



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

National Rural Access Program (NRAP)

ANNUAL REPORT

۱۳۹۴

March 2015 – March 2016



140 Rm Bridge in Tani District of Khost Province



Islamic Republic of Afghanistan

Ministry of Finance

Ministry of Public Works

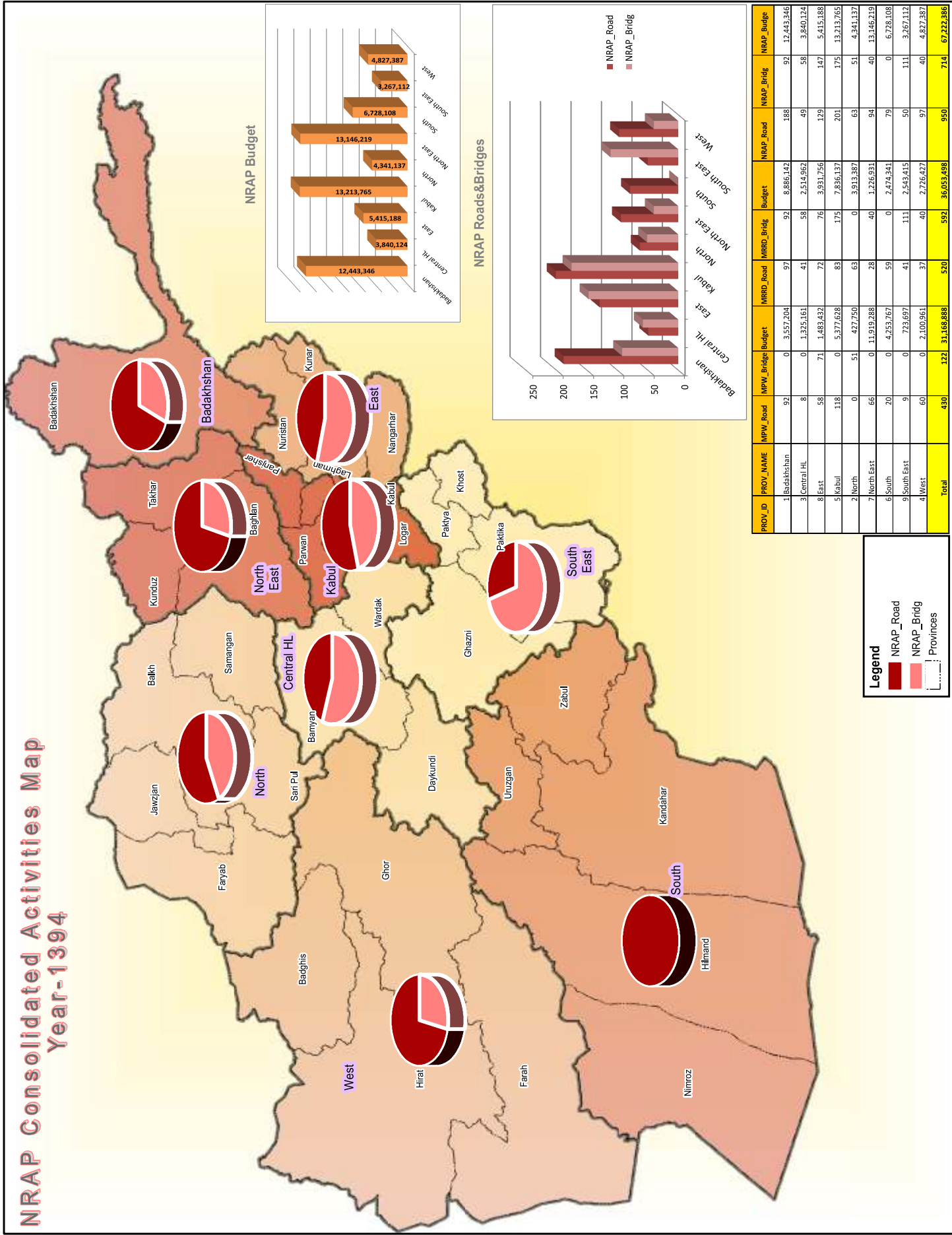
Ministry of Rural Rehabilitation and Development

National Rural Access Program

ANNUAL REPORT 1394
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NRAP Consolidated Activities Map
Year-1394





Acknowledgment

It is a great honour to present National Rural Access Program (NRAP's) achievements for the year 1394 to all interested groups especially key stakeholders of the program.

My sincere thanks goes to all those who directly or indirectly support the program to achieve its goals and targets for the year 1394.

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Last but not least I would also like to convey my gratitude to the Steering Committee of the program for their strong support.

Besmillah Besmil
Program National Coordinator

ارزیابی و پیام هیئت رهبری برنامه



تخلیص ارزیابی و پیام وزارت فواید عامه:

برنامه ملی راه سازی روستایی یکی از برنامه های مهم و مبرم ملی در سطح کشور است و منحیث وزیر فواید عامه کشور می توان گفت که برنامه ملی راه سازی روستایی یکی از برنامه های موفق و پیشتاز است چون از بدو تاسیس تا اکنون این برنامه توانسته است که بسیاری از مشکلات مردم را در سکتور های اقتصادی، تعلیمی، کشاورزی و ترانسپورته حل نماید.

نا امنی یکی از چالش های عمده در کشور است ولی باید یاد آور شد که برنامه ملی راه سازی روستایی با تطبیق پروژ های سرک، پل، حفظ و مراقبت سرک ها و اشتغال زایی برای مردم توانسته است تا حد زیاد در بخش تامین امنیت کمک نماید.

همچنان باید گفت که اکثریت زیاد باشندگان مناطق که ما تا هنوز بنابر مشکلات بودیجویی نتوانستیم پروژه های برنامه را آنجا تطبیق کنیم خواهان تطبیق پروژ ها از طریق برنامه ملی راه سازی روستایی در مناطق شان هستند ولی ما همواره در تلاش هستیم تا به شکل خوب چالش بودیجویی را حل نمایم و به خواست آنها که تا هنوز از برنامه مستفید نشده اند رسیدگی نمایم.

به این منظور ما پلان منظم برای تطبیق پروژ ها را روی دست داریم تا بتوانیم از طریق برنامه ملی راه سازی به همه ولایت های کشور به شکل متوازن پروژ های را عملی نمایم.

جلالتماب انجنیر محمود بلیغ
وزیر فواید عامه
(از مصاحبه تصویری)

د کلیو پراختیا او بیارغونی وزارت ارزونی تخلیص او پیغام:

د کلیو د لار جوړونې ملي پروگرام د کلیو پراختیا او بیارغونی وزارت په چوکاټ کې له مهمو پروگرامونو گڼم، او په ډاگه وایم چې ددغه پروگرام له لارې د افغانستان ډیر کلي یو بل سره او ولسوالیو او همدانشان له ښارونو سره نښلول شوي دي. له دې سربیره د کلیو د لار جوړونې ملي پروگرام د سرکونو او پلونو په جوړولو سره د خلکو په کرنیزو، اقتصادي او ترانسپورته برخه کې رځنده رول لوبولی دي.

یادوو چې د افغانستان ۷۵ سلنه خلک په کلیو کې اوسیږي او پخوا به یو شمیر کلیو کې لارې شتون نه درلود ولی همدغه پروگرام له لارې مونږ ورته د موثر لارې جوړې کړې ترڅو د دوي ستونزې هوارې شي.

باید ووايم چې یو شمیر سیمې لا پاتې دي چې باید هلته پروژې ترسره شي، مونږ ورته پلان جوړو او په نږدې راتلونکې به ډیرې پراختیایي پروژې په لاره واچوو.

زه ددغه پروگرام نه ډیر خوښ یم ددې لپاره چې دغه پروگرام د ښې کړنو، د سم مدیریت او هیوادوالو ته ښه خدمت له امله د مرسته کوونکو هیوادونو د پام وړ دي.

جلالتماب انجنیر نصیر احمد دارني
د کلیو پراختیا او بیارغونی وزیر
(انځوریزې مرکې څخه)

Acronyms and Abbreviations

AFN	Afghanis
ANDS	Afghanistan National Development Strategy
ANSA	Afghanistan National Standard Authority
APRP	Afghanistan Peace Reintegration Project
ARAP	Afghanistan Rural Access Project
ARTF	Afghanistan Reconstruction Trust Fund
AUSAID	Australian Agency for International Development
CARD-F	Comprehensive Agriculture and Rural Development Facility
CDC	Community Development Council
CHL	Central Highlands
CIDA	Canadian International Development Agency
DFID	Department for International Development
DGCS	Directorate General for Development Cooperation
DLP	Defect Liability Period
EM	Emergency Maintenance
ESM	Environmental and Social Management
ESMF	Environmental and Social Safeguard Framework
ESMP	Environmental and Social Management Plan
FA	Financial Audit
FP	Facilitating Partner
GOI	Government of India
GOV	Government
GRC	Grievance Redress Committees
H.Q	Headquarter
IC	Implementation Consultant
IDA	International Development Association
IRD	International Relief Development
JF	Japan Fund
JICA	Japan International Cooperation Agency
Km	Kilometre
KPI	Key Performance Indicator
m ²	Square Meter
MIS	Management Information System
MoF	Ministry of Finance
MoPW	Ministry of Public Works
MP	Member of Parliament
MRRD	Ministry of Rural Rehabilitation and Development
MSA	Management Service Agreement
MTR	Mid Term Review
NCU	National Coordination Unit
NEEP	National Emergency Employment Program
NEEPRA	National Emergency Employment program for Rural Access
NERAP	National Emergency Rural Access Project
NPP	National Priority Program
NRAP	National Rural Access Program
PAP	Project Affected Person/People
PAR	Post Action Review
PDO	Project Development Objective
PIU	Project Implementation Unit
QA/QC	Quality Assurance / Quality Control
RCC	Reinforced Cement Concret
RM	Running Meter
RRD	Rural Rehabilitation and Development
SCM	Steering Committee Meeting
SMT	Senior Management Team
TA	Technical Audit
URAP	Uruzgan Rural Access Project
USAID	United States Agency for International Development
WB	World Bank

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1. Introduction

Subsequent to the end of several decades of civil war and political turbulence in Afghanistan, 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 presidential statement of National Unity Government of Islamic Republic of Afghanistan.

The National Rural Access Program (NRAP) was formulated as one of the national priority programs in 2002; focussing 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 focus both on quality rural road rehabilitation and, enhance rural employability.

The program now relies on three dimensional conceptual frameworks:

- 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.
- 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 cares 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.

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

2.NRAP at a Glance

NRAP contributes in fortifying local economy and livelihoods. The program has succeeded to construct more than 14,400 Km of road, 7,200 Running meters of bridges, 303,900 Linear meter other associated road infrastructures as well as generated more than 19 million labor days since inception until March 2016 through implementation of several projects during the period. Furthermore, 30% of total cost of projects injected to surrounding communities through using both labor intensive and private sector led models to enhance economy and livelihood of local community. For more details, please refer to (Annex: 1.A & 1.B).

National Rural Access Program implement and oversights various major projects worth more than US\$ 865 m since inception of the program in road sector.

2.1. Afghanistan Rural Access Project

The Afghanistan Rural Access Project 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 Practically activated on 1st October 2012 and will last till 31 March 2018 with overall project life of 5.5 years, and it consists of three components A, B and C.

2.1.1. Component A: This component is implemented by MoPW with planned amount of US\$186m, 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 Running 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.

According to third year result indicators of the project the overall physical progress of Component A is very good.

As of March 2016 total 361.8 Km gravel surfaced secondary road which indicates overall 36% progress against total target but 109% against procurement plan target for 1394 and 79.5% against third year indicator is completed yet while 240 Km road is in progress **which indicatively exceed the preset indicator for gravel surface secondary road.** Furthermore, 90.9Km asphalt standard surface which indicates overall 36.6 % progress but 100% against procurement plan target for 1394 and 56% against indicator set for third year is completed while 170 Km is ongoing. **The indicative progress exceeds the indicator set for third year.**

Moreover, total 990 Running meter bridges which indicates overall 99% progress but 165% against indicator set for third year of the activity have been constructed insofar, while 355 Running meter bridge is under progress **which dominantly exceeds the preset indicator for third year.**

Overall the routine and periodic maintenance of 1781km road (416Km periodic+ 1365Km routine) is either completed for periodic maintenance or ongoing for routine maintenance which clearly shows **the high race (178% ahead of the target set for overall maintenance works).**

Financial progress of the component is also **Satisfactory**. The entire budgeted amount of the component (US\$ 186m) including allocation for operation is 100% committed. With disbursed amount of US\$ 122.59m the disbursement rate of Component A is at 65.9%.

It is essential to highlight 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 Running meter (137%) of planned bridge over secondary road, 1032Km (103%) planned routine and periodic maintenance of secondary road.

2.1.2. Component B: This component 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 periodic bases

According to third year result indicators of the project (900 Km, 1200 Running meter, and 1200 Km for gravel surface road, bridge construction and routine as well as periodic maintenance respectively) **the overall physical progress of Component B is very good.**

As of March 2016 total 1029 Km of planned gravel surfaced tertiary road is completed. This indicates overall (102.9%) progress but 114.3% against the target set for third year of the activity in the project. **The progress is 14% above the target for third year.** Likewise 973 Running meters, 60.8% of total planned bridge construction on tertiary road which indicates 81% achievement against third year result indicator for bridge construction over tertiary road.

Moreover, totals 3868Km of planned (2000Km) tertiary road is either completed for periodic maintenance or progressing under routine maintenance which indicates overall 193.4% progress and 322.3% achievement above the target set for third 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\$75.88m (59.2%) of total is disbursed.

2.1.3.Component C: - This component is collectively worth US\$ 18m for Program Planning and Development, Institutional Strengthening and Program Coordination Support that jointly implemented by MoPW 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 good. Road network classification finalized and approved by all three ministries; MoPW, MRRD and MoF, data collection for road network inventory and condition are 50% completed while the indicator is 100% by third 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, training to relevant staff and the testing of the system is in progress yet to be completed.

The 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.

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.

A Road Sector Organizational Study which includes road authority, road fund and transport institute was conducted by AMEC, funded by USAID. Therefore, to eradicate duplication of the efforts, the program has avoided investing on research work of road networks and sufficed by fetching information for the same study.

Financial progress of the component is **good**. The entire cost of the component (US\$18m) including allocation for operation is 100% committed while US\$4.26m (23.6%) of total is disbursed.

The program has also secured fund from government of Afghanistan, Japan, JICA and spent it in various provinces in road sector. The progress of these projects is individually promising for on time completion as well as ensuring achieving its development objectives.

3. Adequacy of ARAP Implementation Plan since Inception and During 1394

3.1. ARAP Physical Achievements

The Afghanistan Rural Access Project (ARAP) as one of the mega projects under NRAP with US\$ 332 Million budget is consist of three major components A, B, C which in turn subdivided into 4, 5, 3 subcomponents respectively.

Component A with allocated budget worth US\$ 186 million is accountable to improve collectively 1250 Km consisted of 1000Km unpaved and 250 km paved surface secondary/district roads and construction of 1000 Rm bridges as well as routine and periodic maintenance of 1000 km of pre-rehabilitated of same class maintainable roads.

Component B with allocated budget worth US\$ 128 million is accountable to improve 1300Km gravel surfaced village roads and construction of 1600 Rm bridges as well as routine/ periodic maintenance of 2000Km of Pre-rehabilitated network in maintainable condition of the same class.

Component C with allocated budget worth US\$ 18 million is accountable 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 is **very good**. Component based activities; physical and financial progress is outline as bellow, however, for detail progresses please refer to (Annex: 5), (Annex:7) and (Annex: 8).

3.1.1. 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/district roads as well as construction of bridge over secondary roads.

