



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

National Rural Access Program (NRAP)

ANNUAL REPORT

۱۳۹۵

March 2016 - March 2017



Construction of 7.85 Km Road in Chahar-Asyab district of Kabul Province



Islamic Republic of Afghanistan

Ministry of Finance (MoF)

Ministry of Public Works (MoPW)

Ministry of Rural Rehabilitation & Development (MRRD)

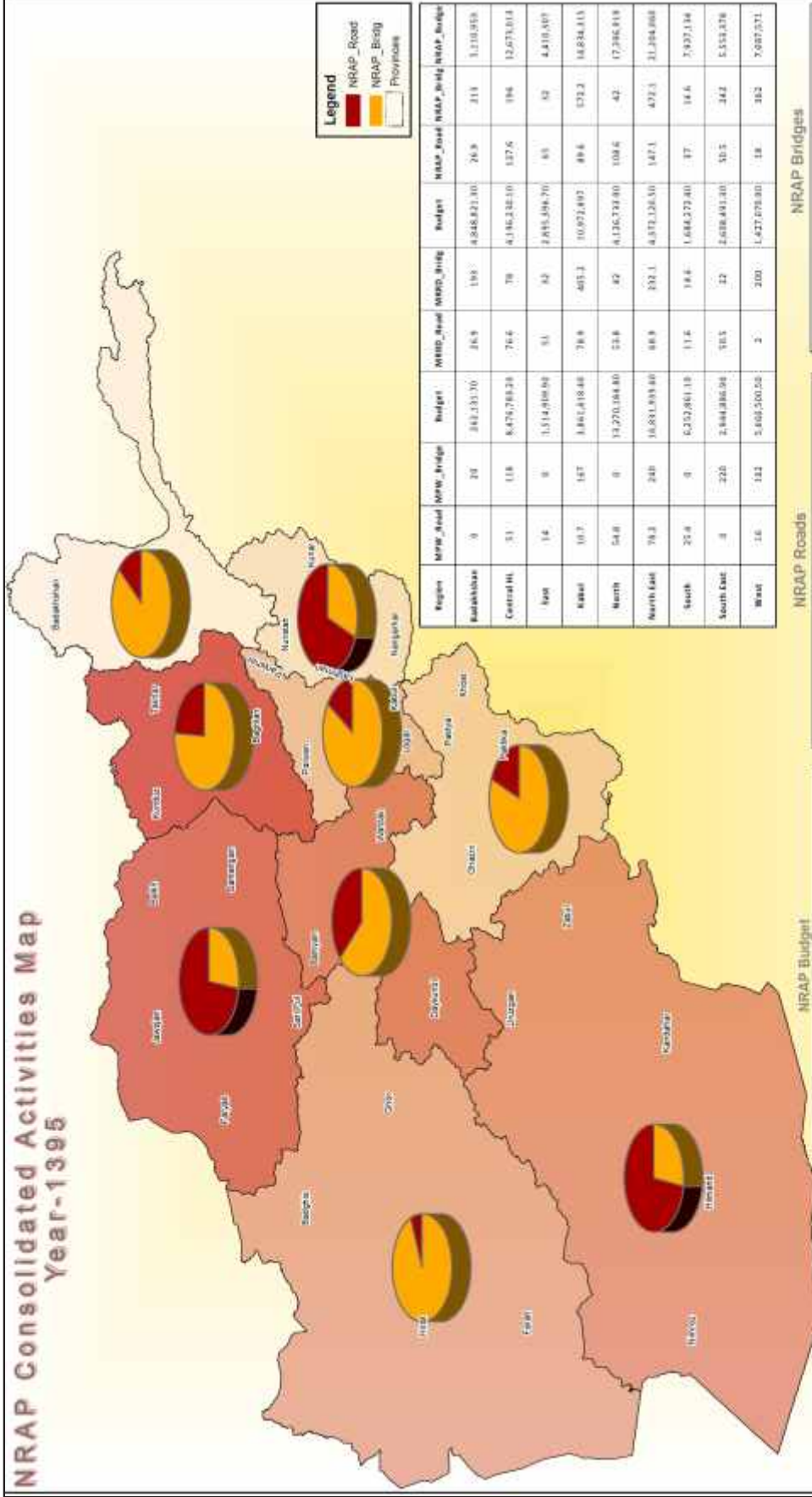
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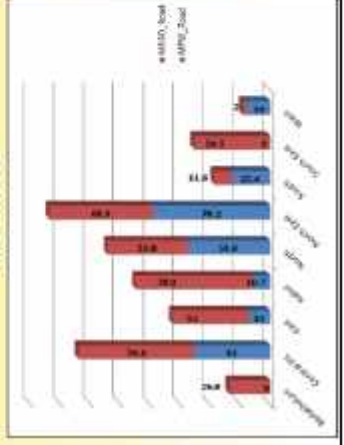


National Rural Access Program
(NRAP)

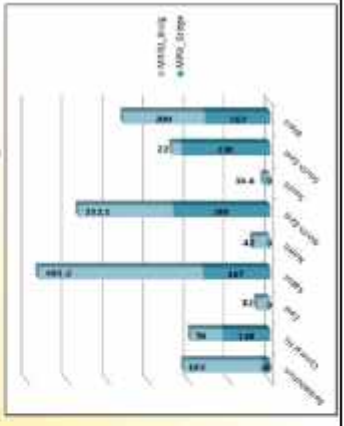
NRAP Consolidated Activities Map Year-1395



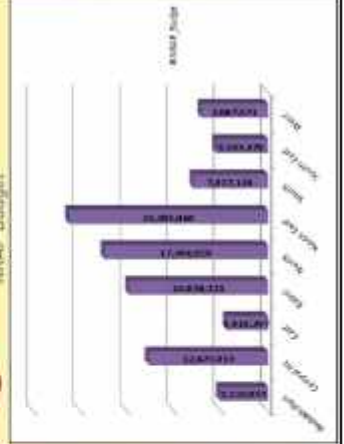
NRAP Roads



NRAP Bridges



NRAP Budget



Acknowledgment



It is great pleasure to provide narrative summary of National Rural Access Program (NRAP) achievements during 1395 to all interested groups especially key stakeholders of the program.

I would like to express my profound gratitude to all those who directly or indirectly supported the program to achieve its development objectives and targets for 1395.

It would not have been possible to generate this report without generous assistance of all the reporting team of both PIU's particularly Mr. Zabeeullah Wahab, Mr. Mumtaz Kheyali and Mr. Maiwand Hoshmand for upholding and channelling all the necessary information for successfully completion of this report.

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I am highly indebted to acknowledge the comprehensive and technical support of leading team of the project in World Bank for providing learning opportunity through prior and post action reviews which recurrently reduced our number of mistakes.

I would also like to deliver my thanks and appreciation to the Steering Committee of the program for their strong support at strategic level.

Besmillah Besmil

The Program National Coordinator

ارزيابي و پيام هيات رهبري برنامه



د کليو پراختيا او بيارغوني وزارت ارزوني تخليص او پيغام:

د کليو د لار جوړوني ملي پروگرام د کليو پراختيا او بيارغوني وزارت په چوکاټ کې له مهمو پروگرامو ګڼم، او په ډاګه 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 کليو د لار جوړوني ملي پروگرام د سرکونو او پلونو په جوړولو سره د خلکو په کرنیزو، اقتصادي او ترانسپورتي برخه کې رغنده رول لوبولی دي.

یادوو چې د افغانستان ۷۵ سلنه خلک په کليو کې اوسېږي او پخوا به یو شمیر کليو کې لارې شتون نه درلود ولې همدغه پروگرام له لارې مونږ ورته د موټر لاره جوړې کړې ترڅو د دوي سټونزي هواري 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 پراختیايي پروژې په لاره واچوو.

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

جلال تباب انجنیر نصیر احمد دراني
د کليو پراختيا او بيارغوني وزير



تخليص ارزيابۍ و پيام وزارت فوايد عامه:

برنامه ملی راه سازی روستایی یکی از برنامه های مهم و میرم ملی در سطح کشور است و منحيث وزیر فوايد عامه کشور می توان گفت که برنامه ملی راه سازی روستایی یکی از برنامه های موفق و پيشتاز است چون از بدو تاسيس تا اکنون این برنامه توانسته است که بسیاری از مشکلات مردم را درسکتور های اقتصادی، تعلیمی، کشاورزی و ترانسپورتي حل نماید.

ناامنی یکی از چالش های عمده در کشور است ولی باید یاد آور شد که برنامه ملی راه سازی روستایی با تطبيق پروژها سرک و پل و حفظ و مراقبت سرک ها و اشغال 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 ښار مشکلات بودیجوي نتوانستیم پروژه های برنامه را آنجا تطبيق کنیم خواهان تطبيق پروژها از طریق برنامه ملی راه سازی روستایی در مناطق شان هستند ولی ما همواره در تلاش هستیم تا به شکل خوبی چالش بودیجوي را حل نمایم و به خواست آنهايکه تا هنوز از برنامه مستفيد نشده اند رسیدگی نمایم.

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

جلال تباب انجنیر محمود بلیغ
وزیر فوايد عامه

Acronyms and Abbreviations

AFN	Afghanis
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 Consul
CHL	Central Highlands
CIDA	Canadian International Development Agency
CM	Coordination Meeting
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 Management Framework
ESMP	Environmental and Social Management Plan
FA	Financial Audit
GOI	Government of India
GOV	Government
GRC	Grievance Redress Committees
H.Q	Headquarter
IDA	International Development Association
IRD	International Relief Development
JF	Japan Fund
JICA	Japan International Cooperation Agency
Km	Kilometre
KPI	Key Performance Indicator
LB	Labor Based
M2	Cubic 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
MSM	Management Support Mission
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
SCM	Steering Committee Meeting
SMM	Senior Management Meeting
TA	Technical Audit
URAP	Uruzgan Rural Access Project
USAID	United States Agency for International Development
WB	World Bank

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1. Introduction

In Bonn agreement in 2001, the international communities has decided to assist Afghanistan toward development and stability by applying theories of political transformation and accentuating the state-building strategy. As a result rural development and local livelihood improvement were two main areas of focus for the government and has become a topmost government priority programs which is likewise highlighted in presidential statement of National Unity Government of Islamic Republic of Afghanistan.

At the meantime Afghan government structured list of national priority programs in 2002. Thus National Rural Access Program (NRAP) formulated as one of the mentioned programs; focusing on road access especially 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 a strategic shift in policy was endorsed to focus on quality rural road rehabilitation besides enhancing employment in rural areas.

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), JICA and other donors including government of Afghanistan.

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. Knowledge Reflection about NRAP

NRAP as a national program aims to contribute in strengthening local economy and livelihoods. The program has successfully completed construction of more than 15,200 Km of road, 10,100 Running meters of bridges, 367,800 Linear meter other associated road infrastructures as well as generated around 20 million labour days since inception till March 2017 through implementation of several mega projects. Furthermore, 30% of total cost of projects injected to surrounding communities through using both labour 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 - NRAP provincial wise achievement since inception till March 2017).

National Rural Access Program implement and oversights various other major projects since inception of the program. One of the mega ongoing projects under the program is Afghanistan Rural Access Project (ARAP).

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 roads accessed to basic services and facilities. The project implementation practically started on 1st October 2012 and will last till 31 March 2018 with overall project life of 5.5 years, and it consists of three major components A, B and C.

2.1.1. Component A: The overall responsibility and implementation under this component refers to PIU MoPW with total planned budget of US\$186m; Component A targets connectivity, upgrading and maintenance of Major local (district) 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 fourth year result indicators of the project the overall physical progress of Component A is very good.

As of March 2017 total 497 Km gravel surfaced secondary road which indicates overall 49.7% progress against total target of 1000 Km where this progress is 100% against procurement plan set for 1395 but unfortunately it is 73% against fourth year indicator due to fund shortfall for this specific subcomponent of the Project. Furthermore, 204 Km asphalt standard surface road has been constructed which indicates 81.6 % progress against overall target of the subcomponent while 85 % progress against indicator set for fourth year meanwhile 110.12 Km road is ongoing which will exceed the overall target in next year. **The indicative progress exceeds the indicator set for fourth year.**

Moreover, total 1388 Running meter bridges which indicate overall 138.8% progress and 154% against indicator

set for fourth year of the subcomponent have been constructed insofar, while 28 Running meter bridge is under progress **which dominantly exceeds the preset indicator for fourth year.**

Overall the routine and periodic maintenance of 3831 km road (525 Km periodic+ 3306 Km routine) is either completed for periodic maintenance or ongoing for routine maintenance which clearly shows the high **race (330.6% 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\$ 154.24m the disbursement rate of Component A is at 82.9%.

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: The implementation responsibility of this component is under PIU MRRD with the total budget collectively worth US\$ 128m for improvement and maintenance of Minor local (tertiary) roads. The component is initially designed to achieve:

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

According to fourth year result indicators of the project (1100 Km, 1400 Running meter, and 1800 meter 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 2017 total 1255 Km of planned gravel surfaced tertiary road is completed. This indicates overall 96.5 % progress and 114% against the target set for fourth year of the activity in the project. Likewise, 1804 Running meter bridge has been constructed till the reporting date which indicates 112.7% progress against total planned for this subcomponent, however, it shows 128.8% progress against fourth year result indicator for bridge construction over tertiary road. **The actual progress is 14% and 28.8% respectively above for gravel road and bridge against the target set for fourth year of the project activity.**

Moreover, totals 4270 Km of planned (2000Km) tertiary road is either completed for periodic maintenance or progressing under routine maintenance which indicates overall 213.5% progress against the target set for total project life.

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\$ 99.51m (77.7%) of total is disbursed.

2.1.2. 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 C 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 70% completed (the condition survey is completed for all national highways and 15 province) while plan was to complete 100% of road inventory by third year of the project life. Road network management system is in place and 100% developed. The database for road network planning system is 100% completed and it is functional by now. Moreover, training to relevant staff is also delivered by the consultant and testing of the system for collected data is done by the program.

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 several times.

Furthermore, cost estimation system developed and it is fully functional. Web Based Cost Estimation System has been designed by Program's Database Developer with 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\$6.11m (33.9%) of total is disbursed.

NRAP has also succeeded to secure fund from various other donors such as Government of Afghanistan, Japan and JICA to implement, construct and rehabilitate roads and bridges in different provinces of the country. The quantitative and qualitative swift progress of the individual projects is promising for on time completion as well as achieving the planned development objectives of the mentioned projects.

3. Efficiency of ARAP Implementation Achievements since Inception & During 1395

3.1. ARAP Physical Achievements

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

Component A with allocated budget worth US\$ 186 million is accountable to improve collectively 1250 Km of secondary roads which includes 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 overall implementation phase of the project is successively in progress according to pre-set work and procurement plan to meet project development objectives and progress of the project as whole is **very good**. Component based activities; physical and financial progress is outline as bellow, however, for detail progresses please refer to (Annex: 5 - ARAP Provincial Wise Achievements during 1395), (Annex:7-ARAP Regional Wise Achievement during 1395) and (Annex: 8 - ARAP Financial Status).

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/district/major roads and construction of bridges over secondary roads.

The cumulative physical achievements of this component is 206.9 km (124.7 Km gravel and 82.2 Km asphalt road) district roads, 110 Rm bridges and 13,159 meters associated drainage structures during the reporting period. The overall 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 attain Project 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 process and deliver 67 contracts since inception of the project and it has developed and procured 67 contracts. But the component has successfully delivered 54 contracts through which it has constructed 497 Km of gravel surface secondary roads with cost of US\$ 53.6 m and generated 415,275 labor days since inception of the project.

