



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

National Rural Access Program (NRAP)

ANNUAL REPORT

۱۳۹۶

March 2017 - March 2018

We Connects Communities in Afghanistan





Islamic Republic of Afghanistan

Ministry of Finance (MoF)

Ministry of Public Works (MoPW)

Ministry of Rural Rehabilitation and Development (MRRD)

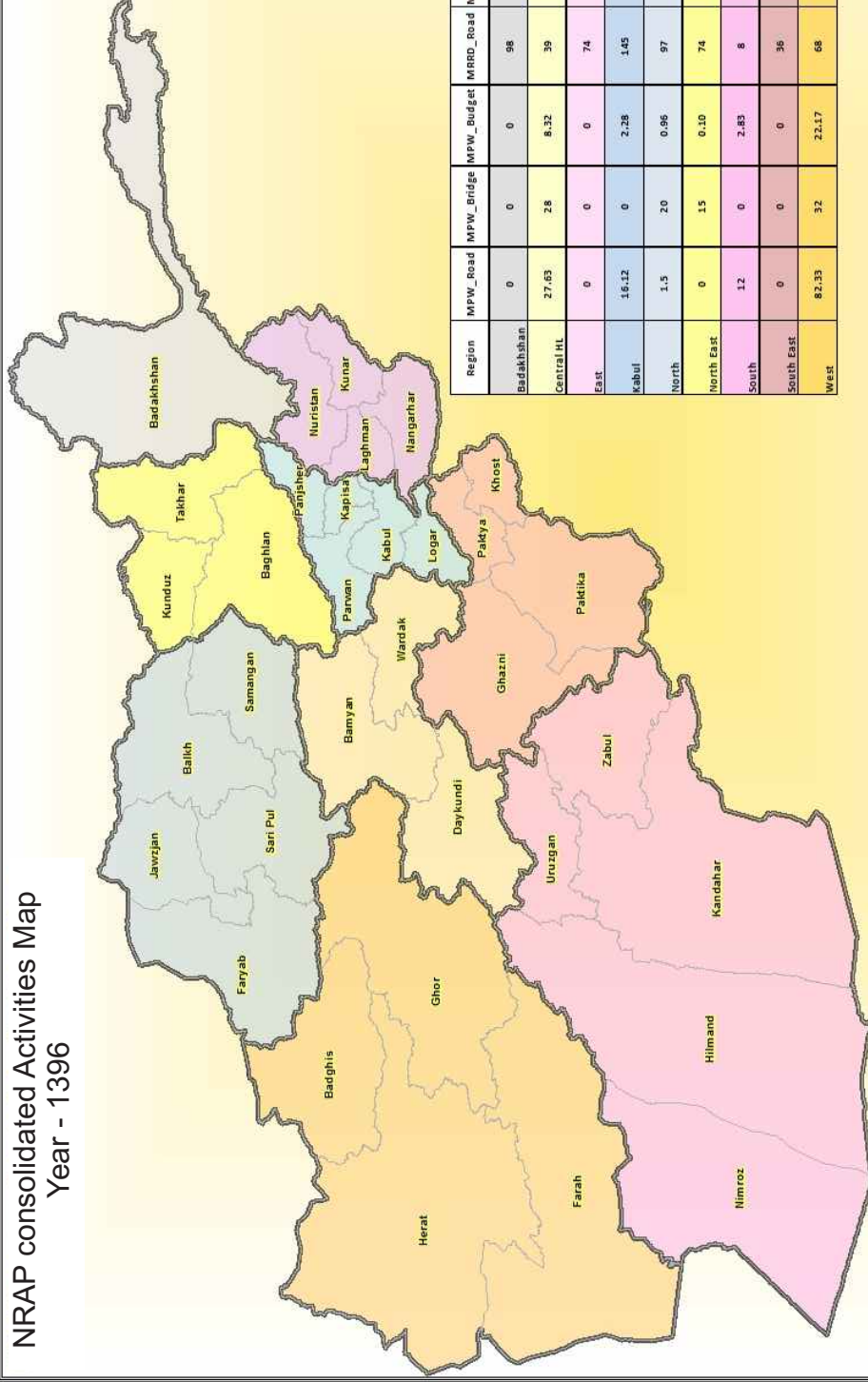
ANNUAL REPORT 1396

21st March 2017 - 20th March 2018



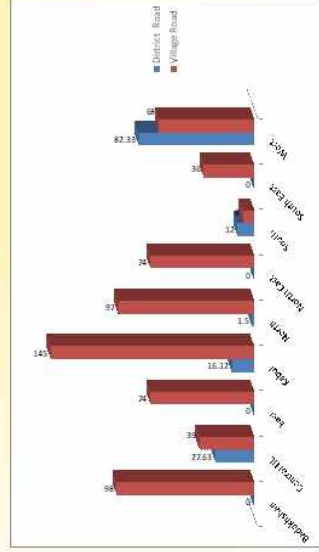
**National Rural Access Program
(NRAP)**

NRAP consolidated Activities Map Year - 1396

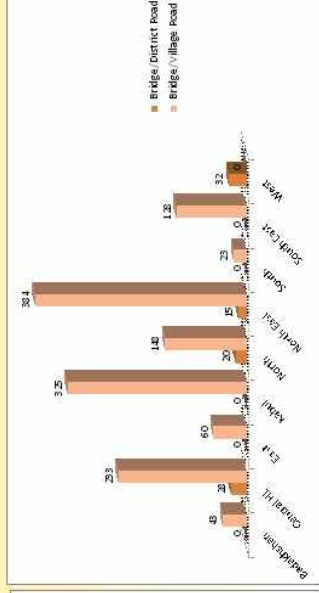


Region	MPW_Road	MPW_Bridge	MRRD_Road	MRRD_Bridge	MRRD_Budget	NRAP_Road	NRAP_Bridge	NRAP_Budget
Badakhshan	0	0	98	43	8,58	98	43	8,581,647.0
Central HL	27.63	28	39	233	3,39	66.63	261	11,707,087.8
East	0	0	74	60	5,40	74	60	5,396,269.0
Kabul	16.12	0	145	325	13,80	161.12	325	18,075,202.9
North	1.5	20	97	148	5,84	98.5	168	6,897,634.1
North East	0	15	74	384	5,06	74	399	5,161,565.6
South	12	0	8	23	0,69	20	23	3,528,684.7
South East	0	0	36	128	2,05	36	128	2,048,505.0
West	82.33	32	68	0	22.17	150.33	32	25,133,402.7