The cumulative physical achievements of this component including both gravel and asphalt standard road during reporting period is 172 km district roads, 122 Rm bridges and 17,171 meters associated drainage structures have been constructed. **The over all progress of this component is very good.** It is planned to achieve the following during the project life:

- i. Improvement of 1000Km gravel surface secondary road
- ii. Upgrading 250Km secondary road from existing surface to bituminous standard
- iii. Construction of 1000 Running 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)

I. Improvement of 1000 kilometers of gravel surface secondary roads:

To achieve Projective Development Objectives and complete all designed scope successfully this component has fund shortfall of more than US\$ 80m. 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. This component has planned to issue 65 contracts since inception of the project and it has developed and procured 65 contracts. The component has delivered 42 of the contracts through which it has constructed 361.8 Km of gravel surface secondary roads with cost of US\$ 36 m and generated 342,011 labor days since inception of the project.

Table: 1-Gravel surface secondary roads since inception till March 2016

Description	Target	Developed	Procured	Deliver
No of Contract	65	65	65	42
Length of Road (Km)	1,000	601.75	601.75	361.81
Cost (US\$ in m)	67.5	70.112	70.112	36.154
Asociated Infrastructure (m)	95,461.20	Not Applicable		63,379.20
Labordays generated	424,240.79	Not Applicable		342,011.80

Furthermore the component has delivered 14 of the contracts out of targeted 13 contracts during 1394, through which it has constructed 109 km of gravel surface secondary roads with cost of US\$ 12.5m and generated 98,103 labor days during reporting year.

Table: 2-Gravel surface secondary roads during reporting period

Description	Target	Developed	Procured	Deliver
No of Contract	13	13	13	14*
Length of Road (Km)	100.18	100.18	100.18	109.32
Cost (US\$ in m)	11.82	11.82	11.82	12.54
Asociated Infrastructure (m)	10,032.20	Not Applicable		13,144.20
Labordays generated	90,813.00	Not Applicable		98,103.20

* 1 contract procured last year

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. Component A has succeeded to deliver 12 out of 29 targeted contracts through which it has constructed 90.9 km of paved standard roads with total cost of US\$ 19m and generation of 170,465 labor days since inception of the project.

Table: 3- Secondary roads paved standard since inception till March 2016

(I)Description	Target	Developed	Procured	Deliver
No of Contract	29	29	29	12
Length of Road (Km)	250	261.17	261.17	90.92
Cost (US\$ in m)	40	63.511	63.511	19.26
Associated Infrastructure (m)	17,196.00	Not Applicable		10,381.00
Labordays generated	430,410.35	Not Applicable		170,465.42

Moreover the component has succeeded to constructed 63.4km of paved standard roads with total cost of US\$ 14m and generation of 94,005 labor days during reporting year.

Table: 4- Secondary roads paved standard during reporting period

Description	Target	Developed	Procured	Deliver
No of Contract	9	9	9	9
Length of Road (Km)	63.43	63.43	63.43	63.43
Cost (US\$ in m)	14.16	14.16	14.16	14.16
Associated Infrastructure (m)	4,027.00	Not Applicable		4,027.00
Labordays generated	94,005.56	Not Applicable		94,005.56

III. Construction of about 1,000 Running meters of bridges on secondary roads:

Given the type of resources and technical expertise required to construct bridges, most of the bridge construction is undertaken by experienced private contractors. As per programs' past experience most economical and good standard of bridges design has been adopted. Component A has delivered 21 out of 26 targeted bridges contracts through which constructed 990 Rm of bridges with total cost of US\$ 10.2 m and generated 117,067 labor days since inception of the project.

Table: 5- Bridge construction on secondary roads since inception till March 2016

Description	Target	Developed	Procured	Deliver
No of Contract	26	26	26	21
Length of Bridge (Rm)	1000	1,345.10	1,345.10	990.01
Cost (US\$ in m)	9	14.07	14.07	10.28
Labordays generated	134,638.96	Not Applicable		117,067.70

Moreover, component A has delivered 3 out of 4 targeted contracts through which constructed 122 Rm of bridges with total cost of US\$ 1.14m and generated 7,209 labor days during reporting year.

Table: 6- Bridge construction on secondary roads during reporting period

Description	Target	Developed	Procured	Deliver
No of Contract	4	4	4	3
Length of Bridge (Rm)	257.00	257.00	257.00	122.00
Cost (US\$ in m)	1.96	1.96	1.96	1.14
Labordays generated	9,350.25	Not Applicable		7,209.75

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. Component A has delivered 11 out of 13 targeted contracts through which maintained 388.5 km of unpaved road on periodic bases with total cost of US\$ 4.5m and generated 189,884 labor days since inception of the project.

Table: 7- Periodic maintenance of unpaved secondary roads since inception till March 2016

Description	Target	Developed	Procured	Deliver
No of Contract	13	13	13	11
Length of Road (Km)	488.59	488.59	488.59	388.59
Cost (US\$ in m)	5.89	5.89	5.89	4.5
Labordays generated	191,062.46	Not Applicable		189,884.91

Furthermore, Component A has delivered 7 contracts through which maintained 241 km of unpaved road on periodic bases with total cost of US\$ 2.8m and generated 178,884 labor days during reporting year.

Table: 8- Periodic maintenance of unpaved secondary roads during reporting period

Description	Target	Developed	Procured	Deliver
No of Contract	7	7	7	7
Length of Road (Km)	241.07	241.07	241.07	241.07
Cost (US\$ in m)	2.82	2.82	2.82	2.82
Labordays generated	178,884.91	Not Applicable		178,884.91

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. Component A has succeeded to deliver 3 out of 3 targeted contracts through which maintained 28 Km of paved road on periodic bases with total cost of US\$ 1.6m and generated 31,242 labor days since inception of the project.

Table: 9- Periodic maintenance of paved secondary roads since inception till March 2016

Description	Target	Developed	Procured	Deliver
No of Contract	3	3	3	3
Length of Road (Km)	28.30	28.30	28.30	28.30
Cost (US\$ in m)	1.63	1.63	1.63	1.63
Labordays generated	27,142.99	Not Applicable		31,242.99

Moreover, component A has succeeded to deliver 2 out of 2 targeted contracts through which maintained 16 Km of paved road on periodic bases with total cost of US\$ 0.43m and generated 20,221 labor days since inception of the project.

Table: 10- Periodic maintenance of paved secondary roads during reporting period

Description	Target	Developed	Procured	Deliver
No of Contract	2	2	2	2
Length of Road (Km)	16.30	16.30	16.30	16.3
Cost (US\$ in m)	0.43	0.43	0.43	0.43
Labordays generated	7,121.62	Not Applicable		20,221.62

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

Routine maintenance involves keeping and conserving routine functionality and accessibility of roads. Routine maintenance of paved roads includes patching works, grass cutting and cleaning of drains.

Initially, the target for routine maintenance was 850 km unpaved road and 150 km paved road length. Due to critical need for paved secondary roads maintenance and agreement of donor 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. Component A has succeed to deliver 126 out of 167 targeted contracts through which 1,365 Km secondary roads maintained on routine bases with cost of US\$ 1.9m and generated 42,562 labor days since inception of the project.

Table: 11- Routine maintenance of secondary roads since inception till March 2016

Description	Target	Developed	Procured	Deliver
No of Contract	167	167	167	126
Length of Road (Km)	1,614.86	1,614.86	1,614.86	1,365.47
Cost (US\$ in m)	2.45	2.45	2.45	1.91
Labordays generated	40,891.48	Not Applicable		42,562.67

Furthermore, component A has succeed to deliver 90 out of 87 targeted contracts through which 1,001.9 Km secondary roads maintained on routine bases with cost of US\$ 1.3m and generated 22,038 labor days during reporting year.

Table: 12- Routine maintenance of secondary roads during reporting period

Description	Target	Developed	Procured	Deliver
No of Contract	87	87	87	90*
Length of Road (Km)	961.42	961.42	961.42	1,001.95
Cost (US\$ in m)	1.25	1.25	1.25	1.33
Labordays generated	20,824.89	Not Applicable		22,038.51

* 3 contracts procured last year

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. Component A has succeed to deliver 26 out 31 targeted contracts with total cost of US\$ 1.1m and generated 59,440 labor days since inception of the project.

Table: 13- Emergency maintenance of secondary roads since inception till March 2016

Description	Target	Developed	Procured	Deliver
No of Contract	31	31	31	26
Length of Road (Km)	0	0	0	0
Cost (US\$ in m)	1.2	1.2	1.2	1.1
Labordays generated	19,988.10	Not Applicable		59,440.31

Moreover, Component A has succeed to deliver 8 out 10 targeted contracts with total cost of US\$ 0.41m and generated 13,150 labor days during reporting year.

Table: 14- Emergency maintenance of secondary roads during reporting period

Description	Target	Developed	Procured	Deliver
No of Contract	10	10	10	8
Length of Road (Km)	0	0	0	0
Cost (US\$ in m)	0.442	0.442	0.442	0.419
Labordays generated	7,377.62	Not Applicable		13,150.77

e. Post Disaster Rehabilitation:

Early 2015 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 REHABILITAION. For this purpose, NRAP-MoPW prepared 38 project documents under 10 packages which are recently awarded to companies and the implementation is in progress. Hence, 4 sub-projects with contract cost equals to 0.69 million dollars have been delivered successfully so far in the year 2015-2016 and generated 11,550.69 labor days during reporting period.

3.1.2. 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 2016 is 1,029 km of roads, 974 Rm bridges, 43,764.8 linear meters associated drainage structures and 1,316,043 generated labor days of construction work and 437,063 labor days generated of maintenance work. **The overall progress of this component is very good.**

It is planned to achieve the following during the project life:

- i. Improvement of about 1300 km of tertiary roads to gravel surface standard
- ii. Construction about 1600 Rm of Bridges
- iii. Routine & Periodic maintenance of about 2000 km of tertiary roads & provision for emergency maintenance

I. Improvement of about 1300 km of tertiary roads to gravel surface standard

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 component has delivered 230 contracts out of 242 targeted contracts through which it has constructed 1,029 Km of tertiary roads with cost of US\$ 43 m and generated 1,191,299 labor days since inception of the project.

Table: 15- Tertiary roads construction since inception till March 2016

Description	Target	Developed	Procured	Deliver
No of Contract	242	343	299	230*
Length of Road (Km)	1300	1,571	1,385	1,029
Cost (US\$ in m)	58.5	Not Applicable	67.9	43
Asociated Infrastructure (m)		Not applicable		43,764.8
Labordays generated		Not applicable		1,191,299

* 1 contract procured last year

Furthermore the component has delivered 97 of the contracts out of targeted 115 contracts during 1394, through which it has constructed 361 km of gravel surface secondary roads with cost of US\$ 19.8 m and generated 586,157 labor days during reporting year.

Table: 16- Tertiary roads construction during reporting period

Description	Target	Developed	Procured	Deliver
No of Contract	115	31	26	97*
Length of Road (Km)	391	126	106	361
Cost (US\$ in m)		Not Applicable	8.3	19.8
Associated Infrastructure (m)		Not applicable		24,219
Labordays generated		Not applicable		586,157

* 71 contracts procured last year

II. Bridge Construction about 1600 Running meters

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 component has delivered 30 contracts out of 66 targeted contracts through which it has 974 Rm of bridges with cost of US\$ 5.3m and generated 100,438 labor days since inception of the project.

Table: 17- Bridge construction on tertiary roads since inception till March 2016

Description	Target	Developed B1+B2**	Procured B1+B2**	Deliver B1+B2**
No of Contract	66	49	44	30
Length of Bridge (Rm)	1600	725 +1,536	505+1,438	214+760
Cost (US\$ in m)	10	Not applicable	10.1	5.3
Labordays generated		Not applicable		100,438

Furthermore the component has delivered 11 of the contracts out of targeted 22 contracts during 1394, through which it has constructed 442 Rm of bridges with cost of US\$ 2m and generated 40,202 labor days during reporting year.

Table: 18- Bridge construction on tertiary roads during reporting period

Description	Target	Developed B1+B2**	Procured B1+B2**	Deliver B1+B2**
No of Contract	22	8	8	11
Length of Bridge (Rm)	570	156+169	84+306	138+304
Cost (US\$ in m)		Not applicable	1.8	2
Labordays generated		Not applicable		40,202

III. Routine & Periodic maintenance of about 500km 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 3,366 Km village road is under routine, 502 Km road is under periodic maintenance while snow cleaning conduct to total 215Km village road since inception of the project while 80Km is the achievement of 1394. 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

The component has delivered 7 contracts out of 7 targeted contracts through which it has maintained 502 Km of tertiary roads under periodic maintenance with cost of US\$ 3.1 m and generated 52,950 labor days since inception of the project.

Table: 19- Periodic maintenance of tertiary roads since inception till March 2016

Description	Target	Developed	Procured	Deliver
No of Contract	7	7	7	7
Length of Road (Km)	500	502	502	502
Cost (US\$ in m)	Not applicable		3.1	3.1
Labordays generated	Not applicable			52,950

Furthermore the component has delivered 4 of the contracts out of targeted 7 contracts during 1394, through which it has maintained 294 Km of tertiary roads under periodic maintenance with cost of US\$ 1.7 m and generated 20,215 labor days during reporting year.

Table: 20- Periodic maintenance of tertiary roads during reporting period

Description	Target	Developed	Procured	Deliver
No of Contract	7	7	7	4
Length of Road (Km)	500	502	502	294
Cost (US\$ in m)	Not applicable		3.1	1.7
Labordays generated	Not applicable			20,215

b. Routine maintenance of about 3,000 km of tertiary roads:

The component has delivered 244 contracts through which it has maintained 3,366 Km of tertiary roads under routine maintenance with cost of US\$ 8.1 m and generated 358,209 labor days since inception of the project.

Table: 21- Routine maintenance of tertiary roads since inception till March 2016

Description	Target	Developed	Procured	Deliver
No of Contract	232	244	244	244
Length of Road (Km)	3000	3,366	3,366	3,366
Cost (US\$ in m)	Not applicable			8.12
Labordays generated	Not applicable			358,209

Moreover the component has delivered 244 of the contracts out of targeted 244 contracts during 1394, through which it has maintained 3,366 Km of tertiary roads under routine maintenance with cost of US\$ 8.1 m and generated 6,732 labor days during reporting year.

Table: 22- Routine maintenance of tertiary roads during reporting period

Description	Target	Developed	Procured	Deliver
No of Contract	244	244	244	244
Length of Road (Km)	3,366	3,366	3,366	3,366
Cost (US\$ in m)	Not applicable			8.12
Labordays generated	Not applicable			6,732

c. Emergency Maintenance

The component has delivered 36 contracts through which it has maintained 215 Km of tertiary roads under emergency maintenance with cost of US\$ 0.4 m and generated 25,904 labor days since inception of the project.

Table: 23- Emergency maintenance of tertiary roads since inception till March 2016

Description	Target	Developed	Procured	Deliver
No of Contract	Not Aplicable	36	36	36
Length of Road (Km)		215	215	215
Cost (US\$ in m)		0.4	0.4	0.4
Labordays generated	Not applicable			25,904

Moreover the component has delivered 15 contracts during 1394, through which it has maintained 80 Km of tertiary roads under routine maintenance with cost of US\$ 0.19 m and generated 14,764 labor days during reporting year.

Table: 24- Emergency maintenance of tertiary roads during reporting period

Description	Target	Developed	Procured	Deliver
No of Contract	Not Aplicable	15	15	15
Length of Road (Km)		80	80	80
Cost (US\$ in m)		0.19	0.19	0.19
Labordays generated	Not applicable			14,764

3.1.3. 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.

Activity	Achievements
(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.
(e) Establish capacity and a system for preparing and developing at the same time, a 5-year rolling investment plan for rural roads (including maintenance, rehabilitation, upgrading and new construction).	e. Establish capacity and a system for preparing and developing at the same time, a 5-year rolling investment plan: the progress in this regard is satisfactory. The consultant for the activity has been hired, the draft of strategy is developed, and however, the development of investment plan involves the data for entire network which will be completed as soon as the data is collected.

