”

3.1.1 COMPONENT (A)

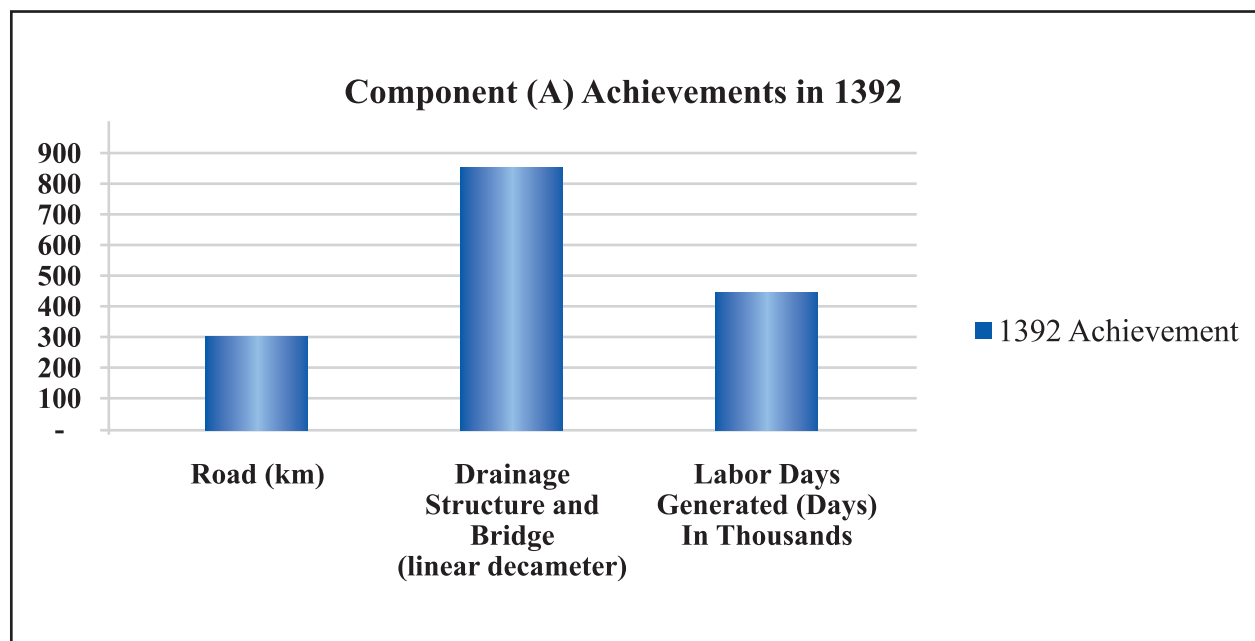
This component covers rehabilitation of secondary roads in 34 provinces of Afghanistan which is implemented by MoPW. Throughout the reporting period the project had considerable progress towards the selected target and all road subprojects are physically completed.

Total 307 km of secondary roads, 276 linear meters of bridges, and 8,365 linear meters of structures have been completed during the reporting period with total 446,378 labor days generated. For more details, please refer to (Annex 1: NRAP Achievements In 1392)

The following table and charts profile, indicate component (A) annual and whole life progress in physical and financial arenas.

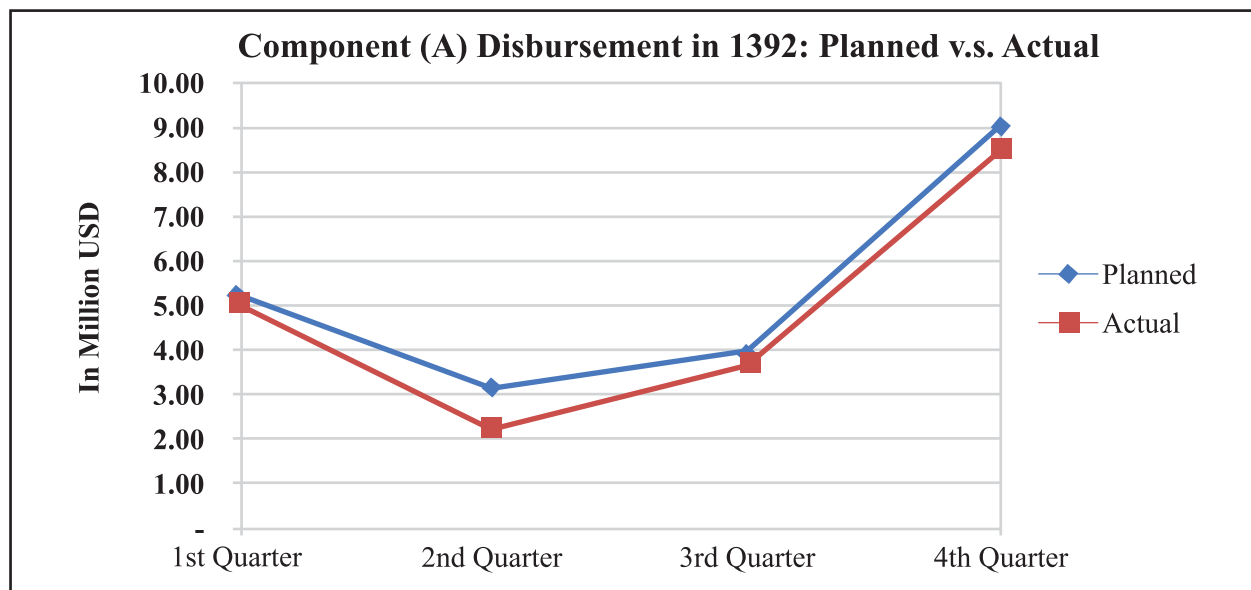
Componet (A) Achievments in 1392

Achievements	
Secondary Rural Roads Rehabilitated (km)	307
Drainage Structures and Bridge Constructed (linear meters)	8,641
Labor Days Generated through Rehabilitation (Days)	446,378



Component (A) Quarterly Financial Status 1392 (20-Dec-2012 to 21-Dec-2013)
Planned vs. Actual

Disbursement in 1392					
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Total
Planned	5,249,654	3,124,588	3,891,245	9,004,587	21,270,074
Actual	5,030,584	2,258,387	3,660,038	8,480,017	19,429,026



“Total 306 km of roads, 472 linear meters of bridges, and 8,277 linear meters of structures have been delivered during the reporting period which resulted to generate 349,571 labor days.”

Since inception of the project till end of 1392 a total 1,127 km of roads, 1,521 linear meters of bridges and 55,136 linear meters of associated drainage structures have been rehabilitated and total 1.75 million labor days were generated which provided employment opportunities to thousands capita in rural communities. Please refer to (Annex 5: NERAP Achievements since Inception of the Project) for more details.

3.1.2 COMPONENT (B)

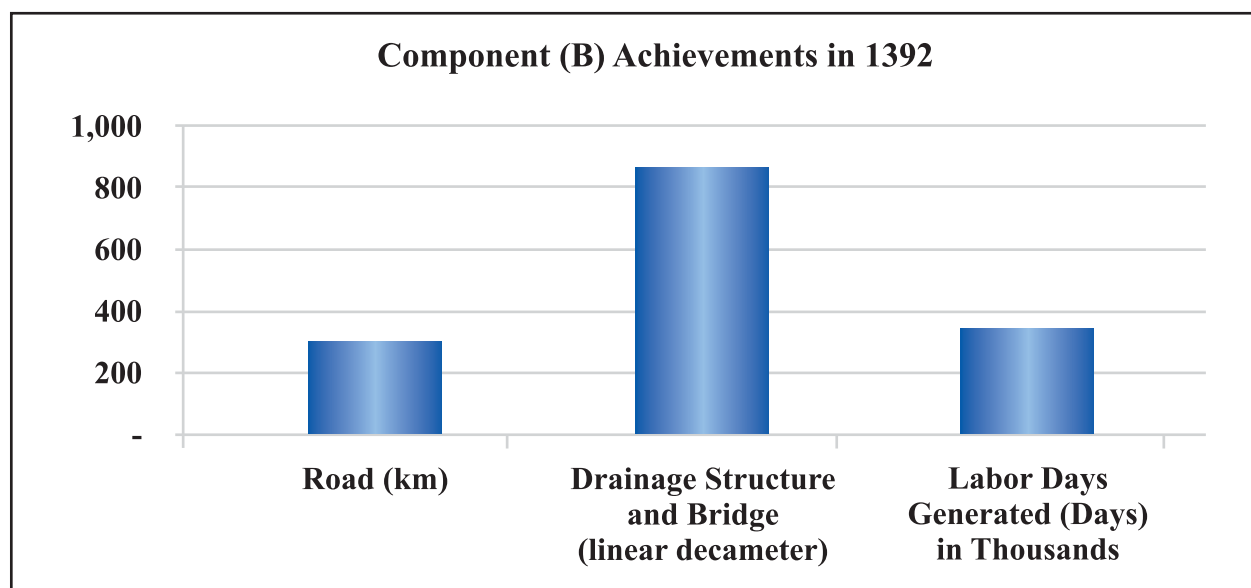
This component covers rehabilitation of tertiary roads in 34 provinces of Afghanistan which is executed by MRRD. Through the project activities substantial progress has been delivered during the reporting period and the subprojects physical works have been completed.

Total 306 km of roads, 472 linear meters of bridges, and 8,277 linear meters of structures have been delivered during the reporting period which resulted to generate 349,571 labor days. For more details, please refer to (Annex 1: NRAP Achievements in 1392)

“Since inception of the project till end of 1392 a total 1,127 km of roads, 1,521 linear meters of bridges and 55,136 linear meters of associated drainage structures have been rehabilitated and total 1.75 million labor days were generated which provided employment opportunities to thousands capita in rural communities.”

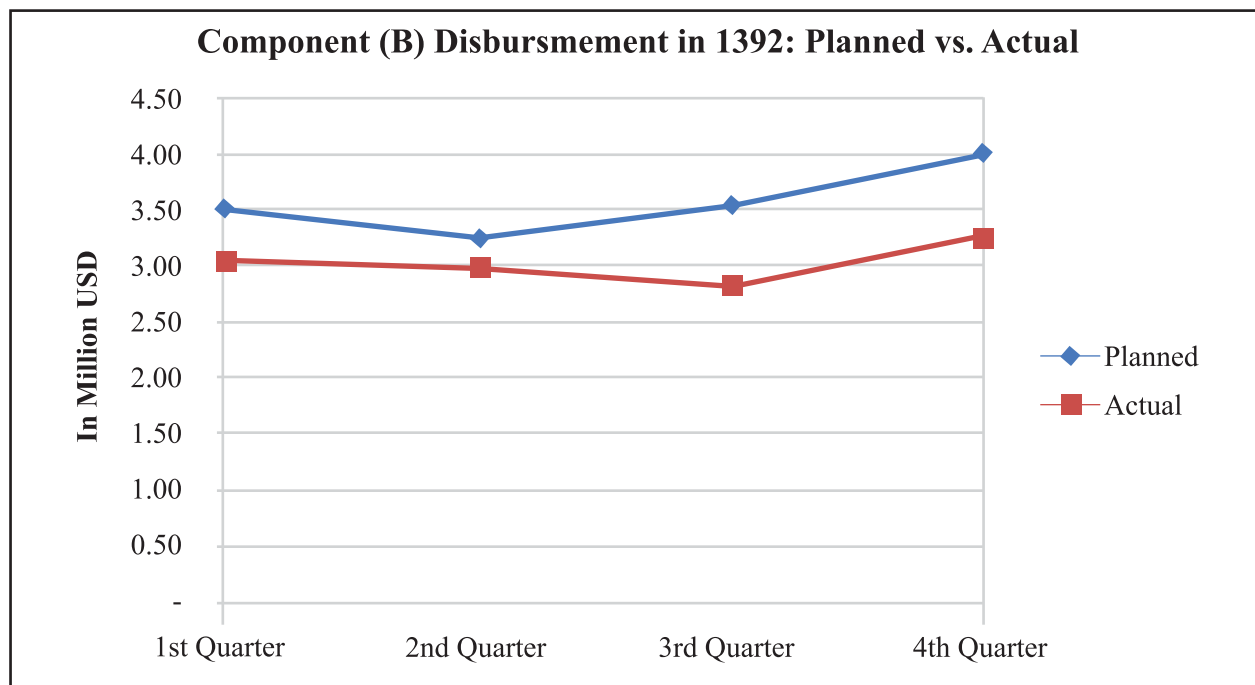
Component (B) Achievements 1392

Achievements	
Tertiary Rural Roads Rehabilitated (km)	306
Drainage Structures and Bridges Constructed (linear meters)	8,749
Labor Days Generated Through Rehabilitation (Days)	349,571



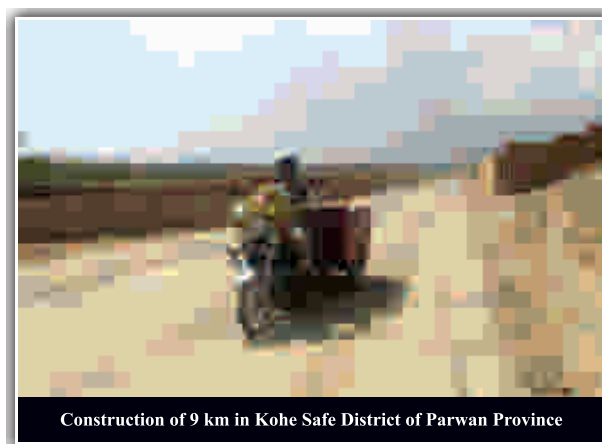
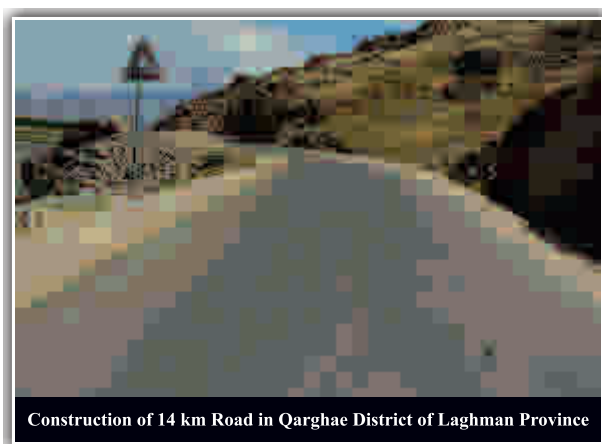
Component (B) Disbursement Status 1392 (20-Dec-2012 to 21-Dec-2013): Planned vs. Actual

Disbursement in 1392					
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Total
Planned	3,521,478	3,254,713	3,547,412	4,002,465	14,326,068
Actual	3,032,048	2,980,712	2,830,761	3,243,588	12,087,109



Cumulatively since inception to the end of 1392; a total of 1,349 km of roads, 1,602 linear meters of bridges, 31,692 linear meters of associated drainage structures have been accomplished and 1.86 million labor days were generated. Please refer to (Annex 5: NERAP Achievements since Inception of the Project) for more details.