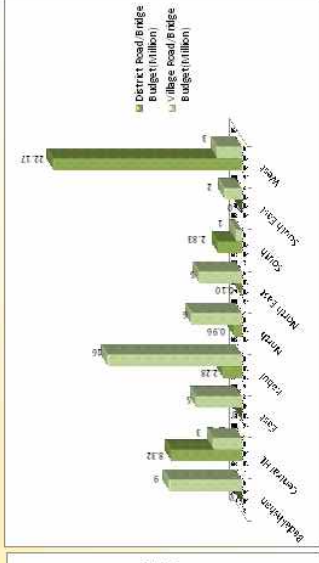
NRAP Road



NRAP Bridge

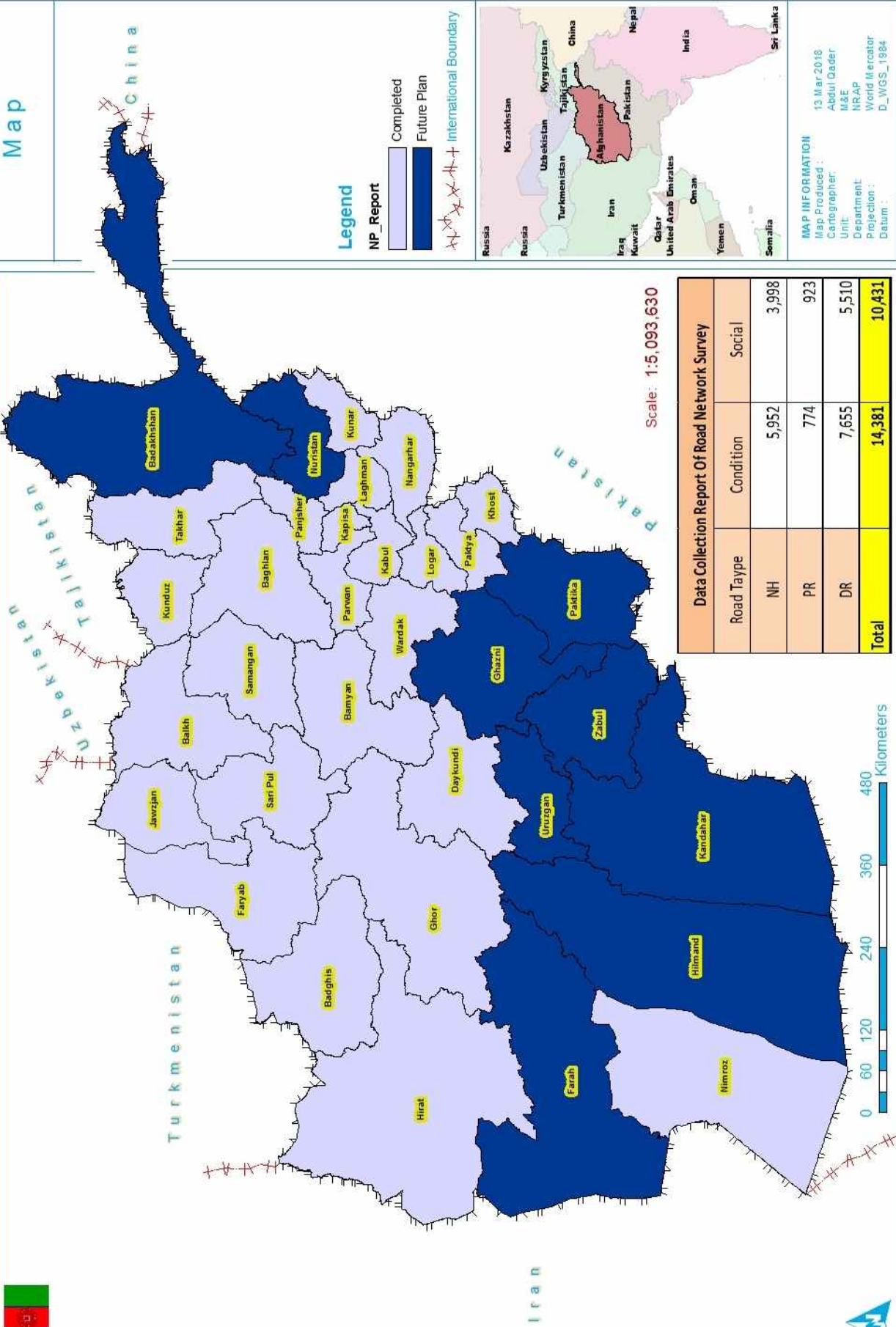


NRAP Budget



AFGHANISTAN

Map



Data Collection Report Of Road Network Survey		
Road Type	Condition	Social
NH	5,952	3,998
PR	774	923
DR	7,655	5,510
Total	14,381	10,431

MAP INFORMATION
Map Produced :
Cartographer:
Unit:
Department:
Projection :
Datum :

Message of H.E Khalid Payenda

Over half of the Afghan population dwells in rural areas, and are employed in the agricultural sector. An essential element of helping rural Afghans improve their livelihoods and lives is ensuring they are more connected with urban areas, markets, schools, clinics and other vital services. National connectivity is indeed an integral part of charting the country on a path to nation-wide sustainable development.

By connecting communities, the NRAP has played a role in building the social fabric, promoting agricultural products, and supporting sustainable economic growth.

The National Rural Access Program (NRAP) has been an important partnership between the Afghan government and the international donor community to connect rural Afghans to urban centers and markets across the country through road construction. In 2017 alone, the NRAP program constructed over 137 kilometers of road, maintained over 1,300 kilometers of road and surveyed 14,381 kilometers of the road across 25 provinces.

I am particularly grateful to IDA and ARTF for funding this program. I also thank those who have been supportive in implementing this program, and all working for national connectivity and rural rehabilitation, including the Asian Development Bank, the World Bank, and all countries who contribute to the Afghanistan Reconstruction Trust Fund (ARTF).

As we complete further new road projects, we entrust them to the protection and ownership of the communities which they connect and serve. We look forward to working closely with local communities across the country as part of our efforts to maintain and expand this critical network of roads.



DM Finance (MoF) and Chairman of NRAP Steering Committee



وزیر فواید عامه جمهوری اسلامی افغانستان

پیام جلالتمآب انجنیر یمایاری

عزم و اراده ما در راستای توسعه، بهبود و آبادانی مخصوصاً ساخت جاده ها در نقاط مختلف کشور با کیفیت عالی، مبارزه با فساد و انجام کار به شکل احسن آن، به صورت جدی و قاطعانه ادامه دارد و آنچه برای ما حایز اهمیت است منافع ملی کشور و بهبود وضعیت زندگی هموطنان ما میباشد.

از آنجاییکه سرک و پل زیربنا های اصلی اقتصاد یک کشور را تشکیل میدهد ما همواره می کوشیم تا این زیر بنا ها را به شکل اساسی و کیفیت عالی اعمار و نو سازی نمائیم.

برنامه ملی راه سازی روستایی منحیث یکی از برنامه های موفق دولت جمهوری اسلامی افغانستان است که در چهارچوب این وزارت با فعالیت های چشمگیر خویش توانسته است تغییرات مثبت را در انکشاف اجتماعی و اقتصادی کشور رونما گرداند. این برنامه با اعمار بیشترین سرک ها و پل ها نه تنها با اتصال ولسوالی ها با مراکز ولایات و دیگر ولسوالی ها اقتصاد کشور را کمک نموده است؛ بلکه زمینه رفاه و اتصال باشندگان محلی را به مراکز تعلیمی، صحتی و اجتماعی فراهم نموده است.

اینجانب با اظهار سپاس از دست اندرکاران این برنامه مهم ملی، موفقیت های مزیدشان را در راستای عرضه خدمات شفاف و با کیفیت به هموطنان عزیز از ایزد منان استدعا دارم.



وزیر احیاء و انکشاف دهات جمهوری اسلامی افغانستان

پیام جلالتمآب پوهنمل مجیب الرحمن کریمی

وزارت احیاء و انکشاف دهات ، یکی از نهاد های سکتوری دولت افغانستان برای توسعه و انکشاف روستا های افغانستان میباشد .

هدف و برنامه اصلی این وزارت رشد اقتصاد مناطق روستایی به خصوص خانواده ها در روستا ها میباشد ، انکشاف صنعت و تجارت در روستا ها و تقویت فعالیت های تجارتي خصوصاً حمایت از صنایع دستی در میان خانم ها از دورنما های اصلی وزارت احیا و انکشاف دهات میباشد. وزارت احیا و انکشاف دهات برنامه های انکشافی خود را در چهارچوب چند برنامه ملی مهم تطبیق و اجرا میکند .