(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 and Capacity Building Activities and 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 21 March 2015 till to date a total of 108 fresh graduates as well as 202 internship students were trained and supported 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

Activity	Achievements
<p>(d) Developing capacity for in-house financial management and management of environmental and social safeguards:</p>	<p>(d) 1.UNITAR training conducted for 8 staff and the participants were from NRAP/MoPW. 2. English language course conducted at American University of Afghanistan, Professional Development Institute (AUAF/PDI) for 46 staff of NRAP / MRRD. NRAP-MoPW didn't introduce their staff in this period base on their internal schedules. 3.CCNA training: The CCNA training is conducted in India for 3 staff of NRAP/MRRD and NRAP/MoPW at Koenig Solutions Company, 4.Microsoft system certified Developer (MSCD): This training conducted for 1 person from NRAP/MRRD, Koenig Solutions LTD - Microsoft Certified Company India 5.The Training of Safety at Work was conducted for 68 staff at Kabul University, The participant were from both ministries (NRAP/MRRD and NRAP/MoPW) 6. Project management training conducted in Dubai the participants were from both ministries (NRAP/MRRD and NRAP/MoPW) the total participants for this training were 10 staff, 5 from NRAP/MRRD and 5 from NRAP MoPW. 7. Tailor-made Training for Road Design Engineers conducted in India at CRRI (central Road Research Institute) 12 staff participated in this training from NRAP/MRRD. 8. Land Acquisition, Resettlement and Social Sustainability training conducted by Groningen university of Netherlands. 3 staff participated in this training from both PIUs. 9. Road Pavement Design and Maintenance Training in Dubai for 6 MoPW staff 10.Advance Survey Equipment training conducted for 4 Survey engineers for NRAP/MRRD India Chennai</p>
<p>(e) Construction of functional office and laboratory buildings in the eight regional offices, and improving the program library</p>	<p>(e) The buildings are under construction Out of 8 buildings the construction of 4 of them 100% completed and under DLP. And 4 of them are more than 90 % completed as of 1394.</p>

(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, 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 sub-projects 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. The detailed report was disseminated in last year annual report.

(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 sub-project 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.

2). Beneficiary satisfaction surveys: This survey is conducted in ongoing road sub-project 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.

3). World Bank Implementation Support Missions: During reporting period one Post Action Reviews on ARAP project have been conducted through World Bank was in July 14- August 15, 2015.

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 time frame and cost.

According to mission report Para 2 (page 2) the overall progress of ARAP project, towards PDO, implementation, and operation is **satisfactory**.

3.2. ARAP Financial Achievements During 1394

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

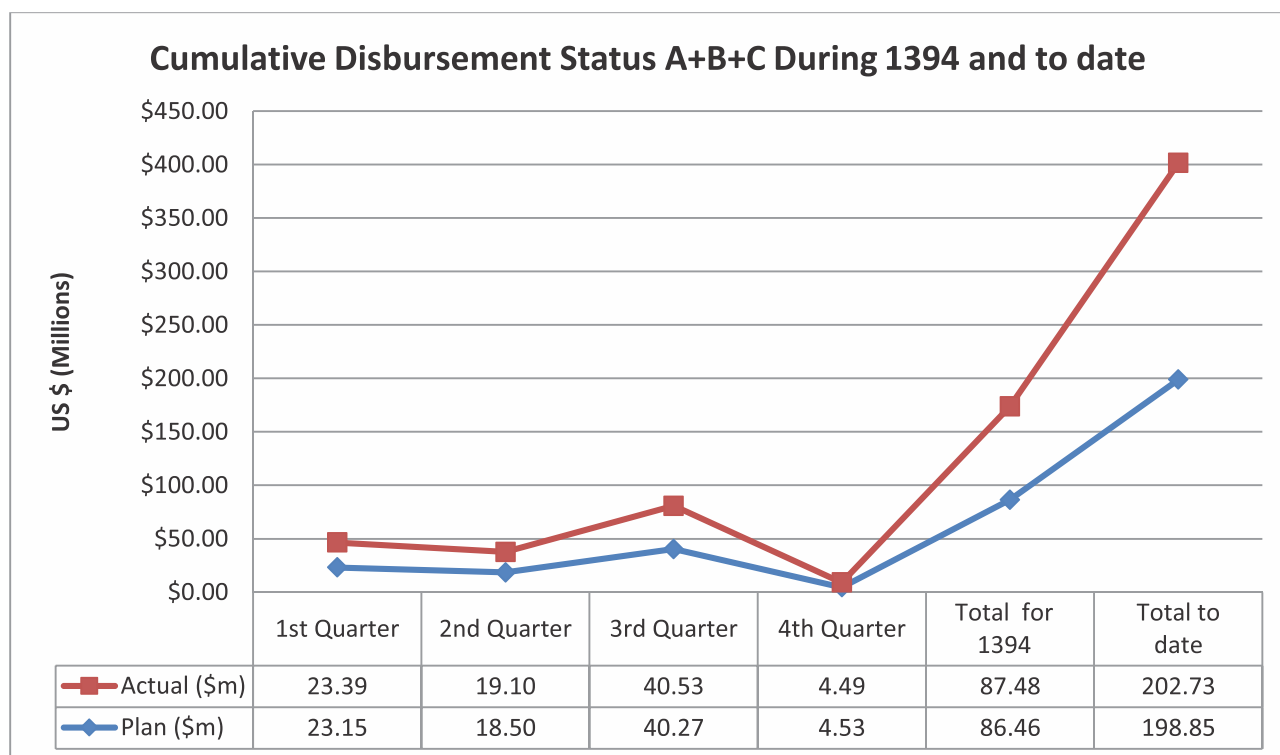
The Afghanistan Rural Access Project is structured to provide year round access to basic services and facilities for the communities. This can be achieved through construction of roads, bridges and drainage structures in districts and villages of Afghanistan, by using private sector led and labor intensive implementation models. The project has successfully overcome to achieve commutatively the rehabilitation of 533 Km of secondary and tertiary roads, construction of 563 Rm bridges, construction of 41,514 m drainage structures and generation of 1,105,317 labor days during 1394.

Table: 27- Financial Status of ARAP during reporting period

Financial Statement of The Project for 1394					
	Components	Total Allocated Budget	Total Expenditures for 1394	Cumulative Expenditures at the end of 1394	Balance between Project Budget & Cumulative Expenditures
A	Improvement and Maintenance of Secondary Roads (MoPW)				
1	A1- Secondary road work gravel surface	\$67.50	\$20.67	\$43.41	\$24.09
2	A2- Secondary road work asphalt surface	\$40.00	\$17.85	\$31.82	\$8.18
3	A3- Bridge construction work	\$9.00	\$2.34	\$10.67	-\$1.67
4	A4- Secondary road maintenance	\$21.00	\$5.37	\$9.49	\$11.51
5	A5- Implementation support	\$48.50	\$9.07	\$27.20	\$21.30
	Sub-total of Component A Plan		\$54.64	\$121.05	N/A
	Sub-total of Component A Actual	\$186.00	\$55.28	\$122.59	\$63.41
B	Improvement and Maintenance of Tertiary Roads (MRRD)				
1	B1- Tertiary road work for 1300 km, gravel surface	\$58.50	\$17.71	\$41.97	\$16.53
2	B2- Bridge construction work for 1600 m	\$10.00	\$1.71	\$6.05	\$3.95
3	B3- Tertiary road maintenance	\$25.50	\$3.62	\$8.46	\$17.04
4	B4- Implementation support	\$34.00	\$6.13	\$19.40	\$14.60
	Sub-total of Component B Plan		\$28.74	\$73.50	N/A
	Sub-total of Component B Actual	\$128.00	\$29.16	\$75.88	\$52.12
C	Institutional Strengthening, Project Management and Program Development (MoPW & MRRD)				
1	C1- Setting up a rural roads planning and mgt system	\$5.00	\$0.67	\$1.39	\$3.61
2	C2- Institutional strengthening	\$7.00	\$2.14	\$2.15	\$4.85
3	C3- Project implementation support	\$6.00	\$0.25	\$0.72	\$5.28
	Sub-total of Component C Plan		\$3.08	\$4.30	N/A
	Sub-total of Component C Actual	\$18.00	\$3.06	\$4.26	\$13.74
	Grand Total Plan		\$86.46	\$198.85	N/A
	Grand Total Actual	\$332.00	\$87.51	\$202.73	\$129.27

According to project implementation financial status total US\$87.5 million budget has been spent during 1394 fiscal year. As the project is consisted of three major components, A, B, C, spent US\$55.28m, US\$ 29.16m, US\$ 3.06m respectively.

Figure: 1



Reference to financial and physical status of the ARAP project during 1394 is promising for early completion. For more details please refer to (Annex: 8).

3.2.1. Component (A)

In accordance with the NRAP program objectives and structure this component includes improvement and rehabilitation of secondary/district roads in all districts of 34 provinces in Afghanistan which is executed by MoPW.

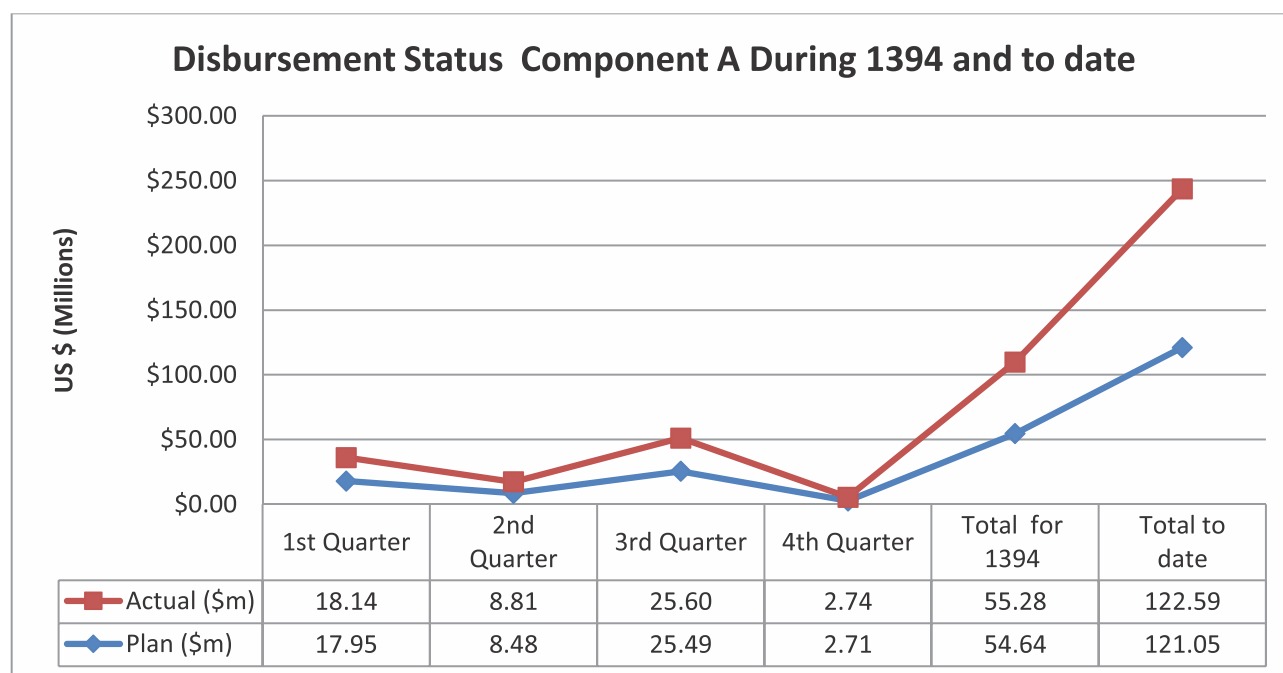
Table: 28- Component A achievements during reporting period

Component (A) Achievements During 1394	
Secondary Rural Roads Rehabilitation (KM)	172.75
Bridge Constructed (Rm)	122
Drainage Structures (Lm)	17,171.20
Labor Days Generated through rehabilitation (Days)	433,611

Component A has succeed to improve and construct total 172.75 Km secondary roads, 122 Rm bridge, 17,171.20 Lm drainage structure and generation of 433,611 labor days in all nine regions of the program during 1394. For more details please refer to (Annex:5) and (Annex: 6).

Following statistical graph indicates component (A) achievement during 1394.

Figure: 2



For more details please refer to (Annex: 8).

3.2.2. Component (B)

In accordance with the NRAP program objectives and structure this component includes improvement and rehabilitation of tertiary/village roads in all villages of 34 provinces in Afghanistan which is executed by MRRD.

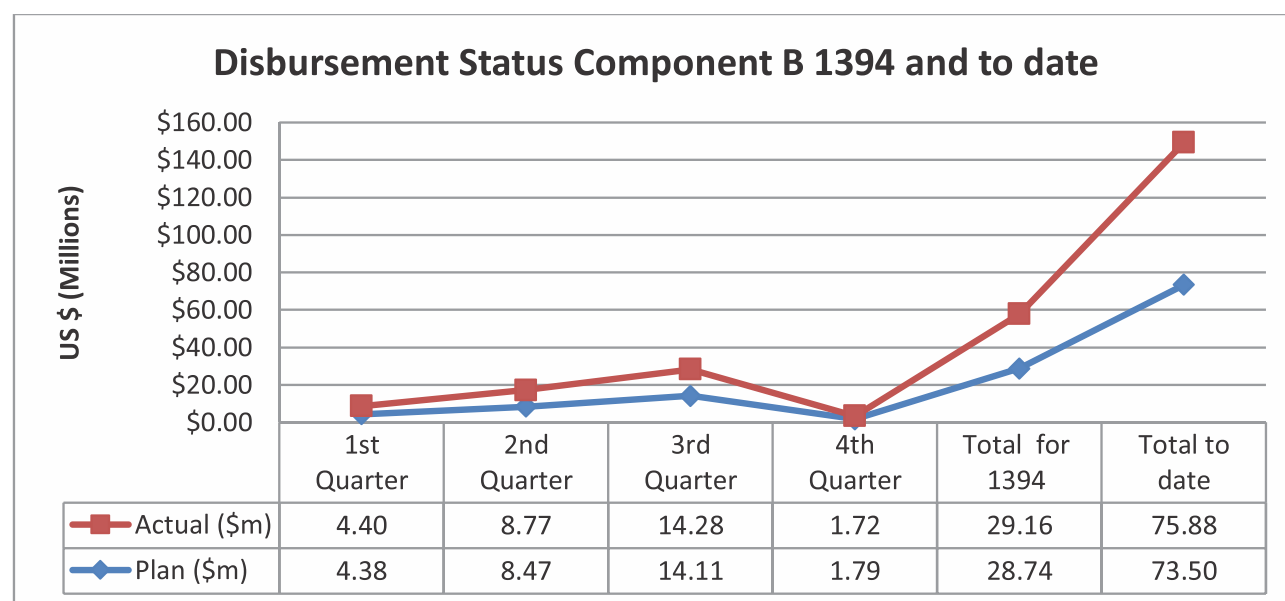
Table: 29- Component B achievements during reporting period

Component (B) Achievements During 1394	
Tertiary Rural Roads Rehabilitation (KM)	361.11
Bridge Constructed (Rm)	441.2
Drainage Structures (m)	24,343.46
Labor Days Generated through rehabilitation (Days)	629,995

Component B has succeeded to improve and construct total 361 km tertiary roads, 441 Rm bridge, 24,343 Lm drainage structure and generation of 671,706 labor days in all nine regions of the country during 1394. For more details please refer to (Annex:5) and (Annex: 6).

Following statistical chart and graph indicates component (B) achievement during 1394

Figure: 3



For more details please refer to (Annex: 8).