“Cumulatively since inception to the end of 1392; a total of 1,349 km of roads, 1,602 linear meters of bridges, 31,692 linear meters of associated drainage structures have been accomplished and 1.86 million labor days were generated.”



3.1.3 COMPONENT (C)

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

Subcomponent C1 (Rural Road Management System): Significant progress has been done for the management of rural road system in 1392. International consultants have been recruited for network planning system. System development is under process. Network classification has been completed and questionnaire for network asset inventory and condition survey have been finalized. Also the pilot phase of data collection has been executed for Panjshir, Kapisa and Parwan provinces. The Cost Estimation System development has been started and almost 40% work is completed till end of 1392.

Subcomponent C2 (Capacity Building): Throughout the reporting period different types of capacity workshops and educational tours have been conducted in winter season. Short term and on job training were provided to contractors and program staff respectively, meanwhile staff were introduced to long term capacity building (Master Degrees) in relevant fields.

Subcomponent C3 (Project Management Support): Managing the program and follow up of the routine activities and functions including conducting Senior Management Meetings, progress monitoring, monthly coordination meetings, reporting on monthly, quarterly, and annually, disseminating program publications and baseline as well as impact survey results, are the outstanding achievement under this subcomponent.

3.2 MAINTENANCE UNDER NERAP

3.2.1 EMERGENCY MAINTENANCE

Emergency maintenance is sub-component II under NERAP Component A and B. These sub-components addresses emergency disconnection of the rural road network caused by natural disaster, such as heavy snowfall, rocks falls, landslides, heavy rainfall and flood storms etc. which required immediate repair works to rural roads network and associated infrastructure to sustain functionality and accessibility in particular. Total USD 5.6 million has been allocated for this sub-component and the works is executed by both PIUs of MoPW and MRRD.

During this reporting period 78 emergency subprojects with total cost of USD 4.35 million have been completed through Subcomponent A2 of NERAP project. While total 360 km of tertiary (village) road has been repaired through subcomponent (B2) which preserved the connectivity in whole rural road network eventually. Total 2.96 million USD has been disbursed out of revised 3.00 million USD till end of 1392.

Likewise snow cleaning has been commenced to the network all through the winter season of 1392. The spots have been cleaned from heavy snow blocks and retained connection between the remote areas of the network. This subcomponent's activities have been implemented by communities in rural areas of the country. Besides it maintains connectivity in the rural network, outstanding employment opportunities are created in rural residence.

The program since inception to date has cleaned total 8,027 km of rural road including district and village from snow in different provinces. For further detailed please refer to the bellow table:

Emergency Maintenance

Emergency Maintenance Since Inception of the Program								
Ministry	Region	Snow Cleaning			Maintenance			
		Road (km)	Labor Days	Budget (USD)	Road (km)	Structures (linear meters)	Labor Days	Budget (USD)
MRRD	Badakhshan	1,135	45,622	184,634	73	716	14,599	488,103
	Central	1,284	20,161	234,740	127	23	19,057	114,541
	East	779	31,661	134,774	7	-	6,900	109,306
	Kabul	1,956	29,267	324,789	82	390	45,502	609,444
	North	885	23,807	164,252	33	93	10,542	324,543
	North East	376	8,449	53,729	24	588	19,106	392,288
	South	244	14,421	39,826	-	-	1,100	19,362
	South East	1,368	29,376	196,555	14	-	5,620	41,476
	West	-	-	-	1	-	1,640	18,520
TOTAL		8,027	202,764	1,333,300	360	1,809	124,066	2,117,582

3.2.2 ROUTINE MAINTENANCE

Routine Maintenance is sub-component B3 of NERAP project. This subcomponent integrates routine maintenance of program constructed roads including secondary by MoPW and tertiary by MRRD is lonely implemented by PIU-MRRD. With regard to this activity, NRAP-MRRD has fully maintained 2,560 km of road during the reporting period. For further detail please refer to the bellow table:

Routine Maintenance

Routine Maintenance Since Inception of the Program							
Ministry	Region	Other Project's Road (km)	Other Project's Labor Days	Other Project's Budget (\$)	NERAP Road (km)	NERAP Labor Days	Budget (USD)
MRRD	Badakhshan	8	-	6,632	636	162,059	1,133,681
	Central	-	-	-	398	90,843	628,194
	East	26	2,596	13,923	199	50,132	342,699
	Kabul	6	2,264	11,470	270	74,639	525,019
	North	-	-	-	437	112,247	767,012
	West	-	-	-	139	35,591	263,935
	North East	20	4,520	44,119	357	83,659	627,719
	South	-	-	-	69	17,216	119,710
	South East	-	-	-	54	7,813	74,738
TOTAL		60	9,380	76,144	2,560	634,199	4,482,705

3.3 ENVIRONMENTAL AND SOCIAL SAFEGAURDS

Before project appraisal, the PIUs at MoPW and MRRD had jointly prepared an Environmental and Social Management Framework (ESMF) for NRAP. This policy was fully applied during the implementation of NERAP and was able to minimize the negative impacts of access on road and bridge constructions. The framework is also being used for the follow-on project, ARAP.

The Framework provides guidance on the approach to be taken during planning and implementation of sub-projects and ensures the effective application of the World Bank's safeguard policies, those of the IFC/World Bank 1 Group, and relevant national laws and regulation, such as the Environmental Law and Environmental Impact Assessment Regulation. The Framework guides environmental and social impact assessment of project schemes and outlines the process for identifying potential adverse social and environmental impacts due to construction of rural roads and bridges. The ESMF includes a Negative List (exclusion of sub-projects) which identifies features of subproject activities, such as adverse impacts on protected areas, cultural heritage sites or land acquisition impacting more than 200 people and/or land acquisition above 10% of total land holdings, and replacement of each tree removed by the planting of at least two of the same species.

In general, road projects bring about changes in the natural environment and therefore are considered environmentally sensitive. Implementation of this policy has reduced environmental problems arising from such intervention to the extent possible. The overall impacts of the NERAP project were not significant in nature and fell in Category "B" of the ESM Framework.

The ESMF policy on protection and management of environment for road and bridge subprojects have been considered, community participatory monitoring over the subprojects as well as training of the contractors have been conducted. Local communities were encouraged to get the sense of ownership and more cooperative for subprojects implementation. Also the subprojects monitoring plan is regularly followed with contractors to implement tree plantation in spring season.



During the FY 1392 the following activities under taken through ESM units of both PIUs:

- Totally 94 ESM Plans were prepared for 94 subprojects which had 7,953,412 beneficiaries.
- Total 15,177 people have been trained/consulted and got awareness and 335 community consultations meetings have been held at different stages of the project.
- 337 GRCs (Grievance Redress Committees) established during survey stage of ARAP subprojects.
- Rural communities have donated 120,264 (meter square) land in order to widen the road/bridge subprojects which belong to 1,933 persons/280 families.
- 197 Subprojects have been visited where most of the issues were social such as demanding of extra culverts by communities and replacing of culverts, in order to solve the issues the communities were consulted. Totally 2,870 trees were planted in (Kabul, North East and Badakhshan) regions.
- ESM Guideline to be used by ESM Staff to Contractors was prepared and ESM and safety training-workshops were conducted for regional team.
- Gender training has been also conducted for NRAP-MRRD managers which included gender awareness, development, analysis and main streaming.

3.4 ARAP ACHIEVEMENTS

The Afghanistan Rural Access Project (ARAP) had considerable progress towards its target values, particularly in survey/design and procurement stages during the FY 1392. The achievement is elaborated component wise as bellow:

3.4.1 COMPONENT (A)

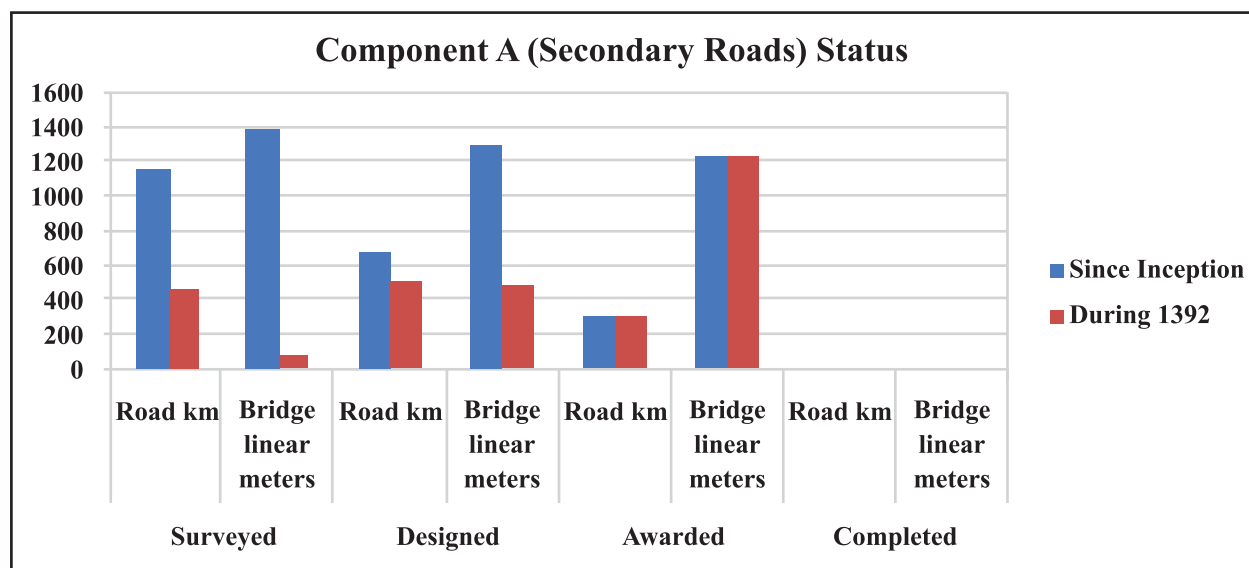
Since inception of the project to end of 1392 a total of 12 linear meters of bridges have been constructed and substantial progress has been done in pre-award stages, and several subproject contracts for 254 km of roads and 1,239 linear meters of bridges has been awarded insofar.

The bellow table and chart shows the status of Secondary Roads (Component A) of ARAP project during 1392:

“Since inception of the project to end of 1392 a total of 12 linear meters of bridges have been constructed and substantial progress has been done in pre-award stages, and several subproject contracts for 254 km of roads and 1,239 linear meters of bridges has been awarded insofar.”

Component A (Secondary Roads) Status

Activities	Surveyed		Designed		Awarded		Completed	
	Since Inception	During 1392	Since Inception	During 1392	Since Inception	During 1392	Since Inception	During 1392
Secondary Gravel Road Rehabilitation (1,000 km)	844	359	479	304	254	254	-	-
Bridge Construction over Secondary Road (1,000 linear meters)	1,407	101	1,310	502	1,239	1,239	12	12
Secondary Asphalt Surface Road Upgrading (250 km)	344	115	217	217	68	68	-	-



3.4.2 COMPONENT (B)

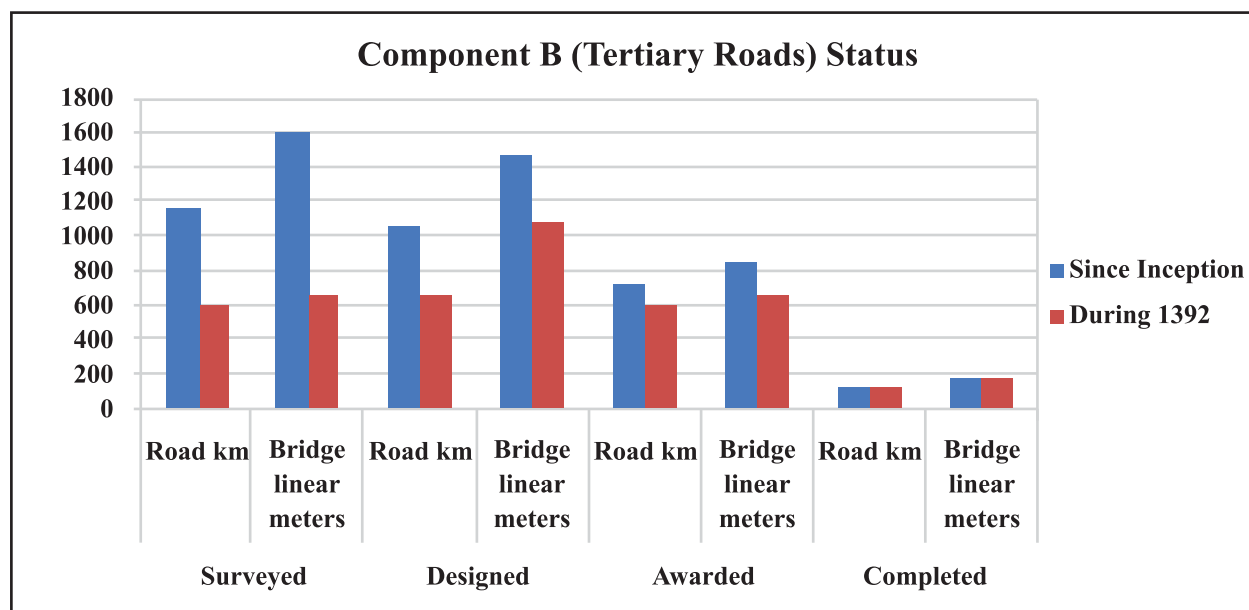
Since the commencement of the project to end of 1392; total 178 linear meters of bridges have been constructed and substantial progress has been done in pre-award stages and subprojects for 150 km of roads and 178 linear meters of bridges have been awarded during reporting period.

The bellow table and chart shows the status of component B of ARAP Project:

“Since the commencement of the project to end of 1392; total 178 linear meters of bridges have been constructed and substantial progress has been done in pre-award stages and subprojects for 150 km of roads and 178 linear meters of bridges have been awarded during reporting period.”

