



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

National Rural Access Program (NRAP)

ANNUAL REPORT

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March 2014 - March 2015





Islamic Republic Of Afghanistan

Ministry Of Finance (MoF)

Ministry Of Public Works (MoPW)

Ministry Of Rural Rehabilitation And Development (MRRD)

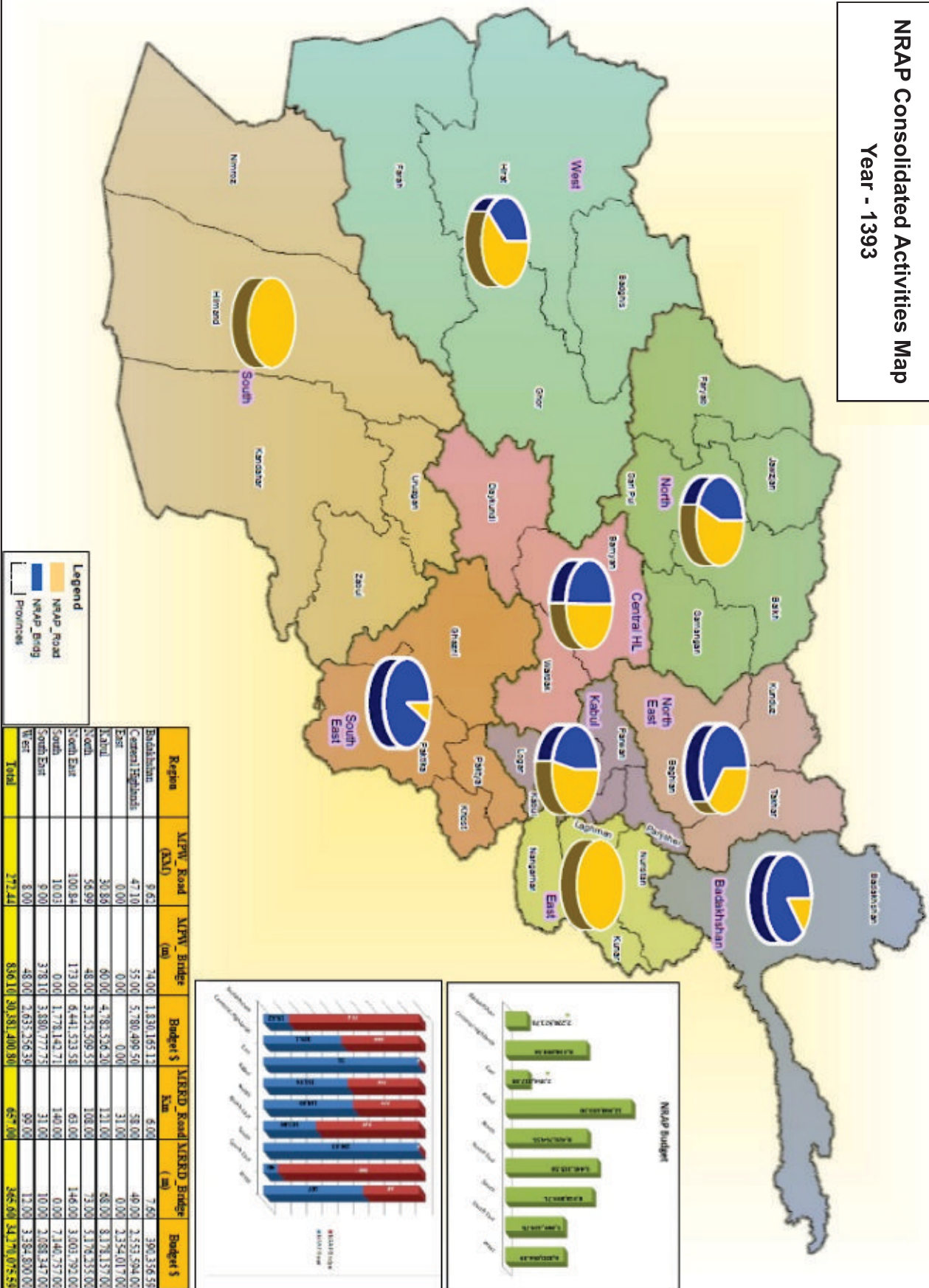
ANNUAL REPORT 1393

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National Rural Access Program
(NRAP)

Year - 1393



Acknowledgment



It is great pleasure to portray NRAP's Annual Report for 1393 to all sectors nevertheless to program's stakeholders information particularly. I would like to express my gratitude to all those who either directly or indirectly contributed to purify this report.

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Besmillah Besmil
Program's National Coordinator
National Rural Access Program

Acronyms and Abbreviations

| | |
|--------|--|
| ARTF | Afghanistan Reconstruction Trust Fund |
| ARAP | Afghanistan Rural Access Project |
| APRP | Afghanistan Peace Reintegration Project |
| AUSAID | Australian Agency for International Development |
| ANDS | Afghanistan National Development Strategy |
| ANSA | Afghanistan National Standard Authority |
| CDC | Community Development Consul |
| CM | Coordination Meeting |
| CARD-F | Comprehensive Agriculture and Rural Development Facility |
| DFID | Department for International Development |
| DLP | Defect Liability Period |
| DGCS | Directorate General for Development Cooperation |
| EM | Emergency Maintenance |
| ESMF | Environmental and Social Safeguard Framework |
| ESM | Environmental and Social Management |
| FA | Financial Audit |
| FP | Facilitating Partner |
| GRC | Grievance Redress Committee |
| IC | Implementation Consultant |
| IDA | International Development Association |
| IRD | International Relief Development |
| Km | Kilometer |
| KPI | Key Performance Indicator |
| LB | Labor Based |
| RM | Running 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 |
| 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 |
| USAID | United States Agency for International Development |
| URAP | Uruzgan Rural Access Project |
| WB | World Bank |

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INTRODUCTION

Subsequent to the end of several decades of civil war and political turbulence in the country, the Bonn Agreement in 2001 laid full stop to the subject of social instability through a concept of political transformation, underscoring the state-building and development, therefore rural development and local livelihood improvement has become a topmost government priority which is likewise accentuated in Afghanistan National Development Strategy (ANDS) during 2008-2013.

The National Rural Access Program (NRAP) was thus formulated as one of the national priority programs in 2002; focusing on rural roads in all 34 provinces of Afghanistan. The originally known NEEP (National Emergency Employment Program) was initially aimed to create employment during rehabilitating of rural roads network. However, based on recommendation of an external review in 2005, strategic shift in policy was endorsed to dually focus a) quality rural road rehabilitation and, b) generation of employments.

The program now relies on three dimensional conceptual frameworks of a) connectivity: to connect people to basic life services such as school, clinic and market, b) Quality: to upgrade functions of access to operate within engineering standards, and c) sustainability: to maintain required level of services of roads network to sustain economic life, quality of services and connectivity.

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:

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

In addition, the institutional framework of the program 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 has been mainly financed through World Bank grants/credits, the Afghanistan Reconstruction Trust Fund (ARTF) and other donors insofar.

NRAP is responsible to share required information with its stakeholders and disseminate regular monthly, quarterly and annual reports to make beneficiaries acquainted of routine progress.

This report portrayed for the same objective. The report evaluated the past performance, calibrates the present progress, extract lesson learnt (success stories) and propose recommendation for dwelling its future.

NRAP at Fleeting Look

NRAP contributes in fortifying local economy and livelihoods. The program constructed more than 13,600 Km of road, 6400 linear meters of bridges, 258,000 meter other associated road infrastructures as well as generated more than 18 million labor days since inception until March 2015. Furthermore, around 30% of total cost of projects injected to surrounding community through labor in the project site. For more details please refer to (Annex: 1-NRAP Provincial Wise Achievement since Inception till March 2015).

National Rural Access Program implement and oversights various major project in road sector.

1-Afghanistan Rural Access Project (ARAP)

The Afghanistan Rural Access Project (ARAP) or (P125961) originally worth, US\$ 332m is funded through joint grant numbers of (H792 – AF) shares US\$ 125m and (TF 013093) shares US\$ 207m aims to enable rural communities to benefit from all-season road access to basic services and facilities. The effective date of ARAP is 1st October 2012 and will last till 31 March 2018 with overall implementation period of 5.5 years, and it consists of three components A, B and C.

Component A: Implemented by MoPW with planned amount of US\$186 m, Component A targets improvement and maintenance of secondary roads. The component is initially designed to achieve:

- Improvement of 1000 kilometers of standard secondary roads;
- Upgrading of 250 kilometers of secondary roads to paved standards;
- Construction of about 1,000 linear meters of bridges on secondary roads;
- Periodic maintenance of about 850 km of unpaved and 50 km of paved secondary roads; and
- Routine maintenance of about 150 km of paved roads and 850 km of unpaved secondary roads.

Reference to second year result indicators of the project the overall physical progress of Component A is good.

As of March 2015 total 247Km gravel surfaced secondary road which indicates overall 24% progress but 108% against 2nd year indicator is completed insofar while 354 Km road is in progress which indicatively exceed the preset indicator for gravel surface secondary road. Similarly 27Km asphalt standard surface which indicates overall 10.8% progress but 33.7% against indicator set for 2nd year is completed while 208Km is ongoing. The indicative progress exceeds the indicator set for 2nd year.

Likewise total 868 linear meter bridges which indicates overall 86.8% progress but 289% against indicator set for 2nd year of the activity have been constructed insofar, while 426 linear meter Bridge is in progress which dominantly (189%) exceeds the preset indicator for 2nd year.

Overall the routine and periodic maintenance of 1356km road (324Km periodic+ 1032Km routine) is either completed for periodic maintenance or ongoing for routine maintenance which clearly shows the high pace (106% ahead of the target set for maintenance working).

Financial progress of the component is Satisfactory. The entire budgeted amount of the component (US\$ 186m) including allocation for operation is 100% committed. With disbursed amount of US\$ 76.074 m the disbursement rate of Component A is at 41%.

It is essential to highlight the fact that the entire allocated amount for Component A will hardly achieve only 605Km (61%) of planned gravel surfaced secondary road, nevertheless 261Km (104%) of planned asphalt surface secondary road, 1366 linear meter (137%) of planned bridge over secondary road, 1032Km (103%) planned routine and periodic maintenance of secondary road.

This component has roughly US\$ 80m cost overrun issue to reach PDO in general but particularly to achieve the initial scope of 1000 Km gravel surfaced secondary road.

Component B: is collectively worth US\$ 128m for improvement and maintenance of tertiary or village roads, implemented by MRRD. The component is initially designed to achieve:

- Improvement of 1300Km gravel surfaced tertiary roads.
- Construction of 1600 linear meter Bridge over tertiary roads
- Maintenance of 2000Km tertiary roads on routine and periodic bases

Reference to second year result indicators of the project (450 Km gravel surface road, 600 linear meter bridge construction and 600 Km of tertiary road is under routine as well as periodic maintenance respectively) the overall physical progress of Component B is good.

As of March 2015 total 679 Km of planned gravel surfaced tertiary road is completed. This indicates overall (52%) progress but 150% against the target set for 2nd year of the activity in the project. The progress is 50% above the target for 2nd year. Similarly 592 linear meter, 37% of total planned bridge construction on tertiary road which indicates 98.6% achievement against 2nd year result indicator for bridge construction over tertiary road.

Likewise totals 3607 Km of planned (2000Km) tertiary road is either completed for periodic maintenance or progressing under routine maintenance which indicates 601% achievement above the target set for 2nd year in project documents.

Financial progress of the component is also Satisfactory. The entire cost of the component (US\$128m) including allocation for operation is 100% committed while US\$31.00m (40%) of total is disbursed.

Component C: - is collectively worth US\$ 18m for Program Planning and Development, Institutional Strengthening and Program Coordination Support and jointly implemented by MPW and MRRD while coordinated by a small National Coordination Unit NCU, MOF; the component initially designed to achieve:

- Setting up a rural roads planning and management system
- Institutional Strengthening
- Program Coordination Support

The overall progress of the component is satisfactory. Road network classification finalized and approved by all three ministries of MoPW, MRRD and MoF, data collection for road network inventory and condition are 50% completed while the indicator is 40% by 2nd year of the project life. Road network management system is in place and 100% developed and approved, the database for road network planning system is 90% completed, however, the testing of the system is in progress yet to be completed.

Design standards for road in coordination with MoPW has been developed by Afghanistan National Standard Authority (ANSA), however, rural road standards yet to be adapted.

The issue was communicated with ANSA, nevertheless, it was verbally agreed to extract the standards by program through external individual consultant and submit it to ANSA for approval. The term of reference for external consultant has been finalized, however, the consultant yet to be hired for the assignment.

Furthermore, cost estimation system developed and it is fully functional. Web Based Cost Estimation System has been designed by Program's Database Developer in coordination and support of MoPW survey and design unit. The web based cost estimation system is an exceptional system which has been launched and checked early in 2015 by survey and design unit.

Financial Management System is fully functional in both ministries of MoPW and MRRD. NRAP's financial

management arrangements firstly developed in MRRD and continued development into MoPW through external consultant. The system is fully functional, however, it is not cost effective as it requires regular maintenance through company which originally developed it, but the maintenance cost is not affordable for the program to continue with the situation.

Road Sector Organizational Study which include road authority, road fund and transport institute undertaken by AMEC funded by USAID. Therefore, to eradicate duplication of the efforts the program has stopped investment instantly after receiving the information in concern.

2- Uruzgan Rural Access Project (URAP)

This project has been funded by AusAID. The total budget of this project is US\$ 5.8 million for delivering 83 km of gravel road and 37 linear meters of bridges and 86 km of maintenance in Uruzgan province of Afghanistan. The design and procurement of this project has been completed. The physical works of the project has been started and have had good progress.

3- NRAP-MoF

This project has been funded by Ministry of Finance of Islamic Republic of Afghanistan. The project has a total cumulative budget of US\$ 6.6 million in different years, starting in SY 1389 with a total target of 189 km road and 149 linear meters of bridges across nine provinces of Afghanistan which will be implemented by NRAP-MRRD. Due to financial problems in Ministry of finance, the physical works of the project has been stopped till this report.

4- Comprehensive Agriculture and Rural Development Facility (CARD-F)

Comprehensive Agriculture and Rural Development Facility (CARD-F) is a new project under NRAP-MRRD funded by DFID. The total budget of this project is US\$ 1.52 million for delivering 6.35 km of Asphalt road and its structures in Balkh province. The physical works of the project has been completed.

5- JAPAN-FUND

Japan fund is another new project under NRAP-MRRD funded by Japan. The total budget of this project is US\$ 23.5 million for delivering 190 km of road (Asphalt and Gravel) and 711 linear meters of bridges in 12 provinces of Afghanistan. The design and procurement of this project has been completed. The physical works of the project has been started and have had good progress.

Adequacy of NRAP Implementation Plan Since Inception & During 1393

ARAP Physical Achievements

The Afghanistan Rural Access Project (ARAP) consisted of three major components A, B, C which in turn subdivided into 4, 5, 3 sub components respectively.

Component A worth US\$ 186 million for improvement of collectively 1250 Km consisted of 1000Km unpaved and 250 km paved surface secondary/district roads and construction of 1000 linear meter bridges as well as routine and periodic maintenance of 1000 km of pre-rehabilitated of same class maintainable roads.

Component B worth US\$ 128 million is allocated to improve 1300Km gravel surfaced village roads and construction of 1600 linear meter bridges as well as routine/ periodic maintenance of 2000Km of Pre-rehabilitated network in maintainable condition of the same class, while component C worth US\$ 18 million is allocated for program planning, developing, institutional strengthening and program coordination support. For detailed activity costing please refer to (Annex: 2-Detailed Project Cost by Activities (US\$ million)).

The implementation progress of the entire project is in accordance to work and procurement plan and moves forward satisfactory. Component based activities; physical and financial progress is outline as bellow, however, for detail progresses please refer to (Annex; 3, 4 and 5).

Component A—This component of ARAP project collectively worth US\$ 186m and executed by MoPW to cover improvement, upgrading and maintenance of the secondary roads as well as construction of bridge over secondary road.