یکی از این برنامه ها ، برنامه ملی راه سازی روستایی میباشد که توانسته در عرصه تقویت پایه های اقتصادی در روستا

ها گام های بلندی بردارد . برنامه ملی راه سازی روستایی با تطبیق پروژه های متعدد سرک سازی در روستا های افغانستان زمینه وصل شدن دهات را با مرکز ولسوالی و به دنبال آن به مرکز ولایت میسر می سازد . بر همه کس معلوم و مشخص است که بخشی از اقتصاد ملی ما بر مبنای فعالیت های اقتصادی در روستا ها استوار است . زراعت ، مالداری و صنایع دستی جزء فعالیت های اقتصادی است که بیشتر از شهر ها در روستا ها جریان دارد. مسلماً برای تقویت و انکشاف این فعالیت های اقتصادی نزدیک ساختن دهات به مرکز شهر ها یک نیاز اساسی است و مهم ترین اصل برای این نزدیک ساختن همانا ایجاد و بازسازی سرک های روستایی است . بدبختانه آسیب های جنگ های چهل ساله در کشور بیشتر زیر ساخت ها از جمله سرک های مواصلاتی را نیز ضربه محکمی زده است . به همین خاطر ساختن سرک و یا بازسازی آن از اولویت های کاری دولت افغانستان و خصوصاً وزارت احیا و انکشاف دهات است . خوشبختانه برنامه ملی راه سازی روستایی که از سال 2002 میلادی در چهارچوب وزارت احیا و انکشاف دهات ایجاد شده است ، توانسته که در طول دوره فعالیت اش بیش از 6000 کیلومتر سرک روستایی را اعمار یا بازسازی کند . همچنان هزاران متر ساختمان اساسی سرک ها و پل ها و صد ها متر پل و پلچک حاصل فعالیت های این برنامه است . یکی از اهداف مهم وزارت احیا و انکشاف دهات ایجاد ارتباط میان روستا و مارکیت های اقتصادی است . کوتاه سازی فاصله میان تولید کننده و مارکیت اقتصادی نقش اساسی بر رشد و انکشاف اقتصادی و رفاه اجتماعی دارد ، چیزی که جز اهداف عمده وزارت احیا و انکشاف دهات را میسازد . سهم برنامه ملی راه سازی روستایی در این راستا عمیق و بنیادی است و باید این برنامه با سعی و تلاش بیشتر خود را برای پروژه های بزرگتر و اثر گذار تر آماده سازد . خوشبختانه چندی پیش افغانستان توانست عضویت سازمان (ریکاپ) را به دست آورد. این سازمان تسهیلات لازم را برای سروی تمامی جاده های روستایی ایجاد میکند . با عضویت افغانستان در این سازمان ، ما از امکانات و تخصص لازم برای سروی و بازسازی جاده های روستایی استفاده خواهیم کرد. امیدوار هستم که برنامه ملی راه سازی روستایی با استفاده دقیق و منظم از امکانات موجود در راستای ساخت و ساز سرک های روستایی نقش خود را برای رشد اقتصادی روستا ها بهتر ایفا کند . آرزومند آینده پر کار تر و فعال تر برای این برنامه مهم انکشافی هستیم .



دپلوم انجنیر محمد صادق پاسدار

پیام رئیس اجرائیوی بخش وزارت فواید عامه

برنامه ملی راه سازی روستایی وزارت فواید عامه یکی از برنامه های مهم و کلیدی وزارت فواید عامه و از جمله مهمترین برنامه های دولت جمهوری اسلامی افغانستان در راستای رشد و ظرفیت سازی منابع انسانی و اعمار زیر بنا های ترانسپورتی در سطح کشور است و از جمله برنامه های قابل رشد و سرمایه گذاری نیز شناخته شده است.

این برنامه در چوکات وزارت فواید عامه بیشتر مصروف ساخت و ساز سرک ها و پل ها در ولسوالی ها می باشد و تا کنون توانسته است که بیشتر از ۹ هزار کیلو متر سرک های ولسوالی و بیشتر از ۵ هزار متر پل را اعمار و بدسترس مردم روستایی قرار دهد. خوشبختانه این برنامه در طول این مدت محل مساعد نماید که تغییرات خوب و مثبت را در زندگی روستا

توانسته است بیشتر از ۶ میلیون روز کاری را برای مردم بیکار نشینان بوجود آورد است.

به اساس حکم مقام عالی ریاست جمهوری اسلامی افغانستان، قرار است این برنامه در سال آینده به برنامه ملی سرک های ولایتی تغییر نام نماید که در آن تمامی پروژه های این برنامه بر اساس شاخص های تخنیکی، اقتصادی، اجتماعی و سطح سرمایه گذاری بالای سرکها در ولایت اولویت بندی خواهد شد. با این حال این برنامه میتواند بیشتر از هر زمان دیگر انتخاب پروژه های خویش را بر اساس رعایت اصل انکشاف متوازن، اشتغال زایی و کاهش فقر برنامه ریزی نماید.

من به عنوان رئیس برنامه ملی راه سازی روستایی وزارت فواید عامه، این برنامه را یکی از برنامه های موفق، کارا و اثربخش در سطح کشور میدانم و دور نمای این برنامه را در افق استراتژی های دراز مدت دولت به ویژه وزارت فواید عامه مهم، ارزنده و حیاتی یافته ام، وبا درک این اهمیت، سعی و تلاش خودم و سایر همکارانم به موفقیت بیشتر این برنامه ادامه دارد.



انجنیر محمد ناصر تیموری

پیام رئیس اجراییوی بخش وزارت احیاء و انکشاف دهات

برنامه ملی راه سازی روستایی یکی از برنامه های موفق در سطح کشور است که با فعالیت ها و دست آورد های چشم گیر از طریق ساخت و ساز سرک های دهاتی توانسته است تغییرات مثبت را در سطح زندگی اجتماعی و اقتصادی مردم دهات بوجود آورد.

این برنامه در چوکات وزارت احیاء و انکشاف دهات از بدو تاسیس تا الحال بیشتر از ۶ هزار کیلو متر سرک و بیشتر از ۶ هزار متر پل را در دهات کشور اعمار و بازسازی کرده و حدود ۵۰۰۰ کیلو متر سرک را تحت پوشش حفظ و مراقبت قرار داد و همچنان در این مدت بیشتر از ۹ میلیون روز کاری را برای مردم محل مساعد نموده است.

برنامه ملی راه سازی روستایی وزارت احیاء و انکشاف دهات با درنظر داشت ضرورت های مردم، پروژه ها را شناسایی و اولویت بندی می نماید و همواره میکوشد تا پروژه ها را به شکل متوازن در تمامی ولایت کشور بعد از سروی تخنیکی، دیزان و با استفاده از نرم افزار سرک سازی و تدارکات خوب و شفاف با کیفیت و با استفاده موثر از منابع در اسرع وقت مورد تطبیق قرار دهد.

از آنجایی که افغانستان دارای حدوداً ۸۰ هزار کیلو متر سرک های دهاتی می باشد که نیاز به ساخت و ساز داشته و میباید میکانیزم های لازم برای حفظ و مراقبت داشته باشد، دارد خوشبختانه برنامه های وزارت احیاء و انکشاف دهات خاصاً برنامه ملی راه سازی روستایی این وزارت بیشتر این سرک ها و پل ها را اعمار نموده است و تلاش های مستمر صورت میگیرد تا در آینده نیز حد اکثر این سرک ها را مورد ساخت و ساز قرار گیرند.

اینجانب منحیث رئیس اجراییوی برنامه ملی راه سازی روستایی در وزارت احیاء و انکشاف دهات زحمات، و تلاش های خستگی ناپذیر دست اندر کاران این برنامه که در این شرایط حساس برای آبادی و بازسازی کشور به خرج میدهند تا باشد که مردم دهات ما نیز از مزایایی زندگی مرفه برخوردار شوند را ستایش نموده، موفقیت های مزید این برنامه ملی را که همواره در قسمت رفع بخش عظیمی از مشکلات مردم نیازمند دهات ممد واقع میشود آرزو دارم.

Acknowledgement

It gives me great pleasure and real privilege to display this annual report of the National Rural Access Program (NRAP) for 1396 to all key stakeholders.

NRAP is playing vital role in poverty reduction, fighting hunger, reducing unemployment and diminish backwardness which are the real enemy for an ideal Afghan Nation.

As a whole I am thankful to all, who supported the program toward achieving its pre-set objectives and targets for 1396.



I acknowledged the thoughtful and strategic support of NRAP's Steering Committee consisted of MoF, MPW, MRRD leaderships.

I am grateful to all donors, ARTF contributors and World Bank group for providing financial supports to NRAP program in general and ARAP project in particular.

Thanks a heap to WB task team for their generous support in implementation via pre and post action reviews which resulted to mistakes reductions in implementation plans.