Component B (Tertiary Road) Status

Activities	Surveyed		Designed		Awarded		Completed	
	Since Inception	During FY 1392	Since Inception	During FY 1392	Since Inception	During FY 1392	Since Inception	During FY 1392
Tertiary Gravel Road Rehabilitation (1,300 km)	1,176	606	1,026	654	724	605	150	150
Bridge Construction over (1600 linear meters) over Tertiary Road	1,600	673	1,439	1,047	850	686	178	178



3.5 GOVERNMENT OF ITALY

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

3.5.1 SHINDAND PROJECT

Based on a list of priority roads identified by the Public Works Department as well as requests from the Office of the Governor of Herat Province and local communities in the District of Shindand, the Directorate General for Development Cooperation (DGCS) of the Government of Italy's Ministry of Foreign Affairs (the donor) agreed to fund construction of two asphalt roads:

- a) 11.9 km road from the Qala-e-Rustam area (Aziz Abad Village) to the junction point with Shindand Airport Road (Lot#1).
- b) 23.9 km road from Khoja Oria Village to Shindand District Centre (Lot#2, Lot#3 and Lot#4).

During the month September 2013 UNOPS approached the DGCS with a formal request to extend the project period of performance to 31 March 2014 and received the approval on 20 October 2013.

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 35.8 km, was split into four lots for better implementation as follows:

- Lot No. 1 - Construction of 11.9 km road from Qala-e-Rustam to Junction Point. The contract of this lot was signed on 24 Nov 2011 and the company commenced the construction works in Mid December 2011. The subproject construction activities have been completed with best quality and according the scope of works by mid-July 2013.
- Lot No. 2 - Construction of 5 km road from Khoja Oria to Shindand District Centre. The subproject has been physically completed on 20 January 2013.
- Lot No. 3 - Construction of 10 km road from Khoja Oria to Shindand District Centre. The work of this lot has been 100% completed during the reporting period.

- Lot No. 4 - Construction of 8.9 km road from Khoja Oria to Shindand District Centre. The construction works of this lot was deferred due to winter season and the contractor resumed construction works in late February 2014. The progress of works up to end of this reporting period is about 90%.

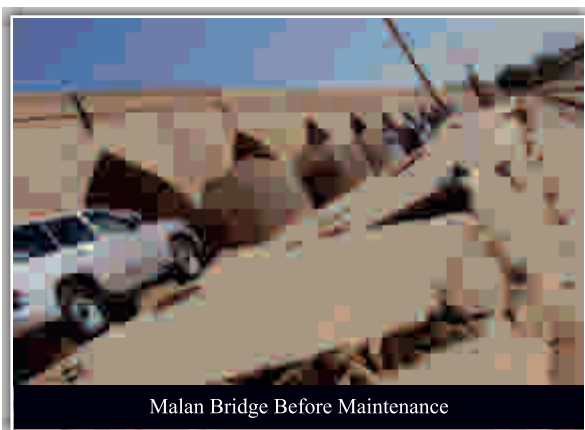
The completed subprojects are under one year defects liability period. The contractors are responsible for repairing of any defects that might appear during DLP and the projects will be officially handed over to the relevant government departments.

3.5.2 REHABILITATION OF MAHE FROSHAN CAUSEWAY

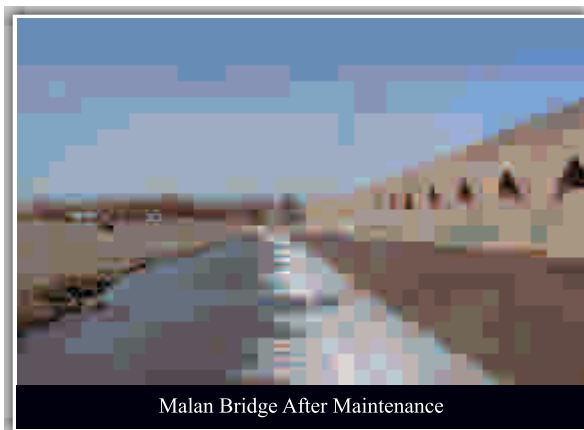
The contract for Rehabilitation of Mahe Froshan Causeway was awarded on 20 January 2014. The contractor commenced the rehabilitation works in early February 2014. The overall progress till end of March 2014 for this subproject is estimated about 70%.

3.5.3 REHABILITATION OF MALAN BRIDGE

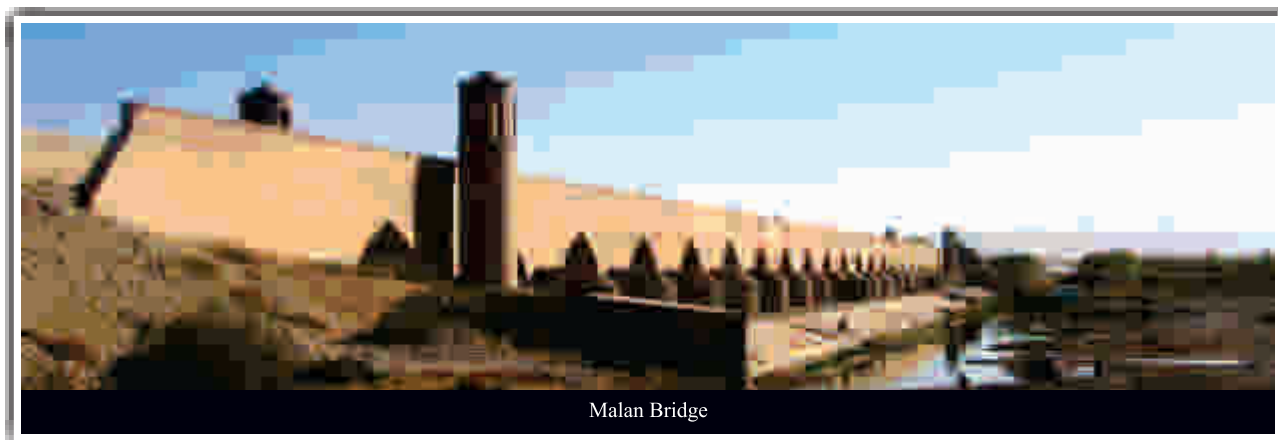
Rehabilitation of Malan Bridge was one of the alternative subprojects requested by the Herat authorities and approved by the donor in Herat province. The contract for rehabilitation of this bridge was signed on 27 February 2013 and the work has been physically completed on April 6th 2013.



Malan Bridge Before Maintenance



Malan Bridge After Maintenance



Malan Bridge

4. NRAP PERFORMANCE ASSESSMENT

The performance of the program has been assessed through four lenses binocular of Delivery, Efficiency, Workplace culture and Communication. These key areas monitored and assessed through divergent methodologies for individual Post Action Reviews titled as Management Support Missions, internal and external financial and technical Audits, and Mid Term Review, which has either jointly or independently been conducted by program, external consultant, MoF or donors.

4.1 DELIVERY

The National Rural Access Program (NRAP) as one of the high priority programs of Islamic Republic of Afghanistan expanded its efforts in all 34 provinces since 2002 enabling rural communities to benefit from all season access to essential services and improve livelihood in remote and marginalized areas.

Impressive strides were taken in providing the rural communities with essential services such as education, primary health care, marketplaces and water supply etc, through other national priority programs or spontaneous growth, however, accessibility to such services and economic opportunities are difficult to be preserved without a good level of access or well-maintained rural road network.

NRAP therefore focuses on rehabilitation and maintenance not only to provide regular and efficient transport access throughout the year but also to mitigate in health problems, improve in level of education, and enhance day-to-day social livelihood as well as boost local economy as an ultimate aftermath of the successive investment.

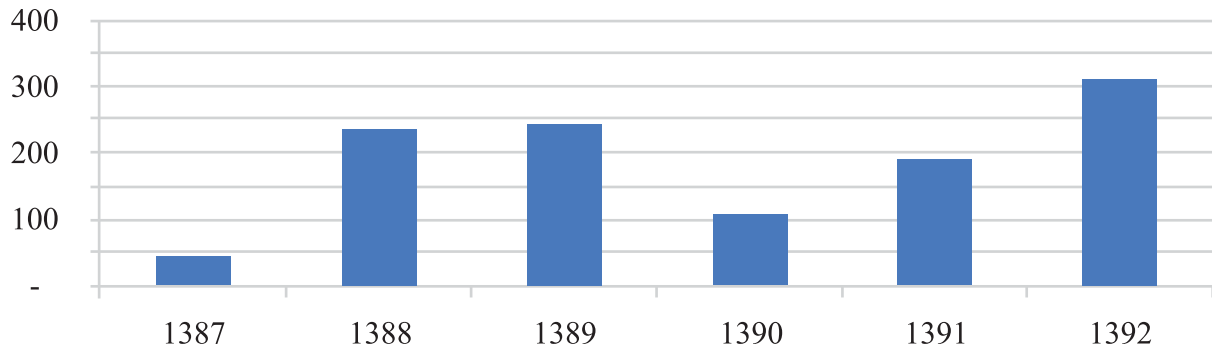
Insofar, the program has built a total of 12,300 km of rural roads, 5,300 linear meters of bridge and 172,000 linear meters associated structures while a total 16.70 million labor days has been generated, within 12,900 villages and 358 districts in 34 provinces of Afghanistan.

Albeit the NERAP project was fully amended for three years till end of December 2013, nevertheless by its completion, it was noticed that delivery competency of the program both in terms of secondary and tertiary roads is considerably been improving compare to the year pasts:

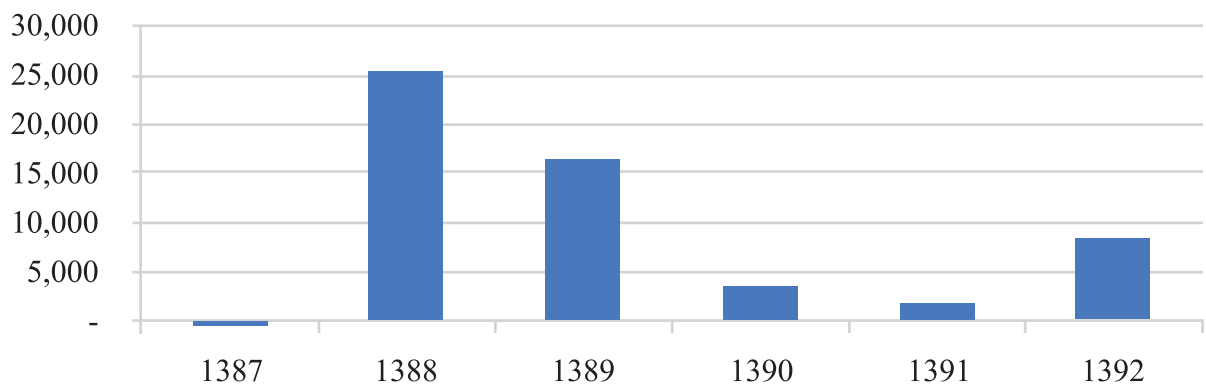
Component (A) Year-wise Achievement Since Inception

Intermediate Results Indicators	Achievements						Total
	1387	1388	1389	1390	1391	1392	
Secondary Rural Roads Rehabilitated (km)	42	238	245	102	192	307	1,127
Drainage Structures and Bridges Constructed (linear meters)	32	25,361	16,501	3,738	2,384	8,641	56,657
Labor Days Generated Through Rehabilitation (Days)	82,211	175,974	432,759	229,411	386,965	446,378	1,753,698

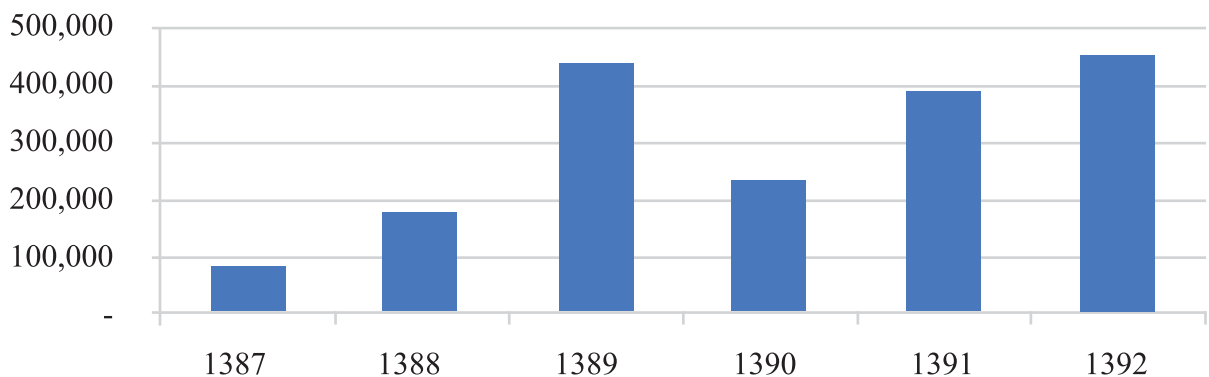
**Component (A) Year-Wise Achievement
Secondary Road Rehabilitation (km)**



**Component (A) Year-Wise Achievement
Drainage Structures & Bridges (linear meters)**

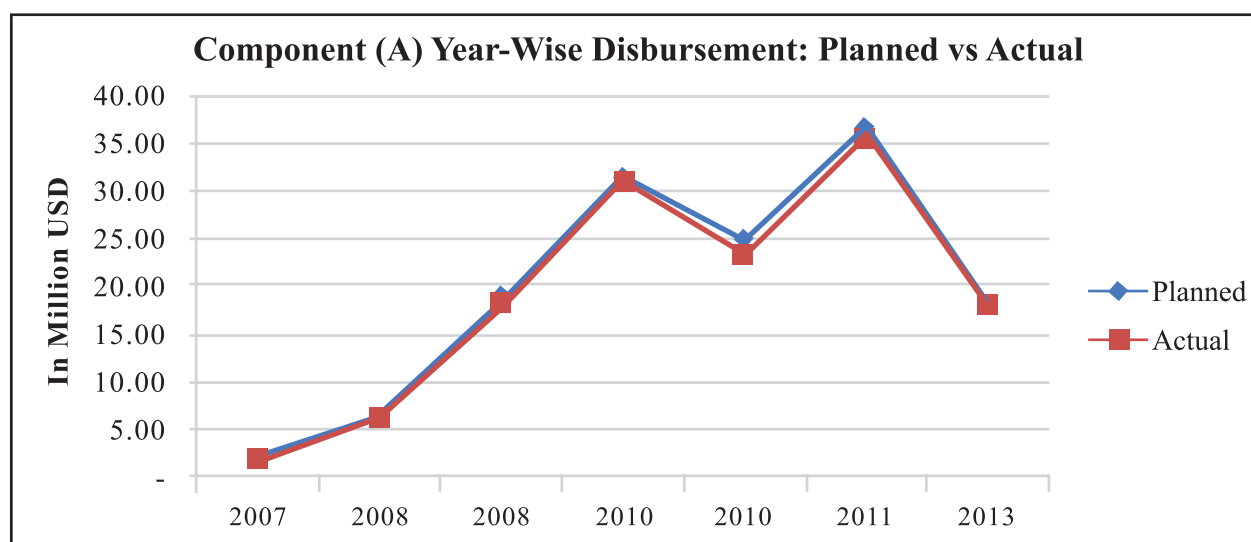


**Component (A) Year-Wise Achievement
Labor Days Generated (Days)**



Component (A) Year - Wise Disbursement: Planned vs. Actual

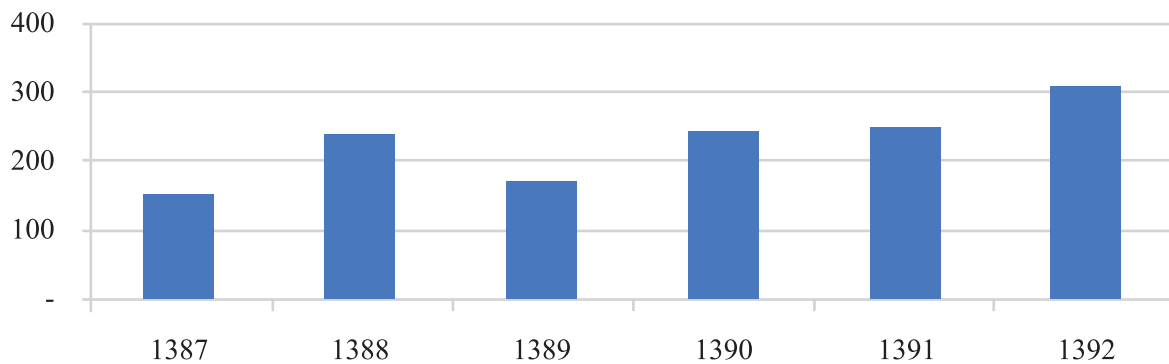
Disbursement In Million USD								
	2007	2008	2009	2010	2011	2012	2013	Total
Planned	2,005,974	6,316,803	19,020,548	31,214,507	24,552,840	36,524,760	18,230,985	137,866,418
Actual	1,907,974	6,226,903	18,051,439	30,990,029	23,260,583	35,490,495	17,930,985	133,858,409