The cumulative physical achievements including both gravel and asphalt standard road since March 2014 till March 2015 is 224 km district road, 836 linear meter bridges and 53,456 linear meters associated drainage structures have been constructed. While it was planned to achieve the following during 1393:

- i- Improvement of 1000Km gravel surface secondary road
- ii- Upgrading 250Km secondary road from existing surface to bituminous standard
- iii- Construction of 1000 linear meter Bridge over secondary road
- iv- Maintenance of 1000Km of secondary road on routine and periodic bases
- v- Project Management and Implementation Support (IC & PIU staff)

This component has roughly US\$ 80m cost overrun issue to reach PDO in general but particularly to achieve the initial scope of 1000 Km gravel surfaced secondary road.

(i) Improvement of 1000 kilometers of gravel surface secondary roads:

In general the component has fund shortfall of more than US\$ 80m to complete the designed scope and consequently achieve the Project Development Objectives successfully. The initial cost/km during project design was US\$ 75000/Km of gravel road; however, based on the recent year's market prices escalation and the variations within the different geographic zones, the unit cost of unpaved secondary roads is in the range of US\$ 135,000-145,000 per km. The following tables explain both since inception and during the year achievements.

Table: 1-Gravel surface secondary roads since inception till March 2015

| Description | Target | Developed | Procured | Deliver |
|--------------------------------|------------|---------------|----------|------------|
| No of Contract | 95 | 85 | 65 | 23.00 |
| Length of Road (Km) | 1,000 | 601.75 | 601.75 | 247.91 |
| Cost (US\$ in m) | 67.5 | 69.74 | 69.74 | 27.21 |
| Associated Infrastructure (Rm) | 95,461.20 | Not Aplicable | | 54,500.00 |
| Labor days generated (M.D) | 424,240.79 | Not Aplicable | | 250,271.02 |

Table: 2-Gravel surface secondary roads since March 2014 to March 2015

| Description | Target | Developed | Procured | Deliver |
|--------------------------------|-----------|---------------|----------|------------|
| No of Contract | 14 | 31 | 32 | 17 |
| Length of Road (Km) | 227 | 363 | 359 | 196.57 |
| Cost (US\$ in m) | 45 | 66,54 | 46,14 | 16.4 |
| Associated Infrastructure (Rm) | 95,461.20 | Not Aplicable | | 42,314.00 |
| Labor days generated (M.D) | 750,000 | Not Aplicable | | 282,911.17 |

(ii) Upgrading of 250 kilometers of secondary roads to paved standards:

These secondary roads are considered by the Government as important links and warrant improvement to a higher standard than the one set for rural access roads. Based on the recent market prices and the variations within the different geographic zones, the unit average cost of these roads is about US\$245,000 per km. The following tables explain both since inception and during the year achievement.

Table: 3- Secondary roads paved standard since inception till March 2015

| Description | Target | Developed | Procured | Deliver |
|--------------------------------|------------|---------------|----------|-----------|
| No of Contract | 29 | 37 | 29 | 3 |
| Length of Road (Km) | 250 | 261.17 | 261.17 | 27.49 |
| Cost (US\$ in m) | 40 | 62.42 | 62.42 | 5.10 |
| Associated Infrastructure (Rm) | 17,196.00 | Not Aplicable | | 6,354 |
| Labor days generated (M.D) | 430,410.35 | Not Aplicable | | 76,459.86 |

Table: 4- Secondary roads paved standard since March 2014 to March 2015

| Description | Target | Developed | Procured | Deliver |
|--------------------------------|-----------|---------------|----------|-----------|
| No of Contract | 14 | 14 | 20 | 3 |
| Length of Road (Km) | 160 | 220.37 | 220.37 | 27.49 |
| Cost (US\$ in m) | 40 | 52.31 | 52.31 | 5.10 |
| Associated Infrastructure (Rm) | 17,196.00 | Not Aplicable | | 6,354 |
| Labor days generated (M.D) | 666,667 | Not Aplicable | | 76,459.86 |

(iii) Construction of about 1,000 linear meters of bridges on secondary roads:

Given the type of resources and technical expertise required to construct bridges, most of the contracts is undertaken by experienced private contractors. Based on program experience the most economical design has been adopted for these bridges. The following tables explain both since inception and during the year achievement.

Table: 5- Bridge construction on secondary roads since inception till March 2015

| Description | Target | Developed | Procured | Deliver |
|----------------------------|------------|----------------|----------|------------|
| No of Contract | 29 | 29 | 26 | 18 |
| Length of Bridge (Rm) | 1000 | 1,294.10 | 1,294.10 | 868.10 |
| Cost (US\$ in m) | 9 | 13.64 | 13.64 | 9.39 |
| Labor days generated (M.D) | 134,638.96 | Not Applicable | | 111,482.29 |

Table: 6- Bridge construction on secondary roads since March 2014 till March 2015

| Description | Target | Developed | Procured | Deliver |
|----------------------------|---------|----------------|----------|-----------|
| No of Contract | 14 | 6 | 5 | 16 |
| Length of Bridge (Rm) | 684 | 1,262.10 | 1,262.10 | 836.10 |
| Cost (US\$ in m) | 9 | 13.34 | 13.34 | 8.84 |
| Labor days generated (M.D) | 147,334 | Not Applicable | | 35,911.00 |

(iv) Maintenance of 1000Km of secondary road on routine and periodic bases:

a. Periodic maintenance of about 850 km of unpaved secondary roads: The periodic maintenance largely focuses on the same 850 km of unpaved secondary roads that are earmarked for routine maintenance. Periodic maintenance involves reshaping of grades and cambers, and re-gravelling with 100-150 mm of selected gravel. The following tables explain both since inception and during the year achievement.

Table: 7- Periodic maintenance of unpaved secondary roads since since inception till March 2015

| Description | Target | Developed | Procured | Deliver |
|----------------------------|---------|----------------|----------|------------|
| No of Contract | 25 | 12 | 12 | 8 |
| Length of Road (Km) | 850 | 488.59 | 488.59 | 300.3 |
| Cost (US\$ in m) | 10.26 | 5.85 | 5.85 | 3.84 |
| Labor days generated (M.D) | 171,000 | Not Applicable | | 191,062.46 |

Table: 8- Periodic maintenance of unpaved secondary roads since March 2014 to March 2015

| Description | Target | Developed | Procured | Deliver |
|----------------------------|---------|----------------|----------|------------|
| No of Contract | 25 | 12 | 12 | 4 |
| Length of Road (Km) | 850 | 309.59 | 309.59 | 131.30 |
| Cost (US\$ in m) | 10.26 | 3.75 | 3.75 | 1.38 |
| Labor days generated (M.D) | 171,000 | Not Applicable | | 131.537.14 |

b. Periodic maintenance of about 50 km of paved secondary roads: The 50 km of paved roads to receive periodic maintenance is selected from 150 km of paved secondary roads earmarked for routine maintenance. Periodic maintenance involves reshaping of grades and cambers and resurfacing of pavement. The following tables explain both since inception and during the year achievement.

Table: 9- Periodic maintenance of paved secondary roads since inception till March 2015

| Description | Target | Developed | Procured | Deliver |
|----------------------------|--------|----------------|----------|-----------|
| No of Contract | 4 | 4 | 4 | 4 |
| Length of Road (Km) | 58 | 24.3 | 24.3 | 24.3 |
| Cost (US\$ in m) | 1.88 | 1.49 | 1.49 | 1.49 |
| Labor days generated (M.D) | 31,334 | Not Applicable | | 40,042.77 |

Table: 10- Periodic maintenance of paved secondary roads since March 2014 to March 2015

| Description | Target | Developed | Procured | Deliver |
|----------------------------|--------|----------------|----------|-----------|
| No of Contract | 2 | 1 | 1 | 1 |
| Length of Road (Km) | 58 | 12 | 12 | 12 |
| Cost (US\$ in m) | 1.88 | 1.20 | 1.20 | 1.20 |
| Labor days generated (M.D) | 31,334 | Not Applicable | | 40,042.77 |

c. Routine maintenance on about 150 km of paved roads and 850 km of unpaved secondary roads:

Routine maintenance involves the day to day up keep of the road functionality. The routine maintenance of paved roads includes patching works, grass cutting and cleaning of drains.

Initially, the target for routine maintenance was 850 km unpaved and 150 km paved length. As there was critical need for paved secondary roads maintenance the length of paved road increased from 150Km to 450 Km and in contrast the length of unpaved road decreased from 850Km to 550 Km, this issue was shared with donor. The following tables explain both since inception and during the year achievement.

Table: 11- Routine maintenance of paved secondary roads since inception till March 2015

| Description | Target | Developed | Procured | Deliver |
|----------------------------|-----------|----------------|----------|-----------|
| No of Contract | 93 | 93 | 93 | 93 |
| Length of Road (Km) | 1032 | 1032 | 1032 | 1032 |
| Cost (US\$ in m) | 1.6 | 1.6 | 1.6 | 1.6 |
| Labor days generated (M.D) | 53,498.87 | Not Applicable | | 53,498.87 |

Table: 12- Routine maintenance of paved secondary roads since March 2014 to March 2015

| Description | Target | Developed | Procured | Deliver |
|----------------------------|-----------|----------------|----------|----------|
| No of Contract | 93 | 80 | 80 | 44 |
| Length of Road (Km) | 1032 | 858.07 | 858.07 | 451.75 |
| Cost (US\$ in m) | 1.6 | 1.38 | 1.38 | .72 |
| Labor days generated (M.D) | 53,498.87 | Not Applicable | | 24,00617 |

d. Emergency Maintenance: A provision of US\$ 1.5 million has been made available in the project for emergency maintenance to keep the roads connected instantly after disconnection due to potential or unforeseeable adverse weather condition, e.g. heavy snowfall or turbulent flooding. The following tables explain both since inception and during the year achievement.

Table: 13- Emergency maintenance of secondary roads since inception till March 2015

| Description | Target | Developed | Procured | Deliver |
|----------------------------|--------|----------------|----------|---------|
| No of Contract | 21 | 18 | 18 | 7 |
| Length of Road (Km) | 0 | 0 | 0 | 0 |
| Cost (US\$ in m) | 0.71 | 0.66 | 0.66 | 0.38 |
| Labor days generated (M.D) | 718.83 | Not Applicable | | 656 |

Table: 14- Emergency maintenance of secondary roads since March 2014 to March 2015

| Description | Target | Developed | Procured | Deliver |
|----------------------------|--------|----------------|----------|---------|
| No of Contract | 21 | 18 | 18 | 7 |
| Length of Road (Km) | 0 | 0 | 0 | 0 |
| Cost (US\$ in m) | 0.71 | 0.66 | 0.66 | 0.38 |
| Labor days generated (M.D) | 718.83 | Not Applicable | | |

e. Post Disaster Rehabilitation: Early 2014 turbulent floods and land slide caused sever damages to the road network in north and west regions which entails immediate response; however, immense nature of the work involves additional fund and time for rehabilitation. The proposal with the listed locations was sent to World Bank approval for extra fund, the approved fund titled POST DISASTER REHABILITATION. For this purpose, NRAP-MoPW prepared 38 project documents under 10 packages which are recently awarded to companies and the implementation is in progress.

Component B – This component of ARAP project is executed by MRRD and collectively worth US\$128m which covers improvement, maintenance and construction of bridges over minor local or village roads. The cumulative physical progress since inception; 2012 to March 2015 is 679 km of roads, 511 linear meter bridges, 19,648 linear meters associated drainage structures and 693,218.00 no of generated labor days. While it was planned to achieve the following during 1393:

- i. Improvement of about 545 km of tertiary roads to gravel surface standard during the year 1393
- ii. Bridge construction works for about 720 linear m during the year 1393
- iii. Routine & Periodic maintenance of about 3655 km of tertiary roads & provision for emergency maintenance during the year 1393

i. Improvement of about 545 km of tertiary roads to gravel surface standard during the year 1393

The subprojects are selected based on agreed criteria explained in the project documents. Post to prioritization against specific criteria the subproject promoted to development stage which includes technical, social, environmental studies as well as design of the project. After technical and social qualification it is promoted to procurement stage followed by delivery or implementation stages. The following tables explain both since inception and during the year achievement.

Table: 15- Tertiary roads construction since inception till March 2015

| Description | Target | Developed | Procured | Deliver |
|--------------------------------|----------------|----------------|----------|---------|
| No of Contract | 242 | 326 | 284 | 138 |
| Length of Road (Km) | 1300 | 1465 | 1330 | 679 |
| Cost (US\$ in m) | 58.5 | Not Applicable | 61.8 | 25 |
| Associated Infrastructure (Rm) | Not Applicable | | | 19,585 |
| Labor days generated (M.D) | Not Applicable | | | 632,982 |

Table: 16- Tertiary roads construction since March 2014 to March 2015

| Description | Target | Developed | Procured | Deliver |
|--------------------------------|----------------|-----------|----------|---------|
| No of Contract | 131 | 126 | 159 | 101 |
| Length of Road (Km) | 545 | 447 | 591 | 492 |
| Cost (US\$ in m) | Not Applicable | | 30 | 19.3 |
| Associated Infrastructure (Rm) | Not Applicable | | | 15,991 |
| Labor days generated (M.D) | Not Applicable | | | 524,875 |

ii. Bridge construction works for about 720 linear m during the year 1393

These bridges as above are selected based on agreed criteria explained in the project documents. Post to prioritization against specific criteria the subproject promoted to development stage which includes technical, social, environmental studies as well as design of the project. After technical and social qualification it is promoted to procurement stage followed by delivery or implementation stages. The following tables explain both since inception and during the year achievements.

Table: 17- Bridge construction on tertiary roads since inception till March 2015

| Description | Target | Developed | Procured | Deliver |
|----------------------------|----------------|----------------|----------|---------|
| No of Contract | 66 | 43 | 38 | 20 |
| Length of Bridge (Rm) | 1600 | 1923 | 1586 | 592 |
| Cost (US\$ in m) | 10 | Not Applicable | 8.3 | 3.4 |
| Labor days generated (M.D) | Not Applicable | | | 63,020 |

Table: 18- Bridge construction on tertiary roads since March 2014 till March 2015

| Description | Target | Developed | Procured | Deliver |
|----------------------------|----------------|-----------|----------|---------|
| No of Contract | 17 | 80 | 80 | 44 |
| Length of Bridge (Rm) | 720 | 858.07 | 858.07 | 451.75 |
| Cost (US\$ in m) | Not Applicable | | 2.3 | 2.1 |
| Labor days generated (M.D) | Not Applicable | | | 44,689 |

iii. Routine & Periodic maintenance of about 3655 km of tertiary roads & provision for emergency maintenance:

This subcomponent is maintenance centric and entails emergency routine and periodic maintenance of NRAP constructed minor local or village road. Total 3155 km village road is under routine, 502 Km road is under periodic maintenance and snow cleaning conduct to total 200Km village road since inception of the project while 195Km is the achievement of 1393. The following tabulated data explains all periodic, routine (above the target) and emergency maintenance achievement both since inception of the project and during reporting year.

a. Periodic maintenance of about 500 km of tertiary roads

Table: 19- Periodic maintenance of tertiary roads since inception till March 2015

| Description | Target | Developed | Procured | Deliver |
|----------------------------|----------------|-----------|----------|---------|
| No of Contract | 7 | 7 | 7 | 5 |
| Length of Road (Km) | 500 | 502 | 502 | 367 |
| Cost (US\$ in m) | Not Applicable | | 3.1 | 2.16 |
| Labor days generated (M.D) | Not Applicable | | | 27,525 |

Table: 20- Periodic maintenance of tertiary roads since March 2014 till March 2015

| Description | Target | Developed | Procured | Deliver |
|----------------------------|----------------|-----------|----------|---------|
| No of Contract | 7 | 7 | 5 | 5 |
| Length of Road (Km) | 500 | 502 | 401 | 367 |
| Cost (US\$ in m) | Not Applicable | | 0.84 | 2.16 |
| Labor days generated (M.D) | Not Applicable | | | 27,525 |

b. Routine maintenance of about 3,000 km of tertiary roads:**Table: 21- Routine maintenance of tertiary roads since inception till March 2015**

| Description | Target | Developed | Procured | Deliver |
|----------------------------|----------------|-----------|----------|---------|
| No of Contract | 198 | 217 | 217 | 217 |
| Length of Road (Km) | 3,000 | 3,240 | 3,240 | 3,240 |
| Cost (US\$ in m) | Not Applicable | | | 3.62 |
| Labor days generated (M.D) | Not Applicable | | | 680,961 |

Table: 22- Routine maintenance of tertiary roads since March 2014 till March 2015

| Description | Target | Developed | Procured | Deliver |
|----------------------------|----------------|-----------|----------|---------|
| No of Contract | 217 | 221 | 221 | 221 |
| Length of Road (Km) | 3,155 | 3,240 | 3,240 | 3,240 |
| Cost (US\$ in m) | Not Applicable | | | 3.68 |
| Labor days generated (M.D) | Not Applicable | | | 557,887 |

c. Emergency Maintenance**Table: 23- Emergency maintenance of tertiary roads since inception till March 2015**

| Description | Target | Developed | Procured | Deliver |
|----------------------------|----------------|-----------|----------|---------|
| No of Contract | Not Applicable | 26 | 26 | 26 |
| Length of Road (Km) | | 200 | 200 | 200 |
| Cost (US\$ in m) | | 0.36 | 0.36 | 0.36 |
| Labor days generated (M.D) | Not Applicable | | | 12,445 |

Table: 24- Emergency maintenance of tertiary roads since March 2014 till March 2015

| Description | Target | Developed | Procured | Deliver |
|----------------------------|----------------|-----------|----------|---------|
| No of Contract | Not Applicable | 22 | 22 | 22 |
| Length of Road (Km) | | 195 | 195 | 195 |
| Cost (US\$ in m) | | 0.31 | 0.31 | 0.31 |
| Labor days generated (M.D) | Not Applicable | | | 9,914 |

Component C: Program Planning and Development; Institutional Strengthening; and Program Coordination Support (US\$ 18.0 million):

In spite of the very large investment that the program has made through government to improve rural access, however much still remains untouched, it is therefore continuous institutional strengthening and capacity building deemed necessary. So, that to adopt the newest technologies in rational base planning, organizing, monitoring and evaluation of individual projects and all activities in the sector routinely and systematically monitored and evaluated to realized outcomes. The activities under this component are broadly disaggregated in the following three sub-components.