Table: 1-Gravel surface secondary roads since inception till March 2017

Description	Target	Developed	Procured	Deliver
No of Contract	67	67	67	54
Length of Road (Km)	1,000	636.66	636.66	497
Cost (US\$ in m)	77.5	77.5	77.5	53.63
Associated Infrastructure (m)	95,461.20	Not Aplicable		80,292.2
Labor days generated	486,592.43	Not Aplicable		415,275.34

Furthermore the component has delivered 12 contracts out of targeted 12 contracts during 1395, through which it has constructed 124.7 km of gravel surface secondary roads with cost of US\$ 17.5 m and generated 54,957 labor days during reporting year.

Table: 2-Gravel surface secondary roads during reporting period (1395)

Description	Target	Developed	Procured	Deliver
No of Contract	12	12	12	12
Length of Road (Km)	124.75	124.75	124.75	124.75
Cost (US\$ in m)	17.51	17.51	17.51	17.51
Associated Infrastructure (m)	11,495.00	Not Aplicable		11,495.00
Labor days generated	54,957.35	Not Aplicable		54,957.35

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 30 out of 30 targeted contracts through which it has constructed 204 km of paved standard roads with total cost of US\$ 46 m and generation of 556,928 labour days since inception of the project.

Table: 3- - Secondary roads paved standard since inception till March 2017

Description	Target	Developed	Procured	Deliver
No of Contract	30	30	30	30
Length of Road (Km)	250	273.17	273.17	204.05
Cost (US\$ in m)	66.97	66.97	66.97	46.04
Associated Infrastructure (m)	17,196.00	Not Applicable		12,115.00
Labor days generated	669,831.16	Not Applicable		556,928.18

Moreover, the component has succeeded to constructed 82.2 km of paved standard roads with total cost of US\$ 19m and generation of 135,836 labour days during reporting year 1395.

Table: 4- Secondary roads paved standard during reporting period (1395)

Description	Target	Developed	Procured	Deliver
No of Contract	9	9	9	8
Length of Road (Km)	88.45	88.45	88.45	82.23
Cost (US\$ in m)	21,87	21,87	21,87	19.47
Associated Infrastructure (Rm)	2,285.00	Not Applicable		1,664.00
Labor days generated	148,871.83	Not Applicable		135,836.67

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 27 out of 28 targeted bridges contracts through which constructed 1388 Rm of bridges with total cost of US\$ 14.5 m and generated 167,511 labor days since inception of the project.

Table: 5- Bridge construction on secondary roads since inception till March 2017

Description	Target	Developed	Procured	Deliver
No of Contract	28	28	28	27
Length of Bridge (Rm)	1000	1,416.10	1,416.10	1,388.10
Cost (US\$ in m)	9	14.86	14.86	14.55
Labor days generated	168,511.81	Not Applicable		167,511.81

Moreover, component A has delivered 4 out of 4 targeted contracts through which constructed 110 Rm of bridges with total cost of US\$ 1.37m and generated 13,041 labor days during reporting year 1395.

Table: 6- Bridge construction on secondary roads during reporting period (1395)

Description	Target	Developed	Procured	Deliver
No of Contract	4	4	4	4
Length of Bridge (Rm)	110	110	110	110
Cost (US\$ in m)	1.37	1.37	1.37	1.37
Labor days generated	13,041.98	Not Applicable		13,041.98

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 12 out of 13 targeted contracts through which maintained 397.5 km of unpaved road on periodic bases with total cost of US\$ 4.9 m and generated 227,573 labor days since inception of the project.

Table: 7- Periodic maintenance of unpaved secondary roads since inception till March 2017

Description	Target	Developed	Procured	Deliver
No of Contract	13	13	13	12
Length of Road (Km)	460.59	460.59	460.59	397.59
Cost (US\$ in m)	5.76	5.76	5.76	4.95
Labor days generated	236,141.76	Not Applicable		227,573.90

Furthermore, Component A has delivered 1 contract through which maintained 63 km of unpaved road on periodic bases with total cost of US\$ 0.8m and generated 8,567 labor days during reporting year 1395.

Table: 8- Periodic maintenance of unpaved secondary roads during reporting period (1395)

Description	Target	Developed	Procured	Deliver
No of Contract	1	1	1	1
Length of Road (Km)	63.00	63.00	63.00	63.00
Cost (US\$ in m)	0.81	0.81	0.81	0.81
Labor days generated	8,567.89	Not Applicable		8,567.89

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 4 targeted contracts through which maintained 54 Km of paved road on periodic bases with total cost of US\$ 1.7m and generated 29,324 labour days since inception of the project. However there was no achievement under this subcomponent during reporting period.

Table: 9- Periodic maintenance of paved secondary roads since inception till March 2017

Description	Target	Developed	Procured	Deliver
No of Contract	4	4	4	3
Length of Road (Km)	60.89	60.89	60.89	54.00
Cost (US\$ in m)	2.05	2.05	2.05	1.76
Labor days generated	32,847.89	Not Applicable		29,324.93

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 succeeded to deliver 211 out of 302 targeted contracts through which 2,305.9 Km paved roads maintained on routine based with cost of US\$ 0.75 m and generated 30,076 labor days since inception of the project.

Table: 10- Routine maintenance of paved secondary roads since inception till March 2017

Description	Target	Developed	Procured	Deliver
No of Contract	302	302	302	211
Length of Road (Km)	3,285.34	1,614.86	1,614.86	2,305.96
Cost (US\$ in m)	1.06	1.06	1.06	0.75
Labor days generated	33,826.59	Not Applicable		30,076.42

Furthermore, component A has succeeded to deliver 71 out of 118 targeted contracts through which 796.3 Km paved roads maintained on routine based with cost of US\$ 0.17m and generated 2,816 labor days during reporting year 1395.

Table: 11- Routine maintenance of paved secondary roads during reporting period (1395)

Description	Target	Developed	Procured	Deliver
No of Contract	118	118	118	71
Length of Road (Km)	1,301.11	1,301.11	1,301.11	796.31
Cost (US\$ in m)	0.35	0.35	0.35	0.17
Labor days generated	5,436.65	Not Applicable		2,816.34

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 succeeded to deliver 33 out of 33 targeted contracts with total cost of US\$ 1.3m and generated 19,864 labour days since inception of the project. However, there wasn't any achievement under this subcomponent during reporting period 1395.

Table: 12- Emergency maintenance of secondary roads since inception till March 2017

Description	Target	Developed	Procured	Deliver
No of Contract	33	33	33	33
Length of Road (Km)	0	0	0	0
Cost (US\$ in m)	1.31	1.31	1.31	1.31
Labor days generated	19,864.42	Not Applicable		19,864.42

e. Post Disaster Rehabilitation:

Early 2015 turbulent floods and land slide caused severe damages to the road network in north and west regions which entails immediate response; however, immense nature of the work involves additional fund and time for rehabilitation. The proposal with the listed locations was sent to World Bank approval for extra fund, the approved fund titled POST DISASTER REHABILITATION. For this purpose, NRAP-MoPW prepared 38 project documents under 9 packages which had been awarded to private sector and implemented in the past. Hence, 9 sub-projects with total contract cost of 2.48 million dollars have been delivered successfully and generated 34,138.4 labor days during the time.

3.1.2. Component B

This component of ARAP project is executed by MRRD and collectively worth US\$128m which covers connectivity, upgrading and maintenance of minor local (village) roads including construction of bridges over the target village roads. The cumulative physical progress since inception; 2012 to March 2017 is 1,255km of roads, 1804 Rm bridges, 57,163 linear meters associated drainage structures with 1,822,073 generated labour days of the activity while 2,279,985 labour days generated due to 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
- iv. Project Management and Implementation Support (IC & PIU staff)

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 environmental, social, and technical qualification it is promoted to procurement stage followed by delivery or implementation stages. The component has delivered 280 contracts more than 242 targeted contracts through which it has constructed 1,255 Km of tertiary roads with cost of US\$ 55.2 m and generated 1,664,127 labor days since inception of the project.

Table: 13- Tertiary roads construction since inception till March 2017

Description	Target	Developed	Procured	Deliver
No of Contract	242	436	350	280
Length of Road (Km)	1300	1455	1402	1255
Cost (US\$ in m)	58.5	Not Applicable	59.6	55.2
Asociated Infrastructure (m)	Not Applicable			57163
Labor days generated	Not Applicable			1,664,127

Furthermore, even though the developed and procured number of contracts are only 7 but the component has delivered 52 contracts (remaining procured and developed contracts of last year has been delivered during 1395) out of targeted 131 contracts during 1395 through which it has constructed 262 km of gravel surface village roads with cost of US\$ 10.3 m and generated 312,459 labor days during reporting year 1395.

Table: 14- Tertiary roads construction during reporting period (1395)

Description	Target	Developed	Procured	Deliver
No of Contract	131	7	7	52
Length of Road (Km)	233	53	22	262
Cost (US\$ in m)	Not Applicable		0.7	10.3
Associated Infrastructure (m)	Not Applicable			14,544
Labor days generated	Not Applicable			312,459

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 43 contracts out of 66 targeted contracts through which it has 1804 Rm of bridges with cost of US\$ 8.8m and generated 157,946 labor days since inception of the project.

Table: 15- Bridge construction on tertiary roads since inception till March 2017

Description	Target	Developed	Procured	Deliver
No of Contract	66	43	43	43
Length of Bridge (Rm)	1600	2075	1912	1804
Cost (US\$ in m)	10	Not Applicable	9.5	8.8
Labor days generated	Not Applicable			157,946

Furthermore, even though procured and developed number of contract is 1 but the component has delivered 13 of the contracts (remaining procured and developed contracts of last year has been delivered during 1395) out of targeted 17 contracts during 1395, through which it has constructed 830 Rm of bridges with cost of US\$ 2.3m and generated 57,508 labor days during reporting year 1395.

Table: 16- Bridge construction on tertiary roads during reporting period (1395)

Description	Target	Developed	Procured	Deliver
No of Contract	17	1	1	13
Length of Bridge (Rm)	533	140	83	830
Cost (US\$ in m)	Not Applicable		2.3	2.3
Labor days generated	Not Applicable			57,508

III. Routine & Periodic maintenance of about 2000Km 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 3,600 Km village road is under routine; 670 Km road is under periodic maintenance while snow cleaning conducted to total 3,244 Km village road since inception of the project meanwhile 532 Km is the achievement of 1395. 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 1395.

a. Periodic maintenance of about 500 km of tertiary roads

The component has delivered 7 contracts out of 18 targeted contracts through which it has maintained 670 Km of tertiary roads under periodic maintenance with cost of US\$ 3.1 m and generated 57,328 labor days since inception of the project.

Table: 17- Periodic maintenance of tertiary roads since inception till March 2017

Description	Target	Developed	Procured	Deliver
No of Contract	18	18	16	7
Length of Road (Km)	2000	1000	938	670
Cost (US\$ in m)	Not Applicable		6	3.1
Labor days generated	Not Applicable			57,328

Furthermore periodic maintenance of all 9 contracts is ongoing and none of the 9 procured contracts completed during 1395, but indicative achievement for this subcomponent is maintenance of 170 Km of tertiary roads with cost of US\$ 1.06 m and generated 14417 labour days during reporting year 1395.

Table: 18- Periodic maintenance of tertiary roads during reporting period (1395)

Description	Target	Developed	Procured	Deliver
No of Contract	11	11	9	Indacative
Length of Road (Km)	500	500	438	170
Cost (US\$ in m)	Not Applicable		2.9	1.06
Labor days generated	Not Applicable			14417

b. Routine maintenance of about 3,500 km of tertiary roads:

The component has delivered 256 contracts through which it has maintained 3,600 Km of tertiary roads under routine maintenance with cost of US\$ 4.1 m and generated 1,639,675 labor days since inception of the project.

Table: 19- Routine maintenance of tertiary roads since inception till March 2017

Description	Target	Developed	Procured	Deliver
No of Contract	198	256	256	256
Length of Road (Km)	3000	3,600	3,600	3,600
Cost (US\$ in m)	Not Applicable			4.1
Labor days generated	Not Applicable			1,639,675

Moreover, the component has delivered all 256 targeted contracts during 1395, through which it has maintained 3,600 Km of tertiary roads under routine maintenance with cost of US\$ 4.1 m and generated 286,439 labor days during reporting year, 1395.

Table: 20- Routine maintenance of tertiary roads during reporting period (1395)

Description	Target	Developed	Procured	Deliver
No of Contract	256	256	256	256
Length of Road (Km)	3600	3600	3600	3600
Cost (US\$ in m)	Not Applicable			4.1
Labor days generated	Not Applicable			286,439

e. Emergency Maintenance

The component has delivered 930 number of contracts through which it has maintained 8,361 Km of tertiary roads under emergency maintenance with cost of US\$ 6,7 m and generated 582,982 labor days since inception of the project.

Table: 21- Emergency maintenance of tertiary roads since inception till March 2017

Description	Target	Developed	Procured	Deliver
No of Contract	Not Applicable	930	930	930
Length of Road (Km)		8,361	8,361	8,361
Cost (US\$ in m)		6.7	6.7	6.7
Labor days generated	Not Applicable			582,982

Moreover the component has delivered 147 contracts during 1395, through which it has maintained 1,123 Km of tertiary roads under emergency maintenance with cost of US\$ 0.3 m and generated 9,231 labor days during reporting year, 1395.

Table: 22- Emergency maintenance of tertiary roads during reporting period (1395)

Description	Target	Developed	Procured	Deliver
No of Contract	Not Applicable	147	147	147
Length of Road (Km)		1,123	1,123	1,123
Cost (US\$ in m)		0.3	0.3	0.3
Labor days generated	Not Applicable			9,231

3.1.1. Component C:

Program Planning and Development; Institutional Strengthening; and Program Coordination Support (US\$ 18.0 million) fall under this component.

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 the project 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: 23- 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: The progress under this activity is noteworthy. The database developed, following the failed consultancy firm for data collection the team is hired through program, the approaches both for road network inventory and condition survey formulated and approximately 70% data has been collected through the program.
(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: The program has successfully 100% completed this activity of component C of ARAP project. The road classification system is developed and approved, all required forms for data collection are developed, and GIS friendly database is developed as per instruction manual of road management system.
(c) Developing a comprehensive set of standard rural roads design and cost estimation system.	c. Developing a comprehensive set of rural roads design standards and cost estimation system: The road design standards have been formulated by Afghanistan National Standard Authority (ANSA), however, the rural road standard has been extracted by program and needs 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 is in place, however, the comprehensive strategy will be formulated after completion of data collection and data entry 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. However, the development of investment plan involves the data for entire network which will be completed as soon as the data collection complete.

(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: 24- 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 21st March 2015 till to reporting date a total of 149 fresh graduates as well as 332 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
(d) Developing capacity for in-house financial management and management of environmental and social safeguards:	(d) <ol style="list-style-type: none"> 1. Master degree programs for NRAP staff are under process. 2. Post- Graduation course for NRAP staff under process 3. Gender mainstreaming training conducted in Dubai. 4. Gender mainstreaming training conducted in Kabul. 5. Evaluation of technical and managerial skills of construction companies work shop conducted. 6. Contract management training for 16 participants in Sri-Lanka conducted. 7. HDM-4 training for two staff of GIS section in India, one is under process and one is successfully conducted. 8. Financial management training for 16 participants conducted in Dubai. 9. Implementing a Data Warehouse with Microsoft SQL Server 2014 training for one staff of MIS in India is implemented. 10. Querying Microsoft SQL Server 2014 training for one staff of MIS conducted. 11. EIA Training in Egypt for 11 NRAP staff conducted. 12. Pavement evaluation technics training conducted in India. 13. Road Pavement Design and Maintenance Training conducted in Dubai for 6 MPW STAF from 5th -13th March 2016 14. Advance Survey Equipment training conducted for 4 Survey engineers for NRAP/MRRD in India Chennai in the month of May 2016. 15. Fast Track Training conducted by Sysglob Software Solution PVT in India for one NRAP MRRD staff from 4th to 12th Oct 2016. 16. In house quality control training for 29 field and provincial engineers conducted by BAES Construction Material Testing Laboratories from 4th to 19th February 2017 in Kabul 17. In house contract management training conducted for 29 provincial and field engineers for one day 20th Feb 2017 18. In house ESM/Gender mainstreaming training for 21 ESM and Gender regional staff conducted.
(e) Construction of functional office and laboratory buildings in the eight regional offices, and improving the program library	(e) All Buildings are 100% completed, just two of them are under DLP.