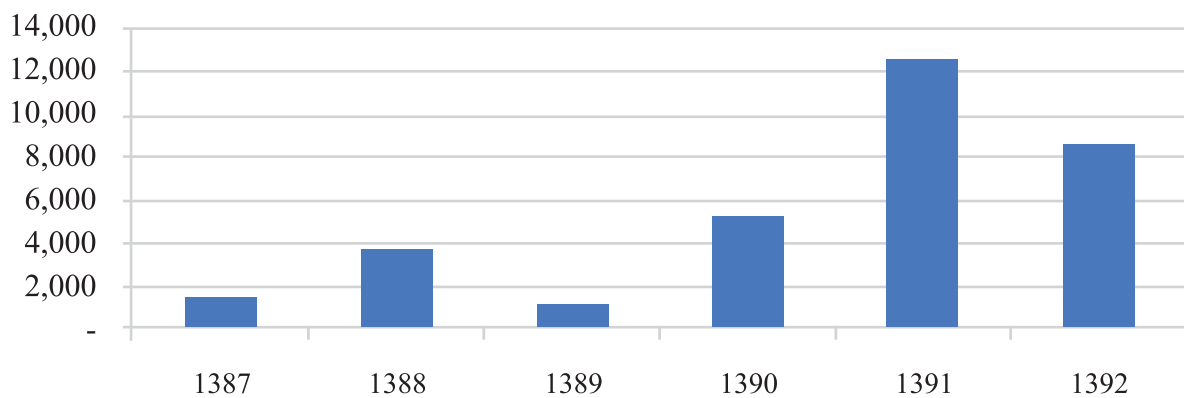
Component (B) Year-wise Achievement Since Inception

Intermediate Results Indicators	Achievements						
	1387	1388	1389	1390	1391	1392	Total
Secondary Rural Roads Rehabilitated (km)	150	234	169	243	248	306	1,349
Drainage Structures and Bridges Constructed (linear meters)	1,610	3,797	1,243	5,310	12,585	8,749	33,294
Labor Days Generated Through Rehabilitation (Days)	250,475	352,652	243,547	469,263	196,271	349,571	1,861,779

**Component (B) Year-Wise Achievement
Tertiary Road Rehabilitation (km)**



**Component (B) Year-Wise Achievement
Drainage Structures & Bridges (linear meters)**

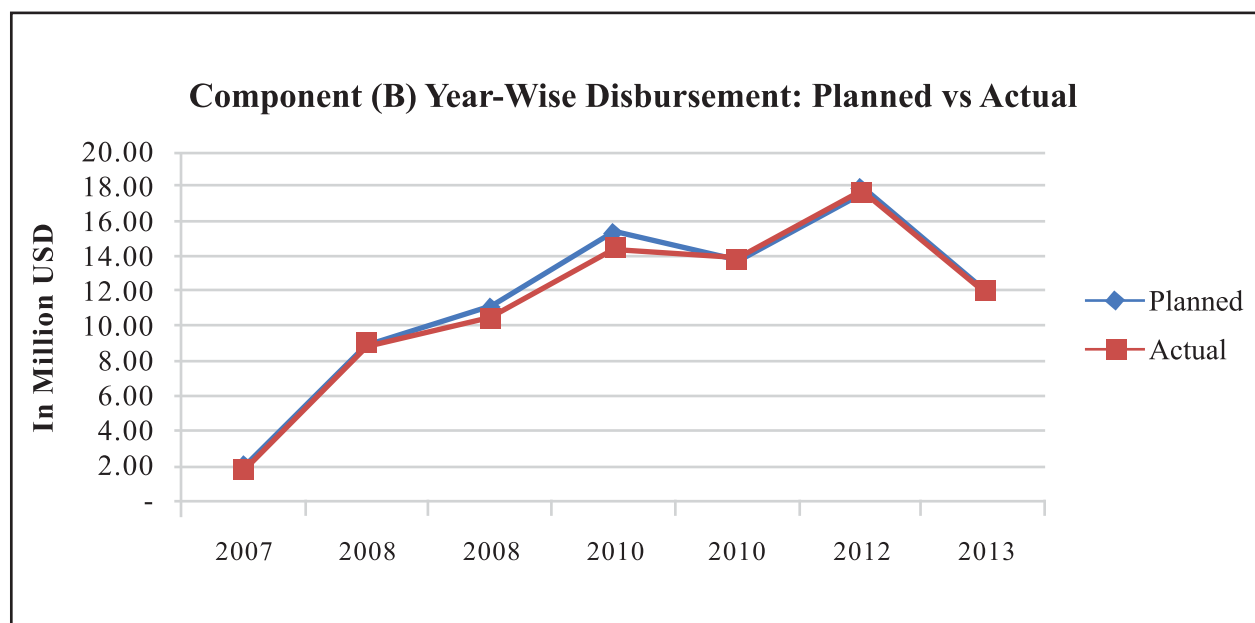


**Component (B) Year-Wise Achievement
Labor Days Generated (Days)**



Component (B) Year - Wise Disbursement: Planned vs. Actual

Disbursement In Million USD								
	2007	2008	2009	2010	2011	2012	2013	Total
Planned	1,830,946	8,960,249	11,042,780	15,474,713	13,924,708	17,865,085	11,942,147	81,040,628
Actual	1,720,946	8,957,976	10,420,346	14,475,713	13,820,437	17,669,560	11,984,648	79,049,626

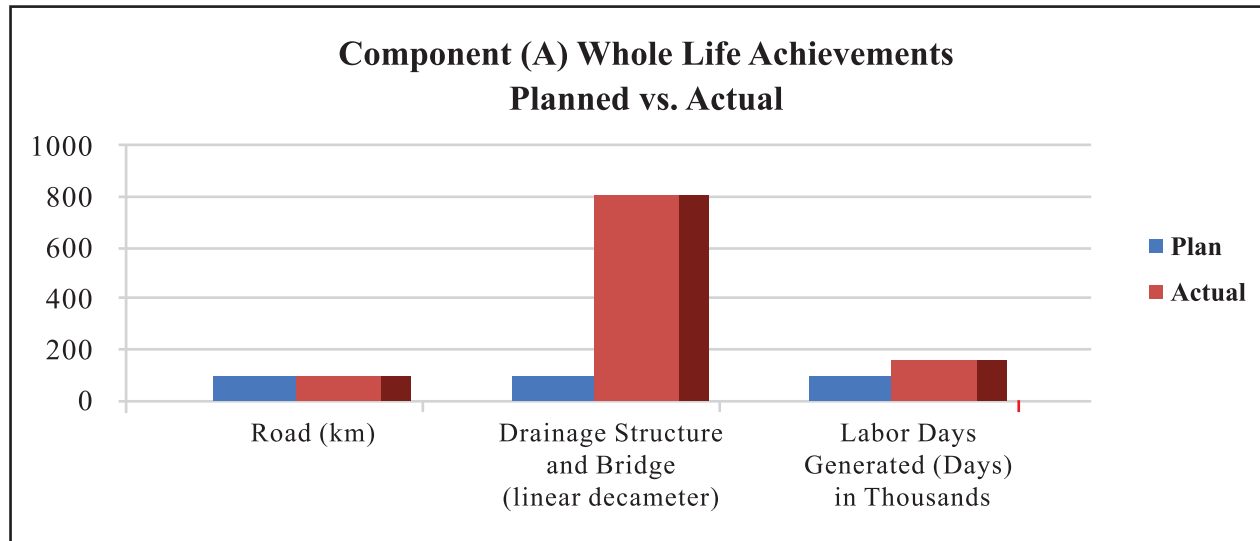


The intermediate indicators had successfully been achieved beyond the target of the project. The progress of road construction/rehabilitation as of December 2013 was 102% for secondary roads and 113% for tertiary roads. The funds were fully disbursed through transparent and viable mechanisms.

Component (A) Whole Life Achievement: Planned vs. Actual

Road (km)		Drainage Structure and Bridge (linear meter)		Labor Days Generation (Days)	
Planned Target	Achieved	Planned Target	Achieved	Planned Target	Achieved
1,105	1,127	700 *	56,657	1,080,000	1,750,000

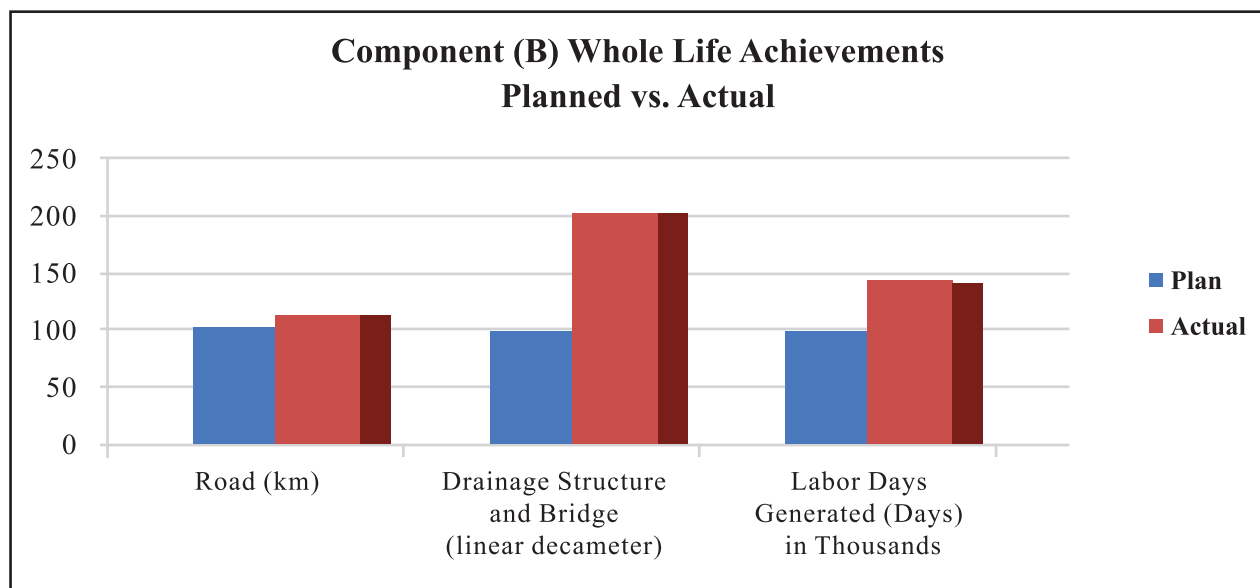
* The plan target figure for Drainage Structure & Bridge is for IDA only, however the achievement is for both IDA and ARTF.



Component (B) Whole Life Achievement: Planned vs. Actual

Road (km)		Drainage Structure and Bridge (linear meter)		Labor Days Generation (Days)	
Planned Target	Achieved	Planned Target	Achieved	Planned Target	Achieved
1,197	1,349	16,400 *	33,294	1,30,000	1,861,779

* The planned target figure for Drainage Structure & Bridge is for IDA only, however the achievement is both for IDA and ARTF.



Likewise the performance indicators or project development objective was successfully obtained. The direct beneficiary or communities along the individual road/ subproject were connected to the basic services such as schools, health centers, as well as economic opportunities.

For further information see Annex. 9: NERAP Impact Evaluation.

ARAP as the follow-on project of NERAP has started up to continue rehabilitation and maintenance of the rural network including roads and bridges with the same KPIs. As the project was in its primary stage of implementation therefore significant progress has been made in major preparatory activities particularly in survey, design and procurement of civil work contracts, however, limited physical progress has been made during the reporting period.

Program is also committed to retain sustainable service level in rural road network through community based emergency and routine maintenance executions. Cumulatively more than 4,000 km rural road is either under routine or periodic maintenance in current.

The routine maintenance of program's constructed roads including (District and Village) was implemented by PIU-MRRD during NERAP implementation, however, proper mechanism for routine and periodic maintenance of secondary (district) road has been established within ARAP project by PIU-MoPW. The current delivery pace is promising for sustainable district roads network.

4.2 EFFICIENCY

The institutional framework of the NRAP spans across three layers of responsibilities 1) Steering Committee with oversight and strategic direction role; 2) National Coordination Unit (NCU) with coordination and monitoring responsibilities and 3) MoPW and MRRD PIUs with project implementation responsibilities.

In consensus to NERAP and ARAP documents the steering committee consisted of salient stakeholders. In addition to executing ministries MoPW and MRRD and over sighting ministry of MoF, other line ministries such as ministries of education, public health, counter narcotics, agriculture and animal stock, etc are also member of steering committee, nevertheless the Bank is permanent observer. NCU beside its coordination and monitoring role, function as secretariat to steering committee.