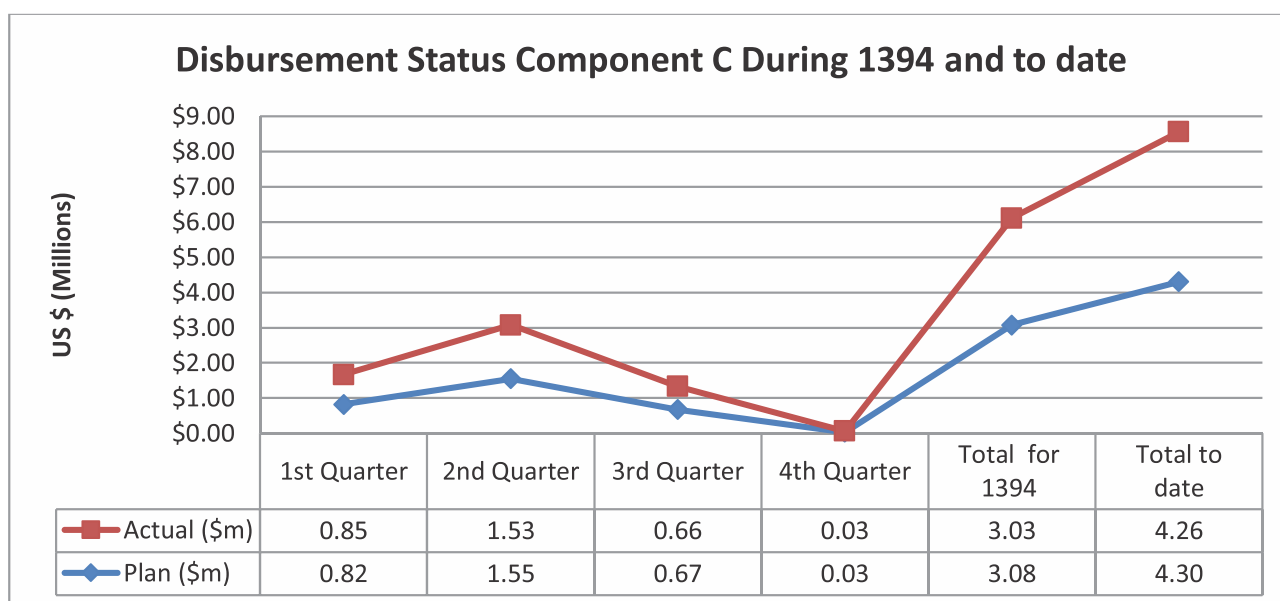
3.2.3. Component (C)

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 good during 1394. Following statistical chart and graph indicates component (C) financial achievement during 1394.

Table: 30- Component C achievements during reporting period

Component (C) Achievements During 1394	
Setting up a rural roads planning and mgt system	\$666,419
Institutional strengthening	\$2,142,764
Project implementation support	\$252,708

Figure: 4



For more details please refer to (Annex: 8).

3.3. 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.

3.3.1. 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 1394.

According to actual data from ESM unit in MoPW, 33 ESM plans were prepared for 33 subprojects of secondary roads in which there are 8,633,784 persons beneficiaries. However, 651 families were affected during implantation of the projects.

Through implantation of the projects 9,281 numbers of people were trained or consulted to contribute and support for implementation and maintenance of the subprojects. Moreover, 476 essential community consultation meetings were took place during different stages of the projects to consider public satisfaction.

Besides, there have been a 63,035.5 m² contribution of land by communities to construct a standard widen roads and bridges.

To maintain environmental protection and safeguard 7,490 numbers of trees planted to replace 3,458 numbers of trees that have been cut during subprojects implantation of ARAP project.

Furthermore, 371 sub projects have been visited during reporting period of the project and 62 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: 18.A).



A Community Consultation in Nowkhiz District of Zabul Province

B ESM site visit in Shahristan District of Daykundi Province

C A meeting with elders regarding Pol-i-kama to Barkashkot 14km asphalt surface road

D Samangan Deputy Governor During Tree Plantation in Aybak City

E ESM site visit in Shahr-e-Buzurg District of Badakhshan Province

F Community Consultation in Kang District of Nimroz Province

G Gender participation in Tree Plantation of Fring Road, Fring District of Baghlan Province

3.3.2. 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 sub-projects 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 7235 trees were planted in Kabul, East, North, South, South East and Badakshan regions during 1394. For more details please refer to (Annex: 18.B).

- Total 66772 m² lands were voluntary donated by local communities to widen Roads and Bridges in 1394.
- 152 male and 2 female Grievance Redresses Committees (GRC) are established in all regions during 1394.
- 7235 trees were planted in (Kabul, East, North, South, North East and Badakhshan) regions during 1394.
- 4580 locals got awareness during 1394.
- 78 grievances are solved through GRC in regions during 1394.
- 29 social audits conducted and social audit reports for each sub-project 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.
- ESM training have been conducted for all regional staff to share environmental and social experiences with each other. Two weeks ESM training has been conducted for two ESM officers and assistant employers of Kandahar and North regions.
- Shared the environment experience and presented ESM provision sum and how to use according to ESMP through a visit in South region
- The Abbreviated Resettlement Action Plan (RAP) was explained that how to uses in those project that have PAPs through site supervision in the Kabul region.
- Safety consideration in each sub-projects and follows safety implementation through site supervision in the Kabul region. Moreover checked the ESM filling system in the region.



- A** Construction of 10.6.Km Asphalt Surfaced Road from Poza-e Eshan to Pul-e Inccho, Sayedan-Parwan Province
- B** Rehabilitation of 7.92 km gravel surfaced road in Mohammad Agha District of Logar Province
- C** Rehabilitation 30.600 km gravel surfaced road in Dara e Sof Bala and Dara e Sof e Payan Districts of Samangan
- D** Periodic Maintenance of 106 Km Gravel Surfaced Road in Bamiyan
- E** Discussion about NRAP Projects in Bamiyan province to the New Governor of Bamiyan
- F** Rehabilitation of 11 km gravel surfaced road, Qala-e-Zal District of Kunduz Province.
- G** Rehabilitation of 12 km gravel surfaced road in Narang district of Kunar province

4. NRAP other Ongoing Projects:

4.1.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\$ 21.3 million in different years, starting in SY 1389 with a total target of 189 km road and 149 Running meters of bridges across nine provinces of Afghanistan which will implemented by NRAP-

Table: 31- MoF Project Achievements

MoF					
Component	Budget	Expenditure		Balance	% Progress
		During 1394	To date		
Works	19,698,199	-	1,995,793	17,702,406	10%
Non-Works	1,597,151	-	316,170	1,280,981	20%
Total	21,295,350	-	2,311,963	18,983,387	11%

4.2.Japan-FUND

Japan fund is another project under NRAP-MRRD funded by government of Japan. The total budget of this project is US\$ 23.5 million for delivering 190 km of road (Asphalt and Gravel) and 711 Running 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: 32- Japan Fund Project Achievements

Japan Fund					
Component	Budget	Expenditure		Balance	% Progress
		During 1394	To date		
Works	19,750,000	11,647,095	14,841,466	4,908,534	75%
Non-Works	3,750,000	263,279	2,312,167	1,437,833	62%
Total	23,500,000	11,910,374	17,153,633	6,346,367	73%

4.3.JICA & GOV Fund

This project has been funded by JICA & GOV. The total or cumulative budget of this project is almost USD\$ 78.5 million in different years starting in SY 1390 for delivering 220.60 km of roads and 820 Running meters of bridges in different provinces of Afghanistan. The design and procurement of this project has been completed. Moreover, 53 Km roads, 62 Rm Bridge have been constructed and 385,794.77 number of labor days are generated during 1394.

Table: 33- JICA & GOV Project Achievements

JICA & GOV					
Component	Budget	Expenditure		Balance	% Progress
		During 1394	To date		
Works	78.5M USD	12.4M USD	23.15M USD	55.35M USD	32%

5. Success Stories

5.1. Bridge Inauguration Positive Step towards Development

Project Type: RCC Bridge
 Project Length: 30 Rm
 Project Beneficiary: 2,364 People
 Project Location: Ahmad Abad District,
 Paktiya province



National Rural Access Program always attempt to construct standard and quality rural roads and bridges and provides noteworthy services for rural areas of 34 province of Afghanistan. Paktia is one of the 34 provinces of Afghanistan, located in the East of the country, the province is administrated by division of eleven districts and has almost 525,000 residences reside mostly in tribal areas. Fortunately most of the province districts are the witness of significant activities of National Rural Access Program.

Construction of 30 Rm Bridge in Ahmad Abad district of the province is also one of vital projects of NRAP that provided easy access for residents of five villages to necessary amenities. The completion of the project considerably reduced problems of people who were faced with difficulties to reach to the districts or provincial capital during rainy and stormy days. Ahmadullah Shapoor a resident of the area said: “Upon construction of this bridge people found easy access to Gardez city with less time and less amount and farmers can handle and transport their local products particularly fruit fast and safely.”

Upon construction of this bridge 4,233 people directly and 17790 people indirectly benefited. The bridge constructed with total cost of US\$204,486 from financial support of the World Bank by NRAP/MRRD.

Local people appreciated the holistic support of program officials for successfully completion of this project and pledged to help government of Afghanistan in respective social aspects in the area.



5. 2. Thousands Families Gain Access to Basic Facilities through (NRAP) in Kandahar

Project Type: Asphalt Surfaced Road
 Project Length: 10.270 Km
 Project Beneficiary: 50,000 People
 Project Location: Daman and Dand Districts, Kandahar Province

The quality of life in small communities and rural areas is strongly reliant on the quality of the proper transportation system. As communication infrastructures such as roads and bridges play significant role in socio-economic developments, therefore program improved the quality of livelihood in rural Afghanistan through providing at least basic access to essential life amenities throughout the territory.

Kandahar is one of 34 provinces of the country which received several transportation facilities through National Rural Access Program sub-projects and thousand local families get access to basic amenities through which changed peoples' life positively.

Rehabilitation of 10.270 km Asphalt surface road from Kandahar–Spen Boldak high way to Zayarat-e-Zakar Sharif is also one of vital projects of NRAP which implemented in Kandahar Province by National Rural Access Program of Ministry of Public Works.

The road improved lives of local residents by creating opportunity in education section through not only scaling up number of education centre but also paving access to schools which encouraged juveniles and teenagers to attend schools. Likewise positively changes hygiene awareness in family as well as enhanced individual health by reaching to newly constructed health centres and dispensaries in nearby vicinity. Local Community elder Mohammad Musa said that before construction of the road people was facing numerous problems, they were unable to get their patients to the hospitals.

Sayed Wali 55 year-old one of residents of local community said that whenever the local traders were coming to the district for collecting villages product; they used to buy locally grown-up or produced stuff 500 AFN cheaper than its real price per unit in market, however this problem has been resolved by construction of this road through program meanwhile opening of this road has significantly reduced travel time to district, provincial capital. The road reduced dust pollution in the area. Before construction of this road dirt surfaced road contaminated not only the surrounding area with dust but also was polluting nearby fruits which negatively affected in its quality and cost. Similarly the construction of the road reduced both travel time and vehicle operating cost.

Due to numerous potholes on the road surface, beside of the costly fare and operating cost safe and timely transportation of the residences and local products to market was not convenient.

The sub-project was highly important; the road was requested by all Provincial Development Committee, Provincial Council, and Provincial Government and also got high scores against NRAP-MoPW prioritization criteria.

This road cost of 99,807,150.30 AFN funded by World Bank connected Daman and Dand districts of Kandahar and served more than 50,000 population as direct beneficiary of the sub-project.



4.5. د سړک د جوړولو مخکې په سیمه کې دا ډول اسانتیاوې نه وې

د پروژې ډول: جغلي سړک
د پروژې اوږدوالی: ۷،۱۳۰ کیلومتره
د پروژې ګټه اخیستونکي: ۳۶۰۰۰ خلکو
د پروژې ځای: کنډز ولایت خان آباد ولسوالۍ د آفتاش سیمه

خلک د سړک په جوړولو ډېر خوښ دي، ځکه په سیمه کې د مخه داسې امکانات شتون نه درلود، د یو مناسب سړک د نشتوالي له امله ګڼ شمیر خلک له ډیرو ستونزو سره مخامخ ول، د سیمې خلکو نه شي کولی چې خپل ناروغان روغتون ته په خپل وخت ورسوي، له دې سربیره مونږ به په پښو اوږد واټن کولو تر څو روغتون ته ځان ورسوو او ناروغان مو درملنه کړو، دغه څرګندونې ۴۸ کلن احسان الله چې کنډز ولایت د آفتاش ولسوالۍ اوسیدونکی وکړي.

په دغه ولایت کې زرګونه کورنۍ د ټولګټو وزارت په چوکات کې د کلیو د لار جوړونې ملي پروګرام د سړک جوړولو له دغه پروژې څخه ګټه پورته کړې، د دې پروژې له لارې ۴۵ څخه زیات کلي له یو بل سره نښلولي دي، او نژدې ۳۶۰۰۰ زره کسان ترې له دغه پروژې څخه ګټه پورته کوي. یاد سړک چې ۷،۱۳۰ کیلومتره اوږدوالی او ۳،۵ متره سور لري د کنډز ولایت مرکز د ختیځ په لور ۲۵ کیلومتره واټن لري او د سردار خان اګاله کلي څخه پیل او د کهنه کلا ختم کیږي. د دغه سړک د بیارغونې اصلي موخه د خان آباد ولسوالۍ د آفتاش سیمه سره نښلول دي.

د دغه سړک جوړیدل د خان آباد ولسوالۍ د آفتاش سیمې د خلکو اړین اړتیا وه او په اقتصادي، روغتيايي، پوهنې، فرهنګي او ټولنیز ژوند کې مهم رول لوبولی. او له دې سربیره دغه جغلي سړک د بیارغونې ټولو معیارونو ته په کتو سره د اوسیدونکو لپاره د ترانسپورت او یو شمیر نورو برخو کې هم اسانتیاوې برابرې کړي دي.



3.5. په غور ولایت کې د کلیو د لار جوړونې ملي پروګرام له لارې د اسانتیاوو برابرول

د پروژې ډول: پل

د پروژې اوږدوالی: ۴۰ متره

د پروژې ګټه اخیستونکي: ۲۹۴۳۸

د پروژې ځای: غور ولایت د لال سر جنګل ولسوالۍ د لعل قلعه ډال کلي

په ورو ټولنو او کلیو الو سیمو کې د ژوند د کچې د ښه والي لپاره د مناسب ترانسپورت د سیستم جوړول یو اساسي کار دی، او د دغه اساساتو لپاره د کلیو د لار جوړونې ملي پروګرام د کلیو الی سړکونو او پلونو په جوړولو سره د دغو سیمو ټولنیز اقتصاد د لوړولو لپاره هلې ځلې کوي. د کلیو د لار جوړونې ملي پروګرام په دوامداره توګه هڅه کوي ترڅو د هېواد د ۳۴ ولایتونو په کلیو الو سیمو کې د خدمتونو د کیفیت د ښه والي، سړکونو ته د لاس رسۍ د ټولنیز او اقتصادي اسانتیاوې برابرې کړي.

د کلیو د بیارغونې او پراختیا وزارت په چوکاټ د کلیو د لار جوړونې ملي پروګرام د غور ولایت د لال سر جنګل ولسوالۍ د لعل قلعه ډال په کلي کې د ۴۰ متره پل په جوړولو سره چې یوه له حیاتي پروژو ده چې د یوه کال په موده کې بشپړه کړي، د سیمو خلکو په ژوند کې مثبت بدلون او ورسره په اقتصادي او ټولنیزه برخه اسانتیاوې برابرې کړي دي. د دې پروژې په ځانګړې ډول زده کوونکو ته اسانتیاوې برابرې کړي دي په دغه سیمه کې ابتدایي پښوونځیو تر څنګ اوس عالي پښوونځیو هم جوړ شوي او د دې تر څنګ دروغتیايي مرکزونه هم ډیر شوي دي او د دغه فرصتونو شتون ډیر و خلکو ته اسانتیاوې برابرې کړي دي، او دغه کار د کلیو د لار جوړونې ملي پروګرام له مهمو لاسته راوړنو څخه ده.

دغه اساسي پروژې چې ۴۰ متره په اوږدوالي پل او پنځه متره سور لري په رسمي توګه د غور والي د غور ولایت مخورو، د ولایتي شورا استازو، د کلیو د لار جوړونې ملي پروګرام سیمه انجنیرانو او د ځایي خلکو د استازو په حضور کې پرانستل شوي.