(III) Program Coordination Support: The objective of this sub-component is providing overall 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 directorate of MoF, 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 in project implementation monitoring process.

(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 repeatedly advertised, however, no qualified consultant were found, while, searching process to find and hire a qualified candidate to enhance level of effectiveness and efficiency 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. Different audit and special inspection committees were assigned by the Government of Afghanistan to assess the program in the reporting period but yet no challenging issue is found by them.

(c) Technical and logistic supports are provided to steering committee whenever needed: The committee remained committed and supportive to the program to maintain level of efficiency and effectiveness during the project implementation.

(d) Follow up survey: following the baseline survey conducted at the inception of the project 2012, the program has planned to conduct a follow up survey for ARAP project. The initial steps are already taken for the mentioned activity, a consultant has been hired and the questionnaire is finalized. Moreover, the data will collect through the program and the third party consultancy is responsible to compose a reliable report. A training of trainers conducted in the PIU-MRRD headquarter and training for the field surveyors is conducted in four regions of the program so far. The final result of this survey is intended to display in the next year annual report.

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

1. Household and market surveys:

This survey is designed to conduct in completed subproject to measure the impact of particular subprojects and the beneficiary quotes. The quoted statements by beneficiaries and observed impacts are not only disseminated in annual reports and workshops but also uploaded in the program website. For more detail please refer to success stories

2. Beneficiary satisfaction surveys:

This survey is conducted in ongoing subprojects to find out beneficiaries satisfaction about ongoing construction work in terms of its quality and ESM measures. The result of this survey is mostly presented in monthly newsletter of the program.

3. World Bank Implementation Support Missions:

During reporting period one Post Action Reviews on ARAP project including Appraisal mission have been conducted through World Bank in May 02, 2016.

In essence the objective of these missions is to find out potential deviation of the project toward project development objective and ensure project indicators achievement within designated timeframe and cost but since the project has cost overrun issue therefore major focus was to asses to the strength and weakness of the program for additional financing to cover both the financial gap and addition scope to the project.

3.2. ARAP Financial Achievements

The financial progress of ARAP project is significant and 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 labour intensive implementation models. The project has successfully overcome to achieve cumulatively the rehabilitation of 468.9 Km roads (206.9 secondary road and 262 Km tertiary roads) construction of 940 Rm bridges (110 Rm over secondary roads and 830 Rm over tertiary roads), construction of 27903 m drainage structures (13359 for secondary roads and 14544 for tertiary roads) as well as generation of 576,518 labour days during 1395.

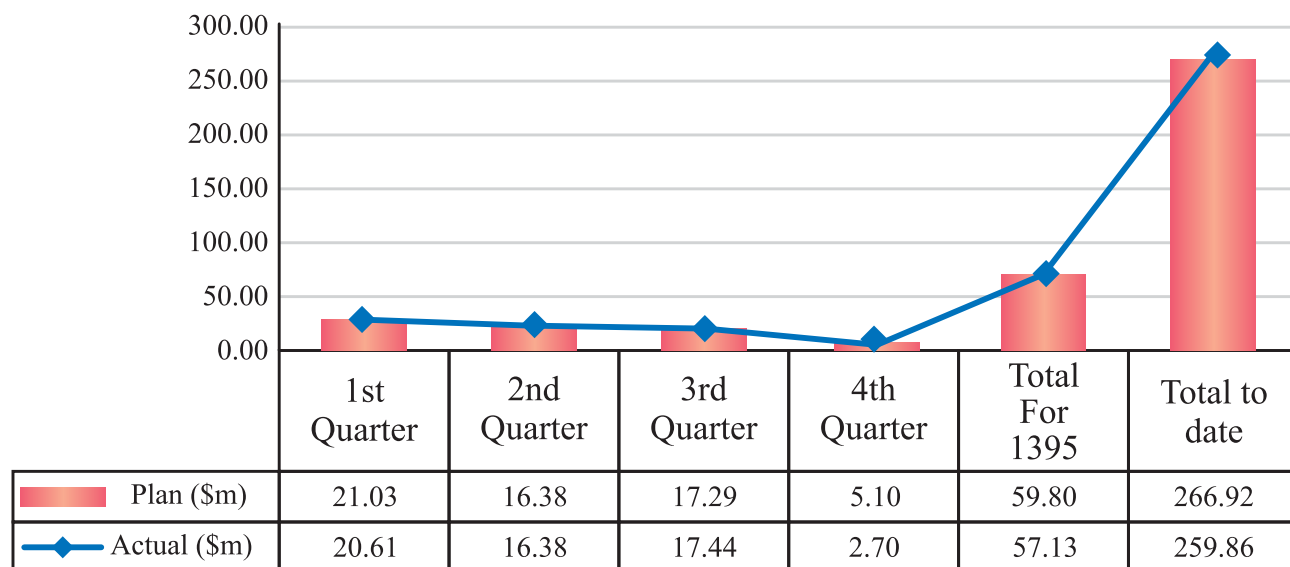
Table: 25- Financial Status of ARAP during reporting period

Financial Statement of The Project for 1395					
	Components	Total Allocated Budget	Total Expenditures for 1395	Cumulative Expenditures at the end of 1395	Balance between Project Budget & Cumulative Expenditures
A - Improvement and Maintenance of Secondary Roads (MPW)					
1	A1 - Secondary road work gravel surface	\$67.50	\$8.65	\$52.07	\$15.43
2	A2 - Secondary road work asphalt surface	\$40.00	\$12.98	\$44.80	\$4.80
3	A3 - Bridge construction work	\$9.00	\$0.98	\$11.65	\$2.65
4	A4 - Secondary road maintenance	\$21.00	\$3.22	\$12.71	\$8.29
5	A5 - Implementation support	\$48.50	\$5.82	\$33.02	\$15.48
	Sub - total of Component A Plan		\$31.79	\$155.49	N/A
	Sub - total of Component A Actual	\$186.00	\$31.65	\$154.24	\$31.76
B - Improvement and Maintenance of Tertiary Roads (MRRD)					
1	B1 - Tertiary road work for 1300 km, gravel surface	\$58.50	\$13.59	\$55.57	\$2.93
2	B2 - Bridge construction work for 1600 m	\$10.00	\$2.40	\$8.44	\$1.56
3	B3 - Tertiary road maintenance	\$25.50	\$3.13	\$11.59	\$13.91
4	B4 - Implementation support	\$34.00	\$4.51	\$23.91	\$10.09
	Sub - total of Component B Plan		\$26.32	\$105.32	N/A
	Sub - total of Component B Actual	\$128.00	\$23.63	\$99.51	\$28.49
C - Institutional Strengthening, Project Management and Program Development (MPW & MRRD)					
1	C1 - Setting up a rural roads planning and mgt system	\$5.00	\$0.19	\$1.58	\$3.42
2	C2 - Institutional strengthening	\$7.00	\$1.40	\$3.56	\$3.44
3	C3 - Project implementation support	\$6.00	\$0.26	\$0.97	\$5.03
	Sub - total of Component C Plan		\$1.69	\$6.11	N/A
	Sub - total of Component C Actual	\$18.00	\$1.85	\$6.11	\$11.89
	Grand Total Plan		\$59.80	\$266.92	N/A
	Grand Total Actual	\$332.00	\$57.13	\$259.86	\$72.14

According to project implementation financial status total US\$57.13 million budget has been spent during 1395. As the project is consisted of three major components, A, B, C, spent US\$31.65m, US\$ 23.63m, and US\$1.85m respectively.

Figure: 1

Cumulative Disbursement Status A+B+C During 1395 and to date



Reference to financial and physical progress of the project during 1395 is promising for early completion. For more details please refer to (Annex: 8 - ARAP Financial Status).

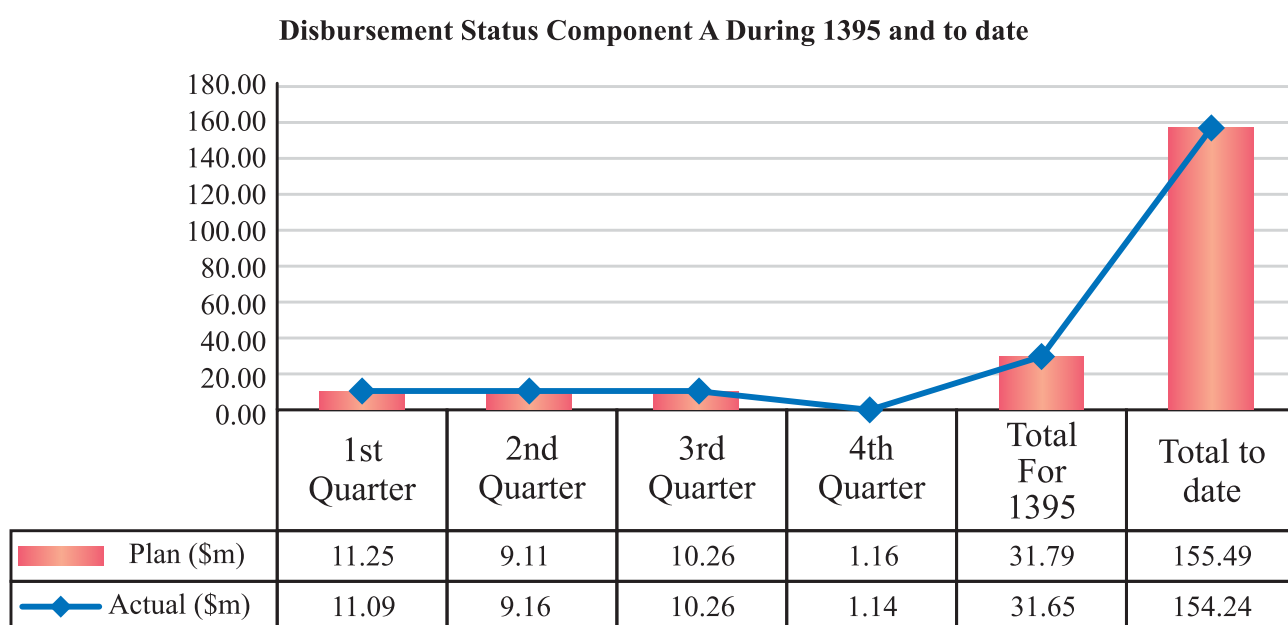
3.2.1. Component (A)

The execution and implementation responsibility of this component is linked to MoPW. According to NRAP program objectives and structure this component includes improvement and rehabilitation of secondary/district roads in all districts of 34 provinces in Afghanistan.

Component A has disbursed US\$ 31.65 m against US\$ 31.79 m projected amount during 1395 and US\$154.24 m against US\$ 155.49 m projected amount since inception of the project to date. It is worthy to mention that the actual financial disbursement during 2nd and 3rd quarter of 1395 were equal or more then the projected amount by the component.

Following statistical graph specifies quarterly and annual component (A) financial disbursement during 1395.

Figure: 2



For more details please refer to (Annex: 8 - ARAP Financial Status).

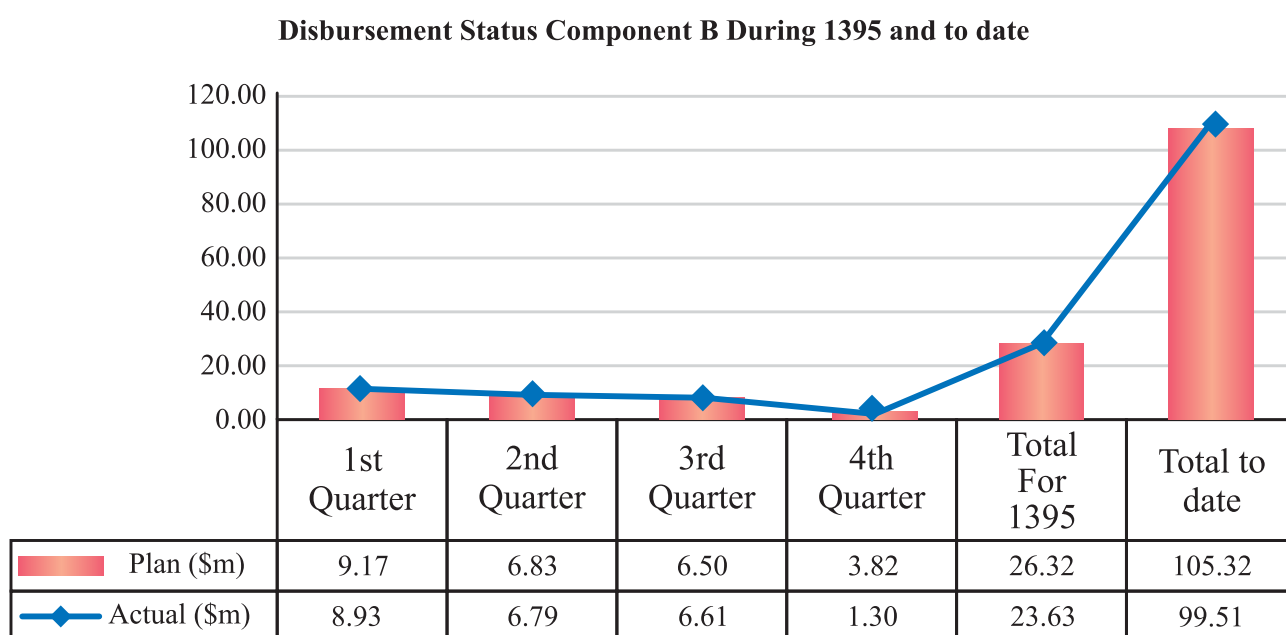
3.2.2. Component (B)

MRRD is the execution and implementer authority for this component. According to NRAP program objectives and structure this component includes improvement and rehabilitation of tertiary/village roads in all villages of 34 provinces in Afghanistan.

Component A has disbursed US\$ 23.63 m against US\$ 26.32 m projected amount during 1395 and disbursed US\$99.51 m against US\$ 105.32 m projected amount since inception of the project to date. It is worthy to mention that the actual financial disbursement during 3rd quarter of 1395 was more than the projected amount by the component.

Following statistical graph specifies quarterly and annual component (B) financial disbursement during 1395.

Figure: 3



For more details please refer to (Annex: 8 - ARAP Financial Status).