Both PIUs of MoPW and MRRD have primary responsibility of implementation of NRAP projects in terms of selection, prioritization, surveying, designing, procurement and contract management, however, technically supported in fields of design, procurement and financial management through Implementation Consultant (IC). United Nation Organization for Project Service (UNOPS) is the current (IC) both for NERAP and ARAP projects.

The program Implements its subprojects through private and societal sectors. After assessment and analysis of competitive bidding documents, the contract is awarded to the compliance bidder for implementation, whereas small contracts including earthwork, emergency, and routine maintenance is implemented through labor intensive approaches (community) for employment generation in local Afghanistan.

The implementation is evaluated through result based monitoring. Baseline survey for individual project of the program has been conducted then followed by mid and follow up data surveys for analysis and evaluation. The impact evaluation of NERAP project has been conducted nonetheless, baseline data has been collected for ARAP, the ongoing project.

Program manages its subproject implementation process through the support of nine regional and 34 provincial offices which is centrally assisted by quality control and assurance unit in headquarter located in Kabul.

The program activities are collectively carried out through a well-managed team of nearly 744 people and deliver considerable qualitative services in swift and transparent manner.

The quality of construction and rehabilitation works is monitored for quality control and assurance on a regular basis. To validate implementation quality, the program beside its quality control and assurance team, entailed third party and

community based monitoring trends. International Relief and Development (IRD) is the current consultant for accomplishing the monitoring assignment for the program, however, community were contracted as per need of a subproject during reporting period.

4.3 WORKPLACE CULTURE

NRAP not only prefer egalitarian and teamwork culture but also promotes synergistic approaches according to the program's vision, mission and values as well as result and performance indicators of individual projects are deployed in accomplishment of major activities. Experience are grasped regularly, shared culturally, and transformed conceptually for growing reduction in number of mistakes.

Strategic and routine issues arising during implementation process of the project are jointly tackled through joint meetings amongst salient stakeholders in the shape of Steering Committee Meetings (SCM), Coordination Meeting (CM), and Senior Management Meetings (SMM) on ad-hoc, monthly, and bi-weekly bases meetings, respectively.

To ensure the right track and values of the program which are transparency, swiftness, and quality as well as measure the performance indicators of the individual project periodic Post Action Review (PAR) in the form of Management Support Missions (MSM), Financial Audit (FA), Technical Audit (TA), Mid Term Review (MTR) is jointly conducted.

4.4 FINANCIAL AUDIT

Reference to authentic source itself the financial audit has been conducted in FY 1392 by central office of auditing of the Ministry of Finance and the disseminated report was financially unqualified (clean) in general.

Financial audit is a process separately conducted by the Bank and Central Office of Audit of the Ministry of Finance periodically. Next audit of the series will be expectedly conducted next year (1393). The financial audits aim to ensure the consistency of ongoing financial operation with a set of stipulated financial policies, guidelines and regulations.

4.5 MID TERM REVIEW (MTR)

Mid Term Review as a type of post action review usually conducted in middle of the individual project. The MTR of the ARAP will be launched in upcoming fiscal year, 1394 to ensure progress toward the key performance indicators and Project Development Objectives (PDO).

4.6 MANAGEMENT SUPPORT MISSIONS

During 1392 (March 2013- March 2014) a week review of both NERAP and ARAP projects has been carried out between 17 to 26 September 2013 by WB mission. In essence the objective of the mission was post action review to ensure that both projects are implemented in congruent to stipulated principles, and operating procedures, and towards achievement of performance indicator with designed time frame.

According to mission report Para 5 (p1) the overall progress of NERAP project, towards PDO, implementation, and operation is moderately satisfactory.

“The mission considers the overall progress towards achieving the development objective moderately satisfactory. Overall implementation progress is also moderately satisfactory. Similarly, performance on procurement, financial management, environmental and social management and monitoring and evaluation are rated moderately satisfactory” (AM, Management Support Mission, 2012, NERAP, Project p 1)

Likewise, during the mission the ARAP project was newly started but before the deadline (June 26, 2012) and limited progress was achieved in terms of implementation, however, significant progress has been noticed cumulatively in terms of survey (425 km secondary road) and design (225 km secondary, 350 km tertiary) of individual secondary and tertiary subprojects. The mission noted the progress promising to on time completion.



Management Support Mission 2013



Management Support Mission 2013

4.7 COMMUNICATION

Effective day to day communication had a positive impact on the performance and productivity of the program. All the nine regions have been fully equipped with updated technology for communication. The offices are interlinked with both headquarter and other regional offices through internet and electronically mailing system. The electronic information flow system from regional offices to headquarter and vice-versa not only significantly diminished unwanted delays in decision making but also rationalized the judgment. The communication system in general vigorously contributed to overall efficiency, productivity and team building of the program.

Different communication methods are used for sending and receiving program related information; such as e-mail, telephone, presentation, video conference, memos, web based reporting, newsletter and brochure which enabled the management to deliver on time information and keep post the stakeholder, donors and executive ministries.

The Public Relation and Communication section at NCU is responsible for increasing awareness among community as core stakeholder of the project regarding project implementation progress and its impact on social life. “Road News Letter” which focuses on NRAP activities in rural areas is published and disseminated on monthly bases.

The official website of program is updated regularly to provide update information about NRAP program to all relevant stakeholders and private sectors about business opportunities. Furthermore press release issues on inauguration/launching of sub-projects constructions are reflected and circulated to mass media on a regular bases.

5. CHALLENGES AND RECOMMENDATIONS

5.1 INSECURITY

Uncertain security conditions continue to be the single greatest impediment to NRAP's ability to provide nation-wide rural road access in all regions of the country. Security constraints seriously affect the pace, cost and quality of the activities, additional security requirements in volatile areas, and the ability to provide adequate and regular technical oversight and provide guidance to contractors as required.

The project was designed and prepared under emergency conditions. However, deteriorating security conditions at many sub-projects prevented the project staff from carrying out detailed surveys and other field work to prepare designs for road rehabilitation schemes. Especially in South, South East, North East, South and West provinces our engineers cannot travel regularly, therefore the implementation activities are rigorously affected.

In spite this challenge is beyond the control of program, nevertheless, strategy for insecure area has been formulated to involve local community in implementation but the experiences extracted is not promising for quality implementation.

5.2 WEATHER

Notwithstanding a weather matrix planning has been developed to estimate realistic implementation period nevertheless the diverse weather condition partially impacted the implementation movement during the reported year. Albeit emergency and routine maintenance mechanisms are in place, nevertheless, scant fund to respond unpredictable disaster still remained a threatening challenge for retaining year-round rural road network. A post disaster response mechanism to be developed to reduce reliance on external fund to the extent minimum.

5.3 COST OVERRUN

The cost escalation of constructional substances critically impacted the implementation of secondary or district road. The preliminary estimated cost during the initial design of the NERAP project unlikely to ARAP was realistic, however, due to cost escalation of construction substances such as of difficult terrain and lack of existing engineering access (it requires significant number of drainage and protection structures as well as huge amount of cutting and filling quantity) caused cost overrun which consequently imposed delay in implementation. Likewise in ARAP project the initial estimation per km of secondary roads was significantly in contrast to realistic cost per km, therefore during the reporting period limited implementation activities took place, while assessment and request for additional financing was the major activity for the entire program during the last half of the year.

Notwithstanding, the program has unified geometric standards for rural roads, however, participatory strategic planning is in the process not only for identifying governmental priorities but also to prepare highly accurate investment plans for next five-to-ten years estimated based on extracted lessons for cost variations during the past decade.

5.4 INTERNAL DEFICIT

Capacity gap in human resources and program's competency such as deficit in high expert power in its human resources, absence of reliable planning and decision making tools, as well as finalized implementation and operation strategies challenged the smooth operation and qualitative implementation of the projects. Program

recently invested to skill up its human resource; develop rural road network planning system, establish web based information flow system, launch strategic participatory planning and frame cost estimation system. By placing the systems and reliable planning and implementation approaches the level of the risk will be expectedly mitigated to its minimum extent.

5.5 PRIVATE SECTOR CAPACITY

A detected major challenge in implementation was the lack of management capacity among national private companies. In response, the PIUs have given them training in how to prepare bids and manage their working capital. Project documents have been translated into local languages during pre-bid meetings as well as adjusted to match contractor capacity more closely.

5.6 DONOR PREFERENCE

Not typically, but individual donors pick particular province for investment in national geography which undermine project selection and prioritization process of the program. Likewise posing technical such as various geometric standards and implementation conditions sometime is not only leading to chaotic implementation arrangement but also cause unwanted delay in implementation.

Better donor coordination is in high priority of the program to mitigate cooperation gap as well as entice their interest to invest in the program through current or reformed institutional set up of the program.

6. THE WAY FORWARD FOR EXCELLENCE

To further enhance the efficiency and effectiveness of program following strategic elements will be focused.

- Resolution of Rural Road network ownership issue
- Resolution of sustainable fund flow issue to program particularly for maintenance of rural road core network.
- Finalizing national geometric and pavement standards for rural road network
- Identification of Rural Road core network
- Launch participatory strategic planning approaches to identify public priorities and prepare investment plans
- Formalizing labor intensive rural road implementation and maintenance strategies in program
- Formalizing decentralized implementation arrangement in the program.
- Application of Capacity Building for Result.

7. SUCCESS STORIES

7.1 ACCESS TO MARKETS AND BENEFITS OF RURAL ROADS

Project Name: Gravelling of Qarchaki Road
Length: 11.2 km
Project Location: Qarchaki valley, Qadis district of Badghis province
Project Beneficiaries: 7,449 people

Construction of rural roads provides rural communities with essential services such as education, primary health care, water supply, local markets as well as economic opportunities.

The availability of such services and opportunities are difficult to sustain without a good quality and well maintained rural road network, which provides regular and efficient transport access throughout the year.

For this purpose NRAP builds rural infrastructures to alleviate poverty, improve rural livelihood and provide year round access.

A World Bank-funded road, costing 37.4 million AFN was inaugurated in Qadis district, Badghis province by National Rural Access Program of MRRD, which benefited nearly 7,449 persons in the area. With road accessibility, distances got shortened and visits between family members became more frequent. Local residents said: “Our pace of life has suddenly changed; people are earning better and travel is less time consuming.”

Raouf, a local resident said; “I never dreamt that I would see a road in my village, but NRAP built this road which the rate of my land has jumped to high price.”

Meanwhile with the road connecting the village to the nearest town, multiple education choices have opened up for the villagers.

Prior to the construction of this road the community had no easy access to the city and other villages; they faced many difficulties while transferring their patients and agriculture products.

Now people are expressing their gratitude from National Rural Access Program and appreciating hard working and efforts of NRAP engineers and employees.



7.2 BEST PRACTICE FOR NRAP/NORTH REGION

Project Name: Gravelling of Mardyan Road
Length: 58 km
Project Location: Mardyan district of Jawzjan province
Project Beneficiaries: 83,034 people

NRAP-MoPW has successfully completed the Aqcha-Mardyan road project with strength efforts and without exhaustion which was one of exigent and challenging projects in North region.



Aqcha-Mardyan road with total length of 58 km links Mardyan District to Qarqeen District of Jawzjan province.

It is said that the Aqcha-Mardyan road was best practice for North region team because the area was covered by moving sand, there was no suitable dust existed for fortification of road foundation, thus NRAP engineers experienced cement for strength of road infrastructure which had the best result and ended the project productively.



Before the construction of this road, the condition of this road was trouble and problematic, residents were in bad satiation, they passed the distances in 5 hours and on time transferring of patients to health centers was impossible.

Furthermore due to existence of pebble and stone in the area, vehicles were not able to cross the road. Only loaded vehicles could pass through this way and passengers used these vehicles for crossing the road which was very risky.

Head of council and local resident said: "since there were no suitable road many patients in particular pregnant women lost their lives. But fortunately utilization of this road has

significant impact on local resident's life and provided numerous facilities to them."

Local people found access to better facilities and now they are able to pass the way in one hour and twenty minutes by sharp drive vehicles and they transfer their patient to hospitals and health centers on time.

During implementation of this project temporary employment opportunities have been provided to 130,616 people.

The local officials and beneficiaries were satisfied from implementation of this project and they believe that the road is graveled with technical specifications; meanwhile they are asking the program officials for asphaltting of this road as well.

7.3 ROAD CONSTRUCTION ACTIVITIES IMPROVED LIFE OF RURAL RESIDENTS

Project Name: Qarghae Road
Length: 14 km
Project Location: Qarghae district of Laghman province
Project Beneficiaries: 60,000 people

For many years, rainy seasons caused bad road conditions in the Qarghae district of Laghman province.

Residents faced problem to reach the market centers in the regional capital, where the residents sold their products and purchased necessary commodities and other services.

Poor transportation infrastructure in Qarghae has been a contributing factor to high commodity prices and, inversely, low income from agricultural products. This situation has discouraged farmers efforts to expand crop production. The poor transportation network also prohibits access and delivery of health and education services. National Rural Access Program (NRAP) started construction of 14 km road on late 2011 to improve transportation system in Qarghae district, through construction of this road Mehtarlam city is connected to the Alingar district of Laghman province.



This road has been constructed to asphalt surface standard in two Lots, each having 7 km length in the period of two years by NRAP-MoPW funded by World Bank. Almost 60,000 people gained access to social facilities through execution of this road.

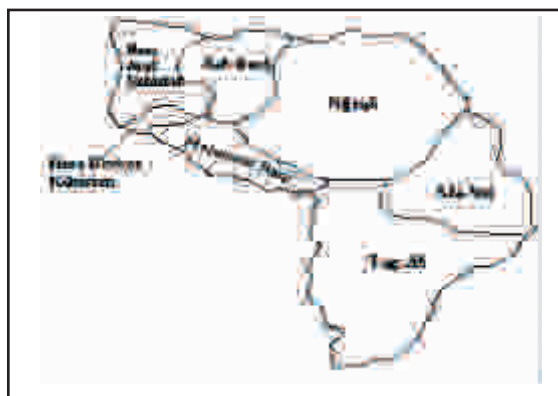
Abdul Qudos a local resident of Qarghae district who had a store beside this road; said: “NRAP has really helped to increase my income and improve my family's life status.” He added: “Construction of this road has improved individuals well-being and provided access to regional markets which will accelerate economic growth in the district and the region at large.”



7.4 NASEEM BAHAR BRIDGE HELP RURAL COMMUNITIES IN KAPISA

Project Name: Naseem Bahar Bridge
Length: 95 linear meters
Project Location: Sar Band Village, Kohestan district, Kapisa province
Project Beneficiaries: 13,051 people

Kohistan is the northern districts of Kapisa province. The District is famous for its sweet mulberries, grapes, apricots and pomegranates. Yearly, thousands of visitors spend their weekends in picnic place called Sayaad along the Panjshir River that flows into Sourubi Lake.