(I) Rural roads planning and management system. The objective of this sub-component is to develop and install a comprehensive system of data collection and analysis for strategic planning and sustainable management of the rural road network. The sub-activities under this component consist of:

Table: 25- Rural roads planning and management system activities and achievements

| Activity | Achievements |
|--|---|
| (a) Creating a complete set of rural road network inventory including its length and condition and a system for its continuous updating. | (a) Creating a complete set of rural road network inventory: Significant progress has been made in this regard. The database developed, the consultant for data collection is hired, the approaches both for road network inventory and condition survey formulated and approximately 50% data has been collected and entered into the database. |
| (b) Updating and strengthening a network planning, development and management system including the definition of appropriate service levels and using appropriate economic appraisal techniques. | (b) Network planning and management system: This activity is 100% completed. The road classification system is developed and approved, all required forms for data collection are developed, GIS friendly database is developed as per instruction manual of road management system. |
| (c) Developing a comprehensive set of standard rural roads design and cost estimation system. | (c) Developing a comprehensive set of rural roads design standards and cost estimation system: The road design standards have been formulated by Afghanistan National Standard Authority (ANSA), however, the rural road standard has been extracted by program and need verification through international consultant. Total 90% progress has been made in this regard. |
| (d) Setting up a system for the short, medium and long term maintenance of the rural road network and a system to respond to emergency maintenance works and support for their implementation. | (d) Setting up a system for the short, medium and long term maintenance of the rural road network: The system and strategy for all type of maintenance including routine, periodic, and emergency maintenance in place, however, the comprehensive strategy will be formulated after completion of data collection for network planning system. |

(ii) Institutional Strengthening & Capacity Building: The objective of this sub-component is to review the institutional arrangements in the rural roads sector and propose any necessary changes; and assess the capacity of the public and private sectors to address the needs of the sector and propose measures to fill the identified gaps. These objectives will be achieved through the following activities:

Table: 26- Institutional Strengthening & Capacity Building Activities & Achievements

| Activity | Achievements |
|---|--|
| a) Carry out a study of the laws, regulations, organizational structure and the human resource capacity of the rural roads sector | a) this activity is postponed to next year |
| b) Prepare and implement a comprehensive capacity development plan for public sector staff at central, provincial and local levels responsible for the management of the rural roads sector | b) Capacity building plan has been prepared and applied since the first year of the project, total 250 fresh graduate engineers as well as 222 internship students were trained and support during reporting period. |
| (c) Capacity building for domestic consulting firms and contractors | (c) Several training was conducted for private sector both through PIU - MRRD and PIU - MoPW. |
| (d) Developing capacity for in - house financial management and management of environmental and social safeguards | (d) Financial management training was conducted and ESM training is under plan |
| (e) Construction of functional office and laboratory buildings in the eight regional offices, and improving the program library | (e) The buildings are under construction and the progress is promising to complete the building in 1394. |

(iii) Program Coordination Support: The objective of this sub-component is to provide support for project management, technical and financial audits, monitoring and evaluation, and public outreach. This will be achieved through the following activities:

- (a) Financing the operating costs of the National Coordination Unit (NCU)
- (b) Supporting the monitoring and evaluation, technical and financial audits
- (c) Provide technical support for the Steering Committee in the preparation of the Mid-Term Review (MTR) and all other reporting activities
- (d) Conducting baseline and regular surveys to obtain information and data including project implementation progress and outputs, in support of the monitoring and evaluation of the project
- (e) Preparing a public relations program using appropriate media to publicize the activities of the rural roads program and its implementation, and mobilize public support for its activities; and;
- (f) Preparation of follow on program/project.

(a) National Coordination Unit (NCU): The unit set in MoF is responsible for implementing assigned activities; nevertheless, the fiduciary management is conducted through PIU-MoPW which goes smoothly. Beside day-to-day coordination of project implementation the following features of the project has been conducted.

1- Budgeting

Annual work and budget plan has been prepared in consultation with the budget committee, while ad hoc budget committees conducted on particular budgetary issue as a result the program has no regular budgeting issue by now.

2- Unified Databases

Individual databases, including unified MIS, cost estimation systems have been developed in program,

“The mission considers the overall progress towards achieving the development objective satisfactory. Overall implementation progress is satisfactory. Procurement, financial management and environmental and social management are rated satisfactory while monitoring and evaluation is rated as moderately satisfactory.”

(AM, Management Support Mission, May 01, 2014, NERAP, Project p 1)

however, systematic web-based information flow system yet to be developed. The means to record the outputs systematically have been put in place in each PIU, which routinely generates and circulates tables listing physical progress, as programmed. So far, little has been done to make that information available to the beneficiary communities, and to practice community based monitoring or involving the beneficiaries to monitor the progress.

(b) Supporting the monitoring and evaluation, technical and financial audits:

Data on project implementation are administered and circulated through monthly, quarterly and annual reports both on regular and ad hoc bases to all relevant stakeholders. Technical monitoring to audit project documentation, consistency of information, design and other technical standards, authority and accountability in decision making processes, quality of construction, construction management and field record keeping was four times advertised, however, no qualified consultant were found, while, searching process to find qualified candidates is still going on. The project is financially audited by supreme auditing office of the government on annual basis, fortunately each time financially unqualified (Clean Report) is obtained, no particular issue detected so far.

(c) Technical and logistic supports are provided to steering committee whenever needed: The committee remained committed and supportive to the program.

(d) Baseline study: A baseline study has been conducted during first year of the project. A sample of 34% of total road subprojects including secondary and tertiary road and bridges has been selected in nine regions maintaining different terrains and climates. The data was collected according to pre-designed and approved questionnaire. The collected data entered into designed database through double entry system and evaluated for project indicators. The final report was publically disseminated on 29 March 2015. For details please refer to (Annex: 10- Monitoring and Evaluation).

(e) Public Relation & Communications: Beside regular monthly newsletter, updating program website, program brochures, wall and desk calendars are been portrayed on annual basis the following activities is conducted in different project sits.

1- Household and market surveys:

This survey is conducted in completed subproject to measure the impact of particular road project and the beneficiary quotes are not only disseminated in annual reports and workshops but also uploaded in program website. For more detail please refer to success stories and beneficiary quotes.

2- Beneficiary satisfaction surveys:

This survey is conducted in ongoing road subproject to find out beneficiaries satisfaction about ongoing road construction work in terms of its quality and ESM measures. For more detail please refer to success stories and beneficiary quotes.

3- World Bank Implementation Support Missions:

During reporting period two Post Action Reviews on ARAP project have been conducted through World Bank, first review was between May 11-24, 2014 and second review was between December 01-11, 2014.

In essence the objective of these missions is to find out potential deviation of the project toward project development objective and ensure project indicators achievement within designated timeframe and cost.

According to mission report Para 6 (p1) the overall progress of ARAP project, towards PDO, implementation, and operation is satisfactory.

Environmental and Social Safegaurds

The safeguard teams in both PIUs have prepared individual ESMP for each subproject in more consistent manner, enhanced reporting mechanisms, implemented a better monitoring and supervision system, ample staffing at regional/field level also improved coordination between design and the safeguards focal points.

The implementation of social safeguards has also much improved in general. The preparation of ESMP has been made mandatory for each sub-project and both PIUs have already appointed safeguard focal points in each region who regularly monitor implementation of ESMP. The ESM section of both PIUs provided training to ESM focal points, Engineers, Grievances Redress committee (GRC) members and contractors staff on safeguard management.

Gender inclusion model and plan has already finalized, PIU-MRRD has completed gender focal points, and however MoPW's PIU has one Gender ESM Officer at H.Q and one Gender ESM Associate at Kabul Regional Office, but recruitment of remaining focal points in other regions is pending due to fund deficits which will be resolved by additional fund effectiveness.

Community based monitoring of subprojects and trainings of the contractors have been applied according to ESMF Policy on protections and management of environment. Furthermore, local communities were encouraged to feel the sense of ownership to contribute more for subprojects implementation.

Achievements on Environment and Social Safeguard Component A:

Component A has achieved a considerable intermediate result toward protecting the environment and granting social safeguard during 1393.

According to actual data from ESM unit in MoPW, 65 ESM plans were prepared for 65 subprojects of secondary roads in which there are 7319096 persons beneficiaries. However, 307 families were affected during implantation of the projects.

Through implantation of the projects 7806 number of people were trained or consulted to contribute and support for implementation and maintenance of the subprojects. Moreover, 365 essential community consultation meetings were took place during different stages of the projects to consider public satisfaction.

Besides, there have been a 54588 m2 contribution of land by communities to construct a standard widen roads and bridges.

To maintain environmental protection and safeguard 6626 number of trees planted to replace 1173 number of trees that have been cut during subprojects implantation of ARAP project.

Furthermore, 318 sub projects have been visited during reporting period of the project and 144 Grievance Redress Committees (GRCs) were established during the survey stages of the ARAP projects.

As a result overall requests by the communities during site visit were to construct more culverts, in other words the communities were requesting extra subprojects to be implemented in their residential area. For more details please refer to (Annex: 9.A- Component A Environmental and Social Safeguard Achievements).



Achievements on Environment and Social Safeguard Component B:

ESM unit usually follows spring season with tree plantation in the region, this is the season that all flora is grooving. Each ESM officer is responsible to follow subprojects monitoring plan to implement tree plantation. ESM team encourages communities to plant trees and protect the environment for their present and future generation. Following is summarized achievement by ESM/MRRD team: In total 7800 trees were planted in CHL, North East and Badakshan regions during 1393. For more details please refer to (Annex: 9.B - Component B Environmental and Social Safeguard Achievements).

- Total 104667 m2 lands were voluntary donated by local communities to widen Roads and Bridges in 1393.
- 183 Male Grievance Redresses Mechanism (GRC) are established in all regions during 1393.
- 5 Female GRC are established in all regions during 1393.
- 4467 male and 100 Females got awareness during 1393.
- 52 grievances are solved through GRC in regions during 1393.
- ESM trainings have been conducted for all regional staff to share environmental and social experiences with each other. One week ESM training has been conducted for two Female ESM associates employees in North East and Kabul regions.
- Public Awareness training was conducted in Est and CHL regions regarding possible Grievance Resettlement through proper mechanism.
- Update the Abbreviated Resettlement Action Plan (RAP) according to each subproject for more clarifications of PAPs location.
- Safety consideration in each subprojects and follows safety implementation.
- Social Audit report for each subproject and consideration regarding PAPs record, compensation record, common property record, Tree plantation record, community's destruction structure record and some communities' suggestion if consider, Including with relative picture of any ESM activities to improve reporting.



NRAP Financial Achievements During 1393

The current financial pace of ARAP project is promising to early completion.

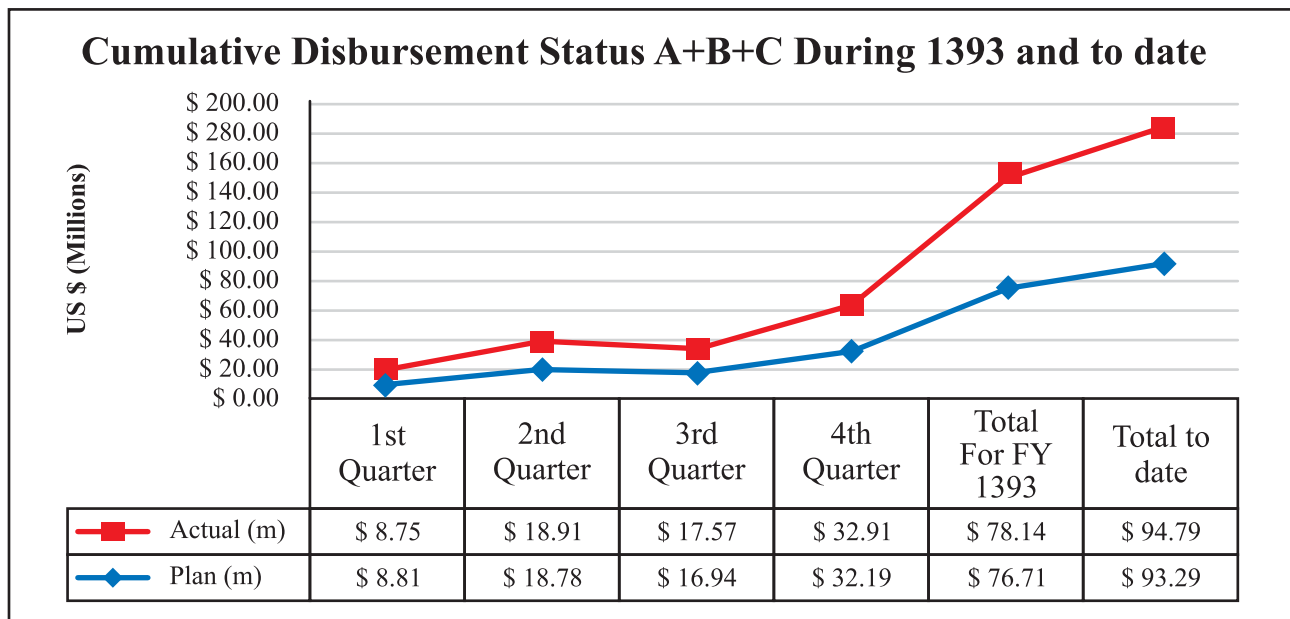
1- ARAP Achievements

The Afghanistan Rural Access Project is structured to provide year round access to basic services and facilities for the communities. To be achieved through construction of roads, bridges and drainage structures in districts and villages of Afghanistan by using community labor intensive method. The project has successfully overcome to achieve the improvement and rehabilitation of 716 KM of secondary and tertiary roads, construction of 1,250 linear meter bridge, construction of 64,659.10 linear meter drainage structures and generation of 964,846 labor days during 1393.