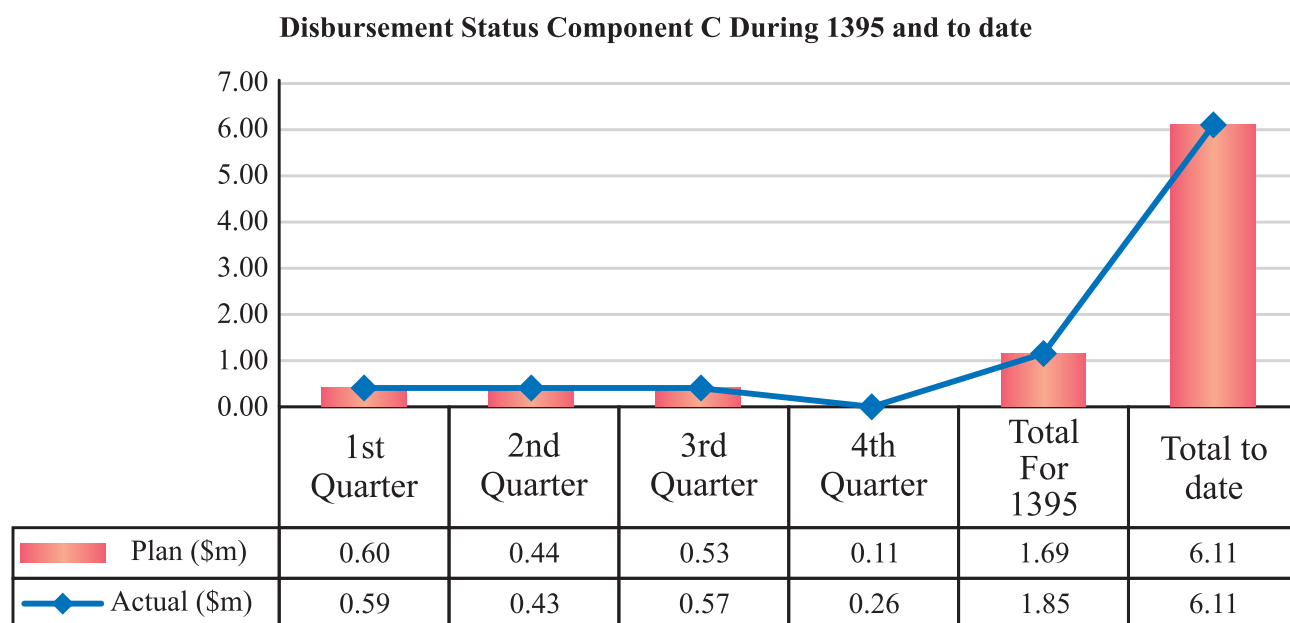
3.2.3. Component (C)

According to technical documents this component is allocated for institutional, project management and program development.

Component C achieved its intermediate result and the overall performance of this component is marked very good during the reporting period. It is worthy to mention that the component has disbursed more the planed amount during 3rd and 4th quarter of 1395.

Following statistical chart and graph indicates component (C) financial achievement during 1395.

Figure: 4



According to financial records of component there is an expenditure of US\$ 1.85 million for the implementation of the project during 1395. For more details please refer to (Annex: 8).

3.3. Environmental and Social Safeguards

The ESM department is in place at both PIUs and they are responsible to actively perform in accordance to the ESM manual. The department at both PIUs have successfully prepared ESMP for all the individual subprojects and they are continuously ensuring social safeguard and environment protection during the project implementation in subproject sites. Moreover, this department is more focusing to generate quality report, enhanced reporting mechanisms, implement better monitoring and supervision system, ample staffing at regional/field level with taking into consideration gender equality. Beside, gender inclusion model and plan has already finalized, PIU-MRRD has completed gender focal points and the gender section under this department enriched through recruitment of enough number of qualified gender mainstreaming employees during the reporting year.

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 department of both PIUs provided training to ESM focal points, Engineers, Grievances Redress Committee (GRC) members and contractors staff on safeguard management.

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.

3.1.1. Achievements on Environment and Social Safeguard Component A:

The component is rapidly progressing toward protecting the environment and granting social safeguard. It is worthy to enlighten that component A had a considerable achievement with regards of environment and social issues throughout the implementation of subprojects during the reporting period.

ESM department of PIU-MoPW reported that they succeeded to prepare 57 ESM plans for 57 subprojects in which total 12, 66,793 persons were beneficiaries among which 921 families (2741 male and 3185 female Project Affected People) were affected during the implementation of the subprojects.

Through implantation of the subprojects 8,914 numbers of people were trained or consulted to contribute and support for implementation and maintenance of the subprojects. Moreover, 423 essential community consultation meetings were took place during different stages of the subprojects to consider public satisfaction.

Besides, 98799.5 m² land contributed by communities to construct a standard sustainable widen roads and bridges.

To follow standards of environment protection and safe guard 7,490 numbers of trees planted to replace 9,912 numbers of trees were planted to replace the effect of 5,490 numbers of trees that have been cut during subprojects implantation of ARAP project.

Furthermore, 267 subprojects have been visited during reporting period and 94 Grievance Redress Committees (GRCs) were established during the survey stages of the ARAP subprojects.

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: 17.A).



Community consultation in Hese-Do district of Kapisa Province



Women participation in construction projects in Balkh Province



Meeting with elders regarding project implementation in Gardez Province



Community discussion about MRRD project implementation in Kunar Province



Awareness about projects importance for women beneficiaries in Herat Province



Consultation meeting with Noor-Khuda village elders in Balkh Province

3.3.2. Achievements on Environment and Social Safeguard Component B:

The spring season is the time that all floras are grooving so it is suitable for tree plantation therefore ESM unit usually follows the mentioned season for tree plantation in the regions. Moreover, for tree plantation regional ESM officers are responsible to implement the activities according to subprojects monitoring plan to implement tree plantation. ESM team encourages communities to plant trees and protect the environment for their present and future generation. According to summary achievement report by ESM department of PIU-MRRD, 4,613 trees were planted in Kabul, CHL North and Badakhshan regions during 1395. For more details please refer to (Annex: 17.B).

- Total 173,246 m2 lands were voluntary donated by local communities to widen Roads and Bridges during reporting year.
- 255 male and 17 female Grievance Redresses Mechanism (GRC) are established in all regions during reporting year.
- 4,613 trees were planted in (Kabul, CHL, North and Badakhshan) regions during reporting year.
- 7,025 locals got awareness during reporting year.
- 139 grievances are solved through GRC in regions during reporting year.
- 9 social audits conducted and social audit reports prepared for each subprojects in which all related issues such as PAPs record, compensation record, common property record, tree plantation record, community's destruction structure record and some communities' suggestion and including with relative picture of any ESM activities were reported.



Woman consolidation meeting in Kushundi district of Balkh Province



Rising the knowledge of women about road importance in Jaghuri district of Ghazni Province



Construction of a protection wall in Chamkini district of Khost Province



Site visit from 5 km road in Nahre Shahi district of Balkh Province



Meeting with local women in Hirat Province



Meeting with local women in Bamiyan Province

4. NRAP Other Ongoing Projects

4.1 NRAP-MoF

A bunch of subprojects have been funded by Ministry of Finance of Islamic Republic of Afghanistan. The subprojects have a total cumulative budget of US\$ 83.3 million in different years, starting in SY 1389. As a result of construction works NRAP-MRRD has successfully constructed 334 Km, 294 RM Bridge and 28187 m of associate structures by delivering 105 contracts since inception of the project.

Table: 26- MoF project Financial Achievements

MoF						
Component	Budget US \$	Disbursement			Balance	%
		Till previous report	During reporting period	To date		
Works	76,636,000	40,441,293	957,021	41,398,314	35,237,686	54%
Non Works	6,664,000	2,070,257	155,538	2,225,795	4,438,205	33%
Total	83,300,000	42,511,550	1,112,560	43,624,110	39,675,890	52%

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. As a result of construction works NRAP-MRRD has successfully constructed 117 Km, 259 RM Bridge and 15043 m of associate structures by delivering 39 contracts since inception of the project.

Table: 27- Japan Fund project Financial Achievements

S/No	Japan Fund						
	Component	Budget US \$	Disbursement			Balance	%
			Till previous report	During reporting period	To date		
1	Works	19,750,000	24,180,393	28,307	24,208,700	(4,458,700)	123%
2	Non Works	3,750,000	599,186		599,186	3,150,814	16%
	Total	23,500,000	24,779,579	28,307	24,807,886	(1,307,886)	106%

4.3. JICA & GOV Fund

This project has been funded by JICA & GOA. The total or cumulative budget of this project is almost USD\$ 152.25 million in different years starting in SY 1390 for delivering 409.21 km of roads and 1,563 Running meters of bridges in different provinces of Afghanistan. The design and procurement of this project has been completed. Moreover, 229.07Km Asphalt roads, 1,334 Rm Bridge have been constructed and 586,523 number of labor days are generated since inception of the project.

Table: 28- JICA & GOV Project Financial Achievements

JICA & GOV					
Component	Budget US \$	Expenditure		Balance	% Progress
		During 1395	To date		
Works	86.165M USD	9.19M USD	35.20 M USD	50.96M USD	40.85%

5. Success Stories

5.1. NRAP Project Provides Countless Facilities to Local Residents

Project Type: RCC Deck Girder Bridge

Project Length: 126 Rm Bridge

Project Beneficiary: 300,000 People

Project Location: Obay district of Hirat Province



Transportation infrastructures are essential for human life and economy growth of a nation. Within the transportation networks; bridges are key elements for connecting people to basic facilities and delivering goods, thus National Rural Access Program always attempts to construct standard and good quality bridges for rural inhabitants.

126 Rm Bridge in Obay district of Hirat province with 2 km connecting road is one of the significant project that has been implemented through National Rural Access Program of Ministry of Public Works and provided numerous facilities to local residents.

It is said that people faced lots of problems in shifting their patients to the hospital due to absence of a bridge and many times it caused to death of the emergency patients on the way to hospital.

Local residents expressed their happiness over the construction of the bridge and declared that this bridge change their life significantly prior to the construction of this bridge many patients had been taken back home without reaching hospital during flooding.

The project addresses one of the real needs of residents in Obay district of Hirat province and resolves social problems of the surrounded districts and enables people to have easy access to their work stations and act positively.

Haji Abdul Basir Khan representative of community council said, that this bridge provide much more facilities for locals, people faced lots of problems specially during flash flooding, but at this time due to this bridge construction people can easily carry their patients to the health care centres, the price of food and goods decreased as well as people could transfer their agriculture products easily to the whole sale and retail markets.

Sayeed Khan a tribal elder of Murghcha village said that construction of this bridge resolved most of the problems earlier faced by the residents and he added that this bridge is the connecting point of North and South of Obay district.

Moreover, Mr. Sayeed Khan added that previously people were using horse to cross the river. In addition he reported that patients were dying after falling from the horses while crossing the river due to absence of the bridge.

It is said that the bridge is a linking root to 120 villages from Obay and Chesht Sharif districts to centre of Hirat province and 200,000 direct and 150,000 indirect beneficiaries are benefited from this bridge.

The project has been constructed through NRAP/MoPW with total budget of 99,858,040 AFN by financial support of Japan and Afghan Government fund.

5.2 NRAP Constructed Asphalt Road Provides Long-term Benefits for Locals

Project Type: Asphalt Surfaced Road

Project Length: 7.85 Km

Project Beneficiary: 15,677 People

Project Location: Chahar Asyab district of Kabul Province



Road is a key component of the development process, it assists development by improving access to education centres, health care centres, markets and other social and economic services and it also helps promote rural and agricultural products, besides building a standard road has a positive impact on the environment safeguard as well.

Given attention to the importance of road construction, National Rural Access Program of Ministry of Rural Rehabilitation and Development Ministry constructed 7.85Km Asphalt Surfaced Road in Chahar Asyab district of Kabul Province which provided more than enough facilities to rural inhabitants.

Prior to the construction of mentioned road people, particularly women were in much trouble and they couldn't go to the markets and clinics easily since the vehicles owner charging higher fare to cross existing dumpy road. In other words, if any vehicle crossed the road it charged much more money so the locals had to walk long distance by foot.

Raziya 54 year old a resident of Chahra-Asyab district expressed her happiness over construction of the road and added that asphaltting of this road brought positive changes on their life and provide them easy access to social amenities.

Raziya said: “Many years before my daughter in-law lost one of her child during her pregnancy because it was late night and we couldn't shift her to the hospital on time due to absence of appropriate road which made us much more miserable.”

Moreover, she added the villagers' agriculture products including vegetables such as tomato, lady finger, and eggplant and fruits, apricot and berry were also smashed during transporting to the markets through bumpy road which had negative effect on their economic life and due to this problem people were facing economic losses.

In addition to this people were suffering dirty environment as well, Raziya said that we had to clean our rooms several times in a day because dusty and bumpy road created much more dust and it also made our children sick repeatedly.

She said that we are delightful for the construction of this road because upon construction of this road our problems solved and now our men could easily transfer the products to the markets and meanwhile many vehicles have been moving on the road and even private cars shift women and old age people free of cost to Gulbagh Bridge.

She appreciated the hard work of the NRAP team and thanked the engineers who attempt to build this road for remote people.

The construction of 7.85Km Asphalt Surfaced Road and Drainage Structures from Kabul-Logar Highway to Gulbagh Bridge of Chahar Asyab district of Kabul Province cost 62,704,693 AFN from World Bank donation and provided facilities to almost 15,677 people and generated 12,177 labour days to local residents.

3.5 د کلیو د لار جوړونې ملي پروګرام د سړک په جوړولو سره د دایکندي ولایت اوسیدونکو ستونزې هوارې کړې



د پروژې ډول: جغلي سړک

د پروژې اوږدوالی: ۱۰،۳۵۰ کیلو متره

د پروژې ګټه اخیستونکي: ۸۷ کلي

د پروژې ځای: دایکندي ولایت مرکز نیلی څخه تر شهرستان

ولسوالۍ پوري

د ټولګټو وزارت په چوکاټ کې د کلیو د لار جوړونې ملي

پروګرام له لارې د دایکندي ولایت مرکز نیلی څخه تر شهرستان ولسوالۍ پوري ۱۰،۳۵۰ کیلو متره جغلي سړک په جوړیدو سره د دغې سیمې شاوخوا ۳۲ کلیو کورنیو په مستقیم ډول او د دایکندي ولایت نهه نورو ولسوالیو ۵۵ کلي په غیر مسقیم ډول ستونزې تر ډیره هوارې کړې دي.

سید نادر حسینی د دایکندي ولایت د شهرستان ولسوالۍ د سیدآباد د شورا مشر د کلیو د لار جوړونې ملي پروګرام څخه د مننې تر څنګ وایي: "چې د سړک د جوړیدو مخکې په ژمي موسم کې به ډیره واوره کیده او له امله به یې په کوټلونو کې لاره بنده وه او کله به چې لاره خلاصه شوه نو بله ستره ستونزه دا وه چې د کوټلونو کې به موټرونه بنویدل او له امله به هر کال یو شمیر خلکو ته مرګ ژوبله او بختله ولې اوس د دغه سړک په جوړیدو او پراخوالي ورسته دغه ستونزه تر ډیره حل شوې ده". نوموړي زیاتوي چې: یو ځایي د شهرستان ولسوالۍ نه بلکې میرامور، کیتی، کجران، خدیر، سنگ تخت، بندر او اشترلی ولسوالیو خلک ګټه پورته کوي، نوموړي زیاتوي چې پخوا له شهرستان ولسوالۍ څخه به تر کابل پوري کرایه ۱۵۰۰ افغانۍ وه ولې د سړک په جوړیدو سره دغه کرایه ۱۰۰۰ افغانیو ته راټیټه شوې چې دغه کار د ټولو سیمه کې مثبت بدلون رامنځ ته کړي دي، او مونږ د دغه کار لپاره د کلیو د لار جوړونې ملي پروګرام څخه مننه کوو. د حسینی معلوماتې له مخې په دغه سیمه کې د سړک په جوړیدو سره په کرنیز حاصلاتو کې هم بدلون راغلې دي، اوس سیمه ایز خلک کولای شي چې په آسانی سره خپل کرنیز حاصل (بادام) په بڼه بیه د ولایتونو په مرکزونو کې وپلوري چې پخوا دغه کار آسانه نه وو.

دغه جغلي سړک د دریم فیز ۱، حصه جوړیدو چارې په کال ۲۰۱۶ کې بشپړې شوې، او د بیاروغونې او ساتنې لړۍ تر دې دمه روانه ده. پر یاد سړک باندې ۶۰۹۸۱۷۵۰ افغانۍ لګښت راغلي چې د نړیوال بانک لخوا ورکړل شوې دي. له دې سربیره د دغې پروژې له لارې ۲۶۸۸ سیمه ایزو خلکو د کاري ورځو زمینه برابره شوې ده. د یادونې وړ ده په هیواد کې د کلیو د لار جوړونې ملي پروګرام له لوري د بیاروغونې چارو لړۍ تر دې دمه روانه ده.