The largest 95 m Naseem Bahar bridge is one of the significant bridges in Kohistan district of Kapisa which provides access to schools, markets, health centers as well as connecting several villages and helped the community to cross the river safely.



This bridge brings many benefits to local community, it decreased distance of travel, eliminated local residents problems during heavy rainfall season, provided easy and all weather accessibility to farms by farmers, generated employment opportunities to a couple of local people, and students can go to schools and college through the year. While before the construction of this bridge, residents of remote villages had to remain disconnected from the provincial capital for days due to floods and high water level. Naseem Bahar Bridge constructed by NRAP-MRRD during a period of two years. The budget which was spent in construction of this bridge is 26.32 million AFN funded by World Bank.

NRAP objective is to enable rural communities to benefit from all-season path access to basic services and facilities and aims to improve connectivity to isolated communities in remote areas and as far as bridges are an essential feature of a country's infrastructure and landscape and engages directly with students, school staff and local communities in some rural and remote areas thus NRAP constructed Naseem Bahar bridge to provide transportation facility to Kapisa province specially to Kohistan locals.

7.5 PEOPLE AND NRAP (BENEFICIARY QUOTES)

Noor Ali, who is resident of Paghman district of Kabul province and one of the local elders of the area, shares his feedback on the 9.4 km Road from Zarshakh of Paghman district to Shakar Dara district: “We had a lot of issues and problems, many donors and NGOs came to our locality and promised to help us in the construction of road according to our demand; however the promises and commitments were not fulfilled. During winter season we were not able to transfer our patients due to lack of road and the existing paths used for moving, which were blocked by heavy snow in the area, as a local elder of the area I am very grateful to NRAP program which has considered our problem and took practical step for the construction of this road.”



Abdul Ahmad, a 27 years old farmer, along with his friends told us that I and my friends are farmers and we survive through cultivation of crops in every season. However, due to lack of roads in the area I was thinking to sell my agricultural land and do a business or open a shop in some far away area. I changed my plan when the road construction activities were started through NRAP program. Now I can transfer the agricultural products/crops to Kabul markets at very low cost. The construction of road not only solved most of the problems of our family at the same time it provided the opportunity for my younger brothers to complete their education and I have gained the chance to earn more and provide them financial assistance.



While visiting Istalef district of Kabul, Students were coming from school and were happily thanking us by saying, “Thank you and Wish you Success”. They said that our parents were not happy and were not allowing us to go to school due to lack of road, the total distance which is now covered in 30 minutes; we had to reach in three hours to school and most of our time was wasted in going and coming back to home; therefore we were not able to take good marks in the examination. Now we and our friends can reach to schools in about 20 minutes and obtain good marks in the examinations, and our parents are very happy and encouraging us

for education. Some of the children were saying that the private English language and computer courses have been started in their area due to construction of the road. They thank NRAP for assisting them to receive education.

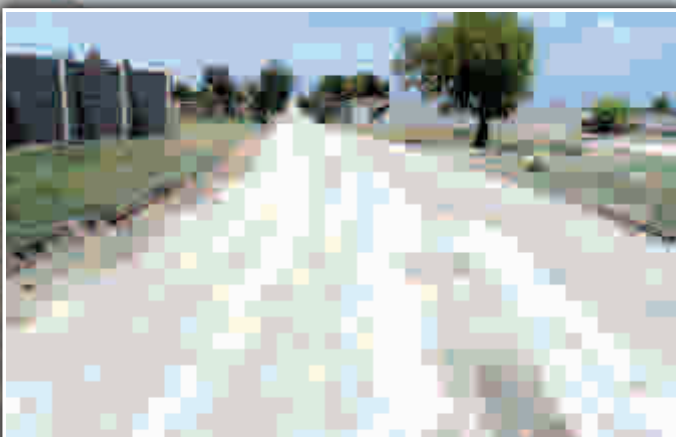
7.6 NRAP Photo Gallery



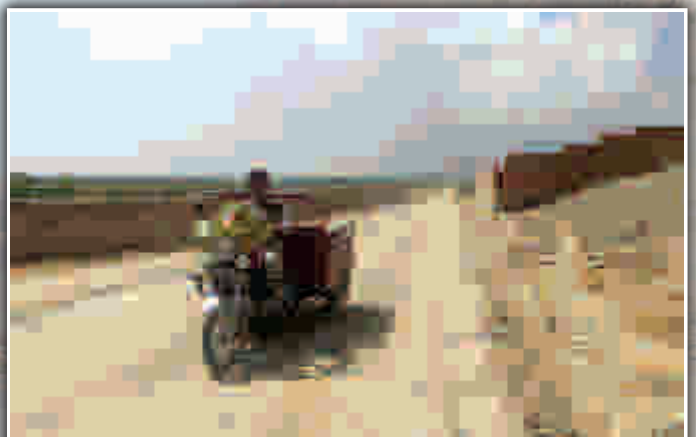
Construction of 2.2 km Road in Laghman Province



Construction of 13.3 km road in Injal District of Hirat Province



Construction of 5 km Road in Mandowzi District of Khost Province



Construction of 9 km Road in Kohe Safe District of Parwan Province



Construction of 12 linear meter Bridge in Takhar Province



Construction of 14 km Road in Sari-e-Pul Province



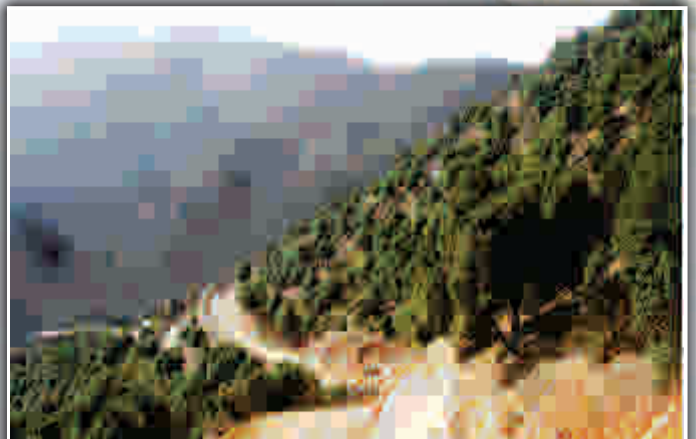
Construction of 90 linear meter Bridge in Lharkhavi District of Baghlan Province



Road Maintenance



Construction of 2.3 km Road in Guladara District of Kabul Province



Construction of 11 km Road in Tani District of Khost Province



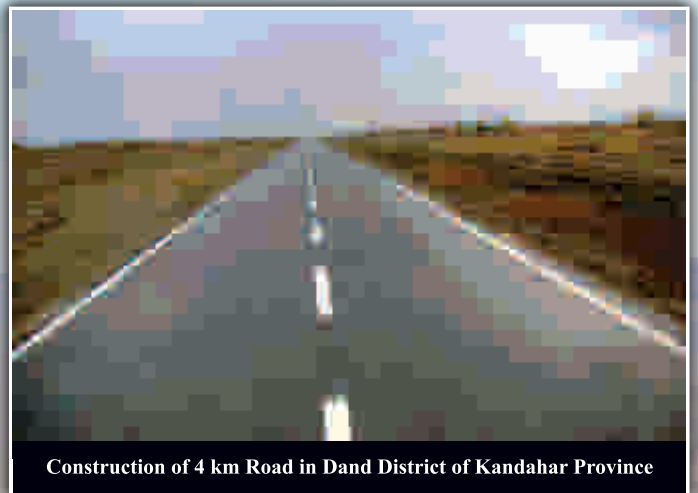
Construction of 34 linear meter Bridge in Darayam District of Badakhshan Province



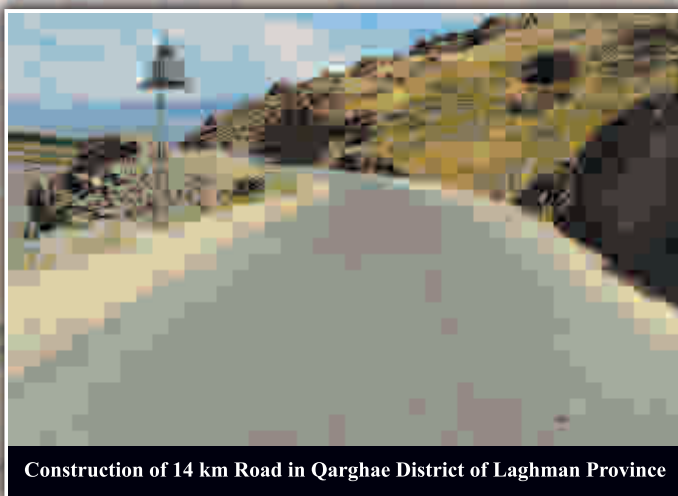
Construction of 2 km Road in Andkhoy-Balaysar of Faryab Province



Rehabilitation of 6.137 km Road in Mazar-Shibirghan Main Road



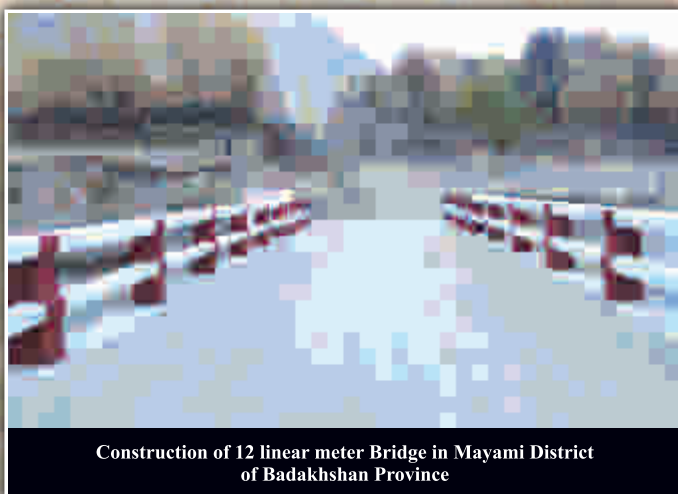
Construction of 4 km Road in Dand District of Kandahar Province



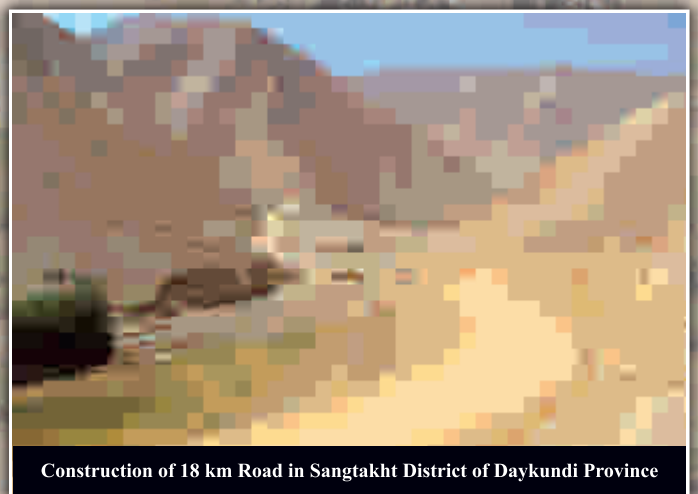
Construction of 14 km Road in Qarghae District of Laghman Province



On going subproject of 20.1 km Ring Road in Maymay District of Badakhshan Province



Construction of 12 linear meter Bridge in Mayami District of Badakhshan Province



Construction of 18 km Road in Sangtakht District of Daykundi Province

8. ANNEXES

8.1 ANNEX: 1 - NRAP ACHIEVEMENTS DURING 1392

Achievement during the reporting period							
Ministry	Donor	Project	Road (km)	Bridge (linear meters)	Structure (linear meters)	Labor Days	\$ Budget
MPW	WB - ARTF	NERAP	125.67	98.00	6,253.57	208,798.60	15,048,706.55
	WB - IDA	NERAP	181.61	178.00	2,111.50	237,579.40	18,031,268.70
	WB - EMR	NERAP	-	-	-	-	467,262.27
	WB - IDA + ARTF	ARAP	-	12.00	-	-	334,233.68
Sub - total			307.28	288.00	8,365.07	446,378	33,881,471.20
MRRD	APRP	APRP – NRAP - MRRD	21		1,031	280,322	5,114,876
	WB	ARAP - MRRD - WB	150	178	3,126	116,102	6,750,313
	ARTF	NERAP - MRRD - TF	192	178	5,132	185,701	6,085,291
	WB	NERAP - MRRD - WB	114	294	3,145	163,870	7,012,504
	GoA - MoF	NRAP - MRRD - MOF	75	12	4,246	60,989	2,735,785
	AU	NRAP - LB - MRRD - AU	-	45	250	43,846	555,110
Sub - total			553	707	16,931	850,831	28,253,880
Grand Total			860.28	995	25,296.07	129,3670.70	62,135,351

8.2 ANNEX: 2 - NRAP PROVINCIAL BASED ACHIEVEMENT SINCE INCEPTION OF THE PROGRAM

Province	MPW - SECONDARY ROAD					NERAP-TERTIARY ROAD				
	Road (km)	Bridge (linear meters)	Structure (linear meters)	Labor Days	\$ Budget	Road (km)	Bridge (linear meters)	Structure (linear meters)	Labor days	\$ Budget
Badakhshan	321	334	5,826	626,461	19,288,834	600	141	13,509	1,216,511	16,420,699
Badghis	72	136	1,458	241,437	3,158,590	87	40	2,699	45,765	4,229,885
Baghlan	521	262	16,100	799,019	13,584,982	171	32	3,050	177,609	4,704,803
Balkh	191	-	147	172,029	1,724,835	122	10	128	103,894	4,322,605
Bamyan	268	50	914	828,186	2,912,246	150	40	2,283	172,133	2,856,917
Diakundi	30	-	616	62,236	2,236,535	67	-	6,125	42,631	2,692,183
Farah	15	-	-	30,058	242,269	19	-	8	25,111	507,516
Faryab	143	-	-	92,204	955,603	114	-	417	147,243	2,965,120
Ghazni	284	76	707	225,907	7,377,368	89	64	1,923	135,497	2,424,523
Ghor	330	-	742	156,566	2,140,897	151	141	1,490	58,637	4,920,498
Hilmand	256	-	51	158,714	425,303	137	28	845	83,945	12,973,200
Hirat	275	240	678	448,302	3,430,546	174	55	2,535	129,582	4,851,100
Jawzjan	315	-	619	237,527	5,921,156	189	20	356	252,519	2,888,386
Kabul	461	67	16,504	868,634	13,768,447	221	178	9,658	518,117	9,452,729
Kandahar	355	-	202	493,117	8,318,335	89	-	630	47,329	1,995,162
Kapisa	137	-	302	181,648	1,182,593	63	177	1,404	216,763	3,343,508
Khost	367	220	409	300,105	2,081,392	66	-	568	81,604	1,213,851