Supper thanks to all program staff including site engineers, environmental & social activists, gender specialists, regional managers, technical, procurement, finance units as well as program's administration generally and Mr. Moneer Shaghasi, Mr. Mohammad Nasir Temory and Mr. Mohammad Sadiq Pasdar for successfully implementation of the approved plans set for 1396.

A special thanks goes to my team members in National Coordination Unit particularly Mr. Daryosh Tabesh, Mr. Sajjadullah Mahmood and Ms. Humaira Sareer for their hard work in collecting information and providing supports in drafting this report.

Besmillah Besmil

National Coordinator

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	Labour 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. Preface

National Rural Access Program (NRAP) became 16 years old. Following several decades' civil war and political turmoil, Bonn Agreement was made in 2001 where rural development and local livelihood improvement accentuated. A list of national priority programs plotted by Afghan government in 2002, the NRAP program originated as one of the priority programs; focusing on road sector and accessibility especially rural roads of entire country in all 34 provinces.

The originally known NEEP (National Emergency Employment Program) came out with the objective of creating employment during rehabilitation of rural roads network, but policy shift was endorsed in 2005 to focus both, quality rural road construction and employment generation.

The program until recently 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.

Moreover, the program keeps three values while implementing its projects:

- a) Transparency
- b) Quality and
- c) Promptness

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.

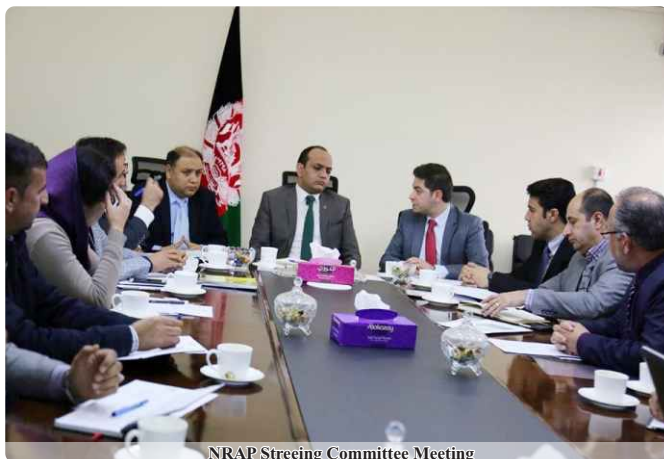
This objective will be achieved through:

- 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 labour-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.

NRAP is implemented by Ministry of Public Works for district roads and Ministry of Rural Rehabilitation and Development for village roads and strategically overseen by steering committee headed by the Ministry of Finance. A National Coordination Unit (NCU) was established under the Ministry of Finance that assumes a leading role for some cross cutting activities, in close coordination with both ministries.

The National Rural Access program has been substantially supported by International Development Association IDA, Afghanistan Reconstruction Trust Fund (ARTF), JICA and other donors including government of Afghanistan. The program has been working in all 34 provinces via adapting its operations strategies adapting to the evolving insecurity situation in different provinces.

Providing necessary information so that to update stakeholders from project progress therefore monthly, quarterly and annual reports are regularly disseminated.



NRAP Steering Committee Meeting



NRAP Coordination Meeting

2. NRAP at Short View:

NRAP as a national program supports government through contributing in local economy and livelihoods development. The program has enormous achievements since inception. It is succeeded to successfully complete construction of more than 15,600 Km of road 11,600 Running meters of bridges, 481,400 Linear meter other associated infrastructures as well as generated around 20 million labour days through implementation of several mega projects since 2002. Moreover, construction of 9 airports and 8 regional NRAP buildings are also achieved by the program. It is worth to mention that the program is applying both labour intensive and private sector led implementation models to improve livelihood in rural Afghanistan and local economy. The program mandated to inject 25% of total projects cost to communities in vicinity. For more details, please refer to (Annex: 1.A & 1.B - NRAP provincial wise achievement since inception till March 2018).

The Program has various projects for implementation in different provinces funded by multiple donors. Afghanistan Rural Access Project (ARAP) is one of the mega ongoing project funded by IDA and ARTF implemented in 34 provinces through MoPW and MRRD for district and village road respectively.

2.1 Afghanistan Rural Access Project

The Afghanistan Rural Access Project originally worth, US\$ 332m and additionally funded (US\$ 105m) to cover both cost overrun of original scope and scale up scope. The project jointly funded by IDA and ARTF for enabling rural communities to benefit from all-season roads and find access to basic services and facilities. The project implementation practically started on 1st October 2012 and was planned to complete in 31st March 2018 but, since US\$ 105m has been pledged as additional financing, the completion date of the project has extended to 15th March 2020 with overall project life of 7.5 years.

The project consists of four components, three components (A, B and C) from the original budget and one new component (D: Contingency Emergency Response) added after acquiring additional financing.

2.1.1. Component A: The overall execution of this component is responsibility of PIU MoPW with total planned budget of US\$ 268m (186m original + 82m additional).

Component A targets connectivity, upgrading and maintenance of major local (district) roads. The component is designed to achieve:

- A.1. Rehabilitation of about 1000 km, gravel surface secondary roads;
- A.2. Upgrading of about 250 km of secondary roads to bituminous standards
- A.3. Construction of about 1,000 Running meters of bridges on secondary roads;
- A.4. Routine and Periodic maintenance for about 1,000 km of secondary roads & provision for emergency maintenance
- A.5. Project Management and Implementation Support

According to Fifth year result indicators of the project the overall physical progress of Component A is moderately satisfactory except for gravel surface road, which is behind the schedule due to cost overrun.

According to Fifth year result indicators of the project the overall physical progress of Component A is moderately satisfactory except for gravel surface road, which is behind the schedule due to cost overrun.

As of March 2018 total 539.8 Km gravel surfaced secondary road (indicatively constructed) which indicates overall 54% progress against total target of 1000 Km where this progress is 100% against procurement plan set for 1396 but 54% against fifth year indicator. Furthermore, 241.9 Km asphalt standard surface road has been constructed which indicates 97% progress against overall target of the subcomponent and the indicative progress exceeds the indicator set for fifth year of asphalt surface road.

Moreover, total 1,416 Running meter bridges which indicate overall 142% progress against the indicator set for fifth year of the subcomponent have been constructed insofar.

Overall the routine and periodic maintenance of 2028 Km road which include 521 Km completed for periodic maintenance however, the remaining 1507 Km is ongoing for routine maintenance which clearly shows the high **pace (203% ahead of the target set for overall maintenance works).**

Financial progress of the component is also **Moderately Satisfactory**. The entire budgeted amount of the component (US\$ 186m +US\$ 82m) including allocation for operation, is 80% committed. While US\$ 172.7m is disbursed which is 65% of the total for this component.

2.1.2. Component B: The overall execution responsibility of this component goes to PIU MRRD with the total budget US\$ 143m (128m original + 15m additional) for improvement and maintenance of minor local (village) roads. The component is designed to achieve: local (village) roads. The component is designed to achieve:

- B.1. Improvement of about 1,300+120 km of tertiary roads to gravel surface standard
- B.2. Bridge construction works for about 1,600 Running meters
- B.3. Routine & Periodic maintenance of about 2,000 Km of tertiary roads & provision for emergency maintenance
- B.4. Project Management & Implementation Support (IC & PIU staff)

According to fifth year result indicators of the project the overall physical progress of Component B is Satisfactory.

As of March 2018 total 1390 Km of gravel surfaced village road is completed. This indicates 98% overall progress and 107% against the target set for fifth year of the activity in the project. Likewise, 1638 Running meter bridge has been constructed till the reporting date which indicates 103% progress against overall target for this subcomponent. Moreover, total 4,577 Km of planned (2000Km) tertiary road is either completed for periodic maintenance or progressing under routine maintenance which indicates overall 228.85% 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 + US\$ 15m) including allocation for operation is 100% committed while US\$ 114.4m (80%) of total is disbursed till the reporting date.