4.5 د کلیو د لار جوړونې د ملي پروگرام د سړک په جوړولو سره د خوست ولایت د خلکو پر اقتصادي ژوند اغیز کړي



د پروژې ډول: سړک

د پروژې اوږدوالی: ۶ کیلومتر

د پروژې ګټه اخیستونکي: ۱۳ کلي

د پروژې ځای: د ټنډو ولسوالۍ له عمومي سړک څخه تر پطلانو

کلي پوري

د خوست ولایت د ټنډو ولسوالۍ له عمومي سړک څخه تر پطلانو

کلي پوري د کلیو د بیارغونې او پراختیا وزارت په چوکاټ کې د

کلیو د لار جوړونې ملي پروگرام له خوا د ۶ کیلو متر جغلي سړک په جوړولو سره د ډیرو خلکو ستونزې لکه د کرایو کموالی، په وخت روغتونو او ښوونځیو ته رسیدل هوارې کیدو تر څنګ ددغې پروژې له لارې یو شمیر خلکو ته کار موندنه هم شوې ده.

۴۲ کلن خال محمد د ټنډو ولسوالۍ اوسیدونکې دي، نوموړې ددغه پروژې د پیل څخه دمخه په آماراتو کې دنده تر سره کوله نوموړې وايي "په دوبي کې کار ډیر سخت و، مسافرې راته هم گرانه وه، په خپله سیمه کې د کلیو د لار جوړونې ملي پروگرام څخه د پروژې د پیل په اړه مې خبرتیا تر لاسه کړه، او درسمې پروسې تر سره کولو ورسته مې په یاده پروژه کې د کارگر په توګه دنده تر لاسه کړه، او ددغه پروگرام له لارې معاش تر لاسه کوم او خپل کورنۍ اقتصادي ستونزې پرې حلوم". خال محمد زیاتوي چې: یواځې زمانه بلکې ډیرو سیمو خلکو ته ددغه سړک په جوړیدو سره اقتصادي او په نورو برخو کې آسنتیاوي رامینځ ته شوې دي، لکه پخوا به د سړک خرابوالی له امله زموږ کلي څخه به تر خوست ښار پورې ډیر وخت نیولو، خپل کرنیز توکي به مو په لوړه بیه تر لاسه کول، ولې اوس سړک ډیر ښه شوی ده، زموږ د ټنډو او ګوربوز ولسوالیو اوسیدونکي له دغه سړک څخه ګټه پورته کوي، په خپل وخت سره خپلو ټولو چارو ته رسیدګي کولای شي. د خال محمد په شان ډیرو کلیوالو ددغه پروژې څخه خپل رضایت وښود، او د کلیو د لار جوړونې ملي پروگرام څخه مننه وکړه. ټنډو ولسوالۍ عمومي سړک څخه پطلانو کلي پوري ۶ کیلو متر سړک جغلي د ساتنې او رغونې چارې اوس هم روانې دي په یاده پروژه ۱۳۵۶۴۰۰ افغانۍ لګښت راغلي چې د نړیوال بانک له خوا ورکړل شوې دي.

5.5 برنامه ملی راه سازی روستایی وزارت احیاء و انکشاف دهات در فرسنگ ها دور به مردم رسیدگی نموده است.



نوعیت پروژه: پل آهن کانکریتی

طول پروژه: ۱۸ متر

موقعیت پروژه: ولسوالی شتل ولایت پنجشیر

مستفید شونده گان پروژه: ۲۹۸۲۰ خانواده

برنامه ملی راه سازی روستایی وزارت احیاء و انکشاف دهات با اعمار پل ۱۸ متره در قریه روی دره ولسوالی شتل ولایت پنجشیر مشکلات زیاد مردم را رفع و سهولت های چشم گیری را برای مردم این قریه فراهم نموده است.

در قریه روی دره ولسوالی شتل شمار زیادی از خانواده ها در میان کوه ها و دور از هر نوع امکانات پیشرفته یی رفایی زندگی می نمایند، برای بازدید از این قریه ساعات ها باید منزل زد و راه های پر خم و پیچ و خیلی ها دشوار را سپری کرد تا به خانواده های رسید که واقعاً به پروژه های انکشافی نیاز مبرم دارند ولی برنامه ملی راه سازی روستایی با اعمار نمودن ۱۸ متر پل تا حدی مشکلات مردم این قریه را حل نموده است.

افغان شاه ۳۸ ساله یک تن از دکانداران محل در رابطه به ساخت این پل گفت: "از برنامه که این پل را برای ما ساخته خیلی خوش هستیم و از رفت و آمد همه روزه انجیران در جریان ساخت این پروژه در اینجا تشکری می نمایم چون رفت و آمد به قریه ما دل شیر می خواهد."

وی در ادامه افزود زمانیکه به دکان مال می آوردم به دشواری های زیاد روبرو میشدم موتر را به قیمت بلند کرایه می گرفتم ولی تمام اموال در آن طرف دریا از موتر پایان می نمودم و ساعت ها طول می کشید تا مال دکان را به مشکل از دریا انتقال دهم با ساخت این پل حالا مشکلاتم رفع شده و خودم یک موتر هم خریده ام و حالا از برکت این پل موترم در روبرو دکانم ایستاده است.

ساجده ۲۸ ساله یک تن از باشندگان محل در مورد اعمار این پل گفت: "باورم نمیشد که در این مناطق دور افتاده کسی به داد ما برسد اما به کمک خداوند انجیران برنامه سرک سازی روستایی به اینجا آمده و برای ما پل را اعمار نمودند."

وی علاوه نمود زمانیکه مرد های ما مواد خوراکی را از شهر پنجشیر به اینجا می آوردند تا دهنه دریا در موتر می آمدند بعداً مجبور بودند که مواد را به خیلی مشکل در پشت از دریا انتقال دهند ولی حالا با ساخت این پل موتر در پشت خانه های ما می آید.

خان حسین متوازی مسوول کلینیک صحنی قریه روی دره از مشکلات مردم یاد آور شده گفت که در نبود پل مردم مریضان خویش را در پشت خود از دریا انتقال می دادند و در فصل زمستان مردم خیلی ها مشکلات داشتند وی همچنان گفت: "انجیران برنامه ملی راه سازی روستایی ۱۳ کیلو متر فاصله را در لابلای کوه ها پیموده به اینجا می آمدند در حالیکه ما شاهد لغزش قسمت از سرک و واژگون شدن چندین موتر های مردم محل در این مسیر بودیم و در این اواخر نیز موتر از بالای کوه چپه شد که زخمی های آن تا هنوز هم در کلینیک بستری هستند." خان حسین علاوه نمود که باور ما نمی شد که باجود اینقدر مشکلات این پل تکمیل گردد ولی انجیران برنامه و شرکت ساختمانی مربوطه خطرات جانی را متحمل شده و روزانه به این قریه رفت و آمد می نمودند تا توانستند پروژه مذکور را موفقانه تکمیل نمایند.

را حله ۳۲ ساله در حالیکه مصروف قالین شویی در دریای روبروی منزلش بود گفت: "وقتی این پل جور شد مردم قریه امیدوار شدند که دولت این قریه دور افتاده را به فراموشی نه سپرده است وی گفت انجیران که این پل را ساخته است همیشه در دعا های نیک ما مردم بیچاره شامل هستند." را حله افزود ما به بسیار مشکلات به مرکز پنجشیر رفت و آمد می کردیم تمام راه دشوار در میان کوه ها یکطرف ولی تیر شدن از دریا طرف دیگر مشکل ما بود از بیم تیر شدن از دریا به خوشی ها و غم دوست های خود رسیده گی کرده نمیتوانستیم، حالا با ساخت این پل مشکل ما رفع شده است.

این پل در راه صعب العبور و کوهستانی خیلی ها دشوار بود اما باز هم پروژه مذکور به شکل موفقانه و مطابق معیار های تعیین شده و خواست مردم تکمیل و به دسترس مردم قرار گرفته است. این پروژه با هزینه مجموعی ۸۸۲۱۰۰ افغانی توسط کمک مالی بانک جهانی اعمار گردیده است.

6.5 رویاهای تعدادی از باشندگان ولایت جوزجان تحقق یافت



نوعیت پروژه: سرک اسفالت

طول پروژه: ۳۰ کیلو متر

موقعیت پروژه: ولسوالی درزاب ولایت جوزجان

تعداد مستفید شونده گان: ۱۱۲۶۸۰ نفر

کار اسفالت ۳۰ کیلو متر سرک از شهر شبرغان الی ولسوالی درزاب ولایت جوزجان یکی از فعالیت های عمده برنامه ملی راه سازی روستایی وزارت فواید عامه بود که در شرایط خیلی ها دشوار امنیتی تحت کار قرار گرفت و با توانایی و زحمات بی شمار انجیران این برنامه موفقانه تکمیل و به دسترس مردم محل قرار گرفت.

ساخت این سرک خواب های مردم را به حقیقت مبدل نمود و مردم را از مشکلات زیاد مواصلاتی رهایی بخشید.

عید محمد زراعت پیشه یک تن از باشندگان قریه نوآباد ولسوالی قوش تپه ولایت جوزجان در رابطه به ساخت سرک گفت: "پنج سال قبل اصلاً یک راه منظم نبود که مردم از شهر شبرغان به ولسوالی درزاب بروند و اگر کسی راه را بلد نمی بود دچار سرگردانی می شد حتی روزی از روزها تعداد از بزرگان به یک دعا خوانی از شبرغان به درزاب میرفتند از اینکه راه منظم نبود، آنها به عوض که به درزاب بیایند به ولسوالی اندخوی ولایت فاریاب رفته بودند".

وی افزود با در نظر داشت مشکلات زیاد مواصلاتی، بزرگان قوم سعی نمودند تا توجه انجیران را به اینجا جلب نمایند که در نتیجه پنج سال قبل یک گروپ انجیران به اینجا آمدند، این سرک را سروی بعداً کار را شروع کردند و سرک را جغل اندازی کردند که مردم خیلی خوش شدند.

به گفته وی با مرور زمان سرک کم کم خراب شد و دوباره رفت آمد برای مردم مشکل شد، اهالی منطقه مریضان خود را از دست دادند، سرک نا امن شد و حتا مخالفین دولت مانع رفت و آمد محصلین و کارمندان دولتی می شدند.

عید محمد در ادامه افزود متنفذین محل دوباره از همین انجیران خواهش کردند تا سرک را که قبلاً جغل اندازی کرده بودند قیرریزی نمایند و آرزو های مردم را در رابطه به ساخت این سرک به حقیقت مبدل نمایند که خوشبختانه دوسال قبل آنها کار ۴۰ کیلومتر سرک را یکی پی دیگر شروع کردند و با وجودیکه مشکلات امنیتی بود و شرکت به مشکل کار میکرد باز هم ۳۰ کیلومتر آن موفقانه اسفالت نمودند.

وی همچنان افزود اسفالت این سرک یکی از آرزو های مردم محل بود که توسط برنامه ملی راه سازی روستایی بر آورده شد زیرا مردم با داشتن راه غیر معیاری مشکلات زیاد را در قسمت آلودگی محیط زیست و تخریب وسایل نقلیه شان متقبل می شدند و مردم بعضاً از مشکلات امنیتی نیز رنج می برند.

به باور عید محمد ساختن سرک نه تنها رفت آمد مردم رابه شهر آسان کرد بلکه فرصت پیدا کردن کار را برای مردم منطقه نیز به وجود آورد که از این طریق مردم توانستند که بطور حلال نفقه خانواده خود را پیدا کنند.

درعین حال بانو صدف کریمی نماینده مردم درزاب و قوش تپه در شورای ولایتی ولایت جوزجان ضمن اظهار خشنودی از اعمار این سرک گفت که ساختمان این سرک خشونت علیه خانم ها را به حد اقل میرساند، چراکه به آسانی و به اسریر وقت زنان میتوانند در هنگام مشکلات، خود را به ارگانهای مربوطه در مرکز ولایت برسانند.

گفتنیست که از جمله ۴۰ کیلو متر سرک که در جنوب غرب شهر شبرغان مرکز ولایت جوزجان موقعیت دارد و حدوداً ۱۱۲۶۸۰ نفر از ۸۸ قریه به صورت مستقیم و غیر مستقیم از آن استفاده می نمایند، ۳۰ کیلو متر آن تکمیل و ۱۰ کیلو متر باقی مانده آن نظر به مشکلات امنیتی در آینده های نزدیک تکمیل خواهد گردید. به گفته مسوولین برنامه این سرک که قبلاً توسط پروژه دسترسی به حالات اضطراری برنامه ملی راه سازی روستایی جغل اندازی گردیده بود به هزینه مجموعی ۵۷۵۳۳۴۲۲۵۰ افغانی از کمک های بانک جهانی اسفالت گردیده است.

6. People and NRAP (Beneficiary Quotes)

الف: بلخ

بی بی حلیمه یک تن از خانم های قریه علی چوبان شهر مزار شریف ولایت بلخ به نمایندگی از زنان قریه مذکور در رابطه به جریان ساخت ۱،۵ کیلو متر سرک صحبت نموده و از این کار کرد برنامه ملی راه سازی روستایی ستایش به عمل آورد.

وی افزود ما قسمت از خانه های خود را به خاطر اعمار این سرک و در کل به خاطر آبادی کشور مان وقف نمودیم و از این کار خرسندیم.

کار اسفالت سرک مذکور که به طول ۱،۵ کیلو متر می باشد توسط برنامه ملی راه سازی روستایی وزارت فواید عامه در ماه اکتوبر ۲۰۱۶ آغاز گردیده است و قرار است که در ماه اکتوبر سال ۲۰۱۷ تکمیل و بدسترس مردم محل قرار گیرد.



ب: فاریاب

کریمه ذکی مسوول شبکه زنان ولسوالی اندخوی ولایت فاریاب از اعمار ۰،۵۴ کیلو متر سرک کانکریتی توسط برنامه ملی راه سازی روستایی وزارت احیا و انکشاف دهات تشکری نموده گفت که این یک اقدام نیک برنامه ملی راه سازی روستایی در منطقه ما بود که باعث رفع مشکلات ترانسپورتي گردیده است و حالا مردم خاصاً زنان این ولسوالی به آسانی به مقصد خود رسیده گی می توانند. سرک مذکور از شاهراه میمنه اندخوی الی خواجه خواب ولسوالی اندخوی ادامه دارد که کار ساخت آن در ۱۴ نومبر ۲۰۱۶ با کمک های مالی بانک جهانی تکمیل گردیده است.