Table: 27- Financial Status of ARAP since March 2014 till March 2015

| Financial Statement of The Project for FY1393 | | | | | |
|---|--|------------------------|--------------------------|--|--|
| Components | | Total Allocated Budget | Expenditures for FY 1393 | Cumulative Expenditures at the end of FY1393 | Balance between Project Budget & Cumulative Expenditures |
| A Improvement and Maintenance of Secondary Roads (MoPW) | | | | | |
| A1 | Secondary road work gravel surface | 67.50 | 16.20 | 16.71 | 50.79 |
| A2 | Secondary road work asphalt surface | 40.00 | 9.96 | 9.96 | 30.04 |
| A3 | Bridge construction work | 9.00 | 5.75 | 6.95 | 2.05 |
| A4 | Secondary road maintenance | 21.00 | 3.46 | 3.69 | 17.31 |
| A5 | Implementation support | 48.50 | 10.80 | 15.41 | 33.09 |
| Sub-total of Component A | | 186.00 | 46.16 | 52.71 | 133.29 |
| B Improvement and Maintenance of Tertiary Roads (MRRD) | | | | | |
| B1 | Tertiary road work for 1300 km, gravel surface | 58.50 | 16.86 | 21.42 | 37.08 |
| B2 | Bridge construction work for 1600 m | 10.00 | 2.38 | 3.05 | 6.95 |
| B3 | Tertiary road maintenance | 25.50 | 4.06 | 4.47 | 21.03 |
| B4 | Implementation support | 34.00 | 7.03 | 11.34 | 22.66 |
| Sub-total of Component B | | 128.00 | 30.33 | 40.28 | 87.72 |
| C Institutional Strengthening, Project Management and Program Development (Mo PW & MRRD) | | | | | |
| C1 | Setting up a rural roads planning and mgt system | 5.00 | 0.72 | 0.72 | 4.28 |
| C2 | Institutional strengthening | 7.00 | 0.67 | 0.67 | 6.33 |
| C3 | Project implementation support | 6.00 | 0.25 | 0.39 | 5.61 |
| Sub-total of Component C | | 18.00 | 1.64 | 1.79 | 16.21 |
| Grand Total | | 332.00 | 78.14 | 94.79 | 237.21 |

According to project implementation financial status the total cost of the project for the fiscal year of 1393 is \$78.14 million. Since the project is consolidated of three major components proportion of expenditure for individual components are respectively: Component A, total of \$46.16 million allocated for improvement, maintenance and reconstruction of secondary roads that has been implemented by Ministry of Public Work (MoPW). Component B, total of \$30.33 million allocated for improvement, maintenance and reconstruction of tertiary roads that has been implemented by Ministry of Rural Rehabilitation and Development (MRRD). Component C, total of \$1.64 million allocated for institutional strengthening, project management and program development that has been implemented by MoPW in coordination with MRRD and the National Coordination Unit (NCU).

Figure: 1

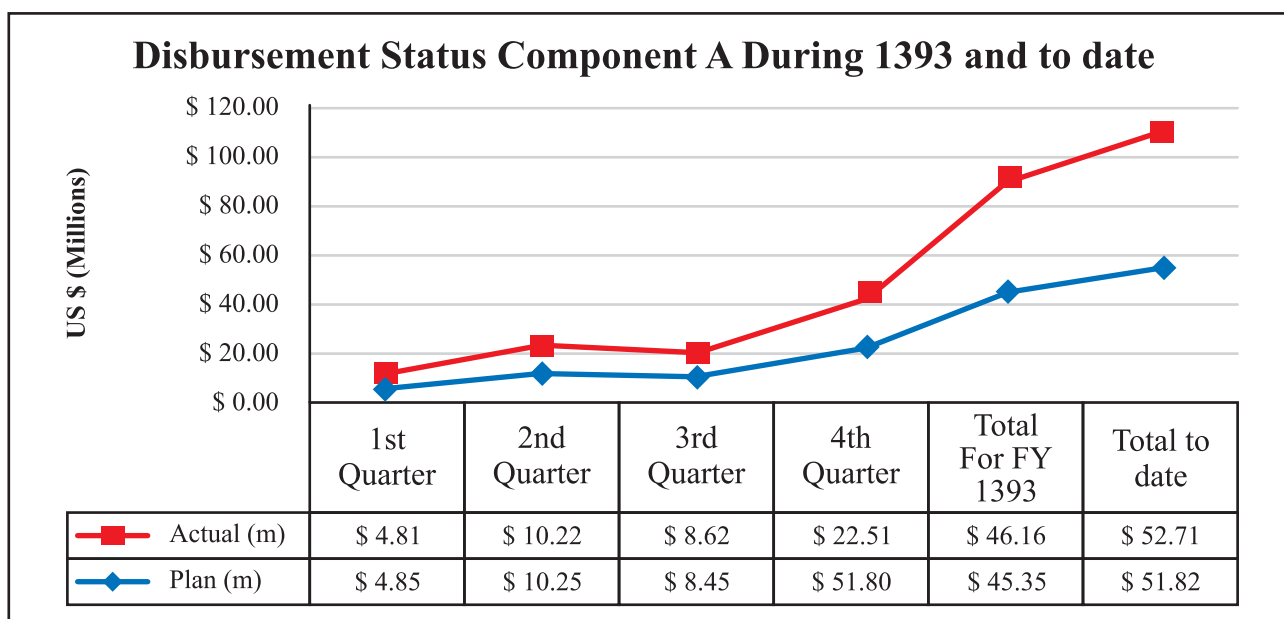
According to financial and physical status of the ARAP project there was a good progress during 1393. The result that has been achieved by both the PIUs is substantial and holistic. For more details please refer to (Annex: 4 - ARAP Financial Status).

Component (A)

In accordance with the NRAP program objectives and structure this component is responsible for improvement and rehabilitation of secondary roads in all districts of 34 provinces in Afghanistan which is executed by MoPW. Component A has succeed to improve and construct total 224 km secondary roads, 836 linear meter bridge, 48,668 linear meter drainage structure and generation of 395,282 labor days in all nine regions of the country during 1393. Following statistical graph indicates component (A) achievement during 1393

Table: 28 - Component A achievements since March 2014 till March 2015

| Component (A) Achievements During 1393 | |
|--|---------|
| Secondary Rural Roads Rehabilitation (KM) | 224 |
| Bridge Constructed (m) | 836 |
| Drainage Structures (m) | 48,668 |
| Labor Days Generated through rehabilitation (Days) | 395,282 |

Figure: 2

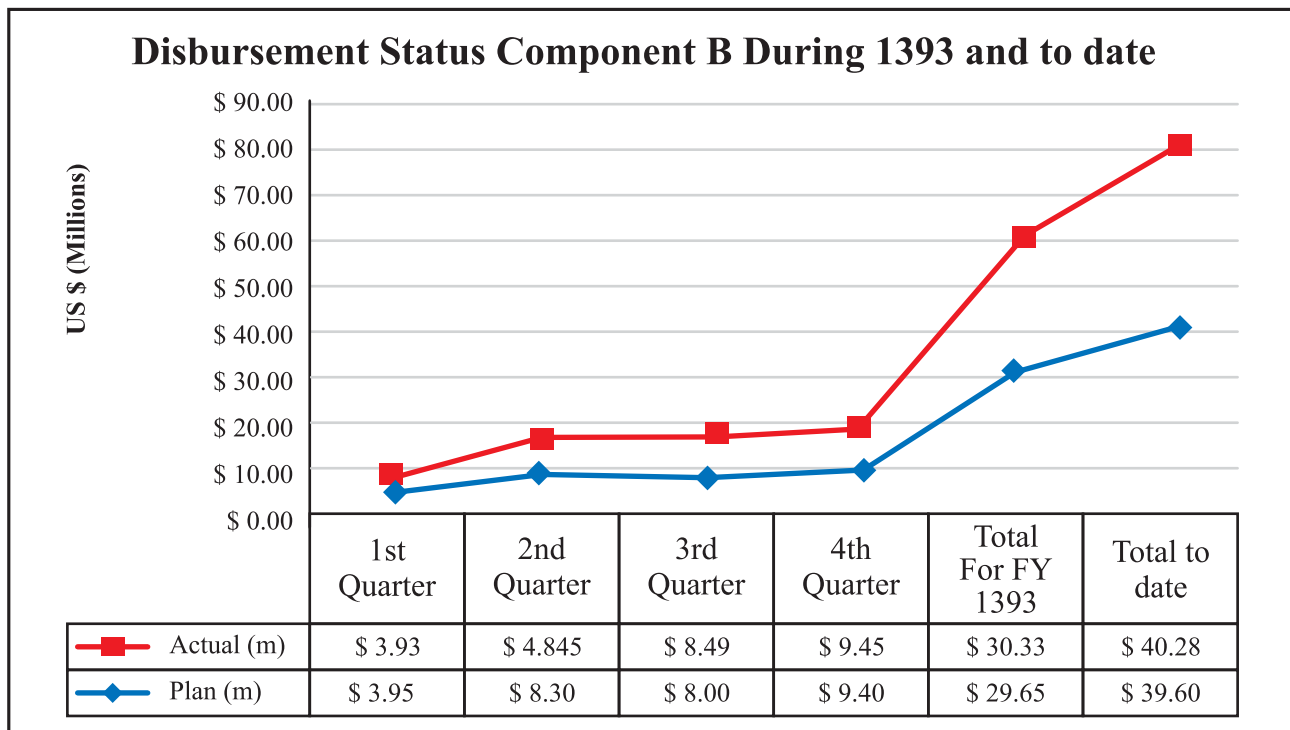
According to financial records of component there is an expenditure of \$ 46.16 million for the implementation of the project during 1393. This amount has been disbursed respectively \$ 4.81 million, \$ 10.22 million, \$ 8.62 million and \$ 22.6 million from the first to fourth quarter of FY 1393. For more details please refer to (Annex: 4 - ARAP Financial Status).

Component (B)

In accordance with the NRAP program objectives and structure this component is responsible for improvement and rehabilitation of secondary roads in all districts of 34 provinces in Afghanistan which is executed by MRRD. Component B has succeed to improve and construct total 492 km tertiary roads, 414 linear meter bridge, 15,991 linear meter drainage structure and generation of 569,564 labor days in all nine regions of the country during 1393. Following statistical chart and graph indicates component (B) achievement during 1393

Table: 29- Component B achievements since March 2014 till March 2015

| Component (B) Achievements During 1393 | |
|--|---------|
| Tertiary Rural Roads Rehabilitation (KM) | 492 |
| Bridge Constructed (m) | 414 |
| Drainage Structures (m) | 15,991 |
| Labor Days Generated through rehabilitation (Days) | 569,564 |

Figure: 3

According to financial records of component B there is an expenditure of \$ 30.32 million for the implementation of the project during 1393. This amount has been disbursed respectively \$ 3.93 million, \$ 8.45million, \$ 8.49 million and \$ 9.45 million from the first to fourth quarter of FY 1393. For more details please refer to (Annex: 4 - ARAP Financial Status).

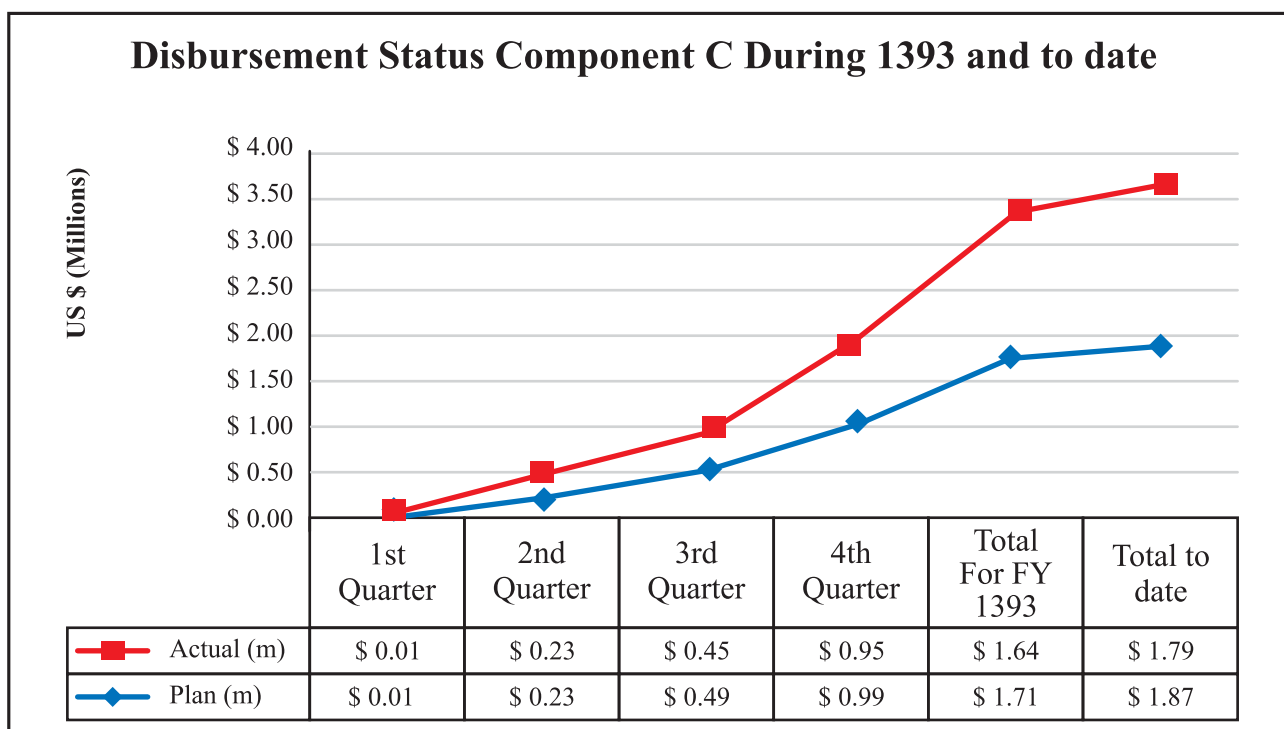
Component (C)

According to NRAP program objectives and structure this component is responsible for institutional, project management and program development. According to data component c achieved its intermediate result and its performance is satisfactory during 1393. Following statistical chart and graph indicates component (C) financial achievement during 1393.

Table: 30- Component C achievements since March 2014 till March 2015

| Component (C) Achievements During 1393 | |
|--|------------|
| Setting up a rural roads planning and mgt system | \$ 723,510 |
| Institutional strengthening | \$ 674,676 |
| Project implementation support | \$ 245,242 |

Figure: 4



According to financial records of component there is an expenditure of US\$ 1.79 million for the implementation of the project during 1393. This amount has been disbursed respectively US\$ 0.01 million, US\$ 0.23 million, US\$ 0.45 million and US\$ 0.95 million from the first to fourth quarter of FY 1393. . For more details please refer to (Annex: 4 - ARAP Financial Status).

2- NRAP Other Ongoing Projects

2.1 Uruzgan Rural Access Project (URAP): This project has been funded by AusAID. The total or cumulative (MRRD+MPW) budget of this project is almost US\$ 25million for delivering 83 km of Gravel road and 37 linear meters of bridges and 86 km of maintenance in Uruzgan province of Afghanistan. The design and procurement of this project has been completed. The physical works have been started and have had good progress.

Table: 31- URAP (MRRD & MoPW) Achievements

| Component | Budget | Expenditure | | Balance | % Progress |
|--------------|-------------------|------------------|------------------|-------------------|------------|
| | | During 1393 | To date | | |
| Works | 19,195,275.01 | 3,431,997 | 4,008,262 | 15,187,013 | 21% |
| Non Works | 5,804,648.14 | 1,466,549 | 2,797,212 | 3,007,436 | 48% |
| Total | 24,999,923 | 4,898,546 | 6,805,474 | 18,194,449 | 27% |

2.2 NRAP-MoF: This project has been funded by Ministry of Finance of Islamic Republic of Afghanistan. The project has a total cumulative budget of USD 21.3 million in different years, starting in SY 1389 with a total target of 189 km road and 149 linear meters of bridges across nine provinces of Afghanistan which will be implemented by NRAP-MRRD. Due to financial problems in Ministry of finance, physical works of the project has been stopped till this report. The following table illustrates financial progress.