According to fifth year result indicators of the project the overall physical progress of Component B is Satisfactory.

- 2.1.3. Component C:** - This component is collectively worth US\$ 26m (18m original + 8m additional) for Program Planning and Development, Institutional Strengthening and Program Coordination Support that jointly implemented by MoPW and MRRD while coordinated by National Coordination Unit (NCU), MOF; the component initially designed to achieve:
- C.1. Setting up a rural roads planning and management system
 - C.2. Institutional strengthening and capacity building in the rural road sector
 - C.3. Program Coordination Support

As per indicator set for fifth year the overall progress of Component C is Satisfactory. Road network classification is finalized and approved by all three ministries; MoPW, MRRD and MoF. Even though, the plan was to complete 100% of road inventory by third year of the project life but the data collection for road network inventory and condition survey delayed. Data for a total 14,381 Km road including national highway, provincial roads and district roads as well as 10,431 villages is collected and the survey has been completed in 25/34 provinces.

In addition, the database for road network planning system which is functioning by now is 100% completed and tested for collected data.

As per indicator set for fifth year the overall progress of Component C is Satisfactory.

The design standards for road has been developed by Afghanistan National Standard Authority (ANSA), however, rural road standards yet to be adapted while 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 in coordination and support of MoPW Survey and Design Units.

ARAP project follow up survey has been successfully completed to evaluate the result of project implementation toward project development objectives (the survey conducted through the program and data analysis & report writing has been carried out by third party consultant.).

Financial progress of the component is **moderately satisfactory**. The entire cost of the component (US\$ 18m + US\$ 8m) including allocation for operation is 100% committed while US\$ 7m (27%) of total is disbursed.

2.1.4. Component D (Contingency Emergency Response): - This component will allow for rapid response in the event of an adverse natural or man-made event that causes a major disaster through the reallocation of project fund. It could also be used to channel additional funds for emergency response should they become available.

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 project is promising for on time completion as well as achieving the planned development objectives of the mentioned projects.

3. Afghanistan Rural Access Project Physical & Financial Status

3.1. ARAP Physical Status

The Afghanistan Rural Access Project (ARAP) as one of the mega projects under NRAP with total budget of US\$ 437m (332m original + 105m additional) is consist of total four components (A, B, C original and D additional) which in turn subdivided into 5, 4, 3 and 1 subcomponents respectively.

Component A with allocated budget worth US\$ 186m original + US\$ 82m additional is allocated to improve collectively 1,250 Km of secondary roads which includes 1000 Km unpaved and 250 Km paved surface of major local or district roads and construction of 1000 Rm bridges over district roads 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\$ 128m original + US\$ 15m additional is allocated to improve 1300 Km original + 120 Km additional gravel surfaced minor local or village roads and construction of 1600Rm bridges over village roads 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\$ 18m original + US\$ 8m additional is allocated for program planning, developing, institutional strengthening and program coordination support. For detailed activity and costing please refer to (Annex: 2- Detailed Project Cost by Activities (US\$ million)).

Component D with allocated US\$ 0 is for contingency and emergency response that will allow for rapid response in the event of an adverse natural or man-made event that causes a major disaster through the reallocation of project fund.

The overall progress of the project is very good.

The overall implementation phase of the project is successively in progress according to pre-set work and procurement plans to meet project development objectives. The overall progress of the project 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 1396), (Annex:7- ARAP Regional Wise Achievement during 1396) and (Annex: 8 - ARAP Financial Status).

3.1.1. Component A

This component of ARAP project collectively worth US\$ 268m (186m original + 82m additional) executed by MoPW to cover bridge construction, improvement, upgrading and maintenance of the major local (district) roads. This component drastically impacted by material cost escalation in local markets as well as lengthy haulage distance which caused not only the extreme cost overrun of US\$ 82m but also imposed two years' time extension to achieve the following pre-set scope of the component:

- i. Improvement of 1000 km gravel surface secondary road
- ii. Upgrading 250 km secondary road from existing surface to bituminous standard
- iii. Construction of 1000 running meter bridge over secondary road
- iv. Maintenance of 1000 km of secondary road on routine and periodic bases

The cumulative progress (since inception) of the component is construction of 539.8 Km gravel surfaced secondary road, 241.9 Km asphalt surface road 1,416 Running meter bridges periodic and routine maintenance of 2028 Km road.

The overall progress during reporting period is good. The total indicative physical progress during 1396 for this component is rehabilitation of 55.75 km (33.12 Km gravel surfaced and 22.63 Km asphalt surfaced) district roads, construction of 28 Rm bridges over district road as well as construction of 29,276 linear meters associated drainage structures.

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

This subcomponent experienced fund shortfall toward achieving project's intermediate result indicators since mid of 2013. Nevertheless, the project as a whole has received US\$ 105m additional fund which includes fund to achieve the set original target (1000Km) for this subcomponent.

Cumulatively 539.8 Km of gravel surfaced district road has been constructed under this subcomponent through completion 59 out of 74 targeted contracts against US\$ 59.75m disbursement cost since inception of the project. The subcomponent is drastically behind the schedule due to both the cost overrun and abrupt reform in project implementation team during 1396.

Table: 1-Gravel surface secondary roads since inception till March 2018

Description	Target	Developed	Procured	Deliver
No of Contract	74	74	74	59
Length of Road (Km)	1,000	720.24	720.24	539.83
Cost (US\$ in m)	90.24	90.24	90.24	59.75
Associated Infrastructure (Rm)	196,922.20	Not Applicable		114,445.20
Labourdays generated in (m)	1.5	Not Applicable		1.0

While total 33.12Km gravel surfaced road has been constructed through completion of 3 out of 13 targeted contracts against US\$5.57m as delivery cost during reporting period.

Table: 2-Gravel surface secondary roads during reporting period (1396)

Description	Target	Developed	Procured	Deliver
No of Contract	13	13	7	3
Length of Road (Km)	118	118	78	33.12
Cost (US\$ in m)	49.229	49.229	15.2	5.57
Associated Infrastructure (Rm)	0	Not Applicable		29,200
Labourdays generated in (m)	0.82	Not Applicable		0.09

II. Upgrading of 250 kilometers of secondary roads to paved standards:

Cumulatively 241.9Km asphalt standard district road has been constructed under this subcomponent through completion of 27 out of 32 targeted contracts against US\$ 60.24m as delivery cost since inception of the project.

Table: 3- Secondary roads paved standard since inception till March 2018

Description	Target	Developed	Procured	Deliver
No of Contract	32	32	32	27
Length of Road (Km)	299.48	299.48	299.48	241.9
Cost (US\$ in m)	76.58	76.58	76.58	60.24
Associated Infrastructure (Rm)	29,944	Not Applicable		13,000
Labourdays generated in (m)	1.3	Not Applicable		1.0

While total 22.63Km asphalt standard road has been constructed through completion of 2 out of 3 targeted contracts against US\$7.55m as delivery cost during reporting period. The subcomponent is moderately on track.

Table: 4- Secondary roads paved standard during reporting period (1396)

Description	Target	Developed	Procured	Deliver
No of Contract	3	3	2	2
Length of Road (Km)	36.615	36.615	8.698	22.63
Cost (US\$ in m)	6.6	6.6	4.1	7.55
Associated Infrastructure (Rm)	0	Not Applicable		76
Labourdays generated in (m)	0.61	Not Applicable		0.13

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

As per programs' past experience most economical and quality standard bridges design has been adopted. Cumulatively 1,416 Rm Bridge has been constructed over district road in various locations through 28 out of 30 targeted contracts against US\$ 14.86m as delivery cost insofar.

Table: 5- Bridge construction on secondary roads since inception till March 2018

Description	Target	Developed	Procured	Deliver
No of Contract	30	30	30	28
Length of Bridge (Rm)	1,480.0	1,480.0	1,480.0	1,416.1
Cost (US\$ in m)	15.46	15.46	15.46	14.86
Labourdays generated in (m)	0.26	Not Applicable		0.25

While total 28 Rm bridge has been constructed over district roads through 1 out of 3 targeted contracts against US\$ 0.31m as delivery cost during reporting year 1396.