Province	MPW - SECONDARY ROAD					NERAP-TERTIARY ROAD				
	Road (km)	Bridge (linear meters)	Structure (linear meters)	Labor Days	\$ Budget	Road (km)	Bridge (linear meters)	Structure (linear meters)	Labor days	\$ Budget
Kunar	147	-	-	65,239	163,098	65	100	1,536	201,144	2,079,146
Kunduz	355	418	195	582,777	3,090,094	262	22	1,973	230,074	4,556,665
Laghman	206	320	2,036	259,147	4,304,313	55	75	2,194	227,340	2,597,502
Logar	333	-	26,547	271,720	3,884,965	15	33	785	46,828	617,102
Nangarhar	314	112	613	311,073	2,257,426	107	87	1,976	141,330	3,213,676
Nimroz	30	-	-	41,328	252,653	-	-	-	-	-
Nuristan	93	-	-	142,504	706,926	41	60	54	156,927	1,020,239
Paktika	388	-	178	345,770	964,566	43	0	103	96,283	597,295
Paktya	412	164	9,275	708,440	6,315,103	85	0	728	144,858	1,488,120
Panjshere	52	103	91	65,999	4,129,720	75	267	6,095	212,209	4,344,883
Parwan	359	84	3,455	574,731	19,607,380	131	213	6,576	215,523	5,355,736
Samangan	388	20	4,568	400,302	6,703,251	90	0	894	108,370	1,615,101
Sari Pul	203	37	802	173,524	5,694,721	167	0	966	154,995	3,180,149
Takhar	207	68	538	284,274	6,119,360	155	513	3,511	230,893	6,066,462
Uruzgan	64	156	7	82,881	1,300,622	98	105	949	431,231	7,712,722
Wardak	326	33	698	215,587	3,794,892	104	50	881	123,497	1,936,224
Zabul	97	-	-	77,028	192,569	9	0	1,509	2,230	347,974
Total	8,315	2,899	94,274	10,524,475	158,231,588	4,008	2,450	78,359	6,178,622	129,491,682

8.3 ANNEX: 3 - NRAP ACHIEVEMENT AS PER DONOR (SINCE INCEPTION OF THE PROGRAM)

Ministry	Project	Donor	Road (km)	Bridge (linear meters)	Structure (linear meters)	Labor Days	\$ Budget
MPW	LIWP	WB	3,897.96	20.00	3,440.50	3,403,984.24	8,930,747.50
	NEEP1	WB	2,200.90	19.20	647.50	2,591,106.70	6,615,925.74
	NEEPRA	WB	809.00	468.50	23,691.39	1,424,906.80	14,911,738.71
	NERAP	ARTF	441.84	728.00	11,425.27	810,282.39	49,719,539.98
	NERAP	GOI	27.10	-	1,336.50	202,040.76	3,171,283.93
	NERAP	IDA	683.57	792.80	43,710.33	886,791.93	57,504,076.82
	NERAP	EMR	1.50	-	-	56,623.86	2,162,670.85
	NRAP	CIDA	7.00	-	24.10	83,251.60	1,150,120.27
	NRAP	DF	208.76	599.02	8,477.20	979,650.31	10,294,978.89
	NRAP	SIDA	26.31	-	1,522.00	47,223.41	521,385.60
	NRAP	WB	-	120.00	-	38,613.00	571,081.55
	ARAP	WB-IDA+ ARTF	12.00	152.00	-	-	2,883,138.78
Sub-total			8,315.94	2,899.52	94,274.79	10,524,475.00	158,436,688.62
MRRD	APRP	WB	58	-	1,031	390,282	5,893,589
	ARAP	WB	150	178	3,126	116,102	6,750,313
	HARDP	DF	84	28	24	-	11,450,312
	NEEP1	WB	291	-	1,549	419,011	2,377,820
	NEEPEC	EC	159	102	1,793	330,101	6,753,545
	NEEPRA	AU	31	-	303	32,177	481,983
	NEEPRA	CD	20	-	4	2,382	205,306
	NEEPRA	DF	236	58	8,427	312,147	5,772,777
	NEEPRA	PS	183	137	2,585	240,363	3,613,212
	NEEPRA	US	58	-	636	11,604	1,518,132
	NEEPRA	WB	708	117	8,928	1,300,885	9,216,381
	NERAP	TF	428	383	11,419	456,860	16,284,264
	NERAP	WB	921	1,219	20,274	1,404,919	34,588,859
	NRAP	CF	46	162	-	22,642	3,987,479
	NRAP	DU	16	-	319	6,415	702,291
	NRAP	MoF	104	12	4,246	89,614	3,653,310
	NRAP-LB	AU	24	45	250	104,935	1,787,114
	NRAP-LB	CF	143	-	3,941	578,382	5,028,132
	RAL	JF	349	10	9,506	359,800	9,424,976
Sub - total			4,008	2,450	78,359	6,178,622	129,489,792
Grand Total			12,324.39	5,349.37	172,282.64	16,703,096.63	287,926,480.44

8.4 ANNEX: 4 - A: REGIONAL BASED NRAP ACHIEVEMENTS SINCE INCEPTION FOR SECONDARY ROADS

ACHIEVEMENT SINCE INCEPTION OF THE PROGRAM						
Ministry	Region	Road (km)	Bridge (linear meters)	Structure (linear meters)	Labor Days	\$ Budget
MPW	Badakhshan	321.36	334.10	5,825.64	626,461.39	19,288,833.55
	Central	675.67	49.50	2,619.80	1,077,904.20	9,895,561.73
	East	759.46	432.00	2,648.70	777,964.03	7,431,762.79
	Kabul	1,621.86	286.90	47,249	2,147,401.90	43,747,674.64
	North	1,240.84	57.40	6,134.80	1,075,586.50	20,999,566.38
	North East	1,082.83	748.00	16,832.15	1,666,069.59	22,794,435.52
	South	801.79	156.00	259.70	853,067.60	10,489,482.14
	South East	1,449.97	460.00	10,569.10	1,580,222.73	16,738,429.13
	West	362.16	375.62	2,135.90	719,797.06	6,845,842.74
Total		8,315.94	2,899.52	94,274.79	10,524,475.00	158,231,588.62

8.4 ANNEX: 4 - B: REGIONAL BASED NRAP ACHIEVEMENTS SINCE INCEPTION FOR TERTIARY ROADS

ACHIEVEMENT SINCE INCEPTION OF THE PROGRAM						
Ministry	Region	Road (km)	Bridge (linear meters)	Structure (linear meters)	Labor Days	\$ Budget
MRRD	Badakhshan	600	141	13,509	1,216,511	16,420,699
	Central	368	181	9,899	273,401	10,469,598
	East	267	322	5,760	726,741	8,910,564
	Kabul	609	918	25,399	1,332,937	25,050,182
	North	683	30	2,762	767,021	14,971,361
	North East	587	567	8,535	638,576	15,327,930
	South	334	133	3,932	564,735	23,029,059
	South East	282	64	3,322	458,242	5,723,788
	West	279	95	5,241	200,458	9,588,502
TOTAL		4,008	2,450	78,359	6,178,622	129,491,682

8.5 ANNEX: 5 - NERAP PROVINCIAL BASED ACHIEVEMENTS SINCE INCEPTION OF THE PROJECT

Province	MPW-SECONDARY ROAD					NERAP-TERTIARY ROAD				
	Road (km)	Bridges (linear meters)	Structures (linear meters)	Labor Days	\$ Budget	Road (km)	Bridges (linear meters)	Structures (linear meters)	Labor Days	\$ Budget
Badakhshan	118	297	5,570	280,562	17,592,116	175	17	1,679	281,294	4,790,406
Badghis	37	56	1,438	36,447	2,175,529	60	40	323	17,370	2,980,774
Baghlan	69	90	510	176,081	8,885,270	66	12	829	45,170	1,955,131
Balkh	6	-	19	20,714	1,169,361	29	0	75	14,908	654,025
Bamyan	-	50	-	7,032	414,769	45	40	44	69,659	1,542,035
Diakundi	24	-	480	22,101	1,390,601	67	-	6,125	42,631	2,692,183
Farah	-	-	-	-	-	14	-	-	20,925	391,408
Faryab	2	-	-	7,120	550,847	14	-	201	9,466	365,816
Ghazni	63	32	976	100,930	6,762,457	28	16	993	16,989	919,289
Ghor	40	-	742	30,894	1,639,242	42	141	403	29,425	2,426,806
Hilmand	-	-	-	-	-	-	-	-	-	-
Hirat	48	-	601	40,807	2,254,630	82	55	59	72,107	2,622,880
Jawzjan	105	-	601	67,303	5,198,070	39	-	173	20,558	1,271,078
Kabul	37	-	12,587	94,314	6,115,582	99	98	3,527	239,571	4,630,116
Kandahar	27	-	69	113,769	6,374,489	-	-	-	-	-
Kapisa	-	-	-	-	-	25	95	571	79,589	1,574,760
Khost	-	160	-	13,858	833,648	24	-	245	26,611	804,653
Kunar	-	-	-	-	-	35	100	843	74,401	1,264,015
Kunduz	2	298	-	19,860	971,228	52	10	590	30,013	1,324,655
Laghman	14	143	902	42,138	2,926,869	11	60	856	33,614	1,250,640
Logar	23	-	24,740	43,465	2,600,483	6	33	175	24,005	359,992
Nangarhar	-	112	-	6,973	435,262	45	39	731	43,639	1,370,697
Nimroz	-	-	-	-	-	-	-	-	-	-
Nuristan	-	-	-	-	-	20	38	-	77,204	655,855
Paktika	-	-	-	-	-	15	-	85	47,698	283,092
Paktya	20	114	83	31,757	2,263,663	48	-	376	86,506	652,694
Panjsheer	38	16	91	43,641	3,307,438	66	267	5,673	154,793	3,838,846
Parwan	136	64	3,342	282,805	17,395,533	78	192	4,050	150,173	3,780,929
Samangan	102	-	719	55,969	4,081,653	15	-	744	5,418	578,251
Sari Pul	93	-	802	76,114	5,177,509	76	-	397	50,039	1,901,322
Takhar	73	56	511	91,917	5,174,238	65	336	1,811	79,014	3,761,372
Uruzgan	3	-	7	12,386	892,953	-	-	-	-	-
Wardak	47	33	349	34,741	2,885,294	9	13	115	18,989	229,402
Zabul	-	-	-	-	-	-	-	-	-	-
Total	1,127	1,521	55,136	1,753,698	109,468,735	1,349	1,602	31,692	1,861,779	50,873,122

8.6 ANNEX: 6 - A: NRAP SECONDARY ROAD ON-GOING ACTIVITIES

On-going Activities per Province						
Ministry	Province	Road (km)	Bridge (linear meters)	Structure (linear meters)	Labor Days	\$ Budget
MPW	Badakhshan	34.12	74.00	4,355.00	-	4,200,459.61
	Badghis	-	48.00	-	-	1,001,972.88
	Baghlan	56.81	68.00	954.20	-	8,423,355.79
	Balkh	14.99	-	5.00	-	1,074,090.61
	Bamyan	40.78	60.00	20,913.00	-	5,653,015.48
	Diakundi	29.86	15.00	15,989.00	-	2,994,649.60
	Farah	22.00	-	47.00	-	2,539,534.29
	Faryab	32.00	99.00	6,946.00	-	4,704,706.01
	Ghazni	18.14	-	8,727.00	-	1,542,331.24
	Jawzjan	-	-	-	-	358,473.27
	Kabul	24.48	-	4,432.00	-	4,635,577.18
	Kandahar	10.03	260.00	5,639.00	-	4,213,342.42
	Khost	-	300.00	-	-	2,353,564.79
	Kunduz	63.24	80.00	1,122.00	-	8,429,870.91
	Logar	-	-	-	-	12,071.39
	Nimroz	18.94	-	45.00	-	2,297,490.04
	Nuristan	-	71.00	-	-	708,393.05
	Paktya	-	18.10	-	-	233,714.04
	Panjsheer	9.40	-	7,678.00	-	1,235,566.01
	Parwan	-	-	-	-	23,562.51
	Takhar	10.80	25.00	-	-	2,481,419.88
	Wardak	-	40.00	-	-	563,599.92
Total		385.59	1,158.10	76,852.20	-	59,680,760.92

8.6 ANNEX: 6 - B: NRAP TERTIARY ROAD ON-GOING ACTIVITIES

On-going Activities per Province						
Ministry	Province	Road (km)	Bridge (linear meters)	Structure (linear meters)	Labor Days	\$ Budget
MRRD	Badakhshan	119	234	5,551	29,068	11,464,217
	Badghis	18	-	94	598	755,667
	Baghlan	14	88	586	9,577	943,710
	Balkh	16	40	1,293	17,597	1,716,231
	Bamyan	50	43	1,093	54,285	2,055,342
	Diakundi	44	42	814	25,746	2,558,250
	Farah	16	-	54	832	395,227
	Faryab	4	-	13	3,850	734,701
	Ghazni	-	10	-	-	55,939
	Ghor	16	-	231	4,588	680,354
	Hilmand	32	-	592	3,560	929,571
	Hirat	-	12	-	234	1,471
	Jawzjan	7	-	12	-	195,825
	Kabul	29	-	1,291	5,486	1,538,652
	Kandahar	16	-	85	1,545	530,860
	Kapisa	17	11	2,613	5,942	1,376,180
	Khost	16	70	1,548	1,677	1,195,503
	Kunar	6	76	2	-	683,889
	Kunduz	15	16	185	3,406	507,758
	Laghman	17	12	461	498	960,154
	Nangarhar	4	-	331	4,608	695,650
	Nimroz	11	-	15	1,760	415,179
	Paktika	16	-	183	-	539,806
	Paktya	21	-	844	3,098	1,603,589
	Panjsheer	32	102	5,154	10,741	2,821,546
	Parwan	52	14	4,382	18,876	4,897,641
	Samangan	14	32	352	732	701,183
	Sari Pul	54	42	1,833	9,678	2,666,616
	Takhar	36	222	2,131	13,745	2,371,806
	Uruzgan	40	33	564	130,534	3,212,510
	Wardak	17	-	815	6,556	783,070
	Zabul	13	-	1,032	325	729,013
	TOTAL	761	1,099	34,153	369,142	50,717,110