د غور ولایت د لعل و سر جنګل ولسوالۍ کې د دې پروژې د سیند د دواړو غاړو پر اته ۲۵ کلیو اوسیدونکو ته لازمي اسانتیاوې او په عین حال ۱۱۶۳۸ خلکو ته کاري ورځو زمینه برابره کړې ده چې له دغه لارې یو شمیر کورنیو اقتصادي ستونزې هوارې شوې دي.

محمد جواد د قلعه زال یو دیني عالم د خلکو په استازیتوب وویل: "زه د دې پروژې څخه ګټه اخلم او په ښه فال په وینم او د دغه پل جوړیدل زه ډاډه کړي يم چې زموږ د سیمو ستونزې تر ډیره حل شوې دي او دغه یوه ستره لاسته راوړنه ده." هغه زیاته کړه: چې زموږ پر سیند د اوبو کچه لوړه وه او مونږ له دغه امله ډیر انتظار، د خوارکي بیو لوړیدل، او د مرګ له ګواښ سره مخامخ کېدو، ولي دغه پله په جوړیدو سره مونږ اوس له یادو ستونزو څخه خلاص شوي یو.

حسن علي د قلعه زال یو بل اوسیدونکی د ځایي خلکو په استازیتوب مننه وکړه او د کلیو د بیارغونې او پراختیا وزارت په چوکاټ د کلیو د لار جوړونې ملي پروګرام د بامیان حوزه سیمه ایزو چارواکو څخه د کارونه پر وخت او ښه تر سره کولو د خوښې د څرګندولو تر څنګ وویل: "چې پل په ټولنه کې د ټولنیز اسانتیاوې برابرولو تر څنګ د اقتصاد د ښه والي په لوړولو کې یو مهم رول لوبوي".

دغه پل د جاپان صندوق لخوا د ۱۲ ملیونه او ۹۲۴ زره افغانیو په مالي لګښت جوړ شوی دی چې شاوخوا ۲۹۴۳۸ کسان ګټه پورته کوي.



5.5. مردم ولسوالی پشتونکوت ولایت فاریاب از مزایایی یک پروژه بزرگ عام المنفعه مستفید گردیدند

نوعیت پروژه: پل آهن کانکریتی
طول پروژه: ۴۸ متر
موقعیت پروژه: ولسوالی پشتونکوت ولایت فاریاب
تعداد مستفید شونده گان: ۶۵۴۸۸ نفر

"سال های متعددی ما شاهد حوادث ناگوار ترافیکی (منحرف شدن موتر های بلند تناژ و تیز رفتار) در منطقه خود بودیم، همچنان در مواقع سیلاب ها راه عبور و مرور برای وسایط و انسانها کاملاً مسدود بود، حتی گاهی اوقات ما شاهد از بین رفتن تعداد از خانم های حامله و یا هم اطفال متولدین شان بودیم." این گفته های محمد عارف تن از معلمین و باشندگان ولسوالی پشتونکوت ولایت فاریاب است. وی افزود برنامه ملی راه سازی روستایی با اعمار پل ۴۸ متره دهنه دره که در حدود یک سال دوام داشت، مردم ولسوالی های پشتونکوت و کوهستان را از خطر حوادث طبیعی و حوادث ناشی از آن نجات داد. وی میگوید، برنامه ملی راه سازی روستایی در قریه مایک پروژه بزرگ (پل آهن کانکریتی) که در گذشته ها در سطح ولسوالی و ولایت ما وجود نداشت اعمار نمود که کاملاً یک ساختمان متفاوت و محکم میباشد. برنامه ملی راه سازی روستای به ادامه فعالیت های خویش در روستا های کشور، این بار ساختمان ۴۸ متر پل آهن کانکریتی را برای اهالی قریه دهنه دره ولسوالی پشتونکوت ولایت فاریاب با حضور نماینده گان اداره محلی، روسای شورای انکشافی و متنفذین محل مورد بهره برداری قرار داد. این در حالیست که با اتمام این پل تمامی مشکلات مواصلاتی مردم رفع گردیده و مردم بدون هیچ گونه خطر به سهولت میتوانند که به شهر میمنه دسترسی داشته باشند و از تمامی امکانات اجتماعی و رفاه ایی مستفید گردند. این پروژه که یکی از پروژه های مهم و مورد نیاز مردم محل بود با هزینه مجموعی ۲۹۷۰۸۵۰۰ افغانی از کمک های بانک جهانی توسط برنامه ملی راه سازی روستایی وزارت فواید عامه در مدت یک سال اعمار گردید. با استفاده از این پل ۶۵۴۸۸ مردم محل به شهر ها، بازار ها و سایر سهولت های اجتماعی دسترسی آسان دریافتند و همچنان این پروژه برای ۱۳۱۷۶ کارگر مسلکی و غیر مسلکی در جریان یک سال زمینه کاری را مساعد نمود.



6.5. کاهش نیم ساعته در زمان رفت و برگشت مردم پروان رونما گردید

نوعیت پروژه: سرک جغلی
طول پروژه: ۹،۵ کیلو متر
موقعیت پروژه: ولسوالی سیاه گرد، ولایت پروان
مستفیدشونده گان پروژه: ۲۳۳۴۲ نفر

ایجاد زیربنای مصون ترانسپورتی در توسعه صنعت، تحول اقتصادی، رفاه اجتماعی و تامین امنیت ولایات کشور نقش حیاتی دارد و بدون داشتن زیر بنای موثر و مصون ترانسپورتی توسعه اقتصادی در کشور امکان پذیر نخواهد بود. با در نظر داشت این مسئله برنامه ملی راه سازی روستایی همواره کوشیده است تا با اعمار سرک ها و پل ها در مناطق دور افتاده که از امکانات اجتماعی کمتر بهره مند هستند دسترسی اسان را به مراکز صحت، تعلیمی، اجتماعی و خدمات اولیه برای مردم روستایی فراهم سازد.

برنامه ملی راه سازی روستایی نظر به ضرورت های مردم پروژه های ساختمانی خویش را الویت بندی نموده و به شکل متوازن در ولایات کشور تطبیق می نماید.

بازسازی ۹،۵ کیلو متر سرک جغلی با ساختمان های لازمی آن در قریه وندو جلال ولسوالی سیاگرد غوربند ولایت پروان یکی از پروژه های موفق برنامه ملی راه سازی روستایی وزارت احیاء و انکشاف دهات است که تقریباً ۲۳۳۴۲ نفر از مزایایی آن مستفید گردیده و در حدود ۴۶۵۲ روز کاری را برای مردم بیکار محل مساعد ساخت.

مردم محل می گویند قبلاً مردم برای دریافت کار به شهر پروان و ولایات دیگر سفر می نمودند ولی با تطبیق این پروژه زمینه کاری برای مردم بیکار در مناطق شان مساعد گردید که این خود یک تغییر مثبت را در اقتصاد مردم به وجود آورد. همچنان با اعمار این سرک تأثیرات مثبت در زندگی اجتماعی و اقتصادی مردم رونما گردیده است.

سید غفور یک تن از نماینده گان قریه چیلان در مورد سرک گفت: "روزانه به بازار ولسوالی جهت حل مشکلات قریه و کار های روزمره خویش می رفتم و از قریه تا ولسوالی مدت ۴۵ دقیقه در فضای پر از خاک و گرد همراهی موتر سایکل می پیمودم ولی حالا با اعمار این سرک همین مسیر را در مدت ۱۵ دقیقه در فضا صاف و پاک طی می نمایم."

قاری طلا محمد یکی از ملا امامان می گوید زمانیکه از دره که در آن خانه شان موقعیت داشت تا به شهر می آمد زمان زیاد را در بر می گرفت ولی با اعمار این سرک به مدت کمتر به شهر می رسد.

وی همچنان افزود قبلاً بنابر کم عرضی راه، دو موتر همزمان نمی توانست از سرک بگذرد ولی حالا این مشکل هم حل گردیده است. سپین گل یکی دیگر از موسفیدان محل در رابطه به اعمار این سرک گفت که قبل از اعمار سرک بنابر کم عرض بودن راه یک کاماز کچالو بار و یک موتر فلانکوچ از کوتل به طرف پائین سقوط نمود که در اثر این حادثه یک نفر از اهالی منطقه شهید و چند تن دیگر زخمی گردیدند.

مسئولین محلی از کار پروژه ابراز خوشنودی نمودند و خواهان عملی شدن بیشتر چنین پروژه ها در محلات شان شدند.

ایشان از برنامه ملی راه سازی روستایی صمیمانه تشکری نمود و عده همکاری با این برنامه را دادند.

این پروژه با هزینه ۹۱۶،۷۲۰،۲۰۰ افغانی از کمک های بانک جهانی در مدت یک سال اعمار گردید.

6. People and NRAP (Beneficiary Quotes)

الف:- بلخ :

نجيب الله د بلخ ولايت ددهادي ولسوالۍ اوسيدونکي دي نوموړی وايي چي زمونږ په سيمه کي د سرک د خرابوالي له امله مونږ چلونکو زړه نه بنه کولو ترڅو په دغه خراب سرک تگ راتگ وکړي ، او لامل په د کړايو دوه برابره ډيروالي تر څنگ مونږ به ساعتونه انتظار ويسته چي ترڅو يو مونږ راشي او دوي د بلخ مرکز مزار شريف ته يوسي ، نجيب الله زياتوي چي لږ به ناوخته شو نو مونږ به مجبوره وو چي شپه بنار کي يا هم پياده يا هم مونږ په لور بيه ونيسو او خپلو سيمو ته ورسيږو . دکليو د لار جوړوني ملي پروگرام زمونږ په سيمه کي ۲.۷ کيلو متره پوځي سرک جوړ کړ ، او ددغه سرک په جوړيدو سره هر وخت مونږ زمونږ سيمو ته راځي او مونږ کولای شو چي هر وخت مونږ تر لاسه کړو او خپل ژوندانه چاري بنه په توگه مخ يوسي . ددغه سرک په جوړيدو سره د مونږ کړايه هم کمي شوي او د مونږونو تگ راتگ دوه برابره شوي دي.

a) Balkh:

Najeeb Ullah, who is resident of Dehdadi district of Balkh Province regarding pavement of 2.7 kilometer of road said: “ previously we were waiting for hours for a vehicle to take us to Mazar-e-Sharif, although, the distance by vehicle between our area and city was less but the vehicles were not crossing the damaged road so we should stay at night in the city due to lack of transportation, but by construction of this road, we can take vehicle any time and manage our daily activities easily, Furthermore, by construction of this road the transportation cost decreased and the movement frequency of vehicles is doubled.



ب:- قندهار :

زه محمد آمين د قندهار ولايت ددند ولسوالۍ اوسيدونکي يم ، زمونږ په سيمو کي ډير ډوله انگور کيږي په دغه انگورنو کي ډير ډول داسي ول چي د سرگونو د خرابوالي له امله لږي سيمو ته نشو ورل کيدلي او له ښار څخه به سوداگرانو به زمونږ سيمو ته راتلل او له مونږ څخه به په تر ۳ سیر انگور تر ۱۰۰۰ افغانيو اخيستل، چي له دغه کار څخه بزرگ خوين نه ول. دغه سرک چي مونږ ته پوځ شو زمونږ په هر برخه کي مثبت بدلون را مينځ ته کړي دي ، اوس هر بزرگ خپله کولای شي چي خپل هر ډول انگور بازار ته يوسي ، او اوس مونږ کولای شو چي ۳ سيره انگور په باراز کي پر ۱۵۰۰ افغانيو وپلورلو. له دی سربيره زمونږ زده کوونکي به بنسټوونځيو او پوهنتونو ته زړه نه بنه کاوه ددی لپاره چي لاره ډيره خرابه وه ، ولی اوس دوي ته دغه ستونزه نشته د پخوا پر پرتله اوس زده کوونکي ډير بنوونځيو او پوهنتونو ته ځي. مونږ دکليو د لار جوړوني ملي پروگرام څخه مننه کوو چي زمونږ په ژوند کي دومره ستر بدلون رامينځ ته کړي دي.

b) Kandahar:

“ I am Mohammad Ameen a resident of Dand district of Kandahar, in our region different types of grapes are cultivated but due to lack of standard accessible road, we were not able to take them to the city to sale at good price.” The farmers were unhappy because the traders offered only 1000 AFN for 21 kg of grapes. Positive changes have been occurred due to pavement of section of the road in every aspect of villager's life. Now the farmers are able to take their grapes to the city and can sale at the price of 1,500 AFN.

In addition, the students in our region were not willing to go to schools and universities for the reason of bad conditions of the road. Now the students don't have this issue and the number of students going to schools and universities have significantly increased. We are pleased from National Rural Access Program for bringing good and positive changes in our life.



6. People and NRAP (Beneficiary Quotes)



ث:- کابل:

زما نوم علی محمد ده ، مونږ د کابل سياه سنگ په سيمه کې اوسېږو . د سړک د پوځيدو دمخه مونږ ډير مشکلات درلودل تر دې پورې چې مونږ خپلو کارونو ته پر ټاکلي وخت نشو رسيدلي ، ولي زموږ په سيمه کې د کليو د لار جوړونې ملي پروگرام د ۲،۶۰ کيلومتر سړک په جوړولو زموږ ستونزې حل کړې ، پخوا چې سړک نه وه نو خلکو زړه نه بنه کوه چې د خپلو اړتياؤکو تر لاسه کولو لپاره ليرې خايونه ته ولاړ شي او همدلته به په پهلوره بيه تر لاسه کول . ولي دلته چې سړک پوځ شو نو د خلکو تگ راتگ ډير شوی دې او خلک د خپلو توکو تر لاسه کولو لپاره د کابل بېسار بازارنو ته ځي او په مناسبه بيه توکي تر لاسه کوي ، او دا لامل دی چې د دوی پر اقتصادي برخه ډير مثبت تاثير کړی دي.

c) Kabul:

My name is Ali Mohammad we are living in Sia Sang area of Kabul, prior to the construction of the 2.6 Km road, we had lot of problems as we were unable to reach to our works on time. Due to bad condition of the road people were not interested to purchase goods from nearby markets but they purchase their goods from this area with high price because going to nearby markets were difficult. By construction of this asphalt road through National Rural Access Program most of our problems have been solved and the opportunities of business deals have tremendously increased, now local people try to buy most of their goods from markets with low price where this has brought positive changes in the economic condition of the residents.



د:- پنجشير:

زه محمد داود د پنجشير ولايت اوسيدونکي يم زموږ په سيمه کې د خلکو راتگ ډير دی او گڼه گوڼه هم ډيره وه ، بل دا چې زموږ په سيمو کې يو ستره ستونزه د ناروغانو وه مونږ به نشو کولای چې ناروغان پر خپل وخت روغتون ته ورسو ، ددې لپاره چې زموږ په سيمه کې پل شتون نه درلود او که پل چې شتون درلود زموږ څخه ډير لري . مونږ د کليو د لار جوړونې ملي پروگرام څخه مننه کوو چې مونږ ته به ۳۰ متره پل جوړ کړ او زموږ ستونزه راته حل کړی . مونږ اوس ددغه پل په واسطه ناروغان پر وخت رسو ، بله دا چې ددغه پل توانيدلی دی چې زموږ د نورو کليوالو اړيکي لاپياړوی کړي ځکه اوس مونږ د يو بل خوښی او غم ته رسيدگي کولای شو . مونږ د کليو د لار جوړونې ملي پروگرام څخه مننه کوو .

d) Panjsher:

I am Mohammad Dawood resident of panjsher province, our area is overcrowded and much more people used to visit this area but due to not having any sustainable bridge people were in trouble by passing the river . Moreover, we were not able to take our patients to the hospitals and do our daily activities on time because we did not have bridge in our area to cross the river and there is only one another bridge very far from our area.