Table: 6- Bridge construction on secondary roads during reporting period (1396)

Description	Target	Developed	Procured	Deliver
No of Contract	3	3	2	1
Length of Bridge (Rm)	112	112	64	28
Cost (US\$ in m)	15.46	15.46	15.46	0.31
Labourdays generated in (m)	0.26	Not Applicable		0.005

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 850 km of unpaved secondary roads which is also earmarked for routine maintenance. Periodic maintenance involves reshaping of grades and cambers, as well as re-gravelling with 100-150 mm of gravel layer.

Cumulatively 460.59 Km gravel surfaced road upgraded to standard level of service under this subcomponent via 13 out of 13 targeted contracts against US\$ 5.767m as delivery cost, since inception of the project.

Table: 7- Periodic maintenance of unpaved secondary roads since inception till March 2018

Description	Target	Developed	Procured	Deliver
No of Contract	13	13	13	13
Length of Road (Km)	460.59	460.59	460.59	460.59
Cost (US\$ in m)	5.76	5.76	5.76	5.76
Labourdays generated in (m)	0.01	Not Aplicable		0.01

However, there was no achievement under this subcomponent during reporting period (1396) except to completion of already awarded 1 contract.

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.

Cumulatively 60.89 Km asphalt standard road upgraded to standard level of service through 4 out of 4 targeted contracts against US\$2.1m as delivery cost since inception of the project.

Table: 8- Periodic maintenance of paved secondary roads since inception till March 2018

Description	Target	Developed	Procured	Deliver
No of Contract	4	4	4	4
Length of Road (Km)	60.89	60.89	60.89	60.89
Cost (US\$ in m)	2.1	2.1	2.1	2.1
Labourdays generated in (m)	0.04	Not Aplicable		0.04

While total 6.89 Km of asphalt standard road upgraded to standard level of service through 1 out of 1 targeted contract against US\$ 0.3m as delivery cost, during the reporting year 1396.

Table: 9- Periodic maintenance of paved secondary roads during reporting period (1396)

Description	Target	Developed	Procured	Deliver
No of Contract	1	1	1	1
Length of Road (Km)	0	0	0	6.89
Cost (US\$ in m)	0	0	0	0.3
Labourdays generated in (m)	0	Not Aplicable		0.005

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 involves patching works, grass cutting and cleaning of drains. Initially, the target for routine maintenance was 850 Km unpaved and 150 Km paved road however, due to critical need for paved secondary roads maintenance. Base on the client request and agreement of the donor the length of paved road increased from 150Km to 450 Km while in contrast the length of unpaved road decreased from 850Km to 550 Km.

Cumulatively 1,507 Km of secondary road maintained functional under this subcomponent through 138 out of 138 of (recurrent) targeted contracts against US\$ 5.12m as maintenance cost, since inception of the project.

Table: 10- Routine maintenance of secondary roads since inception till March 2018

Description	Target	Developed	Procured	Deliver
No of Contract	138	138	138	138
Length of Road (Km)	1,507	1,507	1,507	1,507
Cost (US\$ in m)	5.12	5.12	5.12	5.12
Labourdays generated in (m)	0.086 M	Not Aplicable		0.086 M

While total 1,386 Km secondary road maintained functional through 128 out of 128 targeted contracts (recurrent) against US\$1.5m as maintenance cost during the reporting year 1396.

Table: 11- Routine maintenance of secondary roads during reporting period (1396)

Description	Target	Developed	Procured	Deliver
No of Contract	128	128	128	128
Length of Road (Km)	1,386	1,386	1,386	1,386
Cost (US\$ in m)	1.5	1.5	1.5	1.5
Labourdays generated in (m)	0.03 M	Not Aplicable		0.03 M

d. Emergency Maintenance:

A provision of US\$ 1.5 million is available in the project for emergency maintenance to keep the roads connected after abrupt disconnection due to unforeseeable adverse disaster.

The district road network has been connected so many times through 34 either community or private sector led contracts against the total US\$1.4m as maintenance cost since inception of the project.

Table: 12- Emergency maintenance of secondary roads since inception till March 2018

Description	Target	Developed	Precured	Deliver
No of Contract	0	34	34	34
Length of Road (Km)	0	0	0	0
Cost (US\$ in m)	1.4	1.4	1.4	1.4
Labourdays generated in (m)	0.023	Not Aplicable		0.023

While a contract worth US\$ 0.06m was delivered under this component which generated 0.001m labour days during reporting year.

Table: 13- Emergency maintenance of secondary roads during reporting period (1396)

Description	Target	Developed	Precured	Deliver
No of Contract	0	1	1	1
Length of Road (Km)	0	0	0	0
Cost (US\$ in m)	0.06	0.06	0.06	0.06
Labourdays generated in (m)	0.001	Not Aplicable		0.001

e. Post Disaster Rehabilitation:

In contrast to the past (1394-1395) no incident of district road dis-connectivity is recorded to impose post disaster rehabilitation during 1396, the reporting period.

3.1.2. Component B

This component of ARAP project is executed by MRRD and collectively worth US\$ 143m (128m original + 15m additional) which covers connectivity, upgrading and maintenance of tertiary (village) roads including bridges construction over the local minor (village) roads.

The overall progress of this component is excellent.

The cumulative physical progress since inception to date (October 2012 till March 2018) is 1,390Km of roads, 1638 Rm bridges 65,537 linear meters associated drainage infrastructures with around 4 million generated labour days.

The overall progress of this component is excellent.
It is planned to achieve the following during the project life:

- i. Improvement of about 1420 Km (1300Km original +120Km scale up) of tertiary roads to gravel surface standard
- ii. Construction of about 1600 Rm of Bridges
- iii. Routine & Periodic maintenance of about 2000 Km of tertiary roads & provision for emergency maintenance

I. Improvement of about 1,420 Km (1300 km original+120Km) of tertiary roads to gravel surface standard

It is worth to mention that at the beginning the road subprojects are screened against the agreed criteria explained in the project documents. The prioritized subproject is promoted to development stage which involve environmental, social and technical studies including subproject designing and estimation. The technically, socially and environmentally qualified subproject is submitted to procurement stage followed by implementation.

The subcomponent B1 is quite ahead in delivering planned targets. Cumulatively 1,390 Km gravel surfaced village road has been constructed under this subcomponent through 251 out of 242 targeted contracts against US\$ 62.7m as delivery cost, since inception of the project. Early completion of this subcomponent is predicted.

Table: 14- Tertiary roads construction since inception till March 2018

Description	Target	Developed	Procured	Deliver
No of Contract	242	346	305	251
Length of Road (Km)	1385	1683	1500	1390
Cost (US\$ in m)	67.6	90.4	80.2	62.7
Associated Infrastructure (Rm)	Not Applicable			65,537
Labourdays generated in (m)	Not Applicable			1.69

Even though there was no contract for development and procurement in 1396, however, the total 82 Km gravel surface road was delivered through 27 already awarded contracts against US\$ 6.6m as delivery cost, during the reporting year, 1396.

Table: 15- Tertiary roads construction during reporting period (1396)

Description	Target	Developed	Procured	Deliver
No of Contract	55	0	0	27
Length of Road (Km)	173	0	0	82
Cost (US\$ in m)	Not Applicable		0	6.6
Associated Infrastructure (Rm)	Not Applicable			7,375
Labourdays generated in (m)	Not Applicable			0.119

II. Bridge Construction of about 1600 Running meters

The bridge subprojects also selected based on agreed criteria explained in the project documents. After screening against specific criteria the subproject promoted to development stage which involves technical, social, environmental studies as well as design of the subproject where the screened and technically qualified subproject is promoted to procurement stage followed by implementation.

Cumulatively 1,638 Rm bridges (excluding 470 Rm bridges along roads under subcomponent B1) has been constructed under this subcomponent through 58 out of 66 planned contracts counter to US\$ 9.3m as delivery cost, since inception of the project.