8.7 ANNEX: 7 - NERAP FINANCIAL STATUS

NERAP FINANCIAL STATUS (1392)						
#	COMPONENT	Total Target M\$	Expenditure During Reporting Period \$	Expenditure to Date \$	Balance \$	% Progress
Component A						
1	Secondary Roads Works	106,767,616	17,157,425	99,557,678	7,209,938	93%
2	Emergency Maintenance Works	1,810,000	460,293	1,596,839	213,161	88%
3	Environmental & Social Management Plans , Monitoring & Evaluation	499,789	-	499,789	-	100%
4	Implementation Support (IC & PIU)	31,522,595	1,813,973	31,268,129	254,466	99%
Component A Total		140,600,000	19,431,691	132,922,435	7,677,565	95%
Component B						
1	Tertiary Roads Works	51,300,000	6,369,049	47,490,878	3,809,122	93%
2	Emergency Maintenance Works	2,993,910	232,730	2,748,292	245,618	92%
3	Routine Maintenance Works	4,326,538	1,424,065	3,952,412	374,126	91%
4	Environmental & Social Management Plans, Monitoring & Evaluation	206,090	-	206,090	-	100%
5	Implementation Support (IC & PIU)	23,473,462	1,029,218	22,989,087	484,375	98%
Component B Total		82,300,000	9,055,062	77,386,759	4,913,241	94%
Component C						
1	Rural Roads Management System	1,000,000	8,849	8,849	991,151	1%
2	Institutional Capacity Building	1,850,000	315,208	1,598,501	251,499	86%
3	Project Management Support	6,350,000	2,389,306	6,234,710	115,290	98%
Component C Total		9,200,000	2,713,364	7,842,061	1,357,939	85%
GRAND TOTAL		232,100,000	31,200,117	218,151,255	13,948,745	94%

8.8 ANNEX: 8 - ARAP FINANCIAL STATUS

ARAP FINANCIAL STATUS (1392)						
#	COMPONENT	Total Target MS	Expenditure During Reporting Period \$	Expenditure to Date \$	Balance \$	% Progress
Component A						
1	Secondary road work gravel surface	67,500,000	501,741	501,741	66,998,259	1%
2	Secondary road work asphalt surface	40,000,000	-	-	40,000,000	0%
3	Bridge construction work	9,000,000	1,209,219	1,209,219	7,790,781	13%
4	Secondary road maintenance	21,000,000	231,415	231,415	20,768,585	1%
5	Implementation Support	48,500,000	4,727,355	4,727,355	43,772,645	10%
Component A Total		186,000,000	6,669,730	6,669,730	179,330,270	4%
Component B						
1	Tertiary road work for 1,300 km, gravel surface	58,500,000	4,556,235	4,556,235	53,943,765	8%
2	Bridge construction work for 1,600 linear m	10,000,000	667,942	667,942	9,332,058	7%
3	Tertiary road maintenance for 2,000 km roads	25,500,000	412,360	412,360	25,087,640	2%
4	Implementation Support	34,000,000	4,310,395	4,310,395	29,689,605	13%
Component B Total		128,000,000	9,946,932	9,946,932	118,053,068	8%
Component C						
1	Setting up a rural roads planning and management system	5,000,000	-	-	5,000,000	0%
2	Institutional Strengthening	7,000,000	-	-	7,000,000	0%
3	Project implementation support	6,000,000	28,700	28,700	5,971,300	0%
Component C Total		18,000,000	28,700	28,700	17,971,300	0%
GRAND TOTAL		332,000,000	16,645,361	16,645,361	315,354,639	5%

8.9 ANNEX: 9 - NERAP IMPACTS

8.9.1 PDO INDICATORS

Indicator	Baseline Value	Original Target Values (from approval)	Formally Revised Target Values	Actual Value Achieved at Completion or Target Years
Indicator 1 :	Reduction in travel time of beneficiaries living along the improved road to the first available school, health care facility and administrative services			
Value	To school 13 minutes walk. To district center 2.2 hr, To hospital 2.1hr.	At least 30% reduction		To school 7 min; To district center 0.9 hr, To hospital 2.0 hr
Date achieved		December 13, 2007	November 21, 2010	December 31, 2013
Comments (incl. % achieved)	Time target for transport to district center was exceeded (57% reduction), while the time to reach hospitals, while reduced, fell short of the target. Most travel to school is on foot, not greatly influenced by project roads, but the target was exceeded.			
Indicator 2 :	Increase in the number of trips taken by beneficiaries living along the improved road to first available schools, health care facilities as well as administrative services			
Value	50 trips to district center	At least 30% increase		65 trips to district center
Date achieved		December 13, 2007	November 21, 2010	December 31, 2013
Comments (incl. % achieved)	Trips to district center have reached the target: number of trips increased by 30% (100% achievement).			
Indicator 3 :	Difference in price of key consumption and production commodities at beneficiary villages and in the nearest town			
Value	Not available (Baseline survey failed to capture the relevant differences)	At most 15%		Difference for wheat grain prices 8%, for wheat flour 9%, for kerosene 7.5%
Date achieved		Dec 13, 2007	Nov 21, 2010	Dec 31, 2013
Comments (incl. % achieved)	Target exceeded			
Indicator 4 :	Diversification of cropping patterns and income sources of beneficiaries living along the improved road			
Value	47% of villagers drew income from off -farm activities, 68% drew income from both farm and non -farm activities	At appraisal no specific target was set		58% of villagers now draw income from off - farm activities

Indicator	Baseline Value	Original Target Values (from approval)	Formally Revised Target Values	Actual Value Achieved at Completion or Target Years
Date achieved		Dec 13, 2007	Nov 21, 2010	Dec 31, 2013
Comments (incl. % achieved)	Larger percentage of villagers now draws incomes from off- farm activities. [Survey did not explore diversification of cropping patterns.] [This indicator was included in original project results framework but was dropped from the additional financing.]			
Indicator 5 :	[After the Mid -Term Review the Bank, implementing a new world - wide policy, added the tracking of a rural accessibility index:] % of population whose community lies within 2 km of an all - season road			
Value	36.6%		64%	67%
Date achieved		Dec 13, 2007	Nov 21, 2010	December 31, 2013
Comments (incl. % achieved)	Target exceeded by substantial margin			

Source: NERAP Completion Report

8.9.2 INTERMEDIATE OUTCOME INDICATORS

Indicator	Baseline Value	Original Target Values (from Technical Annex)	Formally Revised Target Values	Actual Value Achieved at Completion or Target Years
Indicator 1:	km of secondary rural roads rehabilitated			
Value	0	770 km	770 km	1,124 km
Date achieved		Dec 13, 2007	Nov 21, 2010	Dec 31, 2013
Comments (incl % achieved)	Target over-achieved			
Indicator 2:	km of tertiary rural roads rehabilitated			
Value	0	925 km	845 km	1,349 km
Date achieved		Dec 13, 2007	Nov 21, 2013	Dec 31, 2013
Comments (incl % achieved)	Target over-achieved.			
Indicator 3:	Running meters of culverts, retaining walls and bridges to be rehabilitated for secondary roads (revised to focus only on bridge structures)			
Value	0	650 linear m	700 linear m	1,458 linear m
Date achieved		Dec 13, 2007	Nov 21, 2010	Dec 31, 2013
Comments (incl % achieved)	Target over achieved			
Indicator 4:	Running meters of culverts, retaining walls and bridges to be rehabilitated for tertiary roads (revised to focus only on bridge structures)			
Value	0	8,200 linear m (PAD Appendix 2)	16,400 linear m	1,602 linear m
Date achieved		Dec 31, 2007	Nov 21, 2010	Dec 31, 2013
Comments (incl % achieved)	The revised number of 16,400 m combined not only bridges but also culverts and retaining walls, whereas it should have been only on bridges, comparable to the target set for Indicator 3. With this proviso, the target was achieved.			
Indicator 5:	No. of labor days generated by MPW through rehabilitation work from Level 1 and Level 2 road rehabilitation			
Value	0	1,080,000 days	1,080,000 days	1,882,504 days
Date achieved		Dec 13, 2007	Nov 21, 2010	Dec 31, 2013
Comments (incl % achieved)	Achieved. Level 1: 795,775 days and Level 2: 1,086,729, totaling to 1,882,504 days.			

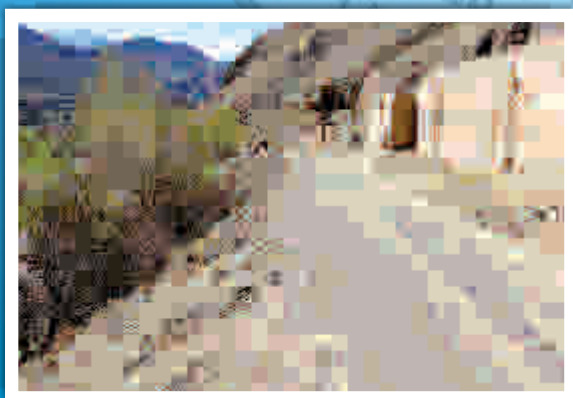
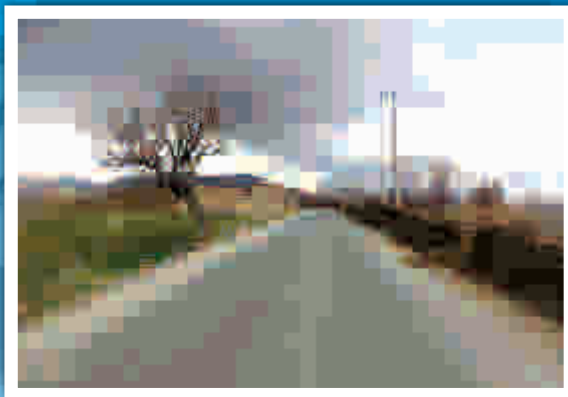
Indicator	Baseline Value	Original Target Values (from Technical Annex)	Formally Revised Target Values	Actual Value Achieved at Completion or Target Years
Indicator 6:	No. of labor days generated by MRRD through road rehabilitation work road			
Value	0	1,025,000 days	1,300,000 days	1,300,000 days
Date achieved		Dec 13, 2007	Nov 21, 2010	Dec 31, 2013
Comments (incl % achieved)	Achieved.			
Indicator 7:	km of rural roads rehabilitated under NRAP and maintained by the communities			
Value	0	1 st year 3,000 km 2 nd year 4,000 km	7,000 km after MTR approved	2,400 km
Date achieved		Dec 13, 2007	Nov 21, 2010	Dec 31, 2013
Comments (incl % achieved)	Length of roads maintained by communities was constrained by budget which was a condition for achieving the target. Given that 16,400 was a combination of all while the actual target was only for bridges and given that the budget was not available, it is concluded that the final length for bridges was completed and achieved.			
Indicator 8:	No. of CDCs/community-based organizations which took part in road maintenance			
Value	0	1 st year 2,500 km 2 nd year 5,800 km		240 CDCs (equivalent to about 2,400 km)
Date achieved		Dec 13, 2007	Nov 21, 2010	Dec 31, 2013
Comments (incl % achieved)	Not achieved. Since CDC maintenance contracts average about 10 km, output met 1 st -year target but fell far short of 2 nd -year target.			
Indicator 9:	No. of labor days generated from road maintenance			
Value		1 st yr 450,000 days 2 nd yr 1,050,000 days		769,974 days
Date achieved				Dec 31, 2013
Comments (incl % achievement)	2013 level exceeded target set for 1 st year but fell short of target for 2 nd year (Data refer to MRRD). No data from MPW			
Indicator 10:	A rural access policy and strategy is in place by the MTR			
Value	No strategy in place		Strategy developed	Strategy developed in draft
Date achieved		Dec 13, 2007	Nov 21, 2010	Dec 31, 2013
Comments (incl. % achieved)	Partially achieved. A consultant has drafted a rural access strategy; its finalization has been carried over to follow-on project ARAP			

Indicator	Baseline Value	Original Target Values (from Technical Annex)	Formally Revised Target Values	Actual Value Achieved at Completion or Target Years
Indicator 11:	A maintenance scheme is in place by the end of 2nd year			
Value	No mechanism in place		Mechanism in place	Scheme in place covering 2,300 km of rural roads
Date achieved		Dec 13, 2007	Nov 21, 2010	Dec 31, 2013
Comments (incl. % achieved)	Achieved			
Indicator 12:	No. of engineering, social development students which successfully complete internships with NRAP			
Value	0		500	200 engineering students
Date achieved		Dec 13, 2007	Nov 21, 2010	Dec 31, 2013
Comments (incl % achieved)	Not achieved.			
Indicator 13:	An improved and interactive M&E system established at each PIU along with an improved MIS			
Value	Non-existent		Fully integrated MIS & M&E in place,	Integrated MIS in place, M&E being improved under next project
Date achieved		Dec 13, 2007	Nov 21, 2010	Dec 31, 2013
Comments (incl. % achieved)	Partially achieved (MIS was achieved, M&E was not fully met as MPW was not equipped with professional M&E staff; is being further developed under ARAP)			
The following 4 indicators were added when the Additional Financing was agreed.				
Indicator 14:	Cost estimation system developed			
Value	Non-existent		System in place	Standard was developed
Date achieved		Dec 13, 2007	Nov 21, 2010	Dec 31, 2013
Comments (incl. % achieved)	Achieved: Work on improved version is on-going under ARAP.			
Indicator 15:	Basic Access Road Standard developed			
Value	None		Standard developed & in use	Developed and in use
Date achieved		Dec 13, 2007	Nov 21, 2010	Dec 31, 2013
Comments (incl. % achieved)	Achieved. Standard was developed and in use. The same Standard is being applied under follow-on project ARAP.			

Indicator	Baseline Value	Original Target Values (from Technical Annex)	Formally Revised Target Values	Actual Value Achieved at Completion or Target Years
Indicator 16:	Gender-Inclusive Rural Access Planning Implemented			
Value	Non-existent		Pilot carried out in 4 provinces	4 provinces by MRRD but not from MPW
Date achieved		Dec 13, 2007	Nov 21, 2010	Dec 31, 2103
Comments (incl. % achieved)	Partially Achieved. A gender -inclusion model was developed in 2010 and piloted in 4 provinces under MRRD.			
Indicator 17:	NRAP Rural Road Network planning & prioritization system developed & in use			
Value	None		System developed and in use	System developed and tested but not in use
Date achieved		Dec 13, 2007	Nov 21, 2010	Dec 31, 2013
Comments (incl. % achieved)	Partially Achieved. A GIS -based network planning system is now in place and tested and will take place under ARAP to update the network data.			

Ref: NERAP impact Evaluation Report.





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