ج: بدخشان

((زمانوم سراج الدین دي او زه د بدخشان ولایت د یفتل ولسوالی د دره راست کلي اوسیدونکي او موټر چلوونکي یم ، ز مونږ سیمه غرنی ده او په دغه ځای کې بارانونه هم ډیر دي، کله به چې مونږ د بدخشان مرکز ته د ژوندانه کارونو لپاره تللو نو اړ به وو چې یو ساعت پر ځای دوه ساعته لاره مخ په تخار ولایت ولاړشو او بیرته د بدخشان مرکز ته ولاړشو چې د ۱۰۰ افغانیو پر ځای مونږ ۲۰۰ افغانی کرایه اخیستله، زموږ یو له اړینو اړتیاوو څخه یو ډل جوړیدل ول، او دغه اړتیا راته د کلیو د بیارغونې او پراختیا وزارت په چوکاټ کې د کلیو د لار جوړونې ملي پروگرام د ۱۱۰ متره پل په جوړولو سره زموږ ستونزه حل کړه ، اوس مونږ نژدې په یو ساعت او د ۱۰۰ افغانی په کرایه تر لاسه کولو سره د بدخشان ولایت مرکز ته د خپل ژوندانه اړتیا تر لاسه کولی شو. او ددغه پل جوړیدو سره زموږ په ژوند ډیر مثبت بدلون راغلی او دغه نیک کار د هیردونه دي))



د: پکتیا

((زمانوم حاجي سپين گل ده او د پکتيا ولایت مرکز اورند حبیب قلا د ميلن سیمي اوسیدونکي یم ، زموږ سیمه د پکتیا ولایت مرکز ته نژدې پرته ده ولی د سرک د خرابوالي او په ژمي موسم کې د وارو اوریدو ورسته د لارو د بندیدو له امله تگ راتگ نشو کولای، مونږ به خپل ناروغان د مرکزي روغتون پر ځای همدلته په خپل سیمه درملنه کوله چې پایله به یه ښه نه وئ، او کله به چې د ناروغ وضعیت خراب شو نو اړ به وه چې په ډیرو ستونزو سره یه مرکز ته یه ورسو ، ولی اوس زموږ په سیمه کې ټولگټو وزارت په چوکاټ کې د کلیو د لار جوړونې ملي پروگرام له خوا څه د پاسه ۱۳ کیلو متر سرک جوړ کړ چې چاري اوس هم رواني دي، ددغه سرک په جوړیدو سره زموږ ډیرې ستونزې هوارې شوي دي، په ډیره کمه موده کې مرکز ته رسیږو ، ناروغان مو درملنه کیږي ، مونږ د کلیو د لار جوړونې ملي پروگرام له دغه کړنو څخه مننه کوو))





E. Bamiyan

Mohamamd Qasem a resident of Qarganito village said: “I live in Qarganto village, Yakawolang district of Bamiyan Province upon construction of 10.6 km Asphalt Surfaced Road a positive change has come to our life, our villagers are busy in selling dairy products in the city for the purpose of better income but while they transferring the products to the city the transportation cost was very high, when we negotiated with drivers, they excused the damaged road but now by constructing of this road we could easily can transport our village product to the city with low cost and pass our daily life effortlessly.” At end of his speech he thanked National Rural Access Program for providing them significant facilities.



F:- Hirat

Shaima a resident of Emam Shashnoor Ziarat district of Hirat province said that I succeed to start the Gabion weaving with National Rural Access Program.

She added, I think it is the best incentive for the women with poor economy situation and this opportunity is sole means of livelihood for them.

Moreover she said that we thank National Rural Access Program for providing jobs to women, through this opportunity women can do the weaving of gabion basket in their houses and improve their economic situation.

The Gabion which is needed in the sub project of NRAP weaves by the women who are living on both sides of the road.

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 particularly in formation and road earthwork, however, the concern is still exist for newly starting or under award road sub-projects.

b. WEATHER

Even though a weather matrix planning has been developed to maintain the correct implementation period but on predictable climatic threats still cause significant delays. The entire country is divided into three zones by three different construction seasons, however 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 reporting period 1395.

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



Project Contracts Signing Ceremony by NRAP/MRRD



Inauguration of 5.213 km Road in Gul Darah district of Kabul Province



Consolidation meeting with women in project site by NRAP/MRRD



Project contracts signing ceremony by NRAP/MoPW



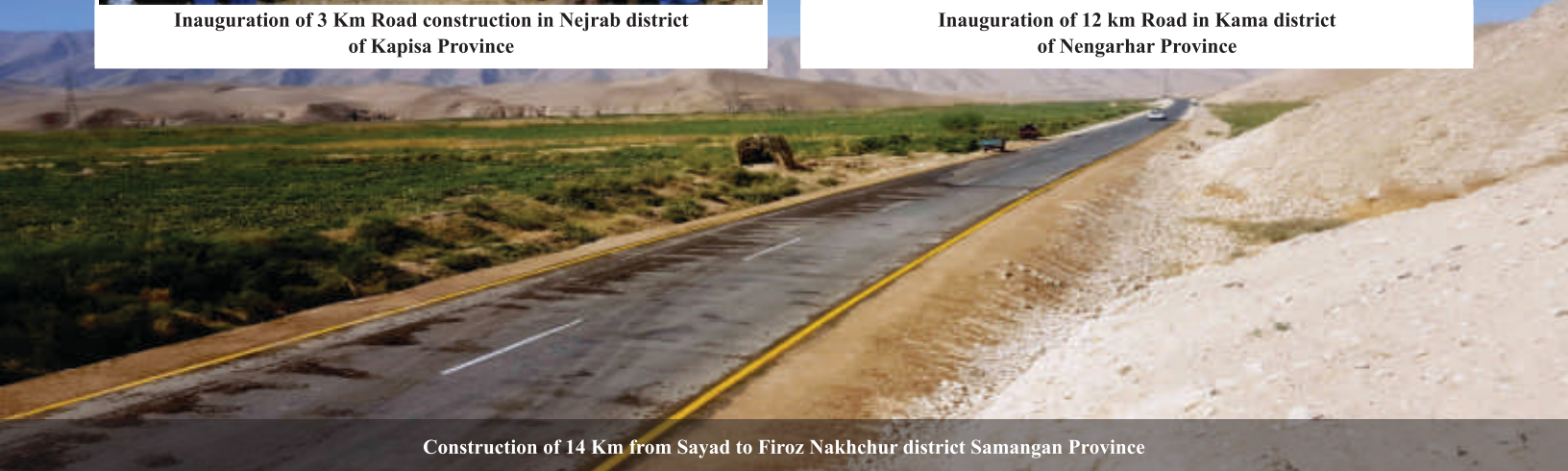
Consolidation meeting with women in project site by NRAP/MoPW



Inauguration of 3 Km Road construction in Nejrab district of Kapisa Province



Inauguration of 12 km Road in Kama district of Nengharhar Province



Construction of 14 Km from Sayad to Firoz Nakhchur district Samangan Province



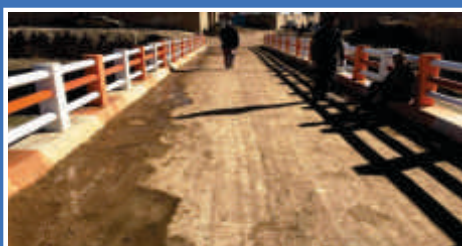
Construction of 60.00 Rm Bridge over Matoon River in Khost district of Khost province



Construction of 60Rm Bridge over Helmand river in Waras district of Bamyan Province



Construction of 30 Rm Bridge in Jelga district of Baghlan Province



Construction of 40 Rm Bridge in center of Logar Province



Construction of 15 Rm Bridge in Khedar district of Daykundi province



Construction of 10.750 Km Road in Narang district of Kunar Province



Construction of 200 Rm Bridge in Center of Farah Province



Construction of 30 Km Road From Shibirghan City to Darzab district of Jawzjan Province

9. Annexes

Annex:1.A- NRAP Secondary Roads Provincial Wise Achievement Since Inception till March 2017

NRAP - MoPW - Provincial Wise Achievement since Inception till March 2017					
Province	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan	355.48	448.1	10,180.64	667,056.60	24,390,136.24
Badghis	82.4	211.62	1,457.90	256,311.19	4,420,820.37
Baghlan	623.66	758	21,725.75	845,684.12	44,022,287.69
Balkh	250.37	-	151.6	185,778.06	5,565,600.69
Bamyan	308.9	124.5	21,827.30	886,206.93	8,678,377.92
Diakundi	111.16	106	17,251.50	110,325.40	13,242,110.68
Farah	174.75	-	67	67,229.45	14,168,015.52
Faryab	198.48	99	6,981.00	135,560.84	9,544,921.91
Ghazni	320.81	76	9,703.00	242,952.38	8,934,652.36
Ghor	387.95	-	1,997.50	179,907.67	6,620,363.17
Hilmand	271.1	-	239.5	158,714.40	4,671,279.19
Hirat	382.19	402	678	448,301.80	38,533,246.04
Jawzjan	349.52		640.5	248,978.98	14,541,724.00
Kabul	490.51	67.4	20,584.80	915,860.74	25,680,654.99
Kandahar	395.69	260	5,841.20	531,261.66	12,582,170.91
Kapisa	144.58	177	301.9	181,648.20	4,426,846.77
Khost	396.8	960	409.2	325,334.54	9,216,201.60
Kunar	162.08	-	2,034.00	70,595.26	1,799,518.73
Kunduz	443.87	498	5,509.50	718,285.28	18,793,471.66
Laghman	206.21	334	2,036.10	259,147.11	4,492,036.96
Logar	343.67	32	26,547.30	280,523.44	6,959,043.42
Nangarhar	373.03	112	862.6	349,128.58	12,267,277.09
Nimroz	62.44	-	57	55,759.30	5,556,968.77
Nuristan	92.7	71	-	145,043.74	1,415,319.05
Paktika	398.5	-	177.9	345,770.40	976,644.00
Paktya	415.94	212.1	9,357.50	712,971.14	7,694,898.54
Panjsheer	61.75	102.5	7,709.0	91,336.18	5,156,758.70
Parwan	361.28	84	3,454.90	577,247.31	19,948,738.67
Samangan	474.2	38	5,167.50	409,618.20	9,449,139.52
Sari Pul	219.48	37.4	801.7	172,913.33	5,702,906.74
Takhar	308.44	93	5,501.10	513,029.57	19,948,187.12
Uruzgan	64.03	156	7	82,880.51	1,300,621.76
Wardak	325.76	73	698.10	223,335.21	4,276,922.62
Zabul	107.48	-	1,615.00	82,587.91	2,199,454.17
Total	9,665.21	5,532.62	191,634.49	11,477,285.43	377,177,317.57

Annex:1.B-NRAP-Tertiary Roads Provincial Wise Achievement since Inception till March 2017

NRAP - MRRD - Provincial Wise Achievement since Inception till March 2017					
Province	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan	717	434	19,063	1,422,054	30,545,928
Badghis	147	40	5,201	64,533	7,168,412
Baghlan	199	150	4,970	228,778	6,836,652
Balkh	157	50	14,917	166,563	9,134,177
Bamyan	209	83	3,459	424,751	5,236,108
Daykundi	111	113	6,939	247,025	5,818,229
Farah	66	200	4,315	43,797	4,091,435
Faryab	160	21	1,227	179,161	5,933,708
Ghazni	114	74	2,617	152,415	3,746,764
Ghor	216	201	2,755	127,324	8,464,176
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	292	207	18,825	600,005	15,744,221
Kandahar	123	15	922	71,239	3,616,944
Kapisa	98	309	5,156	261,608	7,818,128
Khost	104	81	2,466	123,916	3,420,602
Kunar	87	196	2,559	242,716	3,769,415
Kunduz	300	52	2,208	252,457	6,012,015
Laghman	92	87	5,075	258,494	4,915,336
Logar	40	83	4,889	96,337	2,834,311
Nangarhar	135	87	4,489	187,027	5,266,992
Nimroz	40	-	72	67,403	2,591,140
Nuristan	85	60	1,440	292,427	2,884,658
Paktika	74	-	882	112,656	1,923,285
Paktya	108	30	1,609	185,036	3,383,307
Panjsheer	122	541	12,183	269,651	8,988,357
Parwan	200	376	21,223	325,186	13,958,993
Samangan	137	12	1,776	131,881	3,206,299
Sari Pul	226	42	2,769	186,177	5,795,040
Takhar	249	783	9,832	308,038	11,083,331
Uruzgan	174	105	1,723	642,618	12,133,305
Wardak	138	81	2,529	172,514	3,879,093
Zabul	39	-	3,087	78,200	2,084,269
Total	5,546	4,626	176,241	8,425,546	235,499,760

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.A - NRAP- Provincial Wise Achievement During 1395

NRAP - MoPW Provincial Wise Achievement During 1395					
Province	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan	-	20	-	-	262,131.75
Baghlan	43	240	4,672.00	28,260.80	8,683,580.41
Balkh	10.88	-	-	-	2,732,548.67
Bamyan	-	60	-	4,549.28	709,483.78
Diakundi	51	58	647	14,389.84	7,767,299.49
Farah	16	-	-	-	3,915,645.76
Hilmand	15	-	189.00	-	4,245,976.00
Hirat	-	162	-	-	1,744,854.79
Jawzjan	30	-	22	11,451.98	7,737,441.55
Kapisa	-	135	-	-	787,340.02
Khost	-	220	-	-	2,944,886.94
Kunar	14	-	2034	5,356.06	1,514,909.98
Kunduz	7	-	27.00	8,370.70	2,054,717.68
Logar	10.76	32	-	8,803.43	3,074,078.42
Samangan	13.99	-	-	-	2,800,194.63
Takhar	28.62	-	4963	24,508.81	6,093,641.59
Zabul	10.48	-	1615	5,560.31	2,006,885.17
Total	250.73	927.00	14,169.00	111,251.21	59,075,616.63

Annex:3.B - NRAP- Provincial Wise Achievement During 1395

NRAP-MRRD- Provincial Wise Achievement During 1395					
Province	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan	26.91	193.00	150.30	71,892.00	4,848,821.31
Baghlan	-	30.00	995.00	23,739.00	503,958.23
Balkh	6.22	-	9,988.40	12,342.00	2,061,882.79
Bamyan	8.95	-	82.00	4,459.00	323,849.07
Daykundi	18.00	58.00	401.01	24,277.00	1,236,876.16
Farah	2.00	200.00	-	6,792.00	1,427,070.95
Faryab	6.14	21.00	45.00	4,961.00	314,202.95
Ghazni	15.69	-	306.00	6,655.00	741,743.50
Ghor	49.67	20.00	1,033.35	36,076.00	2,635,504.90
Kabul	33.32	29.20	6,805.50	58,702.00	4,832,552.39
Kandahar	3.96	14.60	15.00	13,365.00	540,273.95
Kapisa	3.27	100.00	169.60	15,048.00	1,054,756.30
Kunar	14.50	20.00	866.40	20,618.00	1,007,804.17
Kunduz	11.00	14.00	11.00	8,368.00	490,250.59
Laghman	16.60	12.00	460.80	14,054.00	960,153.96
Logar	2.95	40.00	19.60	15,078.00	626,548.34
Nangarhar	11.45	-	1,243.10	15,531.00	541,363.43
Nimroz	7.20	-	6.40	28,300.00	1,072,572.10
Nuristan	8.50	-	-	39,957.00	386,075.19
Paktika	23.67	-	769.80	15,111.00	1,126,042.39
Paktya	5.97	-	321.40	2,634.00	250,621.06
Panjsher	15.28	134.00	934.05	21,679.00	1,486,253.99
Parwan	24.10	102.00	8,905.10	50,888.00	2,972,786.00
Samangan	32.72	-	530.20	15,785.00	984,204.00
Sari Pul	8.73	21.00	1,045.80	10,772.00	766,444.21
Takhar	57.94	188.10	4,190.05	51,050.00	3,377,911.77
Wardak	5.21	22.00	162.00	6,347.00	490,084.39
Zabul	0.46	-	3.20	7,275.00	71,426.44
Total	420.41	1,218.90	39,460.06	601,755.00	37,132,034.53

Annex:4.A-ARAP Secondary Roads Provincial Wise Achievement since Inception till March 2017