Table: 32- MoF Project Achievements

| S/No | Component | Budget | Expenditure | | Balance | % Progress |
|------|--------------|------------|-------------|-----------|------------|------------|
| | | | During 1393 | To date | | |
| 1 | Works | 19,698,199 | 1,995,793 | 1,995,793 | 17,702,406 | 10% |
| 2 | Non Works | 1,597,151 | 316,170 | 316,170 | 1,280,981 | 20% |
| | Total | 21,295,350 | 2,311,963 | 2,311,963 | 18,983,387 | 11% |

2.3 Comprehensive Agriculture and Rural Development Facility (CARD-F):

Comprehensive Agriculture and Rural Development Facility (CARD-F) is new project under NRAP-MRRD funded by DFID. The total budget of this project is almost USD 1.5 million for delivering 6.35 km of Asphalt road and its structures in Balkh province. The physical works has been completed. The following tabular data describe financial progress.

Table: 33- CARD-F Project Achievements

| S/No | CARD-F | | | | | |
|------|--------------|-----------|-------------|---------|----------|------------|
| | Component | Budget | Expenditure | | Balance | % Progress |
| | | | During 1393 | To date | | |
| 1 | Works | 1,340,000 | 150,726 | 643,949 | 696,506 | 48% |
| 2 | Non Works | 73,750 | 34,273 | 121,984 | (48,234) | 165% |
| | Total | 1,413,750 | 184,999 | 765,478 | 648,272 | 54% |

2.4 JAPAN-FUND: Japan fund is another new project under NRAP-MRRD funded by Japan. The total budget of this project is USD 13.5 million for delivering 190 km of road (Asphalt and Gravel) and 711 linear meters of bridges in 12 provinces of Afghanistan. The design and procurement of this project has been completed. The physical works have been started and have had good progress. The following table elaborates financial progress.

Table: 34- Japan Fund Project Achievements

| S/No | Japan Fund | | | | | |
|------|--------------|------------|-------------|-----------|------------|------------|
| | Component | Budget | Expenditure | | Balance | % Progress |
| | | | During 1393 | To date | | |
| 1 | Works | 12,150,000 | 3,196,924 | 3,196,924 | 8,953,076 | 26% |
| 2 | Non Works | 1,350,000 | 171,776 | 171,776 | 1,178,224 | 13% |
| | Total | 13,500,000 | 3,368,700 | 3,368,700 | 10,131,300 | 25% |

Success Stories

An On Time Emergency Assistance To The People By NRAP

Project Name: Tangi Tashqurghan Highway Emergency Rehabilitation

Project Length: 11.2 Km

Project Location: Khulm District of Balkh province

Project Beneficiaries: 7,449 People

A heavy rainfall washed away a part of Tangi Khulm (Tangi Tashqurghan) Highway in Balkh province on 9th May 2014.

According to the official's report, a big section of Tangi Khulm highway was damaged, due to a heavy rainfall. The flood smashed the foundation of the road and the road was completely blocked for the traffic for more than a week.

This issue caused more depression for thousands of vehicles' drivers and passengers in both side of the road and all of the drivers were waiting to find an opportunity to cross the road.

Thus a technical team from the National Rural Access Program of Ministry of Public Work (MoPW) visited the site and assured locals to reopen the road at their possible efforts.

After their assessment the team considered the importance of this Highway, so they decided to arrange an urgent solution to address the problem as soon as possible and re-open the road for the traffic.

The technical assessment team has recommended the long term renovation of the road as well as the short term solution for the passengers and vehicles in the aforementioned highway.

As per the recommendation, the emergency work was started to re-open the road by National Rural Access Program (NRAP) and it has been contracted with Aftaj Balkh Construction Company by contribution of Ministry of Public Works.

The total amount of budget for this emergency project was AFN 5,695,190, (AFN 4,505,050 from NRAP and AFN 1,190,140 contribution by MoPW).

The Emergency Project was completed within 8 days and the road was reopened towards normal traffic movement of both sides after the hard efforts of NRAP/MoPW and the contractor.

It was one of significant performances of NRAP, which accomplished with hard work and painful efforts of NRAP team during the year.

The National Rural Access Program (NRAP) has considered construction, rehabilitation and routine maintenance of rural roads and bridges and beside that, the program always attempts to resolve the unexpected issues and problems which caused by natural disaster in rural areas at their earliest time to rescue the affected people from possible threats.



Best Practice for NRAP/Eest Region

Project Name: Construction of Largest RCC Bridge in Tanai District

Project Length: 140 Liner meters

Project Location: Tanai District of Khost Province

Project Beneficiaries: 34540 People

Bridges are the most important part of a community for connecting people from two paces of land and save hours for travelling, and it is not only vital to social life, but also play an important role in the growth of rural economy. Tanai district which is situated in the southern part of Khost Province of Afghanistan and borders Spera District to the West, Nadir Shah Kot and Mando Zayi to the North, Gurbuz District to the East and Pakistan to the South, was out of this amenity and was suffering much more difficulties for not having such facility .

Consequently, National Rural Access Program (NRAP) of Ministry of Public Work (MoPW) constructed a 140 liner m RCC bridge in Tanai district of Khost province. This project was officially handed over to the community during an official ceremony.

Construction of this bridge brought positive changes in daily lives of the community and encouraged them to work together for further community development programs.

During the ceremony, some of the community elders who were interviewed have expressed their satisfactions about completion of this project in the targeted area.

“Before construction of this bridge, our people have faced a lot of difficulties to cross the river and walked long distances to reach to their purposed location and people had to rely on a risky and costly ferryboat, which was impossible to use during the flood season.

Meanwhile it was also difficult for the students and patients to cross to the other side of the river and they have to travel long distance to reach to their targeted destinations.” Said Mohammad Fawad a residents of Tani district.

Saed Rafi, one other resident of this area said that construction of this bridge, which was very important in our community, brought positive changes in our society and this is a way for economic growth and social development.

NRAP officials report has indicated that 34540 of people directly and the whole residents of Tani district indirectly get benefit from this project.

In addition to this bridge 10 m culvert and 10 m approach slap have been also constructed to both sides of the bridge.

This bridge has been constructed in period of 9 months and the total cost was 58724 60 AFN that has been funded by Japan.



Transportation Facilities in West Region of Afghanistan,

Project Name: Graveling Road

Project Length: 18.15 km

Project Location: Badghis – Qala-e-Naw district

Project Beneficiaries: 200 Families

Badghis is one of the Northwestern provinces and Qala-e-Naw is its capital city, the province shares border with Herat to the West, Faryab to the East, Turkmenistan to the North and Ghor to the South.

The province covers 23,000 square kilometers area and comprised six districts with the estimated population of 439,500 individuals.

The economy of Badghis province is dependent on agriculture sector, mostly rain-fed. Wheat, Barley, Maize, Peas, Cumin, Sesame, Watermelon and Melon are its main agriculture products.

Consider to the economic and social improvement of province, National Rural Access Program of MRRD initiated the work of 18.15 km gravel surface road in the center of Badghis (Qala-e-Naw). This project was started on July 2014 and completed on February 2015.

By completion of the project people of all connected districts who used to cross this road got access to the local market to sale their agriculture products moreover by having transportation facility in the area positive changes appeared on the income of locals and allowed them to do more focus on their private business.

In the meantime during construction period of this road 2160 working days were provided to locals which were a great effort to employ jobless people in the area.

Local people said by providing work opportunities the economic situation of the local employees considerably improved.

Residents of this area expressed their satisfaction and happiness from National Rural Access Program of MRRD and said that prior farmers also faced many challenges due to not having an accessible route.

They asked to implement more projects in their area for eradicating poverty and improvement of their city.

The mentioned 18.15 km long and 4.5 meter wide road along with 43 structures including bridge, culvert and retaining walls completed in the month of February 2015 which nearly 200 rural families gained access to necessary transportation facilities.

Local people of Qala-e-Naw district believe that by graveling of this road the chances of reaching to other social facilities will significantly increase.

The mentioned project completed with a cost of 50 million and 850 thousand AFN through National Rural Access Program (NRAP) of the Ministry of Rural Rehabilitation and Development by the financial support of World Bank (WB).



A Beautiful and Sustainable Bridge Change People Life in Takhar

Project Name: Construction of 42m Deck Girder RCC Bridge

Project length: 42 linear meters

Project Location: Youkh village, Farkhar District, Takhar Province

Project Beneficiaries: 400 Families

“A beautiful and sustainable bridge with length of (42) linear meters has been constructed in Youkh Village, through which most of the families got the advantage to have their own cars and reach to their door steps, from other side construction of this bridge rescued people life during flood season while crossing the river,” said Ewaz Gul head of Youkh Village council.

People of the area believed that completion of this bridge gave a beautiful look to the green lands of the area and solve most of the problems which had troubled people's live in the previous years.

Previously people were using wooden boat which was very risky and unsafe, mostly due to heavy flood it damaged and was not useable for locals.

As far as National Rural Access Program is structured to provide year round access to basic services and facilities for rural communities thus constructed 42 linear m Deck Girder RCC Bridge and 150 m connected road in Youkh village, Farkhar District in Takhar Province .

Furthermore, the bridge improved the economic, social and political conditions of local inhabitants.

Upon the construction of this bridge villagers can transfer their products easily and safely to the market.

Meanwhile 360 working days have been generated to 2520 jobless locals and approximately, 400 rural people have benefited the facilities of these development projects.

The project worth of 10,910,560 AFN was sponsored by the World Bank and took one year to complete.

Worth to be mentioning that National Rural Access Program has been constructed more than 6000 linear meters of Bridge across the country since inception of the program up to date.

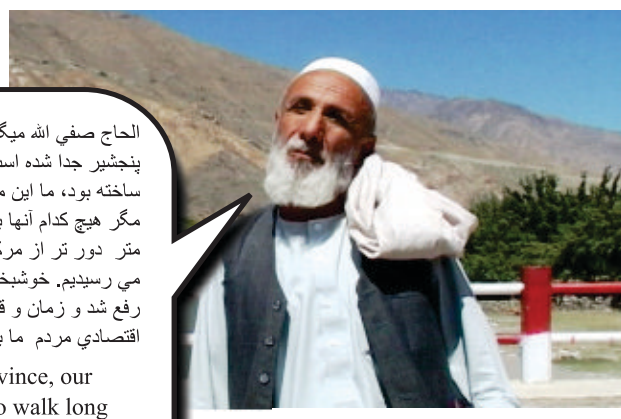


People and NRAP (Beneficiary Quotes)



”نام من عزت الله بارركزي است و من يكي از باشندگان قريه امام شاه ولايت هرات هستم، ما بنابر نداشتن يك سرک معياري و جعلي قبلا سختي زياد را متحمل مي شديم و بسياري روز ها بخاطر رفتن به يك محل ديگر وقت زياد را از دست مي داديم و توسط بايסקيل به مكتب مي رفتيم به خاطر مسافه زياد به وقت معين به مكتب نمي رسيدم، حالا جغل اندازي ۱۳ كيلو متر سرک مشکلات عمده قريه ما را رفع نموده است بناءً از تيم کاري برنامه ملي راه سازي روستايي بخاطر اجراءت فوق العاده که براي مردم روستايي اجرا مي کنند صميمانه تشکري مي کنيم و آرزو منديم که ما پروژه هاي ديگر هم در محل خود داشته باشيم.

“My name is Ezatullah Barkzai, a resident of Amam Shah village of Herat Province, Prior to the gravel of this road we were suffering from not having a levelled or gravelled road and most of the day I have lost my time to travel anywhere. I used to go to school by my cycle but, due to certain route I couldn't get on time in school. Now this 13 km gravelled road solved the main problem in our village. I am deeply thankful of National Rural Access Program (NRAP) team for their excellent performance and work which executes for rural people and hope to have further projects in our area.”



الحاج صفي الله ميگويد: ”من در مرکز ولايت پنجشير زندگي مي کنم قريه و شهر ما توسط دريائي پنجشير جدا شده است، ما فاصله زياد را مي رفتيم تا به شهر مي رسيديم اين مشکل مردم ما را به تنگ ساخته بود، ما اين مشکل را به چندين موسسه گفتيم و از آنها ها خواستيم که مشکل ما را حل نمايند مگر هيچ کدام آنها به مشکل ما توجه نکردند و صداي ما را نشنيدند ، اگر چه که طول دريا تنها ۹۰ متر دور تر از مرکز شهر است اما به خاطر نبود پل ما ساعت ها را سپري مي کرديم تا به مرکز شهر مي رسيديم. خوشبختانه با مداخله برنامه ملي راه سازي روستايي با اعمار ۶۰ متر پل مشکلات ما رفع شد و زمان و قيمت رفت و آمد ما هم کم شد و همچنان اين کار يک تغير مثبت را در وضعيت اقتصادي مردم ما به وجود آورد.“

Alhaj Safiullah said: “I am living in the center of Panjshir province, our village and town was separated by the Panjshir river, we used to walk long distance to go to the town. This problem bored our community and we refer this problem to many organizations and asked them to solve our problem, but none of them paid attention and listened to our voice. However, the length of the river was only 90 m far from the center, but due to absence of a bridge we spent hours to get to the center of the town. Luckily after intervention of (NRAP) program through construction of 60 m bridge our problems have been solved and also there is a decrease in travel time and costs, as well as this intervention brought a positive change in the economy situation of inhabitants.”

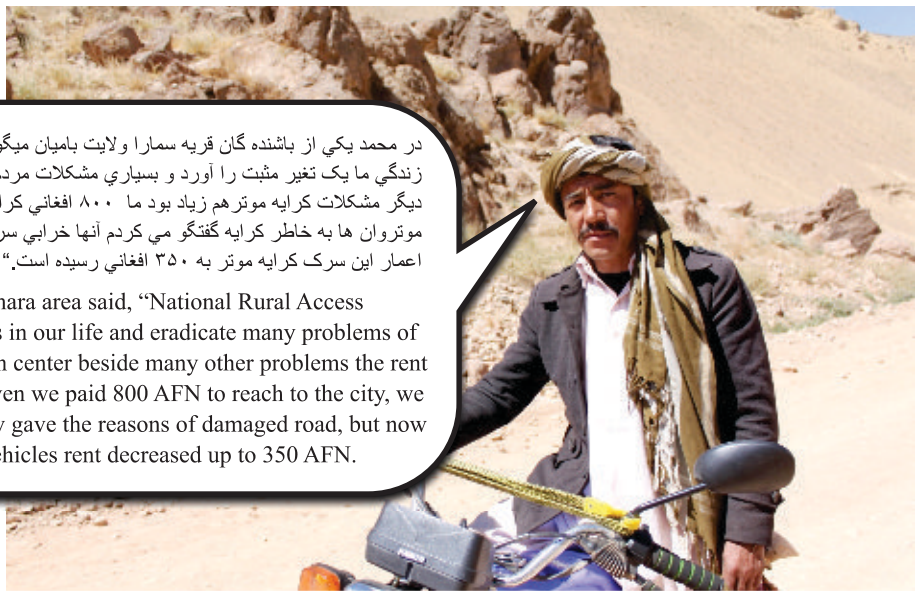
شیر حسن می گوید: "من تعلق به قریه کجابی ولسوالی پنجاب ولایت بامیان دارم به خاطر نبود پل قیمت کرایه موتر های خیلی بلند بود، موتروان ها پول زیاد را از دوکانداران برای انتقال مواد شان از دریا کجابی می گرفتند که این مبلغ به ۶۰۰۰ افغانی می رسید این مسئله مستقیماً بالای قیمت فروش مواد در قریه ما تاثیر می کرد، برنامه ملی راه سازی روستایی ۱۲،۵ متر پل را در اینجا اعمار کرد که مشکلات ما حل شد و ما قلباً کارکرد برنامه و توانایی شان را تقدیر می کنیم."

Shir Hassan said: "I am belong to Kajabi village of Panjab district of Bamiyan province. Due to absence of a bridge the transportation cost was very high. The drivers were charging much more money to carry the shopkeepers luggage by crossing the river, this amount increased up to 6000 AFN from shopkeepers to bring their merchandises which directly affected the price of goods in our village, National Rural Access Program constructed 12.5 m bridge which most of our problems eradicated and we deeply appreciate the hardworking and efforts of NRAP team."