Table: 16- Bridge construction on tertiary roads since inception till March 2018

Description	Target	Developed	Procured	Deliver
No of Contract	66	66	66	58
Length of Bridge (Rm)	1600	2244	1981	1638*
Cost (US\$ in m)	13	10.7	9.5	9.3
Labourdays generated in (m)	Not Aplicable			0.187

*Excluding 470 RM under B1

Even though there was no contract for development and procurement in 1396, however, total 131 Rm Bridge has been constructed over village road through 8 already awarded contracts against US\$ 0.9m as delivery cost, during the reporting year 1396.

Table: 17- Bridge construction on tertiary roads during reporting period (1396)

Description	Target	Developed	Procured	Deliver
No of Contract	10	0	0	8
Length of Bridge (Rm)	180	0	0	131
Cost (US\$ in m)	Not Aplicable		0	0.9
Labourdays generated in (m)	Not Aplicable			0.0103

III. Routine & Periodic maintenance of about 2000Km of tertiary roads & provision for emergency maintenance:

This subcomponent involves emergency, routine and periodic maintenance of NRAP constructed village roads. Practically total 4,577 Km village road is under maintenance where beside of ongoing routine maintenance 977 Km road is fundamentally upgraded to functional level since inception of the project. The details for periodic, routine and emergency maintenance is articulated as follow:

a. Periodic maintenance of about 500 km of tertiary roads

Cumulatively 977 Km village roads have been upgraded to standard level of service through 22 out of 22 targeted periodic maintenance contracts which entailed US\$ 6m maintenance cost, since inception of the project.

Table: 18- Periodic maintenance of tertiary roads since inception till March 2018

Description	Target	Developed	Procured	Deliver
No of Contract	22	22	22	22
Length of Road (Km)	977	977	977	977
Cost (US\$ in m)	Not Aplicable		6.0	6.0
Labourdays generated in (m)	Not Aplicable			0.0514

While total 477Km village road have been fundamentally maintained to standard level of service through 15 out of 15 targeted contracts completion which cost US\$ 2.9m for maintenance during reporting period.

Table: 19- Periodic maintenance of tertiary roads during reporting period (1396)

Description	Target	Developed	Precured	Deliver
No of Contract	15	15	15	15
Length of Road (Km)	477	0	0	477
Cost (US\$ in m)	Not Aplicable		0	2.9
Labourdays generated in (m)	Not Aplicable			0.0194

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

Cumulatively this subcomponent has retained 3,600 Km village road functioning through 247 out of 247 targeted contracts which cost US\$ 17.8m for maintenance and 2.05 million generated labour days since inception of the project.

Table: 20- Routine maintenance of tertiary roads since inception till March 2018

Description	Target	Developed	Procured	Deliver
No of Contract	247	247	247	247
Length of Road (Km)	3,600	3,600	3,600	3,600
Cost (US\$ in m)	Not Aplicable			17.8
Labourdays generated in (m)	Not Aplicable			2.05

While total 3,500Km village road kept functional through 237 out of 237 targeted routine maintenance contracts which cost US\$ 4m for maintenance and 0.467 generated labour days during reporting period.

Table: 21- Routine maintenance of tertiary roads during reporting period (1396)

Description	Target	Developed	Precured	Deliver
No of Contract	237	237	237	237
Length of Road (Km)	3,500	3,500	3,500	3,500
Cost (US\$ in m)	Not Aplicable			4.0
Labourdays generated in (m)	Not Aplicable			0.467

c. Emergency Maintenance

Cumulatively this subcomponent has retained the length of 4064 Km village road network connected through 435 contracts which cost US\$ 1.9m for connection and 0.347million generated labour days since inception of the project.

Table: 22- Emergency maintenance of tertiary roads since inception till March 2018

Description	Target	Developed	Precured	Deliver
No of Contract	Not Aplicable	435	435	435
Length of Road (Km)		4064	4064	4064
Cost (Us\$ in m)		1.9	1.9	1.9
Labourdays generated (M)	Not Aplicable			0.347

While total 681 Km village road network has retained connected through 67 contracts which cost US\$ 0.2m for connection and 0.045 million generated labour days during reporting year, 1396.

Table: 23- Emergency maintenance of tertiary roads during reporting period (1396)

Description	Target	Developed	Precured	Deliver
No of Contract	Not Aplicable	67	67	67
Length of Road (Km)		681	681	681
Cost (US\$ in m)		0.2	0.2	0.2
Labourdays generated in (m)		Not Applicable		0.045



NRAP Technical Meeting



Project Monitoring by NRAP/MoPW/M&E Team, Mimana, Faryab Province



Project Monitoring by NRAP/MRRD/M&E Team, Balkhab district, Sari-e-Pul Province

3.1.3. Component C:

Program Planning and Development; Institutional Strengthening; and Program Coordination Support (US\$ 18m + US\$ 8m) fall under this component.

The activities under this component are broadly disaggregated in the following three sub-components.

- (i) **Setting up rural roads planning and management system.** The objective of this sub-component is to develop and install a comprehensive planning and analysis tool for information base decisions and sustainable management of the rural road network. The sub-activities under this component consist of:

Table: 24- Rural roads planning and management system activities and achievements

Activity	Achievements
<i>(a) Creating a complete set of rural road network inventory including its length and condition and a system for its continuous updating.</i>	a. Creating a complete set of rural road network inventory: The progress under this activity is noteworthy. The database developed, the team is hired for data collection through program, the approaches both for road network inventory and condition survey finalized, and the data for 14,381 Km road including national highways in 25 provinces has been collected insofar. Moreover, 10,431 village's social surveys conducted.
<i>(b) Updating and strengthening a network planning, development and management system including the definition of appropriate service levels and using appropriate economic appraisal techniques.</i>	b. Network planning and management system: The program has successfully completed this activity. The road network planning system is developed, road classification approved, all required forms for data collection are developed, and GIS friendly database is in place.
<i>(c) Developing a comprehensive set of standard rural roads design and cost estimation system.</i>	c. Developing a comprehensive set of rural roads design standards and cost estimation system: The road design standards is developed 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.
<i>(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.</i>	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.
<i>(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).</i>	e. Establish capacity and a system for preparing and developing at the same time, a 5-year rolling investment plan: The development of investment plan involves the data for entire network which will be conducted by individual implementing ministry after road network data collection process is completed

Moreover, under this subcomponent additional US\$ 5m is allocated to sponsor MoPW to carry out Kabul- Torkham expressway feasibility study. The ToR of this study has been drafted by WB technical team and shared with PIU-MoPW and high level management of MoPW for review during the reporting period.

- (ii) ***Institutional Strengthening & Capacity Building in the rural road sector:*** 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: 25- 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)
(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 21 st March 2015. A total of 249 fresh graduates as well as 122 internship students were trained and supported during the reporting period. Moreover, 678 fresh graduates and 852 internship students have been trained under this activity since inception of the project.
(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 is completed. 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 is implemented in India. 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 20 th Feb 2017 18. In house ESM/Gender mainstreaming training for 21 ESM and Gender regional staff conducted. 19. Finance management training conducted for finance team of the program in Singapore.
<i>(e) Construction of functional office and labouratory buildings in the eight regional offices, and improving the program library</i>	<i>(e) All 8 NRAP Buildings are 100% completed.</i>

(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:

Table: 26- Program coordination support activities and achievements

<i>(a) Financing the operating costs of the National Coordination Unit (NCU)</i>	<p>(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.</p> <p>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.</p> <p>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.</p>
<i>(b) Supporting the monitoring and evaluation, technical and financial audits.</i>	<p>(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.</p> <p>Technical audit of the project was advertised several times, however, no qualified consultant was found, while, searching process to find and hire a qualified candidate is still going on. The project financial audit is usually conduct through supreme auditing office of government on annual basis, however financial audit for 2017 is delayed due to uncontrollable reason and will be commenced on August 2018. It is worthy to report that project received financially clean report after every and each financial audit report, no particular issue detected so far by financial auditors.</p> <p>Technical monthly coordination meeting is regularly taking place to track the deviation rectification detected by third party.</p>
<i>(c) Provide technical support for the Steering Committee in the preparation of the Mid-Term Review (MTR) and all other reporting activities .</i>	<p>(c) Technical and logistic supports are provided to steering committee whenever needed: The committee is supportive in general to the program to maintain level of transparency, efficiency and effectiveness during the project implementation.</p>

(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.*

(f) *Preparation of follow on program/project.*

(d) **Follow up survey:** Following the baseline survey conducted at the inception of the project 2012, the program successfully conducted a follow up survey for ARAP project to evaluate and insure achievement of project development objectives.