ARAP- MoPW- Secondary Roads Provincial Wise Achievements since Inception till March 2017					
Province	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan	34.12	94	4,355.00	45,076.77	4,645,707.72
Badghis	-	76	-	21,509.08	1,463,241.43
Baghlan	64.68	68	5,626.20	59,259.07	10,678,272.39
Balkh	14.99	-	5	14,398.96	1,074,090.61
Bamyan	33.24	60	16,160.00	47,590.42	4,327,853.95
Diakundi	91.21	45	16,636.00	58,804.41	11,426,979.70
Farah	44.68	-	67	47,020.22	4,159,006.58
Faryab	24	99	4,873.00	42,170.08	3,372,496.25
Ghazni	18.14	-	8,727.00	17,045.24	1,542,331.24
Ghor	77.46	-	9,120.00	44,188.41	6,415,330.26
Jawzjan	30	-	22	74,078.16	7,737,441.55
Kabul	27.15	-	4432	57,387.14	5,807,636.57
Kandahar	10.03	260	5,639.00	38,144.17	4,213,342.42
Khost	-	360	-	41,633.18	2,828,429.00
Kunar	14	-	2034	5,356.06	1,514,909.98
Kunduz	77.37	80	1,149.00	137,956.06	12,252,024.88
Logar	10.76	-	-	8,803.43	2,786,048.11
Nangarhar	12	-	70	4,775.70	2,648,316.59
Nimroz	32.44	-	57	39,154.45	5,304,316.07
Nuristan	-	71	-	2,539.34	708,393.05
Paktya	-	18.1	-	2,767.86	233,714.04
Panjsheer	9.4	60	7678	27,566.10	1,880,981.87
Parwan	-	20	-	2,516.51	177,055.18
Samangan	13.99	-	-	31,628.64	2,800,194.63
Takhar	51.38	37	4342	254,919.85	11,957,938.48
Wardak	-	40	-	7,866.08	563,599.92
Zabul	10.48	-	1615	5,560.31	2,006,885.17
Total	701.52	1,388.10	92,607.20	1,139,715.70	114,526,537.64

Annex:4.B-ARAP Tertiary Roads Provincial Wise Achievement since Inception till March 2017

ARAP - MRRD - Roads Provincial Wise Achievements since Inception till March 2017					
Province	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan	36	337	1,426	88,521	5,174,638
Badghis	42	-	2,179	10,274	2,146,133
Baghlan	43	108	1,520	32,570	2,213,719
Balkh	22	40	3,508	37,686	1,477,585
Bamyan	50	43	1,093	248,159	2,055,342
Daykundi	44	113	814	204,394	3,126,046
Farah	46	-	4,307	11,894	2,156,848
Faryab	58	21	879	28,714	2,625,712
Ghazni	25	14	694	15,387	1,367,203
Ghor	49	-	716	47,702	2,015,288
Hilmand	32	-	592	9,250	929,571
Hirat	41	12	364	7,400	1,028,304
Jawzjan	25	-	394	22,270	763,600
Kabul	66	79	8,411	77,065	6,046,348
Kandahar	34	9	287	19,295	1,606,034
Kapisa	26	132	1,201	39,101	2,756,588
Khost	34	81	1,877	38,931	2,040,298
Kunar	22	76	1,023	38,393	1,624,522
Kunduz	38	16	235	20,842	1,384,887
Laghman	36	12	2,135	29,592	1,795,323
Logar	20	40	2,400	32,122	1,509,363
Nangarhar	31	-	1,058	29,267	1,161,778
Nimroz	32	-	58	44,228	1,436,259
Nuristan	44	-	1,386	135,500	1,864,418
Paktika	24	-	738	13,717	1,142,776
Paktya	17	30	714	28,366	829,072
Panjsheer	42	172	3,524	44,044	3,266,752
Parwan	44	163	3,784	59,405	2,722,297
Samangan	47	12	617	22,844	1,741,369
Sari Pul	37	42	1,948	29,318	2,136,914
Takhar	67	222	3,794	46,887	3,440,764
Uruzgan	17	-	259	26,000	514,580
Wardak	33	31	1,648	49,017	1,942,868
Zabul	30	-	1,578	75,970	1,736,295
Total	1,255	1,804	57,163	1,664,127	69,779,494

Annex:5-ARAP Provincial Wise Achievement During 1395

ARAP - MoPW - Secondary Roads Provincial Wise Achievements During 1395					
Province	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan	-	20	-	3365,405167	262131.75
Baghlan	43	-	4672	28260.8	6587296.34
Bamyan	-	60	-	4549.28	709483.78
Diakundi	61.35	30	647	25104.5855	8432330.1
Jawzjan	30	-	22	74078.15817	7737441.55
Kunar	14	-	2034	5356.06	1514909.98
Kunduz	7	-	27	8370.7	2054717.68
Logar	10.76	-	-	8803.43	2786048.11
Samangan	13.99	-	-	31628.64083	2800194.63
Takhar	16.35	-	4342	11473.65	3693927.91
Zabul	10.48	-	1615	5560.31	2006885.17
Sub-Total	206.93	110	13359	206551.0197	38585367
ARAP - MRRD - Tertiary Roads Provincial Wise Achievements During 1395					
Province	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Badakhshan	-	193	-	21826	2100579.6
Daykundi	18	58	401.01	24277	1236876.16
Faryab	6.14	21	45	4961	314202.95
Ghazni	15.69	-	306	6655	741743.5
Ghor	28.54	-	288.05	21356	1193279.45
Kabul	28.14	20	6050	47702	4228408.62
Kandahar	3.96	8.6	10	8750	524526.45
Kapisa	3.27	100	169.6	15048	1054756.3
Kunar	14.5	-	866.4	17439	940633.14
Kunduz	11	-	11	6827	419787.62
Laghman	16.6	12	460.8	14054	960153.96
Logar	-	40	-	4438	210230.37
Nangarhar	9.35	-	374.6	8164	433611.43
Nimroz	3.2	-	2.4	16150	87141.28
Nuristan	8.5	-	-	39957	386075.19
Paktika	16.67	-	728.8	12455	942828.46
Paktya	5.97	-	321.4	2634	250621.06
Panjsheer	15.28	92	934.05	19084	1348453.73
Parwan	7.35	102	818.2	25871	703678.85
Samangan	15.78	-	207	10103	555287.9
Sari Pul	8.73	21	1045.8	10772	766444.21
Takhar	19.9	140	1338.4	17822	1424327.91
Wardak	5.21	22	162	6347	490084.39
Zabul	0.46	-	3.2	7275	71426.44
Sub - Total	262.24	829.6	14543.71	369967	21385158.97
Grand Total	469.17	939.6	27902.71	576518.0197	59970525.97

Annex:6-ARAP Regional Wise Achievement since inception of the project till March 2017

ARAP - MoPW - Regional Wise Achievements since Inception till March 2017				
Regions	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labor Days
Badakhshan	34.12	94	4,355.00	45,076.77
Central Highlands	164.45	145	34,032.00	129,375.21
East	26	71	2,104.00	12,671.10
Kabul	47.31	80	12,110.00	96,273.18
North	82.98	99	4,900.00	162,275.84
North East	193.43	185	11,117.20	452,134.98
South	52.95	260	7,311.00	82,858.93
South East	18.14	378.1	8,727.00	61,446.28
West	82.14	76	7,951.00	97,603.41
Sub-Total	701.52	1,388.10	92,607.20	1,139,715.70
ARAP - MRRD - Regional Wise Achievements since Inception till March 2017				
Regions	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labor Days
Badakhshan	36.49	336.60	1,426.10	88,521.00
Central Highlands	143.12	156.00	2,623.16	500,255.00
East	132.89	88.00	5,602.60	232,754.00
Kabul	230.65	616.75	20,968.35	300,754.00
North	189.86	115.00	7,345.80	140,832.00
North East	148.46	346.25	5,548.50	100,299.00
South	144.82	8.60	2,774.66	174,743.00
South East	99.56	125.20	4,023.10	96,401.12
West	129.37	12.00	6,850.50	29,568.00
Sub - Total	1,255.22	1,804.40	57,162.77	1,664,127.12
Grand Total	1,956.74	3,192.50	149,769.97	2,803,842.82

Annex:7-ARAP Regional Wise Achievement During 1395

ARAP-MoPW- Regional Wise Achievements During 1395				
Regions	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labor Days
Badakhshan	-	20	-	3,365.41
Central Highlands	61.35	90	647	29,653.87
East	14	-	2,034.00	5,356.06
Kabul	10.76	-	-	8,803.43
North	43.99	-	22	105,706.80
North East	66.35	-	9,041.00	48,105.15
South	10.48	-	1,615.00	5,560.31
Sub-Total	206.93	110	13359	206551.0197
ARAP - MRRD - Regional Wise Achievements During 1395				
Regions	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labor Days
Badakhshan	-	193	-	21,826
Central Highlands	47	58	689	45,633
East	49	12	1,702	79,614
Kabul	59	376	8,134	118,490
North	31	42	1,298	25,836
North East	31	140	1,349	24,649
South	8	-	16	32,175
South East	38	-	1,356	21,744
West	-	-	9	-
Sub-Total	262	830	14,544	369,967
Grand-Total	469.17	939.60	27,902.71	576,518.02

Annex:8-ARAP Financial Status

Project Activities for ARAP		Total Project Budget	Expenditures for First Quarter of 1395 (21 Mar-20 June 2016)	Expenditures for Second Quarter of 1395(21 June- 21 Sep 2016)	Expenditures for Third Quarter of 1395 (22 Sep-20 Dec 2016)	Expenditures for Fourth Quarter of 1395 (20 Dec 2016-20 Mar 2017)	Total Expenditures for 1395 (21 Mar 2016-20 Mar 2017)	Cumulative Expenditures at the end of 1395	Balance between Project Budget & Cumulative Expenditures
A Improvement and Maintenance of Secondary Roads (MPW)									
1	A1- Secondary road work gravel surface	\$67,500,000	\$3,879,255	\$1,780,287	\$2,930,721	\$60,848	\$8,651,111	\$52,065,313	\$15,434,687
2	A2-Secondary road work asphalt surface	\$40,000,000	\$2,786,906	\$5,381,254	\$4,498,118	\$313,014	\$12,979,292	\$44,796,046	(\$4,796,046)
3	A3- Bridge construction work	\$9,000,000	\$740,992	\$171,001	\$58,923	\$6,363	\$977,279	\$11,647,717	(\$2,647,717)
4	A4- Secondary road maintenance	\$21,000,000	\$2,175,954	\$459,874	\$580,059	\$0	\$3,215,888	\$12,706,268	\$8,293,732
5	A5- Implementation support	\$48,500,000	\$1,506,221	\$1,367,887	\$2,188,211	\$762,021	\$5,824,341	\$33,024,956	\$15,475,044
	Sub-total of Component A Plan	-	\$11,253,000	\$9,112,000	\$10,260,000	\$1,164,300	\$31,789,300	\$155,492,974	N/A
	Sub-total of Component A Actual	\$186,000,000	\$11,089,328	\$9,160,303	\$10,256,033	\$1,142,247	\$31,647,911	\$154,240,301	\$31,759,699
B Improvement and Maintenance of Tertiary Roads (MRRD)									
1	B1- Tertiary road work for 1300 km, gravel surface	\$58,500,000	\$5,281,679	\$3,938,365	\$3,989,804	\$381,445	\$13,591,293	\$55,565,709	\$2,934,291
2	B2- Bridge construction work for 1600 m	\$10,000,000	\$948,176	\$626,027	\$747,927	\$73,271	\$2,395,401	\$8,442,040	\$1,557,960
3	B3- Tertiary road maintenance	\$25,500,000	\$1,168,124	\$1,114,365	\$718,273	\$133,976	\$3,134,738	\$11,593,829	\$13,906,171
4	B4- Implementation support	\$34,000,000	\$1,532,288	\$1,109,549	\$1,151,014	\$715,753	\$4,508,604	\$23,910,666	\$10,089,334
	Sub-total of Component B Plan	-	\$9,170,000	\$6,830,000	\$6,500,000	\$3,820,362	\$26,320,362	\$105,320,862	N/A
	Sub-total of Component B Actual	\$128,000,000	\$8,930,267	\$6,788,305	\$6,607,019	\$1,304,444	\$23,630,035	\$99,512,243	\$28,487,757
C Institutional Strengthening, Project Management and Program Development (MPW & MRRD)									
1	C1- Setting up a rural roads planning and mgt system	\$5,000,000	\$21,564	\$37,026	\$116,616	\$14,793	\$189,999	\$1,580,811	\$3,419,189
2	C2- Institutional strengthening	\$7,000,000	\$490,550	\$285,551	\$441,151	\$186,026	\$1,403,278	\$3,555,298	\$3,444,702
3	C3- Project implementation support	\$6,000,000	\$79,522	\$105,879	\$15,181	\$56,451	\$257,034	\$972,398	\$5,027,602
	Sub-total of Component C Plan	-	\$602,000	\$438,000	\$534,000	\$114,420	\$1,688,420	\$6,109,951	N/A
	Sub-total of Component C Actual	\$18,000,000	\$591,636	\$428,456	\$572,949	\$257,270	\$1,850,311	\$6,108,507	\$11,891,493
	Grand Total Plan	-	\$21,025,000	\$16,380,000	\$17,294,000	\$5,099,082	\$59,798,082	\$266,923,787	N/A
	Grand Total Actual	\$332,000,000	\$20,611,232	\$16,377,064	\$17,436,001	\$2,703,961	\$57,128,257	\$259,861,051	\$72,138,949

Annex:9-ARAP Ongoing Activities

ARAP - MoPW - Secondary Road ongoing Activities					
Province	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Bamyan	-	28.00	-	5,177.50	310,650.00
Diakundi	27.29	-	130.00	12,520.52	05,888.46
Faryab	8.00	-	-	22,277.36	1,336,641.79
Hilmand	15.00	-	189.00	31,413.16	1,884,789.57
Jawzjan	9.14	-	-	34,170.68	2,050,240.85
Kabul	6.89	-	-	1,372.48	82,348.54
Kunar	11.09	-	-	11,039.25	662,354.73
Nimroz	12.00	-	-	47,247.81	2,834,868.65
Nuristan	22.00	-	35.00	7,599.00	2,931,202.08
Paktya	16.25	-	-	31,953.28	1,917,197.01
Takhar	6.22	-	621.00	13,035.16	427,486.45
Wardak	16.12	-	7,978.00	4,500.85	1,219,354.05
Sub - Total	150.00	28.00	8,953.00	222,307.05	17,463,015.18
ARAP - MRRD - Tertiary Road ongoing Activities					
Province	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labor Days	Budget \$
Balkh	13.30	60.00	260.00	18,026.00	1,191,363.20
Bamyan	-	20.00	-	470.00	143,842.04
Faryab	12.30	36.00	224.70	6,274.00	931,592.96
Ghazni	0.92	-	1,570.00	4,504.00	571,097.18
Kabul	38.70	-	5,723.80	22,686.00	3,115,968.32
Kandahar	4.06	-	111.20	3,000.00	317,805.33
Kunar	10.84	-	1,710.00	7,739.00	476,807.08
Nuristan	10.50	-	-	38,117.00	468,432.94
Paktya	11.28	20.00	1,243.00	1,156.00	900,052.03
Samangan	-	20.00	-	1,520.00	108,298.69
Takhar	-	55.00	-	6,450.00	424,625.88
Uruzgan	6.83	-	78.60	10,530.00	300,210.17
Sub - Total	118.73	211.00	10,921.30	120,472.00	8,950,095.82
Grand-Total	268.73	239.00	19,874.30	342,779.05	26,413,111.00

Annex:10.A-NRAP- Secondary Roads Achievement per donor since inception of the program till March 2017