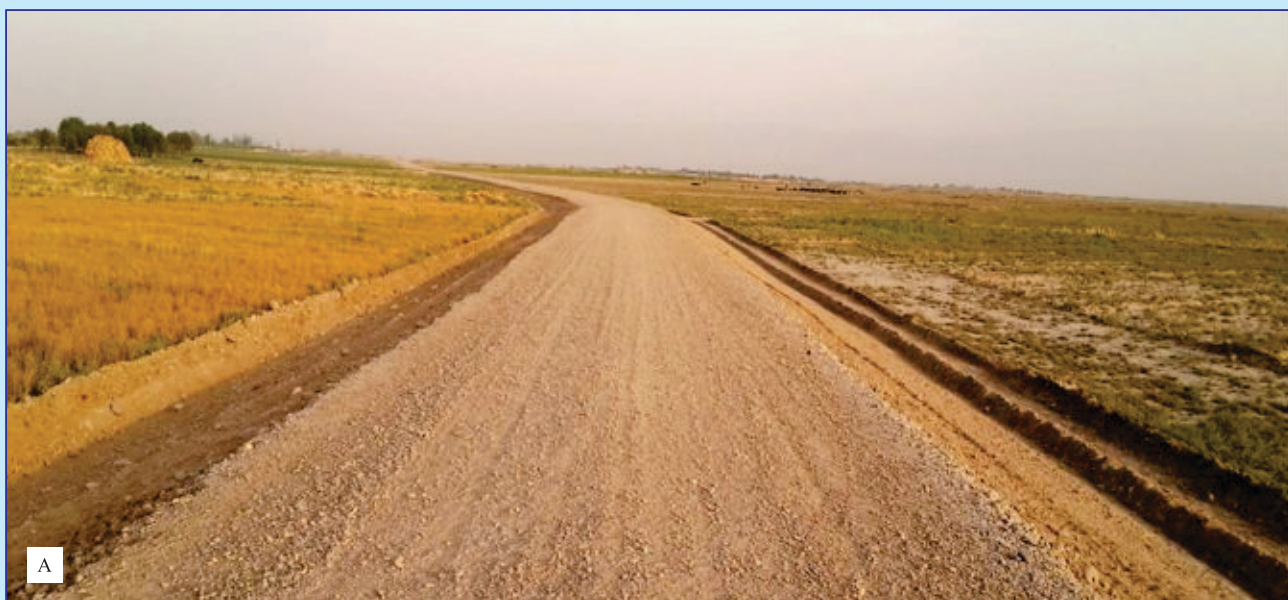


در محمد یکی از باشندگان قریه سمرا ولایت بامیان میگوید: "برنامه ملی راه سازی روستایی در زندگی ما یک تغیر مثبت را آورد و بسیاری مشکلات مردم سمرا تا مرکز بامیان را حل نمودر پهلوی دیگر مشکلات کرایه موتر هم زیاد بود ما ۸۰۰ افغانی کرایه می دادیم تا به شهر برسیم و قتیکه هم برای موتروان ها به خاطر کرایه گفتگو می کردم آنها خرابی سرک را برای ما دلیل می آوردند اما حالا با اعمار این سرک کرایه موتر به ۳۵۰ افغانی رسیده است."

Dur Mohammad a resident of Samara area said, "National Rural Access Program brought positive changes in our life and eradicate many problems of residents from Samara to Bamiyan center beside many other problems the rent of transportation was very high even we paid 800 AFN to reach to the city, we used to negotiate with drivers they gave the reasons of damaged road, but now by construction of this road the vehicles rent decreased up to 350 AFN."



Photos During 1393



- A- Construction of 15 Km Road in Charbolak district of Balkh province
- B- Construction of 2.37 Km Road in Sorkh district of Nengarhar province
- C- Construction of 6.3 Km Road in Trinkot center of Urzgan province
- D- Construction of 80 Rm Bridge in Khan Abad district of Kunduz province
- E- Construction of 60 Rm Bridge in Tani district of Khost Province



F



G



H



I



J

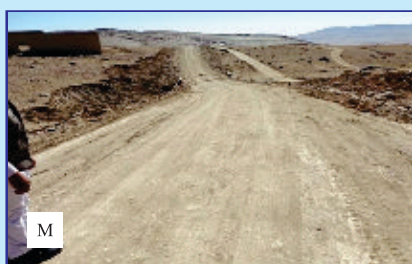
- F- Construction of 60 Rm Bridge in center of Panjshir province
- G- Construction of 4.6 Km Road in Unaba district of Panjshir Province
- H- Construction of 40 Rm Bridge in Charbolak district of Balk province
- I- Construction of 12 Km Road in Urzgan Province
- J- Construction of 10.5 Km Road in Enjil district of Hirat province



K



L



M



N



O

- K- Construction of 57 Km Road in Yakaolang district of Bamiyan Province
- L- Construction of 5.2 Km Road in Zarang city of Nemroz province
- M- Construction of 5.3 Km Road in Chak district of Wardak province
- N- Construction of 6.2 Km Road in Baraki-Barak district of Logar province
- O- Construction of 17 Km Bridge in Baharak district of Badkhsan province

Annex:1.A-NRAP Secondary Roads Provincial wise Achievement Since Inception till March 2015

| NRAP-MoPW SECONDARY ROAD PROVINCIAL ACHIEVEMENTS SINCE INCIPTION UP TO MARCH 2015 | | | | | |
|---|------------|-----------------|--------------------|---------------|----------------|
| PROVINCE | ROAD IN KM | BRIDGE IN METER | STRUCTURE IN METER | LABOR DAYS | \$BUDGET |
| Badakhshan | 405.48 | 408.1 | 8,007.64 | 646,094.14 | 23,027,931.18 |
| Badghis | 72.4 | 183.62 | 1,457.90 | 253,236.19 | 3,899,667.82 |
| Baghlan | 528.84 | 330 | 16,099.55 | 800,505.62 | 14,552,842.27 |
| Balkh | 206.29 | 0 | 151.6 | 185,778.06 | 2,785,981.27 |
| Bamyan | 358.36 | 64.5 | 17,074.30 | 872,194.17 | 7,142,723.71 |
| Daykundi | 52.16 | 48 | 14,334.50 | 91,264.05 | 4,817,188.15 |
| Farah | 46.07 | 0 | 67 | 60,234.22 | 4,362,037.10 |
| Faryab | 167.43 | 48 | 4,873.00 | 129,703.72 | 3,832,913.69 |
| Ghazni | 302.01 | 76 | 9,434.00 | 242,952.38 | 8,919,699.36 |
| Ghor | 330.49 | 0 | 741.5 | 156,565.65 | 2,126,459.00 |
| Hilmand | 256.1 | 0 | 50.5 | 158,714.40 | 425,303.19 |
| Hirat | 283.26 | 240 | 678 | 448,301.80 | 4,962,520.91 |
| Jawzjan | 319.52 | 0 | 618.5 | 237,527.00 | 6,872,676.31 |
| Kabul | 508.02 | 67.4 | 16,820.80 | 885,109.44 | 19,657,992.47 |
| Kandahar | 364.69 | 0 | 5,841.20 | 518,239.68 | 10,096,478.20 |
| Kapisa | 137.05 | 0 | 301.9 | 181,648.20 | 1,182,592.70 |
| Khost | 366.8 | 520 | 409.2 | 325,334.54 | 4,434,956.90 |
| Kunar | 146.6 | 0 | 0 | 65,239.20 | 163,098.00 |
| Kunduz | 424.02 | 498 | 1,316.50 | 708,587.92 | 13,168,017.00 |
| Laghman | 206.21 | 334 | 2,036.10 | 259,147.11 | 4,492,036.96 |
| Logar | 391.91 | 0 | 26,547.30 | 279,025.01 | 4,577,475.00 |
| Nangarhar | 370.18 | 112 | 612.6 | 482,653.23 | 5,911,282.32 |
| Nimroz | 43.44 | 0 | 16 | 48,241.96 | 3,067,242.96 |
| Nuristan | 92.7 | 0 | 0 | 142,504.40 | 706,926.00 |
| Paktika | 387.5 | 0 | 177.9 | 345,770.40 | 964,566.00 |
| Paktya | 415.94 | 182.1 | 9,275.00 | 711,208.14 | 7,677,268.60 |
| Panjsheer | 61.75 | 102.5 | 7,769.00 | 91,336.18 | 5,156,758.70 |
| Parwan | 373.58 | 84 | 3,454.90 | 577,135.17 | 20,222,599.92 |
| Samangan | 387.59 | 20 | 4,568.00 | 390,286.21 | 6,319,504.12 |
| Sari Pul | 203.48 | 37.4 | 801.7 | 172,913.33 | 5,657,689.74 |
| Takhar | 259.89 | 93 | 538.1 | 286,336.54 | 6,407,565.99 |
| Uruzgan | 64.03 | 156 | 7 | 82,880.51 | 1,300,621.76 |
| Wardak | 325.76 | 73 | 698.1 | 223,335.21 | 4,276,922.62 |
| Zabul | 97 | 0 | 0 | 77,027.60 | 192,569.00 |
| Total | 8,956.55 | 3,677.62 | 154,779.29 | 11,137,031.38 | 213,362,108.92 |

Annex:1.B-NRAP Tertiary Roads Provincial wise Achievements Since Inception till March 2015

| NRAP-MRRD TERTIARY ROAD PROVINCIAL ACHIEVEMENTS SINCE INCIPTION UP TO MARCH 2015 | | | | | |
|--|--------------|-----------------|--------------------|------------------|--------------------|
| PROVINCE | ROAD IN KM | BRIDGE IN METER | STRUCTURE IN METER | LABOR DAYS | \$BUDGET |
| Badakhshan | 598 | 149 | 13,662 | 1,219,924 | 16,810,965 |
| Badghis | 122 | 40 | 3,935 | 52,796 | 5,872,216 |
| Baghlan | 194 | 120 | 3,779 | 201,347 | 6,095,327 |
| Balkh | 126 | 50 | 128 | 128,964 | 4,859,178 |
| Bamyan | 180 | 83 | 2,974 | 243,815 | 4,099,505 |
| Daykundi | 79 | 6 | 6,305 | 199,382 | 3,322,835 |
| Farah | 52 | 0 | 156 | 29,239 | 1,441,312 |
| Faryab | 140 | 0 | 898 | 161,337 | 4,712,537 |
| Ghazni | 98 | 74 | 2,187 | 142,124 | 2,884,778 |
| Ghor | 167 | 141 | 1,722 | 83,938 | 5,600,852 |
| Hilmand | 169 | 28 | 1,437 | 93,195 | 13,902,772 |
| Hirat | 203 | 67 | 2,878 | 135,575 | 5,660,374 |
| Jawzjan | 203 | 20 | 383 | 265,525 | 3,325,209 |
| Kabul | 249 | 178 | 10,362 | 532,802 | 10,306,976 |
| Kandahar | 115 | | 907 | 53,824 | 2,931,955 |
| Kapisa | 88 | 188 | 4,393 | 231,680 | 5,741,297 |
| Khost | 70 | | 611 | 86,183 | 1,401,862 |
| Kunar | 72 | 100 | 1,692 | 216,004 | 2,397,604 |
| Kunduz | 276 | 38 | 2,158 | 239,262 | 5,064,423 |
| Laghman | 58 | 75 | 3,004 | 232,111 | 3,176,147 |
| Logar | 23 | 33 | 1,662 | 57,677 | 1,291,575 |
| Nangarhar | 122 | 87 | 3,118 | 167,786 | 4,517,358 |
| Nimroz | 24 | | 47 | 8,853 | 1,152,230 |
| Nuristan | 45 | 60 | 305 | 167,251 | 1,173,473 |
| Paktika | 43 | | 103 | 96,283 | 597,295 |
| Paktya | 102 | | 1,288 | 178,169 | 2,928,200 |
| Panjsh eer | 90 | 282 | 9,543 | 231,620 | 5,730,863 |
| Parwan | 149 | 255 | 9,359 | 236,369 | 7,210,345 |
| Samangan | 104 | 12 | 1,246 | 116,096 | 2,222,095 |
| Sari Pul | 217 | 21 | 1,724 | 175,405 | 5,028,596 |
| Takhar | 180 | 555 | 5,479 | 249,818 | 7,171,974 |
| Uruzgan | 139 | 105 | 1,451 | 576,631 | 10,924,432 |
| Wardak | 126 | 50 | 1,723 | 158,901 | 2,945,318 |
| Zabul | 27 | | 2,931 | 12,885 | 1,258,428 |
| Total | 4,652 | 2,816 | 103,550 | 6,982,771 | 163,760,305 |

Annex: 2-Detailed Project Cost by Activities (US\$ million)

| Component/Activities | US\$ million |
|--|---------------------|
| A. Improvement and maintenance of Secondary Roads (MPW) | |
| i. Rehabilitation of about 1000 km, gravel surface secondary roads | 67.5 |
| ii. Upgrading of about 250 km of secondary roads to bituminous standards | 40.0 |
| iii. Bridge construction work for about 1000 linear m | 9.0 |
| iv. Routine and Periodic maintenance for about 1,000 km of secondary roads & provision for emergency maintenance | 21.0 |
| v. Project Management and Implementation Support (IC & PIU staff) | 48.5 |
| Sub-Total for Secondary Roads | 186.0 |
| B. Improvement and maintenance of Tertiary Roads (MRRD) | |
| i. Improvement of about 1,300 km of tertiary roads to gravel surface standard | 58.5 |
| ii. Bridge construction works for about 1,600 linear m | 10.0 |
| iii. Routine & Periodic maintenance of about 2,000 km of tertiary roads & provision for emergency maintenance | 25.5 |
| iv. Project Management & Implementation Support (IC & PIU staff) | 34.0 |
| Sub-Total for Tertiary Roads | 128.0 |
| C. Program Planning & Development, Institutional Strengthening, and Program Coordination Support | |
| i. Setting up a rural roads planning and management system | 5.0 |
| ii. Institutional Strengthening & Capacity Building | 7.0 |
| iii. Program Coordination Support | 6.0 |
| Sub-Total for Component 'C' | 18.0 |
| Total Project Cost* | 332.0 |

Annex: 3- ARAP Regional Wise Indicative Achievements during 1393

| MoPW - ARAP Secondary Road Regional Wise Indicative Achievement during 1393 | | | | | |
|---|---|-------------------|------------------|-------------------|----------------------|
| Region | Road Length (KM) & Periodic Maintenance | Bridge Length (m) | Structures (m) | Labor Days | Budget \$ |
| Badakhshan | 9.62 | 74.00 | 50.00 | 15,247.61 | 1,830,165.12 |
| Central Highlands | 47.10 | 55.00 | 28,007.00 | 72,371.02 | 5,780,499.50 |
| East | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Kabul | 30.86 | 60.00 | 8,346.00 | 53,187.85 | 4,782,526.20 |
| North | 56.99 | 48.00 | 2,485.00 | 36,540.71 | 3,252,509.55 |
| North East | 100.84 | 173.00 | 879.00 | 99,835.73 | 6,441,523.58 |
| South | 10.03 | 0.00 | 5,639.00 | 25,122.19 | 1,778,142.71 |
| South East | 9.00 | 378.10 | 5,615.00 | 37,752.53 | 3,880,777.75 |
| West | 8.00 | 48.00 | 47.00 | 40,364.55 | 2,635,256.39 |
| Sub-Total | 272.44 | 836.10 | 51,068.00 | 380,422.19 | 30,381,400.80 |
| MRRD - ARAP Tertiary Road Regional Wise Indicative Achievement during 1393 | | | | | |
| Region | Road Length (Km) | Bridge Length (m) | Structures (m) | Labor Days | Budget \$ |
| Badakhshan | 6 | 8 | 153 | 3,413 | 390,357 |
| Central Highlands | 51 | 49 | 1,038 | 242,356 | 2,329,559 |
| East | 22 | | 795 | 38,448 | 720,433 |
| Kabul | 95 | 68 | 5,166 | 89,834 | 4,389,532 |
| North | 74 | 73 | 1,603 | 66,132 | 3,592,892 |
| North East | 63 | 146 | 2,867 | 50,925 | 2,905,284 |
| South | 100 | | 2,339 | 35,253 | 3,929,048 |
| South East | 25 | | 700 | 29,720 | 966,293 |
| West | 81 | 12 | 1,635 | 13,865 | 2,629,133 |
| Sub-Total | 518 | 356 | 16,295 | 569,946 | 21,852,530 |
| Grand-Total | 790.38 | 1,191.95 | 67,363.00 | 950,368.19 | 52,233,931.27 |