So we are thankful to National Rural Access Program for construction of 30 Rm bridge and solving our core problems. We are able to take our patients easily to the hospitals. Furthermore, the communal relationships have flourished between the people of the area by the construction of the bridge and now we can easily meet each other. We are pleased from National Rural Access Program for implementation of this project.

7. Challenges and Reactions

a. SECURITY

Uncertain security conditions continue to be the salient impediment to NRAP's ability to provide nation-wide rural road access in all regions of the country. Security constraints seriously affect the pace, cost and quality of the activities due to stoppages, additional security requirements in volatile areas, and the ability to provide adequate and regular technical oversight and provide guidance to contractors as required, especially in South, South East, North, Northeast and West Provinces. Program engineers and contractors cannot travel safely and the implementation activities affected accordingly.

Particular measure has been taken in this regard. The program prepared strategy for implementation of already started subprojects in insecure area through involving community in construction and formulation of road earthwork, however, the concern is still exist for newly starting or under award road projects.

b. WEATHER

Even though a weather matrix planning has been developed to maintain the correct implementation period and for the purpose the entire country is divided into three zones by three different construction seasons, but the accidental flooding in the country sometime disconnects the construction process and affect the progress.

c. COST OVERRUN

This became longstanding issue for the program by now. The cost escalation of constructional substances critically impacted the implementation of secondary or district road. The basic estimation (Cost per Km) of secondary roads during ARAP project design was significantly low than the actual contractual cost per km, therefore the implementation pace is deadly slow particularly in case of asphaltting surfaces, while the assessment and request for additional fund was the major activity for the entire program during current and last year.

d. PRIVATE SECTOR CAPACITY

A detected major challenge in implementation was the lack of management capacity among national private companies. In response, program PIUs provide them training on regular interval to teach how to prepare bids and manage their working capital as well as implementation plans.

8. Photo Gallery



- 1 8 Km Road in Archi District of Kunduz province
- 2 20 Km Gravel Road in Koshenda District of Balkh Province
- 3 10.270 Km Road in Dand District of Kandahar Province
- 4 8 Km Road in Maymana city of Faryab Province
- 5 9.5 Km Road in Siyagerd District of Parwan Province
- 6 6 Km Raod in Posht road District of Farah Province
- 7 12 Rm Bridge in Panjab District of Bamiyan Province



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11



12

- 8** 40 Rm Bridge in Lal o Sar-e-jangal District of Ghor Province
- 9** 76 Rm Bridge in Dara Bach District of Kunar Province
- 10** 3.056 Km Road in Andkhoy to Bala Hesar District of Faryab Province
- 11** 6.44 Km Road in Zaranj city to Charborjak District of Nemroz Province
- 12** Environmental and Social Management Training-Workshop NRAP/MoPW



13 Workshop on Planning of 1395 Activities in NRAP/MRRD

14 Inauguration of 2.6 Km of Road in Siasang, Kabul Province

15 2.9 Km Road in Farza District of Kabul Province

16 40 Rm Bridge in Ghor Province

9. Annexes

Annex:1.A-NRAP Secondary Roads Provincial Wise Achievement Since Inception till March 2016

NRAP-MoPW- Provincial wise Achievement since inception till March 2016					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan	422.48	408.10	10,180.64	667,056.60	24,613,382.99
Badghis	72.40	183.62	1,457.90	253,236.19	3,899,667.82
Baghlan	542.52	330.00	17,053.75	817,423.32	17,335,151.46
Balkh	206.29	-	151.60	185,778.06	2,785,981.27
Bamyan	365.90	64.50	21,827.30	886,047.90	8,467,885.06
Diakundi	68.16	48.00	14,334.50	98,400.89	7,154,500.47
Farah	68.75	-	67.00	67,229.45	6,135,117.54
Faryab	167.43	99.00	4,873.00	134,374.13	4,260,663.55
Ghazni	302.01	76.00	9,434.00	242,952.38	8,919,699.36
Ghor	420.15	-	1,997.50	179,907.67	6,856,091.95
Hilmand	256.10	-	50.50	158,714.40	425,303.19
Hirat	283.26	240.00	678.00	448,301.80	4,962,520.91
Jawzjan	319.52	-	618.50	237,527.00	6,872,676.31
Kabul	525.71	67.40	20,584.80	915,834.49	23,775,523.55
Kandahar	364.69	-	5,841.20	518,239.68	10,096,478.20
Kapisa	137.05	-	301.90	181,648.20	1,182,592.70
Khost	404.72	520.00	409.20	325,334.54	5,025,637.83
Kunar	146.60	-	-	65,239.20	163,098.00
Kunduz	424.02	498.00	1,316.50	708,587.92	13,168,017.00
Laghman	224.38	334.00	2,036.10	259,147.11	4,679,544.35
Logar	391.91	-	26,547.30	279,025.01	4,577,475.00
Nangarhar	370.18	112.00	612.60	482,653.23	5,911,282.32
Nimroz	49.94	-	20.00	51,829.41	4,506,419.99
Nuristan	92.70	71.00	-	145,043.74	1,415,319.05
Paktika	387.50	-	177.90	345,770.40	964,566.00
Paktya	415.94	182.10	9,275.00	711,208.14	7,677,268.60
Panjsheer	61.75	102.50	7,769.00	91,336.18	5,156,758.70
Parwan	373.58	84.00	3,454.90	577,135.17	20,222,599.92
Samangan	387.59	20.00	4,568.00	390,286.21	6,319,504.12
Sari Pul	203.48	37.40	801.70	172,913.33	5,657,689.74
Takhar	282.02	93.00	538.10	306,895.06	9,633,889.23
Uruzgan	64.03	156.00	7.00	82,880.51	1,300,621.76
Wardak	325.76	73.00	698.10	223,335.21	4,276,922.62
Zabul	97.00	-	-	77,027.60	192,569.00
Total	9,225.52	3,799.62	167,683.49	11,510,171.00	238,592,419.56

Annex:1.B-NRAP-Tertiary Roads Provincial Wise Achievement since Inception till March 2016

NRAP-MRRD- Provincial Wise Achievement since Inception till March 2016					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan	695	241	18,912	1,350,162	25,697,107
Badghis	166	40	5,201	64,533	7,168,412
Baghlan	199	120	3,975	205,039	6,332,693
Balkh	165	50	4,951	158,395	7,538,821
Bamyan	200	83	3,377	420,292	4,912,259
Daykundi	93	55	6,538	222,748	4,581,353
Farah	64	-	4,315	37,005	2,664,364
Faryab	154	-	1,182	174,200	5,619,505
Ghazni	98	74	2,311	145,760	3,005,020
Ghor	167	181	1,722	91,248	5,828,671
Hilmand	169	28	1,437	93,195	13,902,772
Hirat	203	67	2,878	135,575	5,660,374
Jawzjan	214	20	751	274,789	3,651,985
Kabul	260	178	12,019	541,303	10,911,669
Kandahar	119	-	907	57,874	3,076,670
Kapisa	95	209	4,986	246,560	6,763,372
Khost	104	81	2,466	123,916	3,420,602
Kunar	84	176	2,440	232,283	3,596,779
Kunduz	289	38	2,197	244,089	5,519,523
Laghman	76	75	4,614	244,440	3,941,736
Logar	35	43	3,185	76,962	1,953,843
Nangarhar	133	87	3,621	179,660	5,159,240
Nimroz	32	-	65	39,103	1,518,568
Nuristan	76	60	1,440	252,470	2,498,582
Paktika	50	-	112	97,545	797,243
Paktya	102	30	1,288	182,402	3,132,686
Panjsher	107	407	11,249	247,972	7,502,103
Parwan	184	274	12,318	274,298	10,986,207
Samangan	104	12	1,246	116,096	2,222,095
Sari Pul	217	21	1,724	175,405	5,028,596
Takhar	191	595	5,642	256,988	7,706,438
Uruzgan	174	105	1,723	642,618	12,133,305
Wardak	132	59	2,367	166,167	3,389,008
Zabul	39	-	3,084	70,285	2,012,842
Total	5,191	3,407	136,242	7,841,377	199,834,443

Annex: 2- ARAP 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-NRAP- Provincial Wise Achievement During 1394

NRAP-MoPW- Provincial Wise Achievement During 1394					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan	91.50	-	4,305.00	25,347.60	3,557,204.10
Baghlan	21.68	-	954.20	21,707.75	3,448,274.29
Bamyan	7.54	-	4,753.00	13,853.73	1,325,161.35
Farah	28.00	-	20.00	11,455.33	1,865,231.74
Faryab	-	51.00	-	4,670.41	427,749.86
Ghazni	9.14	-	3,112.00	7,290.20	723,696.53
Ghor	32.20	-	-	3,928.81	235,728.78
Kabul	46.89	-	3,764.00	30,725.05	4,400,981.14
Kunduz	22.13	-	243.00	50,668.77	5,244,690.68
Laghman	18.17	-	-	3,125.12	187,507.39
Logar	59.00	-	-	7,305.00	692,510.00
Nangarhar	39.50	-	-	171,579.91	587,532.00
Nimroz	19.94	-	20.00	10,501.81	4,253,767.29
Nuristan	-	71.00	-	2,539.34	708,393.05
Parwan	12.30	-	-	4,735.61	284,136.69
Takhar	22.13	-	-	20,558.52	3,226,323.24
Sub - Total	430.12	122.00	17,171.20	389,992.97	31,168,888.13
NRAP-MRRD- Provincial Wise Achievement During 1394					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan	97	92	5,250	130,238	8,886,142
Badghis	25	-	1,266	11,737	1,275,555
Baghlan	5	-	196	3,692	237,367
Balkh	39	-	4,824	29,431	2,679,642
Bamyan	20	-	402	176,477	812,754
Daykundi	14	49	233	23,366	1,258,518
Farah	12	-	4,159	7,766	1,223,052
Faryab	13	-	284	12,863	906,968
Ghazni	-	-	124	3,636	120,242
Ghor	-	40	-	7,310	227,820
Jawzjan	11	-	368	9,264	326,776
Kabul	10	-	1,657	8,501	604,693
Kandahar	4	-	-	4,050	144,715
Kapisa	7	21	593	14,880	1,022,075
Khost	33	81	1,855	37,733	2,018,740
Kunar	12	76	748	16,279	1,199,175
Kunduz	13	-	39	4,827	455,100
Laghman	17	-	1,610	12,329	765,589
Logar	12	10	1,523	19,285	662,267
Nangarhar	11	-	503	11,874	641,882
Nimroz	8	-	18	30,250	366,338
Nuristan	32	-	1,135	85,219	1,325,109
Paktika	8	-	9	1,262	199,947
Paktya	-	30	-	4,233	204,486
Panjsheer	18	125	1,706	16,352	1,771,240
Parwan	36	19	2,958	37,929	3,775,862
Takhar	11	40	163	7,170	534,465
Uruzgan	35	-	272	65,987	1,208,873
Wardak	6	9	645	7,266	443,690
Zabul	11	-	152	57,400	754,415
Sub Total	520	592	32,692	858,606	36,053,497
Grand Total	950	714	49,863	1,248,599	67,222,385

Annex:4.A-ARAP Secondary Roads Provincial Wise Achievement since Inception till March 2016

NRAP-MoPW- Provincial wise Achievement since inception till March 2016					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan	34.12	74.00	4,355.00	40,595.21	4,383,575.97
Badghis	-	48.00	-	14,648.63	1,001,972.88
Baghlan	21.68	68.00	954.20	30,998.27	4,090,976.05
Balkh	14.99	-	5.00	14,398.96	1,074,090.61
Bamyan	40.78	-	20,913.00	56,894.87	4,943,531.52
Diakundi	37.86	15.00	13,719.00	36,165.15	4,674,338.88
Farah	44.68	-	67.00	37,171.25	4,159,006.59
Faryab	24.00	99.00	4,873.00	42,170.08	3,372,496.25
Ghazni	18.14	-	8,727.00	17,045.24	1,542,331.24
Ghor	57.46	-	1,256.00	23,342.02	4,493,904.17
Kabul	27.15	-	4,432.00	56,346.80	5,807,636.57
Kandahar	10.03	-	5,639.00	25,122.19	1,778,142.71
Khost	-	360.00	-	25,229.63	2,828,429.00
Kunduz	70.37	80.00	1,122.00	129,585.36	10,197,307.20
Nimroz	19.94	-	20.00	10,501.81	4,253,767.29
Nuristan	-	71.00	-	2,539.34	708,393.05
Paktya	-	18.10	-	2,767.86	233,714.04
Panjsheer	9.40	60.00	7,678.00	27,566.10	1,880,981.87
Parwan	-	20.00	-	2,516.51	177,055.18
Takhar	22.13	37.00	-	26,073.56	3,611,751.03
Wardak	-	40.00	-	7,866.08	563,599.92
Total	452.73	990.10	73,760.20	629,544.92	65,777,002.02

Annex:4.B-ARAP Tertiary Roads Provincial Wise Achievement since Inception till March 2016

ARAP- MRRD- Provincial Wise Achievements since Inception till March 2016					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan	36.49	143.6	1426.1	66695	3074058.38
Badghis	42.32	-	2179.3	10274	2146133.44
Baghlan	43.26	108	1519.9	32570	2213719.05
Balkh	36.88	40	3531	41860	1944110.99
Bamyan	49.87	43	1093.25	248159	2055341.66
Daykundi	26.2	55	412.85	180117	1889170.26
Farah	45.76	-	4307.4	11894	2156847.65
Faryab	51.72	-	833.5	23753	2311508.97
Ghazni	9	14	387.8	8732	625459.99
Ghor	20.51	-	428	26346	822008.36
Hilmand	32	-	592.35	9250	929571.43
Hirat	41.29	12	363.8	7400	1028304.3
Jawzjan	24.98	-	394.2	22270	763599.54
Kabul	38.25	58.75	2361	29363	1817939.38
Kandahar	29.75	-	276.9	10545	1081508.01
Kapisa	22.46	32	1031.85	24053	1701832.11
Khost	33.53	81.2	1877	38931.1232	2040297.79
Kunar	19.5	76	904.2	31139	1517632.92
Kunduz	27.25	16.25	223.8	14015	962857.46
Laghman	19.65	-	1674.6	15538	835169.11
Logar	20.16	-	2399.8	27684	1299132.75
Nangarhar	30.74	-	1058.4	29269	1161778.14
Nimroz	28.91	-	55.61	28078	1349118.01
Nuristan	35.5	-	1386.2	95543	1478343.25
Paktika	7.51	-	9.2	1262	199947.35
Paktya	11.19	30	392.9	25732	578450.78
Panjsheer	26.55	80	2590.4	24960	1918297.82
Parwan	36.59	61	2965.3	33534	2018617.99
Samangan	31.71	12	410	12741	1186080.88
Sari Pul	28.37	21	902.5	18546	1370469.7
Takhar	47.05	82	2455.4	29065	2016435.64
Uruzgan	16.72	-	259.4	26000	514579.64
Wardak	27.99	9	1486.15	42670	1452783.62
Zabul	29.82	-	1574.8	68055	1664868.15
Total	1029.48	974.8	43764.86	1316043.123	50125974.52