NRAP-MoPW- Achievements per Donor since Inception of the Program till March 2017						
Project	Donor	Road (KM)	Bridge (Rm)	Structure (m)	Labor Days	Budget \$
ARAP - MPW - ARTF-IDA	WB	738.47	1,346.10	96,558.20	936,289.05	126,229,835.78
	WB-ARTF	-	42	-	6,563.99	534,168.95
	WB-IDA	19.12	-	92	18,944.26	1,604,846.27
GOA-JICA	JICA - GOA	229.06	1052	-	-	83,243,063.30
	JICA - GOA	26.14	297	46	19,058.32	12,353,464.23
LIWP - MPW-WB	WB	4059.26	20	3440.5	3403984.24	9,105,103.50
NIEP1 - MPW-WB	WB	2327.1	19.2	647.5	2,591,106.70	6,916,762.69
NIEPRA - MPW-WB	WB	809.00	486.5	23691.39	1428677.8	15,058,310.46
NERAP - MPW-ARTF	WB	2.44	-	9	6165.35	426,453.00
	WB-ARTF	407.64	728.00	10518.7	754626.08	45,948,634.39
	WB-IDA	31.76	-	897.57	49490.96	3,344,452.59
NERAP - MPW-GOI	GOI	27.1	-	1336.5	202,040.76	3,171,283.93
NERAP - MPW-IDA	WB	2.53	-	7.00	12,385.91	892,952.76
	WB-ARTF	46.76	-	348.5	30,798.70	2,538,752.89
	WB-IDA	624.14	792.8	43,308.83	824,549.00	52,806,913.96
NRAP - MPW-CIDA	CIDA	7	-	24.1	83251.6	1,150,120.27
NRAP - MPW-DF	DF	281.38	629.02	9186.7	1,023,516.30	10,759,731.45
NRAP - MPW-SIDA	SIDA	26.31	-	1,522.00	47,223.41	521,385.60
NRAP - MPW-WB	WB	-	120	-	8,613.00	571,081.55
Total		9,665.21	5,532.62	191,634.49	11,477,285.43	377,177,317.57

Annex:10.B-NRAP- Tertiary Roads Achievement per donor since inception of the program till March 2017

NRAP-MRRD- Achievements per Donor since Inception of the Program till March 2017						
Project	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	1,300	1,922	57,163	1,316,043	69,046,588
HARDP - MRRD - DF	DF	84	28	24	584,169	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
NEEPPRA - MRRD - AU	AU	31	-	303	32,177	481,983
NEEPPRA - MRRD - CD	CD	20	-	4	2,382	205,306
NEEPPRA - MRRD - DF	DF	236	58	8,427	312,147	5,772,789
NEEPPRA - MRRD - PS	PS	183	137	2,585	240,363	3,613,212
NEEPPRA - MRRD - US	US	58	-	636	11,604	1,518,132
NEEPPRA - 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	1219	20273.75	1404919	3,69,89
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	334	294	26,343,124	244535	26,343,124
NRAP-LB - MRRD - AU	AU	24	45	250	104,935	1,787,114
NRAP-LB - MRRD - CF	CF	143	-	3,941	578,382	5,028,1
NRAP-MRRD-JF	JF	52	117	15043	88395	12,614,549
RAL - MRRD - JF	JF	349	10	9,506	359,800	9,424,976
URAP-MRRD-AU	AU	52	33	495,89	114455	1,873,091
NRAP-MRRD-CARD-F	CARD-F	6.1	-	1292.6	12641	1,272,105
Total		5,546	4,626	26,491,178	8,425,546	235,299,760

Annex:11 -NRAP Achievement per donor During 1395

NRAP-MoPW - Achievements per Donor During 1395						
Project	Donor	Road (Km)	Bridge (Rm)	Structure (m)	Labor Days	Budget \$
ARAP - MPW - ARTF-IDA	WB	223.85	110	14,169.00	111,251.21	44,163,262.07
GOA-JICA	JICA- GOA	10.88	535	-	-	8,080,569.94
	JICA- GOA	16	282	-	-	6,831,784.62
Sub-Total		250.73	927	14169	111251.21	59075616.63
NRAP - MRRD - Achievements per Donor During 1395						
Project	Donor	Road (Km)	Bridge (Rm)	Structure (m)	Labor Days	Budget \$
AMDMA	Government of Afghanistan	0.18	9.2	-	2520	54201.62
ARAP-MRRD-WB	World Bank	262.24	829.6	14543.71	369967	21385158.97
NRAP - MRRD - MOF	Government of Afghanistan	94.62	241.1	14620.95	127024	9580180.17
NRAP-MRRD-JF	Japan Fund	63.37	139	10295.4	102244	6112493.77
Sub-Total		420.41	1218.9	39460.06	601755	37132034.53
Grand Total		671.14	2145.9	53629.06	713006.21	96207651.16

Annex:12.A-NRAP-MoPW Emergency Maintenance since inception of the program till March 2017

Region	NRAP- MoPW- Emergency Maintenance Since Inception till March 2017					REPAIRING				
	SNOW CLEANING									
	Other projects' Road (Km)	ARAP Road (Km)	Labor days	Budget \$	Number of Contracts	Structure (m)	Labor days	Budget \$		
Badakhshan	-	-	-	-	5	-	1,959.56	117,573.77		
Central Highlands	-	-	-	-	5	-	3,537.90	218,273		
East	-	-	-	-	3	-	1,057.32	63,438.91		
Kabul	-	-	-	-	21	-	9,332.44	559,946.19		
North	-	-	-	-	31	-	17,508.46	1,050,507.73		
North East	-	-	-	-	40	-	19,986.00	1,199,159.90		
West	-	-	-	-	9	-	4,588.89	275,333.32		
Total	-	-	-	-	114.00	-	57,970.56	3,478,233.64		

Annex:12.B-NRAP-MRRD Emergency Maintenance since inception of the program till March 2017

Region	NRAP- MRRD- Emergency Maintenance Since Inception till March 2017					REPAIRING				
	SNOW CLEANING									
	Other projects' Road in KM	ARAP road (KM)	Labor Days	Budget \$	Road (Km)	Bridge (Rm)	Structure (m)	Labor Days	Budget \$	
Badakhshan	1,057	449	106,827	617,124	240	-	716	16,088	618,761	
Central Highlands	1,303	636	59,082	438,176	127	-	23	19,057	114,541	
East	794	100	41,209	327,239	7	17	-	9,548	176,840	
Kabul	1,932	445	78,992	1,078,177	104	10	390	57,365	797,283	
North	770	689	52,062	622,981	152		93	14,281	374,281	
North East	373	226	33,856	535,140	49	29	588	25,240	460,906	
South	232	12	16,518	84,030	3	1	-	2,109	55,684	
South East	1,202	686	36,248	296,058	14	28	-	5,620	41,476	
West	1	1	4,440	31,420	2	-	-	4,440	31,420	
Total	7,664	3,244	429,234	4,030,344	697	85	1,810	153,748	2,671,192	

Annex:13 -NRAP-MRRD Emergency Maintenance During 1395

NRAP- MRRD- Emergency Maintenance During 1395								
Regions	SNOW CLEANING				REPAIRING			
	Other projects' Road (KM)	ARAP road (KM)	Labor Days	Budget \$	Road (KM)	Structure (m)	Labor Days	Budget \$
Badakhshan	-	29	2,639	12,788	-	-	-	-
Central Highlands	-	-	-	-	-	-	-	-
East	-	-	-	-	-	-	-	-
Kabul	-	85	4,661	73,748	-	-	-	-
North	-	250	9,217	63,339	-	-	-	-
North East	-	-	-	-	-	-	-	-
South	-	3	419	23,067	-	-	-	-
South East	-	166	191	19,169	-	-	-	-
West	-	-	-	-	-	-	-	-
Total	0	532	17,127	192,112	-	-	-	-

Annex:14.A-NRAP-MoPW Routine Maintenance since inception of the program till March 2017

NRAP- MoPW- Routine Maintenance Since Inception till March 2017				
Regions	Other projects' Road (KM)	ARAP road (KM)	Labor Days	Budget \$
Badakhshan	-	522	10,541	632,462
Central Highlands	-	254	5,885	353,129
East	-	447	8,927	535,609
Kabul	-	423	9,531	571,840
North	-	609	13,987	839,203
North East	-	448	10,445	626,677
South East	-	267	6,277	376,642
West	-	335	7,008	420,482
Total	-	3,306	72,601	4,356,045

Annex:14.B-NRAP-MRRD Routine Maintenance since inception of the Program till March 2017

NRAP- MRRD- Routine Maintenance Since Inception till March 2017				
Regions	Other projects' Road (KM)	ARAP road (KM)	Labor Days	Budget \$
Badakhshan	-	894	636,710	3,795,617
Central highlands	-	480	249,394	1,558,250
East	-	193	130,649	785,036
Kabul	-	540	259,609	1,665,705
North	-	394	322,733	2,015,242
West	-	291	203,492	1,399,321
North East	-	454	88,907	506,263
South	-	195	35,744	307,193
South East	-	149	114,401	618,243
Total	-	3,590	2,041,639	12,650,869

Annex:15.A-NRAP-MoPW Routine Maintenance During 1395

NRAP- MoPW- Routine Maintenance during 1395				
Regions	Other projects' Road (Km)	ARAP Road (Km)	Labor Days	Budget \$
Badakhshan	-	141	3,193	191,561
Central Highlands	-	129	2,920	175,224
East	-	14	345	20,710
Kabul	-	111	2,475	148,528
North	-	160	3,238	194,260
North East	-	168	3,020	181,203
South East	-	72	1,479	88,750
Total	-	796	16,671	1,000,236

Annex:15.B-NRAP-MRRD Routine Maintenance During 1395

NRAP- MRRD- Routine Maintenance during 1395				
Regions	Other projects' Road (Km)	ARAP Road (Km)	Labor Days	Budget \$
Badakhshan	-	894	83,044	821,916
Central highlands	-	480	57,655	415,292
East	-	193	10,517	107,463
Kabul	-	540	47,936	482,886
North	-	394	13,070	273,853
West	-	291	20,668	279,457
North East	-	454	5,942	157,714
South	-	195	4,872	111,989
South East	-	149	17,673	187,474
Total	-	3,590	261,377	2,838,044

Annex:16.A-NRAP-MoPW Periodic Maintenance since inception of the program till March 2017

NRAP - MoPW Periodic Maintenance Since inception till March 2017				
Regions	Other projects' Road (Km)	ARAP Road (Km)	Labor Days	Budget \$
Badakhshan	-	78	16,578	994,706
Central Highlands	-	120	23,121	1,387,282
East	-	58	12,917	775,039
Kabul	-	113	41,023	2,461,380
North East	-	53	8,416	504,959
South East	-	35	9,845	590,681
West	-	69	13,767	825,997
Total	-	525	125,667	7,540,044

Annex:16.B-NRAP-MRRD Periodic Maintenance since inception of the program till March 2017

NRAP- MRRD- Periodic MAINTANANCE Since inception till March 2017				
Region	Other projects' Road in KM	ARAP road in 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	329,142
North East	-	53	3,487	352,930
South	24	48	25,532	636,952
Total	-	502	52,515	3,282,276

Annex: 17.A- MoPV- Environmental and Social Safeguard Achievements

Component A: Main ESM Activities Carried Out By ESM Team during 1395 (20 Mar 2016 to 20 Mar 2017)												
S/No	Activity	Kabul	West	CHL	East	North	South East	South	North East	Badakshan	Total	
1	# of ESM Plans prepared	10	2	8	3	3	14	1	14	2	5	
2	# of consultation meetings held	45	48	10	23	94	72	35	53	43	423	
3	# of people trained/consulted/Awarded	841	614	645	895	1813	869	750	1286	1201	8914	
4	# of Grievance Redress Committee (GRC)/ Social Inclusion Committee established	12	7	8	2	7	33	1	19	5	94	
5	# of PAFs	596	122	14	70	36	36	0	47	0	921	
6	# of Male PAPs	1898	400	7	30	151	109	0	146	0	2741	
7	# of Female PAPs	2269	454	7	40	101	145	0	169	0	3185	
8	Land donated (m2) by people	51702	26890	0	0	7930	4250	0	8027.5	0	98799.5	
9	# of cut trees	1584	2344	0	93	0	1460	0	9	0	5490	
10	# of planted trees	2100	4688	0	186	0	2920	0	18	0	9912	
11	# of beneficiaries	1256762	3547050	81700	80000	168093	1189688	2180000	718500	2845000	12,066,793	
12	# of stripe plan prepared	3	1	0	2	8	9	0	3	0	26	
13	# of Abbreviated RAP prepared	8	0	1	0	2	9	0	3	0	23	
14	# of Projects monitored/visited	16	36	11	16	81	43	32	24	8	267	
15	# of issues solved	5	1	1	1	17	0	0	0	0	25	
*PM: Periodic Maintenance *ESMP: Environmental and Social Management Plan *M:Male awareness, *FM:Female awareness.												

Annex: 17.B- MRRD - Environmental and Social Safeguard Achievements

Component B: Main ESM Activities Carried Out By ESM Team during 1395 (20 Mar 2016 to 20 Mar 2017)												
S/no	Activity	Kabul	West	CHL	East	North	South East	South	North East	Badakhshan	Total	
1	# of ESM documents prepared	37	9	12	13	10	13	6	31	6	137	
2	# of trees planted	70	0	18	0	34	80	2	0	143	4613	
3	# of people got awareness	594	437	406	900	915	2102	851	819	301	7025	
4	# of coordination meetings held	32	6	2	20	51	32	70	5	4	222	
5	# Of Men GRC Committee.	41	13	12	35	17	16	63	22	6	225	
6	# Of Women GRC Committee.	0	5	0	3	3	1	3	0	2	17	
7	# of issues solved through GRC meetings	38	0	0	6	7	7	81	0	0	139	
8	# of CPM conducted	12	36	0	15	28	37	0	25	2	157	
9	# of Social Audits conducted	7	0	0	0	1	0	0	1	0	9	
10	Land donated (m2)	42615	1645	514	1528	19445	8343	0	10544	88612	173246	
11	Environmental Monitoring	13	22	0	14	47	40	89	25	91	341	

Annex: 18- Monitoring and Evaluation

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

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

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

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

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

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

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

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

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

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

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

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

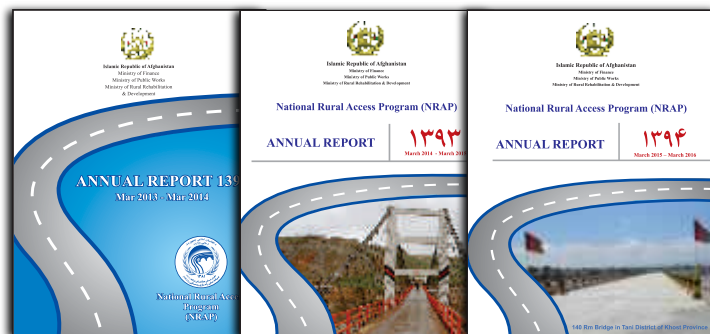
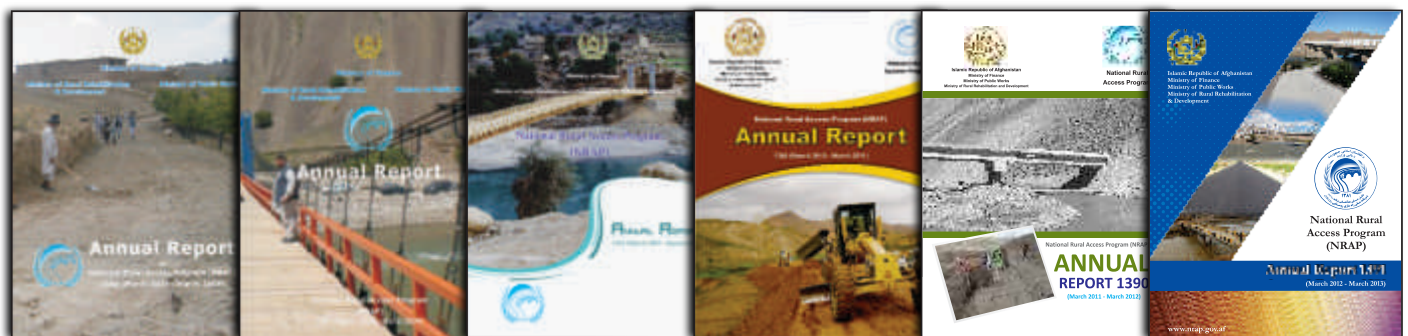
Frequency of trips to essential services was not available in the data provided; instead, it is recommended that the indicator be revised and aligned with the data that is available for baseline estimate of this indicator; specifically, frequency of trips between the village and district center, provincial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

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

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

Baseline Survey Results

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



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