Annex: 4- ARAP Financial Status

| Project Activities for ARAP | | Total Project Budget | Expenditures for First Quarter of 1393 | Expenditures for Second Quarter of 1393 | Expenditures for Third Quarter of 1393 | Expenditures for Four Quarter of 1393 | Expenditures for FY 1393 | Cumulative Expenditures at the end of FY 1393 | Balance between Project Budget & Cumulative Expenditures |
|---|--|----------------------|--|---|--|---------------------------------------|--------------------------|---|--|
| A Improvement and Maintenance of Secondary Roads (MPW) | | | | | | | | | |
| 1 | A1- Secondary road work gravel surface | \$ 67,500,000 | \$ 1,448,280 | \$ 2,476,699 | \$ 3,431,725 | \$ 8,847,733 | \$ 16,204,437 | \$ 16,706,178 | \$ 50,793,822 |
| 2 | A2- Secondary road work asphalt surface | \$ 40,000,000 | \$ 159,598 | \$ 1,906,332 | \$ 1,656,741 | \$ 6,232,595 | \$ 9,955,266 | \$ 9,955,266 | \$ 30,044,734 |
| 3 | A3- Bridge construction work | \$ 9,000,000 | \$ 1,312,095 | \$ 1,695,821 | \$ 700,972 | \$ 2,036,672 | \$ 5,745,560 | \$ 6,954,779 | \$ 2,045,221 |
| 4 | A4- Secondary road maintenance | \$ 21,000,000 | \$ 99,882 | \$ 1,228,584 | \$ 295,671 | \$ 1,835,252 | \$ 3,459,389 | \$ 3,690,804 | \$ 17,309,196 |
| 5 | A5- Implementation support | \$ 48,500,000 | \$ 1,790,244 | \$ 2,912,792 | \$ 2,538,614 | \$ 3,556,827 | \$ 10,798,477 | \$ 15,407,578 | \$ 33,092,422 |
| Sub-total of Component A Plan | | | \$ 4,850,000 | \$ 10,250,000 | \$ 8,450,000 | \$ 21,800,000 | \$ 45,350,000 | \$ 51,820,000 | N/A |
| Sub-total of Component A Actual | | \$ 186,000,000 | \$ 4,810,099 | \$ 10,220,228 | \$ 8,623,723 | \$ 22,509,079 | \$ 46,163,129 | \$ 52,714,605 | \$ 133,285,395 |
| B Improvement and Maintenance of Tertiary Roads (MRRD) | | | | | | | | | |
| 1 | B1- Tertiary road work for 1300 km, gravel surface | \$ 58,500,000 | \$ 2,140,277 | \$ 3,581,193 | \$ 5,234,494 | \$ 5,905,777 | \$ 16,861,741 | \$ 21,417,976 | \$ 37,082,024 |
| 2 | B2- Bridge construction work for 1600 m | \$ 10,000,000 | \$ 499,548 | \$ 829,370 | \$ 543,857 | \$ 506,040 | \$ 2,378,815 | \$ 3,046,762 | \$ 6,953,238 |
| 3 | B3- Tertiary road maintenance | \$ 25,500,000 | \$ 0 | \$ 2,167,867 | \$ 781,412 | \$ 1,111,224 | \$ 4,060,503 | \$ 4,472,863 | \$ 21,027,137 |
| 4 | B4- Implementation Support | \$ 34,000,000 | \$ 1,293,253 | \$ 1,876,190 | \$ 1,933,409 | \$ 1,929,313 | \$ 7,032,165 | \$ 11,342,554 | \$ 2,657,446 |
| Sub-total of Component B Plan | | | \$ 3,950,000 | \$ 8,300,000 | \$ 8,000,000 | \$ 9,400,000 | \$ 29,650,000 | \$ 39,600,000 | N/A |
| Sub-total of Component B Actual | | \$ 128,000,000 | \$ 3,933,078 | \$ 8,454,620 | \$ 8,493,172 | \$ 9,452,354 | \$ 30,333,224 | \$ 40,280,155 | \$ 87,719,845 |
| C Institutional Strengthening, Project Management and Program Development (MPW & MRKD) | | | | | | | | | |
| 1 | C1- Setting up a rural roads planning and mgt system | \$ 5,000,000 | \$ 0 | \$ 68,666 | \$ 214,223 | \$ 440,621 | \$ 440,621 | \$ 723,515 | \$ 4,276,490 |
| 2 | C2- Institutional Strengthening | \$ 7,000,000 | \$ 0 | \$ 79,782 | \$ 205,015 | \$ 389,879 | \$ 389,879 | \$ 674,676 | \$ 6,325,324 |
| 3 | C3- Project implementation support | \$ 6,000,000 | \$ 7,869 | \$ 82,376 | \$ 35,611 | \$ 119,386 | \$ 119,386 | \$ 392,194 | \$ 5,607,806 |
| Sub-total of Component C Plan | | | \$ 8,000 | \$ 230,000 | \$ 485,000 | \$ 990,000 | \$ 990,000 | \$ 1,871,000 | N/A |
| Sub-total of Component C Actual | | \$ 18,000,000 | \$ 7,869 | \$ 230,824 | \$ 454,849 | \$ 949,885 | \$ 949,885 | \$ 1,790,379 | \$ 16,209,621 |
| Grand Total Plan | | | \$ 8,808,000 | \$ 18,780,000 | \$ 16,935,000 | \$ 32,190,000 | \$ 32,190,000 | \$ 93,291,000 | N/A |
| Grand Total Actual | | \$ 332,000,000 | \$ 8,751,046 | \$ 18,905,672 | \$ 17,571,744 | \$ 32,911,318 | \$ 32,911,318 | \$ 94,785,139 | \$ 237,214,861 |

Annex: 5.A- ARAP Secondary Roads Provincial Wise Achievements since Inception till March 2015

| ARAP-MoPW Secondary Road Achievement Since Inception till March 2015 | | | | | |
|--|---|-------------------|------------------|-------------------|----------------------|
| Province | Road & Periodic Maintenance Length (KM) | Bridge Length (m) | Structures (m) | Labor Days | Budget \$ |
| Badakhshan | 84.12 | 74.00 | 2,182.00 | 19,632.75 | 3,776,182.41 |
| Badghis | 0.00 | 48.00 | 0.00 | 14,648.63 | 1,001,972.88 |
| Baghlan | 8.00 | 68.00 | 0.00 | 14,080.57 | 1,308,666.86 |
| Balkh | 14.99 | 0.00 | 5.00 | 14,398.96 | 1,074,090.61 |
| Bamyan | 90.24 | 0.00 | 16,160.00 | 47,431.39 | 4,197,901.65 |
| Diakundi | 21.86 | 15.00 | 13,719.00 | 29,028.31 | 2,337,026.56 |
| Farah | 22.00 | 0.00 | 67.00 | 30,176.02 | 2,385,926.15 |
| Faryab | 24.00 | 48.00 | 4,873.00 | 37,499.67 | 2,944,746.39 |
| Ghazni | 18.14 | 0.00 | 8,727.00 | 17,045.24 | 1,542,331.24 |
| Kabul | 50.66 | 0.00 | 668.00 | 25,621.75 | 3,174,838.55 |
| Kandahar | 10.03 | 0.00 | 5,639.00 | 25,122.19 | 1,778,142.71 |
| Khost | 0.00 | 360.00 | 0.00 | 25,229.63 | 2,828,429.00 |
| Kunduz | 70.37 | 80.00 | 1,122.00 | 129,585.36 | 10,197,307.20 |
| Logar | 59.00 | 0.00 | 0.00 | 7,305.00 | 692,510.00 |
| Nangarhar | 39.50 | 0.00 | 0.00 | 171,579.91 | 587,532.00 |
| Nimroz | 13.44 | 0.00 | 16.00 | 6,914.36 | 2,814,590.26 |
| Paktya | 0.00 | 18.10 | 0.00 | 2,767.86 | 233,714.04 |
| Panjsher | 9.40 | 60.00 | 7,678.00 | 27,566.10 | 1,880,981.87 |
| Parwan | 12.30 | 20.00 | 0.00 | 2,516.51 | 461,191.87 |
| Takhar | 52.60 | 37.00 | 0.00 | 13,302.34 | 890,387.03 |
| Wardak | 0.00 | 40.00 | 0.00 | 7,866.08 | 563,599.92 |
| Total | 600.65 | 868.10 | 60,856.00 | 669,318.63 | 46,672,069.20 |

Annex: 5.B-ARAP Tertiary roads Provincial Wise Achievements since Inception till March 2015

| ARAP-MRRD TERTIARY Road Achievement Since Inception till March 2015 | | | | | |
|---|------------------|-------------------|----------------|----------------|-------------------|
| Province | Road Length (KM) | Bridge Length (m) | Structures (m) | Labor Days | Budget \$ |
| Badakhshan | 31 | 93 | 315 | 55,249 | 1,986,315 |
| Badghis | 29 | 0 | 1,712 | 4,736 | 1,560,504 |
| Baghlan | 43 | 108 | 1,520 | 32,570 | 2,213,719 |
| Balkh | 4 | 40 | | 25,070 | 536,573 |
| Bamyan | 30 | 43 | 691 | 71,682 | 1,242,588 |
| Daykundi | 12 | 6 | 180 | 156,751 | 630,652 |
| Farah | 34 | | 149 | 4,128 | 933,796 |
| Faryab | 38 | | 549 | 10,890 | 1,404,541 |
| Ghazni | 9 | 14 | 264 | 5,096 | 505,218 |
| Ghor | 21 | | 428 | 26,346 | 822,008 |
| Hilmand | 32 | | 592 | 9,250 | 929,571 |
| Hirat | 41 | 12 | 364 | 7,400 | 1,028,304 |
| Jawzjan | 14 | | 26 | 13,006 | 436,823 |
| Kabul | 28 | 59 | 704 | 20,862 | 1,213,246 |
| Kandahar | 25 | | 277 | 6,495 | 936,793 |
| Kapisa | 16 | 11 | 439 | 9,173 | 679,757 |
| Khost | 5 | 0 | 43 | 4,579 | 188,012 |
| Kunar | 8 | 0 | 156 | 14,860 | 318,458 |
| Kunduz | 15 | 16 | 185 | 9,188 | 507,758 |
| Laghman | 2 | 0 | 65 | 3,209 | 69,580 |
| Logar | 8 | 0 | 877 | 10,849 | 674,474 |
| Nangarhar | 21 | 0 | 684 | 21,105 | 728,167 |
| Nimroz | 24 | 0 | 47 | 8,853 | 1,152,230 |
| Nuristan | 4 | 0 | 251 | 10,324 | 153,234 |
| Paktya | 11 | 0 | 393 | 21,499 | 373,965 |
| Kunduz | 15 | 16 | 185 | 9,188 | 507,758 |
| Panjsheer | 9 | 15 | 885 | 11,465 | 535,255 |
| Parwan | 19 | 42 | 1,758 | 12,172 | 883,234 |
| Samangan | 32 | 12 | 410 | 12,741 | 1,186,081 |
| Sari Pul | 28 | 21 | 903 | 18,546 | 1,370,470 |
| Takhar | 36 | 42 | 2,292 | 21,895 | 1,481,971 |
| Wardak | 22 | 0 | 842 | 35,404 | 1,009,093 |
| Zabul | 18 | 0 | 1,422 | 10,655 | 910,454 |
| Total | 668 | 534 | 19,421 | 686,048 | 28,602,843 |

Annex: 6.A- ARAP Secondary Road on Going Activities

| ARAP-MoPW- Secondary Road Ongoing Activities | | | | | |
|--|------------------|-------------------|------------------|-------------------|-----------------------|
| Province | Road Length (KM) | Bridge Length (m) | Structures (m) | Labor Days | Budget \$ |
| Badghis | 37.00 | 0.00 | 0.00 | 0.00 | 590,268.00 |
| Baghlan | 56.68 | 0.00 | 5,626.20 | 45,178.50 | 9,369,605.53 |
| Balkh | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Bamyan | 70.54 | 60.00 | 4,753.00 | 18,403.01 | 2,806,227.27 |
| Diakundi | 85.98 | 15.00 | 3,062.00 | 34,454.30 | 16,886,608.58 |
| Farah | 22.68 | 0.00 | 0.00 | 6,995.23 | 1,773,080.44 |
| Faryab | 20.00 | 51.00 | 35.00 | 5,857.12 | 3,351,261.16 |
| Ghor | 109.66 | 0.00 | 9,120.00 | 23,342.02 | 6,646,994.76 |
| Hilmand | 15.00 | 0.00 | 189.00 | 0.00 | 4,245,976.00 |
| Jawzjan | 39.14 | 0.00 | 22.00 | 11,451.98 | 10,010,282.69 |
| Kabul | 17.69 | 0.00 | 3,764.00 | 30,725.05 | 3,799,133.19 |
| Kandahar | 0.00 | 260.00 | 0.00 | 13,021.98 | 2,435,199.71 |
| Khost | 37.92 | 0.00 | 0.00 | 0.00 | 590,680.93 |
| Kunar | 25.09 | 0.00 | 2,034.00 | 5,356.06 | 2,474,393.98 |
| Kunduz | 16.50 | 0.00 | 4,193.00 | 9,697.36 | 4,232,488.01 |
| Laghman | 18.17 | 0.00 | 0.00 | 0.00 | 187,507.39 |
| Logar | 10.76 | 0.00 | 0.00 | 8,803.43 | 2,478,368.76 |
| Nangarhar | 24.63 | 0.00 | 140.00 | 14,588.26 | 4,764,027.92 |
| Nimroz | 19.00 | 0.00 | 41.00 | 7,517.34 | 2,489,725.81 |
| Nuristan | 22.00 | 71.00 | 35.00 | 10,138.34 | 5,665,857.58 |
| Samangan | 13.99 | 0.00 | 0.00 | 0.00 | 2,481,608.85 |
| Takhar | 63.65 | 0.00 | 4,963.00 | 234,480.33 | 14,306,805.23 |
| Wardak | 16.12 | 0.00 | 7,978.00 | 4,500.85 | 2,679,119.30 |
| Zabul | 10.48 | 0.00 | 1,615.00 | 5,560.31 | 2,006,885.17 |
| Total | 752.68 | 457.00 | 47,570.20 | 490,071.47 | 106,272,106.26 |

Annex: 6.B- ARAP Tertiary Road on Going Activities

| PROVINCE | ARAP-MRRD - TERTIARY ROAD ONGOING ACTIVITIES | | | | |
|--------------|--|-----------------|--------------------|----------------|-------------------|
| | ROAD IN KM | BRIDGE IN METER | STRUCTURE IN METER | LABOR DAYS | \$BUDGET |
| Badakshan | 87 | 323 | 5,391 | 99,448 | 11,802,885 |
| Badghis | 25 | | 1,266 | 8,643 | 1,275,555 |
| Baghlan | | 60 | 995 | 808 | 804,266 |
| Balkh | 56 | 60 | 11,611 | 26,812 | 5,177,502 |
| Bamyan | 29 | 10 | 484 | 177,100 | 1,195,901 |
| Daykundi | 32 | 70 | 634 | 37,592 | 2,236,293 |
| Farah | 14 | 200 | 4,159 | 5,920 | 2,481,528 |
| Faryab | 20 | 21 | 329 | 7,347 | 934,963 |
| Ghazni | 27 | | 2,000 | 4,858 | 1,433,083 |
| Ghor | 50 | 60 | 1,033 | 26,709 | 2,863,324 |
| Jawzjan | 2 | | 107 | - | 70,304 |
| Kabul | 66 | 20 | 13,027 | 18,802 | 7,143,202 |
| Kapisa | 9 | 100 | 593 | 7,456 | 1,811,352 |
| Khost | 18 | 11 | 350 | 13,474 | 826,925 |
| Kunar | 12 | | 748 | 7,201 | 833,744 |
| Kunduz | 24 | | 50 | 5,511 | 874,887 |
| Laghman | 25 | 12 | 702 | 12,171 | 1,316,668 |
| Logar | 12 | | 1,523 | 10,837 | 624,659 |
| Nangarhar | 11 | | 503 | 6,730 | 641,882 |
| Nimroz | 12 | | 21 | - | 453,479 |
| Nuristan | 34 | | 335 | 31,485 | 1,495,308 |
| Paktika | 36 | | 923 | 8,885 | 1,407,744 |
| Paktya | 6 | 30 | 321 | 1,940 | 455,107 |
| Panjsher | 27 | 160 | 2,017 | 10,912 | 2,240,689 |
| Parwan | 45 | 90 | 10,713 | 29,271 | 5,568,189 |
| Samangan | 33 | 20 | 530 | 7,025 | 1,078,393 |
| Sari Pul | 9 | 34 | 1,046 | 4,635 | 835,018 |
| Takhar | 40 | 148 | 1,907 | 10,325 | 2,282,272 |
| Uruzgan | 61 | 52 | 388 | 23,942 | 2,577,900 |
| Wardak | 11 | 9 | 807 | 5,118 | 673,869 |
| Zabul | 10 | | 111 | 640 | 749,375 |
| Total | 843 | 1,489 | 64,625 | 611,597 | 64,166,266 |