Annex:5-ARAP Provincial Wise Achievement During 1394

ARAP-MoPW- Secondary Roads Provincial Wise Achievements During 1394					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan	24.50	-	4,305.00	25,347.60	2,579,145.85
Baghlan	21.68	-	954.20	21,707.75	3,448,274.29
Bamyan	7.54	-	4,753.00	13,853.73	1,325,161.35
Farah	28.00	-	20.00	11,455.33	1,865,231.74
Faryab	-	51.00	-	4,670.41	427,749.86
Ghazni	9.14	-	3,112.00	7,290.20	723,696.53
Kabul	17.69	-	3,764.00	30,725.05	4,117,531.08
Kunduz	22.13	-	243.00	50,668.77	5,244,690.68
Nimroz	19.94	-	20.00	10,501.81	4,253,767.29
Nuristan	-	71.00	-	2,539.34	708,393.05
Takhar	22.13	-	-	20,558.52	3,226,323.24
Sub-Total	172.75	122.00	17,171.20	199,318.51	27,919,964.96
ARAP-MRRD- Tertiary Roads Provincial Wise Achievements During 1394					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan	5.6	51	1111	11446	1087743.68
Badghis	12.97	-	467.8	5538	585629.82
Balkh	32.77	-	3531	16790	1407537.53
Bamyan	20	-	402.4	176477	812753.89
Daykundi	14.4	49	232.7	23366	1258518.23
Farah	12.23	-	4158.8	7766	1223051.92
Faryab	13.44	-	284.3	12863	906968.24
Ghazni		-	124	3636	120242.32
Jawzjan	10.73	-	367.9	9264	326776.34
Kabul	10.41	-	1657.2	8501	604693.09
Kandahar	4.3	-	-	4050	144715.15
Kapisa	6.96	21	592.8	14880	1022074.82
Khost	28.73	81.2	1834	34352.1232	1852286.15
Kunar	12	76	748	16279	1199175.29
Kunduz	12.5	-	39.2	4827	455099.82
Laghman	17.43	-	1609.8	12329	765589.08
Logar	12.41	-	1522.8	16835	624659.01
Nangarhar	9.35	-	374.6	8164	433611.43
Nimroz	5.2	-	8.41	19225	196887.74
Nuristan	31.5	-	1134.8	85219	1325109.23
Paktika	7.51	-	9.2	1262	199947.35
Paktya	-	30	-	4233	204485.52
Panjsheer	17.55	65	1705.8	13495	1383042.65
Parwan	17.91	19	1207.4	21362	1135383.77
Takhar	10.95	40	163.2	7170	534464.66
Uruzgan	16.72	-	259.4	26000	514579.64
Wardak	6.1	9	644.55	7266	443690.14
Zabul	11.44	-	152.4	57400	754414.65
Sub-Total	361.11	441.2	24343.46	629995.1232	21523131.16
Grand-Total	533.86	563.20	41,514.66	829,313.63	49,443,096.12

Annex:6-ARAP Regional Wise Achievement since inception of the project till March 2016

ARAP-MoPW- Regional Wise Achievements since Inception till March 2016				
Region	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labor Days
Badakhshan	34.12	74.00	4,355.00	40,595.21
Central Highlands	118.64	55.00	35,868.00	116,040.40
East	-	71.00	-	2,539.34
Kabul	36.55	80.00	12,110.00	86,429.41
North	38.99	99.00	4,878.00	56,569.04
North East	114.18	185.00	2,076.20	186,657.19
South	29.97	-	5,659.00	35,624.00
South East	18.14	378.10	8,727.00	45,042.73
West	62.14	48.00	87.00	60,047.60
Sub-Total	452.73	990.10	73,760.20	629,544.92
ARAP-MRRD- Regional Wise Achievements since Inception till March 2016				
Region	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labor Days
Badakhshan	36.49	143.6	1426.1	66695
Central Highlands	96.58	98	1934.1	454622
East	105.39	76	5023.4	171489
Kabul	172	240.75	12834.5	182264
North	173.66	73	6071.2	119170
North East	117.56	206.25	4199.1	75650
South	137.2	-	2759.06	141928
South East	61.23	125.2	2666.9	74657.1232
West	129.37	12	6850.5	29568
Sub-Total	1,029.48	974.80	43,764.86	1,316,043.12
Grand-Total	1,482.21	1,964.90	117,525.06	1,945,588.04

Annex:7-ARAP Regional Wise Achievement During 1394

ARAP-MoPW- Regional Wise Achievements During 1394				
Region	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labor Days
Badakhshan	24.50	-	4,305.00	25,347.60
Central Highlands	7.54	-	4,753.00	13,853.73
East	-	71.00	-	2,539.34
Kabul	17.69	-	3,764.00	30,725.05
North	-	51.00	-	4,670.41
North East	65.94	-	1,197.20	92,935.04
South	19.94	-	20.00	10,501.81
South East	9.14	-	3,112.00	7,290.20
West	28.00	-	20.00	11,455.33
Sub-Total	172.75	122.00	17,171.20	199,318.51
ARAP-MRRD- Regional Wise Achievements During 1394				
Region	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labor Days
Badakhshan	5.60	51.00	1,111.00	11,446.00
Central Highlands	34.40	49.00	635.10	199,843.00
East	70.28	76.00	3,867.20	121,991.00
Kabul	71.34	114.00	7,330.55	82,339.00
North	56.94	-	4,183.20	38,917.00
North East	23.45	40.00	202.40	11,997.00
South	37.66	-	420.21	106,675.00
South East	36.24	111.20	1,967.20	43,483.12
West	25.20	-	4,626.60	13,304.00
Sub-Total	361.11	441.20	24,343.46	629,995.12
Grand- Total	533.86	563.20	41,514.66	829,313.63

Annex:8-ARAP Financial Status

	Project Activities for ARAP	Total Project Budget	Expenditures for First Quarter of 1394 (21 Mar- 21 June 2015)	Expenditures for Second Quarter of 1394 (22 June- 22 Sep 2015)	Expenditures for Third Quarter of 1394 (23 Sep- 21 Dec 2015)	Expenditures for Fourth Quarter of 1394 (21 Dec 2015- 19 Mar 2016)	Total Expenditures for 1394 (21 Mar 2015- 19 Mar 2016)	Cumulative Expenditures at the end of 1394	Balance between Project Budget & Cumulative Expenditures
A	Improvement and Maintenance of Secondary Roads (MoPW)								
1	A1- Secondary road work gravel surface	\$67,500,000	\$6,361,940	\$2,832,807	\$10,980,614	\$490,331	\$20,665,692	\$43,414,203	\$24,085,797
2	A2- Secondary road work asphalt surface	\$40,000,000	\$5,677,312	\$1,941,898	\$9,742,172	\$486,483	\$17,847,865	\$31,816,754	\$8,183,246
3	A3- Bridge construction work	\$9,000,000	\$1,657,373	\$72,174	\$562,890	\$42,593	\$2,335,030	\$10,670,438	(\$1,670,438)
4	A4- Secondary road maintenance	\$21,000,000	\$1,377,336	\$1,338,424	\$2,083,362	\$566,042	\$5,365,164	\$9,490,380	\$11,509,620
5	A5- Implementation support	\$48,500,000	\$3,066,137	\$2,620,899	\$2,228,436	\$1,153,746	\$9,069,218	\$27,200,615	\$21,299,385
	Sub-total of Component A Plan		\$17,950,000	\$8,481,000	\$25,494,000	\$2,710,000	\$54,635,000	\$121,045,000	N/A
	Sub-total of Component A Actual	\$186,000,000	\$18,140,098	\$8,806,202	\$25,597,474	\$2,739,195	\$55,282,969	\$122,592,390	\$63,407,610
B	Improvement and Maintenance of Tertiary Roads (MRRD)								
1	B1- Tertiary road work for 1300 km, gravel surface	\$58,500,000	\$1,790,729	\$4,980,991	\$10,193,069	\$745,473	\$17,710,262	\$41,974,415	\$16,525,585
2	B2- Bridge construction work for 1600 m	\$10,000,000	\$436,580	\$178,644	\$998,657	\$92,094	\$1,705,975	\$6,046,638	\$3,953,362
3	B3- Tertiary road maintenance	\$25,500,000	\$490,793	\$1,653,986	\$1,427,663	\$42,784	\$3,615,226	\$8,459,092	\$17,040,908
4	B4- Implementation support	\$34,000,000	\$1,681,782	\$1,953,207	\$1,659,742	\$838,696	\$6,133,427	\$19,402,063	\$14,597,937
	Sub-total of Component B Plan		\$4,380,000	\$8,470,000	\$14,106,000	\$1,787,662	\$28,743,662	\$73,500,500	N/A
	Sub-total of Component B Actual	\$128,000,000	\$4,399,884	\$8,766,828	\$14,279,131	\$1,719,047	\$29,164,890	\$75,882,208	\$52,117,792
C	Institutional Strengthening, Project Management and Program Development (MoPW & MRRD)								
1	C1- Setting up a rural roads planning and mgt system	\$5,000,000	\$580,273	\$86,146	\$0	\$0	\$666,419	\$1,390,812	\$3,609,188
2	C2- Institutional strengthening	\$7,000,000	\$173,884	\$1,376,999	\$591,881	\$0	\$2,142,764	\$2,152,020	\$4,847,980
3	C3- Project implementation support	\$6,000,000	\$91,128	\$63,020	\$66,202	\$32,358	\$252,708	\$715,364	\$5,284,636
	Sub-total of Component C Plan		\$824,100	\$1,550,000	\$670,500	\$32,000	\$3,076,600	\$4,300,500	N/A
	Sub-total of Component C Actual	\$18,000,000	\$845,285	\$1,526,165	\$658,083	\$32,358	\$3,029,533	\$4,258,196	\$13,741,804
	Grand Total Plan		\$23,154,100	\$18,501,000	\$40,270,500	\$4,529,662	\$86,455,262	\$198,846,000	N/A
	Grand Total Actual	\$332,000,000	\$23,385,267	\$19,099,195	\$40,534,688	\$4,490,600	\$87,477,392	\$202,732,794	\$129,267,206

Annex:9-ARAP Ongoing Activities

ARAP-MoPW- Secondary Road Ongoing Activities					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan	-	20.00	-	3,954.83	237,289.74
Baghlan	43.00	-	4,672.00	28,260.80	6,587,296.34
Bamyan	-	60.00	-	4,549.28	709,483.78
Diakundi	69.98	15.00	3,062.00	27,317.46	14,759,683.62
Faryab	20.00	-	35.00	1,186.71	2,923,511.30
Ghor	20.00	-	7,864.00	32,023.77	1,921,426.09
Hilmand	15.00	-	189.00	70,766.27	4,245,976.00
Jawzjan	39.14	-	22.00	11,451.98	10,010,282.69
Kandahar	-	260.00	-	13,021.98	2,435,199.71
Kapisa	7.53	-	-	40,837.53	2,450,252.00
Kunar	25.09	-	2,034.00	5,356.06	2,474,393.98
Kunduz	16.50	-	4,193.00	9,697.36	4,402,266.27
Logar	10.76	-	-	8,803.43	2,478,368.76
Nangarhar	24.63	-	140.00	14,588.26	4,764,027.92
Nimroz	12.50	-	37.00	3,929.89	1,050,548.78
Nuristan	22.00	-	35.00	7,599.00	4,957,464.53
Parwan	-	135.00	-	13,829.91	829,794.89
Samangan	13.99	-	-	41,360.15	2,481,608.85
Takhar	41.52	-	4,963.00	213,921.81	10,745,901.13
Wardak	16.12	-	7,978.00	4,500.85	2,679,119.30
Zabul	10.48	-	1,615.00	5,560.31	2,006,885.17
Sub-Total	408.24	490.00	36,839.00	562,517.64	85,150,780.85
ARAP-MRRD- Tertiary Road Ongoing Activities					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan		193	-	16,514	2,100,580
Balkh	13	60	260	14,587	1,191,363
Bamyan	-	10	-	-	59,298
Daykundi	18	58	401	20,169	1,236,876
Faryab	6	21	45	3,856	314,203
Ghazni	27	-	1,876	9,510	1,312,841
Ghor	29	-	288	18,565	1,193,279
Kabul	67	20	11,774	38,697	7,270,619
Kandahar	4	9	10	3,425	524,526
Kapisa	3	100	170	4,170	1,054,756
Kunar	13	-	1,828	7,829	583,672
Kunduz	11	-	11	3,192	419,788
Laghman	17	12	461	7,516	960,154
Logar	-	40	-	327	210,230
Nimroz	3	-	2	4,575	87,141
Nuristan	19	-	-	16,875	854,508
Paktika	17	-	729	12,078	942,828
Paktya	17	20	1,564	290	1,150,673
Panjsheer	15	92	934	9,431	1,348,471
Parwan	7	96	818	6,755	675,960
Samangan	16	20	207	10,373	663,587
Sari Pul	9	21	1,046	7,178	767,057
Takhar	20	140	1,338	13,791	1,424,328
Uruzgan	7	-	79	10,530	300,210
Wardak	5	22	162	3,061	490,021
Zabul	0	-	3	-	71,426
Sub-Total	343	934	24,007	243,294	27,208,397
Grand-Total	751.50	1,423.60	60,845.51	805,811.64	112,359,177.74

Annex:10.A-NRAP-MoPW Secondary Roads Achievement per donor since inception of the program till March 2016

NRAP-MoPW- Achievements per Donor since inception of the Program till March 2016						
Province	Donor	Road (Km)	Bridge (Rm)	Structure (m)	Labor Days	Budget \$
ARAP - MPW - ARTF-IDA	WB-	433.61	948.10	73,668.20	604,036.67	63,637,986.80
	ARTF		42.00		6,563.99	534,168.95
WB-IDA	WB-IDA	19.12		92.00	18,944.26	1,604,846.27
ARAP - MPW - ARTF-IDA-PM	WB-ARTF	416.89			191,062.46	6,125,377.82
LIWP - MPW-WB	WB	3,897.96	20.00	3,440.50	3,403,984.24	8,930,747.50
NEEP1 - MPW-WB	WB	2,200.90	19.20	647.50	2,591,106.70	6,615,925.74
NEEPRA - MPW-WB	WB	809.00	468.50	23,691.39	1,424,906.80	14,911,738.71
NERAP - MPW - GOA	GOA	53.46	47.00		220,113.71	13,206,822.76
			15.00		1,737.15	104,229.20
NERAP - MPW-ARTF	WB-	2.44		9.00	6,165.35	426,453.00
	ARTF	407.64	728.00	10,518.70	754,626.08	45,948,634.39
WB-IDA	WB-IDA	31.76		897.57	49,490.96	3,344,452.59
NERAP - MPW-GOI	GOI	27.10		1,336.50	202,040.76	3,171,283.93
NERAP - MPW-IDA	WB-	2.53		7.00	12,385.91	892,952.76
	ARTF	46.76		348.50	30,798.70	2,538,752.89
WB-IDA	WB-IDA	634.28	792.80	43,003.33	843,468.93	54,060,479.94
NRAP - MPW-CIDA	CIDA	7.00		24.10	83,251.60	1,150,120.27
NRAP - MPW-DF	DF	208.76	599.02	8,477.20	979,650.31	10,294,978.89
NRAP - MPW-SIDA	SIDA	26.31		1,522.00	47,223.41	521,385.60
NRAP - MPW-WB	WB		120.00		38,613.00	571,081.55
Total		9,225.52	3,799.62	167,683.49	11,510,171.00	238,592,419.56

Annex:10.B-NRAP-MRRD Tertiary Roads Achievement per donor since inception of the program till March 2016

NRAP-MRRD- Achievements per Donor since Inception of the Program till March 2016						
Province	Donor	Road (Km)	Bridge (Rm)	Structure (m)	Labor Days	Budget \$
APRP-NRAP-MRRD	APRP	86	-	4,104	482,684	10,957,176
ARAP-MRRD-WB	WB	1,029	975	43,765	1,316,043	50,125,975
HARDP - MRRD – DF	DF	84	28	24	-	11,450,312
NEEP1 - MRRD – WB	WB	291	-	1,549	419,011	2,377,820
NEEPEC - MRRD – EC	EC	159	102	1,793	330,101	6,753,545
NEEPA - MRRD – AU	AU	31	-	303	32,177	481,983
NEEPA - MRRD – CD	CD	20	-	4	2,382	205,306
NEEPA - MRRD – DF	DF	236	58	8,427	312,147	5,772,789
NEEPA - MRRD – PS	PS	183	137	2,585	240,363	3,613,212
NEEPA - MRRD – US	US	58	-	636	11,604	1,518,132
NEEPA - MRRD – WB	WB	708	117	8,928	1,300,885	9,216,381
NERAP - MRRD – TF	TF	428	383	11,419	456,860	16,284,264
NERAP - MRRD – WB	WB	940.11	1219.2	20273.75	1404919	34589393.61
NRAP - MRRD – CF	CF	46	162	-	22,642	3,987,479
NRAP - MRRD – DU	DU	16	-	319	6,415	702,291
NRAP - MRRD – MOF	MOF	250.12	53	11881	244535	16509024.37
NRAP-LB - MRRD – AU	AU	24	45	250	104,935	1,787,114
NRAP-LB - MRRD – CF	CF	143	-	3,941	578,382	5,028,132
NRAP-MRRD-JF	JF	52.12	1119.5	4747.35	88395	5902055.33
RAL - MRRD – JF	JF	349	10	9,506	359,800	9,424,976
URAP-MRRD-AU	AU	52.4	-	495.89	114455	1873091.12
NRAP-MRRD-CARD-F	CARD-F	6.1	-	1292.6	12641	1272104.92
Total	-	5,191	3,407	136,242	7,841,377	199,832,553