Annex: 7-NRAP Achievements per Donor Since Inception of the Program till March 2015

| NRAP-MoPW- ACHIEVEMENT PER DONOR SINCE INCEPTION OF PROGRAM till March 2015 | | | | | | |
|---|---------------------------|------------------|-----------------|--------------------|----------------------|-----------------------|
| Project | Donor | ROAD IN KM | BRIDGE IN METER | STRUCTURE IN METER | LABOR DAYS | \$BUDGET |
| LIWP | WB | 3,897.96 | 20 | 3,440.50 | 3,403,984.24 | 8,930,747.50 |
| NEEP1 | WB | 2,200.90 | 19.2 | 647.5 | 2,591,106.70 | 6,615,925.74 |
| NEEPRA | WB | 809 | 468.5 | 23,691.39 | 1,424,906.80 | 14,911,738.71 |
| NERAP | ARTF | 441.84 | 728 | 11,425.27 | 810,282.39 | 49,719,539.98 |
| NERAP | GOI | 27.1 | - | 1,336.50 | 202,040.76 | 3,171,283.93 |
| NERAP | IDA | 683.57 | 792.8 | 43,710.33 | 886,791.93 | 57,504,076.82 |
| NERAP | EMR | 1.5 | - | - | 56,623.86 | 2,162,670.85 |
| NERAP | CIDA | 7 | - | 24.1 | 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 | - | 38,613.00 | 571,081.55 |
| ARAP | ARAP- Secondary Roads | 298.05 | 868.1 | 60,856.00 | 478,912.17 | 42,202,857.13 |
| ARAP | ARAP-Routine Maintenance | 543.95 | - | - | 12,918.52 | 860,357.88 |
| ARAP | ARAP-Periodic Maintenance | 328.6 | - | - | 191,062.46 | 5,111,460.72 |
| | Sub- Total | 9,474.54 | 3,615.62 | 155,130.79 | 11,207,368.15 | 203,728,225.57 |
| NRAP-MRRD- ACHIEVEMENT PER DONOR SINCE INCEPTION OF PROGRAM till March 2015 | | | | | | |
| APRP | APRP-NRAP-MRRD | 86 | | 4104 | 482684 | 10957176 |
| WB | ARAP-MRRD-WB | 668 | 534 | 19,421 | 686,048 | 28,602,843 |
| DF | HARDP - MRRD - DF | 84 | 28 | 24 | - | 11,450,312 |
| WB | NEEP1 - MRRD - WB | 291 | - | 1,549 | 419,011 | 2,377,820 |
| EC | NEEPEC - MRRD - EC | 159 | 102 | 1,793 | 330,101 | 6,753,545 |
| AU | NEEPRA - MRRD - AU | 31 | | 303 | 32,177 | 481,983 |
| CD | NEEPRA - MRRD - CD | 20 | | 4 | 2,382 | 205,306 |
| DF | NEEPRA - MRRD - DF | 236 | 58 | 8,427 | 312,147 | 5,772,789 |
| PS | NEEPRA - MRRD - PS | 183 | 137 | 2,585 | 240,363 | 3,613,212 |
| US | NEEPRA - MRRD - US | 58 | | 636 | 11,604 | 1,518,132 |
| WB | NEEPRA - MRRD - WB | 708 | 117 | 8,928 | 1,300,885 | 9,216,381 |
| TF | NERAP - MRRD - TF | 428 | 383 | 11,419 | 456,860 | 16,284,264 |
| WB | NERAP - MRRD - WB | 921 | 1,219 | 20,274 | 1,404,919 | 34,589,394 |
| CF | NRAP - MRRD - CF | 46 | 162 | | 22,642 | 3,987,479 |
| DU | NRAP - MRRD - DU | 16 | | 319 | 6,415 | 702,291 |
| MOF | NRAP - MRRD - MOF | 140 | 12 | 5,862 | 105,466 | 5,841,236 |
| AU | NRAP-LB - MRRD - AU | 24 | 45 | 250 | 104,935 | 1,787,114 |
| CF | NRAP-LB - MRRD - CF | 143 | | 3,941 | 578,382 | 5,028,132 |
| JF | NRAP-MRRD-JF | 27 | 10 | 3,723 | 51,481 | 3,985,235 |
| JF | RAL - MRRD - JF | 349 | 10 | 9,506 | 359,800 | 9,424,976 |
| AU | URAP-MRRD-AU | 34 | | 483 | 74,468 | 1,178,797 |
| | Sub- Total | 4,652 | 2,817 | 103,551 | 6,982,770 | 163,758,417 |
| | Grand -Total | 14,126.54 | 6,432.62 | 258,681.79 | 18,190,138.15 | 367,486,642.57 |

Annex: 8- NRAP Achievements during 1393

| Intermediate Results Indicators | NRAP Achievements during 1393 | | |
|----------------------------------|-------------------------------|------------|--------------|
| | MoPW | MRRD | Total |
| Road / Km | 224 | 658 | 882 |
| Bridge /Liner meters | 836 | 366 | 1,202 |
| Drainage Structure/ Liner meters | 48,668 | 25,190 | 73,858 |
| Labor Days Generated/Days | 395,282 | 804,149 | 1,199,431 |
| Disbursement / M\$ | 30,381,400.80 | 34,268,076 | 64,649,476.8 |

Annex: 9.A- Component A Environmental and Social Safeguard Achievements**Component A: Main ESM Activities Carried Out By Regions During The Reporting Period (ESM Report for the year of 1393)**

| S/ N o | Activity | Kabul | West | CH L | East | North | South East | South | North East | Badkshan | Total |
|--------------|--|--------|--------|---------|--------|---------|---------------|---------|---------------|----------|----------------|
| 1 | # of ESM Plans prepared | 4 | 2 | 5 | 4 | 8 | 13 | 16 | 10 | 3 | 65 |
| 2 | # of consultation meetings held | 60 | 28 | 17 | 33 | 45 | 18 | 40 | 57 | 67 | 365 |
| 3 | # of people trained/consulted/Aware d | 945 | 717 | 562 | 985 | 523 | 730 | 1160 | 1035 | 1149 | 7806 |
| 4 | # of Grievance Redress Committee (GRC)/ Social Inclusion Committee established | 4 | 9 | 11 | 26 | 19 | 41 | 16 | 17 | 1 | 144 |
| 5 | # of PAPs | 27 | 15 | 0 | 11 | 29 | 174 | 0 | 51 | 0 | 307 |
| 6 | # of Male PAPs | 100 | 50 | 0 | 3 | 120 | 291 | 0 | 184 | 0 | 748 |
| 7 | # of Female PAPs | 89 | 55 | 0 | 44 | 83 | 343 | 0 | 172 | 0 | 786 |
| 8 | Land donated (m2) by people | 3386 | 8000 | 0 | 315 | 495 | 30267 | 0 | 12125 | 0 | 54588 |
| 9 | # of cut trees | 40 | 150 | 0 | 0 | 0 | 778 | 0 | 205 | 0 | 1173 |
| 10 | # of planted trees | 680 | 1160 | 0 | 40 | 0 | 1556 | 0 | 3190 | 0 | 6626 |
| 11 | # of beneficiaries | 482590 | 813510 | 319000 | 415000 | 1252934 | 652256 | 2069340 | 391816 | 922650 | 7319096 |
| 12 | # of stripe plan prepared | 1 | 1 | 0 | 2 | 2 | 11 | 0 | 5 | 0 | 22 |
| 13 | # of Abbreviated RAP prepared | 1 | 1 | 0 | 2 | 2 | 11 | 0 | 5 | 0 | 22 |
| 14 | # of Projects monitored/visited | 56 | 35 | 13 | 30 | 34 | 12 | 32 | 40 | 66 | 318 |
| 15 | # of issues solved | 6 | 3 | 2 | 2 | 2 | 1 | 0 | 1 | 2 | 19 |
| 16 | # of Success stories | 0 | 17 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 20 |
| 17 | # of Social Audits held | 0 | 1 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 8 |
| 18 | # of Maintenance documents prepared | 8 | 5 | 6 | 1 | 11 | 8 | 10 | 2 | 22 | 73 |

Annex: 9.B - Component B Environmental and Social Safeguard Achievements

| <i>Component B: Main ESM Activities Carried Out By Regions During The Reporting Period (ESM Report for the year of 1393)</i> | | | | | | | | | | | |
|--|---|-------|------|------|------|-------|------------|-------|------------|---------------|---------------|
| S/no | Activity | Kabul | West | CHL | East | North | South East | South | North East | Badak Hshan | Total |
| 1 | # of ESM documents prepared | 35 | 7 | 2 | 7 | 15 | 16 | 16 | 14 | 2 | 114 |
| 2 | # of trees planted | 0 | 0 | 4500 | 0 | 0 | 0 | 0 | 3100 | 200 | 7800 |
| 3 | # of people got awareness | 627 | 287 | 255 | 570 | 250 | 187 | 690 | 920 | 681- M 100-FM | 4467-M 100-FM |
| 4 | # of coordination meetings held | 28 | 4 | 4 | 4 | 15 | 0 | 4 | 0 | 0 | 59 |
| 5 | # Of Men GRC Committee. | 43 | 2 | 8 | 27 | 18 | 13 | 37 | 25 | 10 | 183 |
| 6 | # Of Women GRC Committee. | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7 | # of issues solved through GRC meetings | 23 | 0 | 5 | 18 | 0 | 3 | 1 | 1 | 1 | 52 |
| 8 | # of CPM conducted | 5 | 7 | 4 | 22 | 0 | 0 | 3 | 21 | 1 | 63 |
| 9 | # of Social Audits conducted | 7 | 6 | 7 | 0 | 0 | 0 | 14 | 4 | 1 | 39 |
| 10 | Land donated (m2) | 34491 | 0 | 0 | 2530 | 15420 | 284 | 3642 | 16078 | 32222 | 104667 |
| 11 | Environmental Monitoring | 0 | 3 | 35 | 24 | 11 | 14 | 6 | 26 | 6 | 125 |

Annex: 10- Monitoring and Evaluation

Monitoring and Evaluation

The appraisal report (“Technical Annex”) laid out a comprehensive program of activities to monitor and evaluate the results achieved by the project. These were appropriately divided between outcomes –the impacts on the lives of the beneficiary population—and the (intermediate) outputs –implementation of the planned road improvements and construction of new bridges. The Project level Development Objectives, by which the national developmental objective could be measured, are:

- Percent (%) of rural population living within 2 km of all season roads
- Percent (%) reduction in travel time by 4-wheeled vehicles along roads improved under the project
- Increased frequency of trips to nearest essential services (including town markets, schools, and health facilities) connected by the roads improved under the project

ARAP baseline survey conducted in 2012 and the results of baseline survey disseminated through dissemination workshop amongst stockholders and other invited agencies. As result some modification/recommendation to current PDOs level indicators are suggested in order to measure the impact of ARAP straightforwardly.

Current indicators in ARAP are cover a vast meaning and make interpretation so difficult. For better impact evaluation, program has recommendation on current indicators based on the collected data in the baseline and follow up survey. The recommended indicators are more specific and measureable. The indicators of interest are important measures that will be used by the project to determine the extent to which beneficiaries, specifically those participating in the study, perceive changes in the availability of quality roads. To that end, the following revisions are suggested to the indicators 1, 2 and 3 to align them to the baseline data:

Indicator 1: Current indicator: Percent (%) of rural population living within 2 km of all season roads

Suggested indicator: Percent of households surveyed that live within 2 kilometers of a an all season road

As a result of the inherent error in generalizing results from a sampled population to a larger population (especially when the generalization is based on estimates of the general population), it is recommended that the indicator of interest be revised to focus on the proportion of the households in the villages surveyed that live within 2 kilo meters of an all season road. Associated with this, it is suggested to revise all questions to reference 'all season roads' and include questions that specifically ask respondents whether the all season road has been recently improved by the ARAP project. The road survey questions may also be revised to include estimates of whether the main road, the closest drivable road (paved or unpaved), and the all season roads are referencing the same road in the village.

Indicator 2: Current indicator: Percent (%) reduction in travel time by 4-wheeled vehicles along roads improved under the project

Suggested indicator: Percent reduction in travel time to health facilities, town markets and locations within the province by 4-wheeled vehicles

Since the primary mode of transportation to educational facilities is walking it is recommended that this be excluded from the indicator for mid-line and end-line data collection. Instead, travel times to provincial and district centres and other locations within the district should be included. Associated to this indicator, it is suggested to revise questions to specify which roads respondents use, and gauge whether the roads being used are those that are being improved under the ARAP project.

Indicator 3: Current indicator: Increased frequency of trips to nearest essential services (including town markets, schools, and health facilities) connected by the roads improved under the project

Suggested indicator: Increased frequency of trips between village and district centre, provincial centre, and major cities

Frequency of trips to essential services was not available in the data provided; instead, it is recommended that the indicator be revised and aligned with the data that is available for baseline estimate of this indicator; specifically, frequency of trips between the village and district centre, provincial centre and major cities. Associated with this, it is recommended that parallel questions be asked to both males and females.

The baseline survey was duly carried out in 2012 it generated ample data for the intended purpose, in the comprehensive report issued in March 2015. While the follow up survey to tertiary and secondary roads NRAP-MRRD and MPW was conducted in 2015 to measure the 'increase in % of population living within 2km of all season road' indicator, the result from 7 sub-projects show 12% increment in household living within 2 Km of all season roads.

The means to record the outputs systematically have been put in place in each PIU, which routinely generates and circulates tables listing physical progress, as programmed. So far, little has been done to make that information available to the beneficiary communities, and to involve the beneficiaries in monitoring progress.

Baseline Survey Results

| S/No | PDO Level Result Indicators | Baseline findings |
|------|---|---|
| 1 | Percent (%) of rural population living within 2 km of all season roads | 58.4 percent of households are within 2 kilometers of the nearest all season roads (paved or unpaved). |
| 2 | Percent (%) reduction in travel time by 4 - wheeled vehicles along roads improved under the project | <p>Shortest average travel times reported for travel to joint high schools (0.1 hours) by male and female focus group participants; longest travel times reported for secondary school and boy's high school (0.7 hours) (most common mode of transport was walking).</p> <p>Average travel times by 4 - wheeled vehicle (private car or taxi) to public clinics was 1.0 hours, to private pharmacies was 1.4 hours, to private doctors office or hospital was 1.5 hours, and to district or provincial hospital was 2.0 hours.</p> <p>The shortest average travel times by 4 wheeled vehicle were reported by male focus group participants for the closest village (0.4 hours), shops that sell food (0.9 hrs), and the longest average travel time was reported for travel to the provincial center (6.4 hrs) followed by travel to major cities such as Herat, Mazar-e-Sharif, Jalalabad, Kabul, Kandahar City or Kunduz (9.2 hrs).</p> |
| 3 | Increased frequency of trips to nearest essential services (including town markets, schools, and health facilities) connected by the roads improved under the project | Male focus group respondents report that vehicles travel everyday between village and other locations within district (42.5%) and other locations within province (39.1%); the majority of female respondents (20.2 and 19.7 percent, respectively) reported traveling once or twice to the district center and 16 percent reported traveling to the city in the past 6 months. |

160 Rm Bridge in Rostaq district of Takhar Province





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