Annex:11 -NRAP Achievement per donor During 1394

NRAP-MoPW- Achievements per Donor During 1394						
Province	Donor	Road (Km)	Bridge (Rm)	Structure (m)	Labor Days	Budget \$
ARAP - MPW - ARTF-IDA	WB	163.25	122.00	17,129.20	186,559.58	27,063,663.51
	WB-IDA	9.50	-	42.00	12,758.93	856,301.45
ARAP - MPW - ARTF-IDA-PM	WB	257.37	-	-	178,884.91	3,248,923.17
Sub-Total	-	430.12	122.00	17,171.20	378,203.42	31,168,888.13
	-	-	-	-		
	-	-	-	-		
ARAP-MRRD-WB	WB	361	441	24,343	629,995	21,523,131
NRAP - MRRD – MOF	MOF	110	41	6,019	139,069	10,647,147
NRAP-MRRD-CARD-F	CARD-F	6	-	1,293	12,641	1,272,105
NRAP-MRRD-JF	JF	25	110	1,025	36,914	1,916,821
URAP-MRRD-AU	AU	18	-	12	39,987	694,294
Sub-Total		519.92	591.70	32,691.96	858,606.12	36,053,497.11
Grand-Total		950.04	713.70	49,863.16	1,236,809.54	67,222,385.24

Annex:12.A-NRAP-MoPW Emergency Maintenance since inception of the program till March 2016

NRAP- MoPW- Emergency Maintenance since inception of program till March 2016							
Region	Snow Cleaning				Repairing		
	Other projects' road (Km)	ARAP Road (Km)	Labor days	Budget \$	Number of contracts	Structure (m)	Labor days
Badakhshan	-	-	-	-	5.00	-	1,959.56
Central Highlands	-	-	-	-	4.00	-	3,541.33
Kabul	-	-	-	-	21.00	-	12,205.66
North	-	-	-	-	29.00	-	11,276.81
North East	-	-	-	-	38.00	-	27,607.78
West	-	-	-	-	9.00	-	2,849.50
Total	-	-	-	-	106.00	-	59,440.64
							Budget \$
							117,573.77
							153,221.59
							559,946.19
							1,005,171.74
							1,131,754.64
							275,333.34
							3,243,001.27

Annex:12.B-NRAP-MRRD Emergency Maintenance since inception of the program till March 2016

NRAP- MRRD- Emergency Maintenance since inception of program till March 2016							
Region	Snow Cleaning				Repairing		
	Other projects' road (Km)	ARAP Road (Km)	Labor days	Budget \$	Road (Km)	Bridge (Rm)	Structure (m)
Badakhshan	1,053	334	93,629	231,484	220	-	716
Central Highlands	1,167	480	31,331	294,345	127	-	23
East	787	100	31,661	150,399	7	17	9,548
Kabul	1,876	296	30,817	351,812	87	2	390
North	737	481	31,031	205,638	90	-	93
North East	354	182	8,449	75,020	25	29	588
South	232	12	14,421	39,826	0	0	-
South East	1,178	514	30,437	233,540	14	28	-
West	-	-	-	-	2	-	-
Total	7,384	2,399	271,776	1,582,065	571	76	1,810
							149,029
							Budget \$
							607,401
							114,541
							176,840
							734,292
							367,601
							452,766
							32,617
							41,476
							31,420
							2,558,953

Annex:13.A-NRAP-MoPW Emergency Maintenance During 1394

NRAP- MoPW- Emergency Maintenance During 1394							
Region	Snow Cleaning			Repairing			
	Other projects' road (Km)	ARAP Road (Km)	Labor days	Budget \$	Number of contracts	Structure (m)	Labor days
Badakhshan	-	-	-	-	4.00	-	1,341.48
Kabul	-	-	-	-	11.00	-	718.83
North	-	-	-	-	7.00	-	8,400.22
North East	-	-	-	-	4.00	-	3,308.62
Total	-	-	-	-	26.00	-	13,769.15
							1,068,439.19

Annex:13.B-NRAP-MRRD Emergency Maintenance During 1394

NRAP- MRRD- Emergency Maintenance During 1394							
Region	Snow Cleaning			Repairing			
	Other projects' road (Km)	ARAP Road (Km)	Labor days	Budget \$	Road (Km)	Structure (m)	Labor days
Badakhshan	-	151	36,051	28,815	73	-	43,737
Central Highlands	-	174	6,090	33,579	-	-	-
Kabul	-	27	-	3,571	0	0	9,493
North	-	143	2,679	19,248	6	-	1,881
North East	-	55	-	7,228	-	-	-
South East	-	166	1,061	19,377	-	-	-
South	-	-	-	-	-	-	590
West	-	-	-	-	1	-	2,800
Total	0	716	45,881	111,817	80	0	14,764
							197,318

Annex:14.A-NRAP-MoPW Routine Maintenance since inception of the program till March 2016

NRAP- MoPW- Routine Maintenance since inception of the program till March 2016				
Region	Other projects' Road (Km)	ARAP Road (Km)	Labor Days	Budget \$
Badakhshan	-	243.35	5,051.75	303,105.17
Central Highlands	-	110.60	2,593.30	155,597.79
East	-	83.60	12,918.52	128,792.85
Kabul	-	144.31	3,953.99	237,239.11
North	-	301.30	7,269.47	436,168.43
North East	-	260.92	5,502.10	330,125.98
South East	-	111.79	2,823.27	169,396.25
West	-	109.60	2,452.25	147,134.76
Total	-	1,365	42,565	1,907,560

Annex:14.B-NRAP-MRRD Routine Maintenance since inception of the program till March 2016

NRAP- MRRD- Routine Maintenance Since inception of the program till March 2016				
Region	Other projects' Road (Km)	ARAP Road (Km)	Labor Days	Budget \$
Badakhshan	-	850	383,483	2,642,339
Central highlands	-	456	141,951	921,955
East	-	193	65,386	453,298
Kabul	-	518	156,752	1,114,350
North	-	470	178,508	1,269,474
West	-	167	44,517	368,934
North East	-	386	101,985	726,042
South	-	209	35,567	357,160
South East	-	119	24,757	241,377
Total	-	3,368	1,132,906	8,094,930

Annex:15.A-NRAP-MoPW Routine Maintenance During 1394

NRAP- MoPW- Routine MAINTANANCE during 1394				
Region	Other projects' Road (Km)	ARAP Road (Km)	Labor Days	Budget \$
Badakhshan	-	213	4,248	254,902
Central Highlands	-	111	2,593	155,598
Kabul	-	87	2,188	131,297
North	-	218	5,098	305,892
North East	-	206	4,159	249,558
South East	-	82	2,015	120,889
West	-	85	1,736	104,175
Total	-	1,002	22,039	1,322,310

Annex:15.B-NRAP-MRRD Routine Maintenance During 1394

NRAP- MRRD- Routine Maintenance during 1394				
Region	Other projects' Road (Km)	ARAP Road (Km)	Labor Days	Budget \$
Badakhshan	-	850	58,505	791,334
Central highlands	-	456	839	28,595
East	-	193	6,718	124,741
Kabul	-	518	47,645	421,334
North	-	470	11,905	296,821
West	-	167	15,896	177,670
North East	-	386	11,372	90,686
South	-	209	9,302	196,576
South East	-	119	8,169	130,875
Total	-	3,368	170,351	2,258,632

Annex:16.A-NRAP-MoPW Periodic Maintenance since inception of the program till March 2016

NRAP- MoPW- Periodic Maintenance Since inception till March 2016				
Region	Other projects' Road (Km)	ARAP Road (Km)	Labor Days	Budget \$
Badakhshan	-	67.00	16,300.97	978,058.25
Central Highlands	-	57.00	4,390.25	579,531.48
East	-	57.67	171,579.91	775,039.39
Kabul	-	112.50	7,305.00	2,461,379.75
North East	-	52.60	7,787.30	504,959.24
South East	-	37.92	9,844.68	590,680.93
West	-	32.20	3,928.81	235,728.78
Total	-	416.89	221,136.93	6,125,377.82

Annex:16.B-NRAP-MRRD Periodic Maintenance since inception of the program till March 2016

NRAP- MRRD- Periodic Maintenance Since inception till March 2016				
Region	Other projects' Road (Km)	ARAP Road (Km)	Labor Days	Budget \$
Badakhshan	-	89	3,328	565,354
Central Highlands	-	106	1,342	457,127
East	-	35	7,521	279,540
Kabul	-	100	7,865	661,231
North	-	71	3,440	299,300
North East	-	53	3,487	352,930
South	-	48	15,928	488,567
Total	-	502	42,911	3,104,049

Annex:17.A-NRAP-MoPW Periodic Maintenance During 1394

NRAP- MoPW- Periodic Maintenance During 1394				
Region	Other projects' Road (Km)	ARAP Road (Km)	Labor Days	Budget \$
Badakhshan	-	67	16,301	978,058
East	-	58	171,580	775,039
Kabul	-	101	7,305	1,260,097
West	-	32	3,929	235,729
Total	-	257	199,115	3,248,923

Annex:17.B-NRAP-MRRD Periodic Maintenance During 1394

NRAP- MRRD- Periodic Maintenance During 1394				
Region	Other projects' Road (Km)	ARAP Road (Km)	Labor Days	Budget \$
Central Highlands	-	106	1,342	457,127
East	-	35	7,521	279,540
Kabul	-	100	7,865	661,231
North East	-	53	3,487	352,930
Total	-	294	20,215	1,750,828

Annex: 18.A- MoPW- Environmental and Social Safeguard Achievements

Component A: Main ESM Activities Carried Out By ESM Team during 1394											
N/S	Activity	Central (Kabul)	West (Herat)	CHL (Bamyan)	East (Jalalabad)	North (Mazar-e-Sharif)	South East (Gardez)	South (Kandahar)	North East (Kunduz)	Badakhshan	Total
1	# of ESM Plans prepared	6	1	4	0	1	3	5	12	1	33
2	# of consultation meetings held	50	53	56	42	78	35	61	62	39	476
3	# of people trained/consulted/Awarded	1059	765	1105	998	1192	620	2005	1016	521	9281
4	# of Grievance Redress Committee (GRC)/ Social Inclusion Committee established	9	4	5	5	2	16	8	12	1	62
5	# of PAFs	267	123	30	23	88	30	30	60	0	651
6	# of Male PAPs	989	400	108	69	247	89	108	203	0	2213
7	# of Female PAPs	880	461	72	92	369	111	72	217	0	2274
8	Land donated (m2) by people	26510.5	10524	2087	800	4176	1536	2087	15315	0	63035.5
9	# of cut trees	1563	1871	0	24	0	0	0	0	0	3458
10	# of planted trees	1000	4442	0	48	0	0	0	2000	0	7490
11	# of beneficiaries	411,478	1244680	38000	130000	2886096	317,030	2765000	355000	486,500	8,633,784
12	# of stripe plan prepared	1	1	1	1	2	3	1	9	0	19
13	# of Abbreviated RAP prepared	5	0	1	1	1	3	1	9	0	21
14	# of Projects monitored/visited	37	48	30	29	72	22	54	41	38	371
15	# of issues solved	11	2	9	5	12	2	4	4	1	50
16	# of Success stories	0	16	4	2	4	0	3	1	1	31
17	# of Social Audits held	0	0	1	0	3	0	0	0	0	4
18	# of Maintenance documents prepared	4	2	1	0	1	5	1	0	5	19

Annex: 18.B- MRRD- Environmental and Social Safeguard Achievements

Component A: Main ESM Activities Carried Out By ESM Team during 1394											
No/S	Activity	Central (Kabul)	West (Herat)	CHL (Bamyan)	East (Jalalabad)	North (Mazar -e- Sharif)	South East (Gardez)	South (Kandahar)	North East (Kunduz)	Badak hshan	Total
1	# of ESM documents prepared	13 1 *PM	1	5	1 1 *PM	6 2 *PM	3	4	12 2 *PM	2 1 *PM	51*ESMP 7 *PM
2	# of trees planted	180	0	0	1134	3170	0	1251	1200	300	7235
3	# of people got awareness	384	234	297	394	461	146	1419	1102	151	4580
4	# of coordination meetings held	65	2	14	32	106	131	81	11	3	445
5	# Of Men GRC Committee.	23	7	10	14	14	5	47	26	6	152
6	# Of Women GRC Committee.	0	0	2	0	0	0	0	0	0	2
7	# of issues solved through GRC meetings	49	0	1	10	9	3	4	1	1	78
8	# of CPM conducted	11	85	3	33	98	138	128	34	5	535
9	# of Social Audits conducted	15	4	0	5	2	0	0	3	0	29
10	Land donated (m2)	5074	0	1690	1616	45379	250	538	6498	5727	66772
11	Environmental Monitoring	43	43	3	33	119	138	121	38	77	615
*PM: Periodic Maintenance *ESMP: Environmental and Social Management Plan *M: Male awareness. *FM: Female awareness.											

Annex: 19- NRAP Major Projects Financial detail as of March 2016

Project/source	Date	MoPW Budget M\$	MoPW Disbursement M\$	MRRD Budget M\$	MRRD Disbursement M\$	TOTAL Budget (MRRD+MoPW) M\$	Status
APRP		0	0	15.00	0	15	Completed
NRAP-MoF		27	0	36	0	63	Ongoing
NRAP-LB-AU		0	0	2.87	0	2.87	Ongoing
JF-Japan		0	0	23.50	0	23.50	Ongoing
AusAID-URAP		0	0	11.00	0	11	Ongoing
DFID-CARD-F		0	0	1.52	0	1.52	Ongoing
ARAP-WB-ARTF	2012	186	122.5	128.00	75.8	332	Ongoing
HARDP-DF	2006	0	0	16.25	16.25	16.25	Completed
NEEP-EC	2004	0	0	10.63	10.63	10.63	Completed
NEEPRA-PS	2005	0	0	15.00	15.00	15	Completed
NEEPRA-US		0	0	14.74	14.74	14.74	Completed
RAL-JSDF	2004	0	0	19.60	19.60	19.6	Completed
NRAP-CF	2006	0	0	5.29	5.29	5.29	Completed
NRAP-LB-CF	2008	0	0	6.00	6.00	6	Completed
NERAP-WB- ARTF (Including Emergency Works)	2008	140.6	140.6	91.50	79.04	232	Completed
LIWP-WB	2002	12.22	12.22	3.24	3.24	15.46	Completed
ILO-WB		0	0	1.72	1.72	1.72	Completed
JPMU-WB		0	0	2.29	2.29	2.29	Completed
LIWP-JSDF	2002	0	0	2	2	2	Completed
NEEP1-WB	2003	10.84	10.71	2.43	2.43	13.27	Completed
NEEPRA-WB		21.75	21.75	14.73	14.73	36.48	Completed
NERAP-GOI	2007	3.021	3.021	0	0	3.021	Completed
NRAP-CIDA		1.02	1.02	0	0	1	Completed
NRAP-DF		21.32	21.32	0	0	21.32	Completed
NRAP-SIDA	2006	0.52	0.52	0	0	0.52	Completed
NRAP-WB		0.51	0.51	0	0	0.5	Completed
Total		424.80	373.45	423.31	267.29	865.96	



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