(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 conducted in different project sits.

- 1) **Household and market surveys:** 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 and beneficiary quotes
- 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 an implementation support mission conducted to ARAP project through World Bank in November 21st, 2017. In essence the objective of these missions is to find out potential deviation of the project toward project development objective and ensure project indicators achievement within designated timeframe and cost.

According to mission report page 2, Section (V) the overall progress of ARAP project, towards PDO, implementation progress is Satisfactory.

This is not applicable



3.2. ARAP Financial Status

Taking into consideration the current situation of the country the project financial progress is significant.

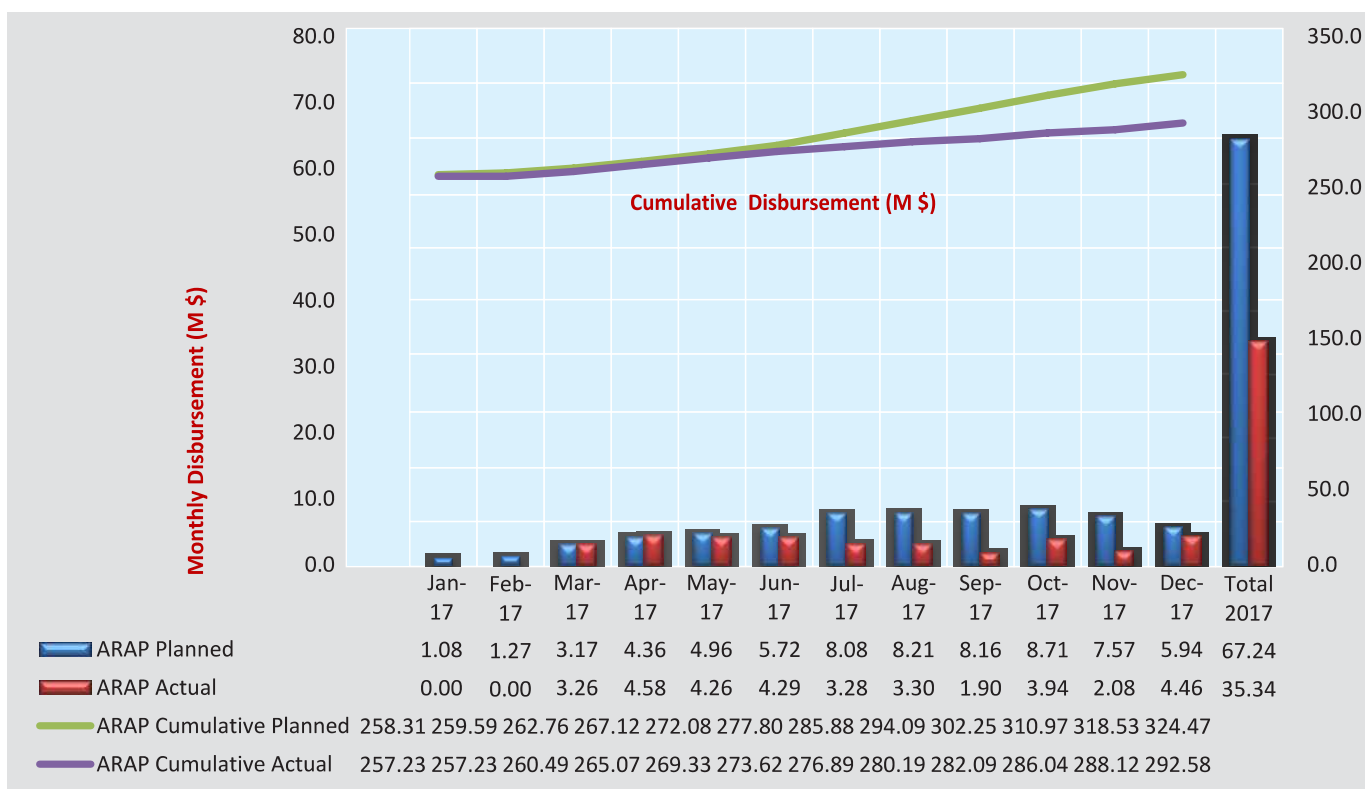
The Afghanistan Rural Access Project is structured to provide year round access to basic services and facilities for the communities. This can be achieved through construction of roads, bridges and drainage structures in districts and villages of Afghanistan, by using private sector led and labour intensive implementation models. The project has successfully overcome to achieve cumulatively the rehabilitation of 138.2 Km roads, construction of 159 Rm bridges and construction of 36,650 linear meter drainage structures during 1396.

Table: 27- Financial Status of ARAP during 1396 fiscal year and to date

Financial Summary of the Project						
№/S	Description	Revised Project Cost	Disbursement Since inception till end of 1395 Fiscal Year	Disbursement for Fiscal Year 1396	Disbursement Since Inception till end of 1396 Fiscal Year	Committed Balance
A. MoPW: For Improvement and Maintenance of District Roads						
1	Component A Works (MoPW)	\$223,500,000.00	\$121,278,286.82	\$14,398,353.10	\$135,676,639.92	\$87,823,360.08
	Component A Non-Works (MoPW)	\$44,500,000.00	\$31,848,553.55	\$4,207,829.79	\$36,056,383.35	\$8,443,616.65
	Sub Total	\$268,000,000.00	\$153,126,840.37	\$18,606,182.89	\$171,733,023.27	\$96,266,976.73
B. MRRD: Improvement and Maintenance of Village Roads						
	Component B Works (MRRD)	\$109,000,000.00	\$75,309,740.65	\$10,994,529.74	\$86,304,270.39	\$22,695,729.61
	Component B Non-Works (MRRD)	\$34,000,000.00	\$22,998,484.99	\$4,528,931.45	\$27,527,416.44	\$6,472,583.56
	Sub Total	\$143,000,000.00	\$98,308,225.64	\$15,523,461.19	\$113,831,686.83	\$29,168,313.17
C. MPW & MRRD & MoF: For Institutional Strengthening, Project Management and Program Development						
	Component C2	\$7,000,000.00	\$3,343,848.33	\$790,108.26	\$4,133,956.59	\$2,866,043.41
	Components C1 and C3	\$19,000,000.00	\$2,452,227.54	\$425,000.63	\$2,877,228.17	\$16,122,771.83
	Sub Total	\$26,000,000.00	\$5,796,075.87	\$1,215,108.89	\$7,011,184.76	\$18,988,815.24
	Total	\$437,000,000.00	\$257,231,141.88	\$35,344,752.97	\$292,575,894.86	\$144,424,105.14

With reference to project financial progress a total of US\$ 35.344 million budget has been disbursed for all three components A, B and C, during the reporting period.

Figure: 1 - ARAP Consolidated Works & Non Works Disbursement Status in Million USD during the fiscal year and since inception to Dec 21, 2017



For more details about quarterly financial status, please refer to (Annex: 8 - ARAP Financial Status).

3.2.1. Component (A)

The execution and implementation responsibility of this component is entrusted 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\$ 18.48m against US\$ 18.81m budgeted amount during 1396 and US\$172.2m against US\$ 170.13m projected amount since inception of the project.

Following statistical graph is presenting a comparison of financial disbursement with financial projection of component (A) during 1396, and since inception of the project.

Figure: 2 - MPW Works Disbursement Status in Million USD during current fiscal year and since inception-to-Date (Planned Vs Actual)

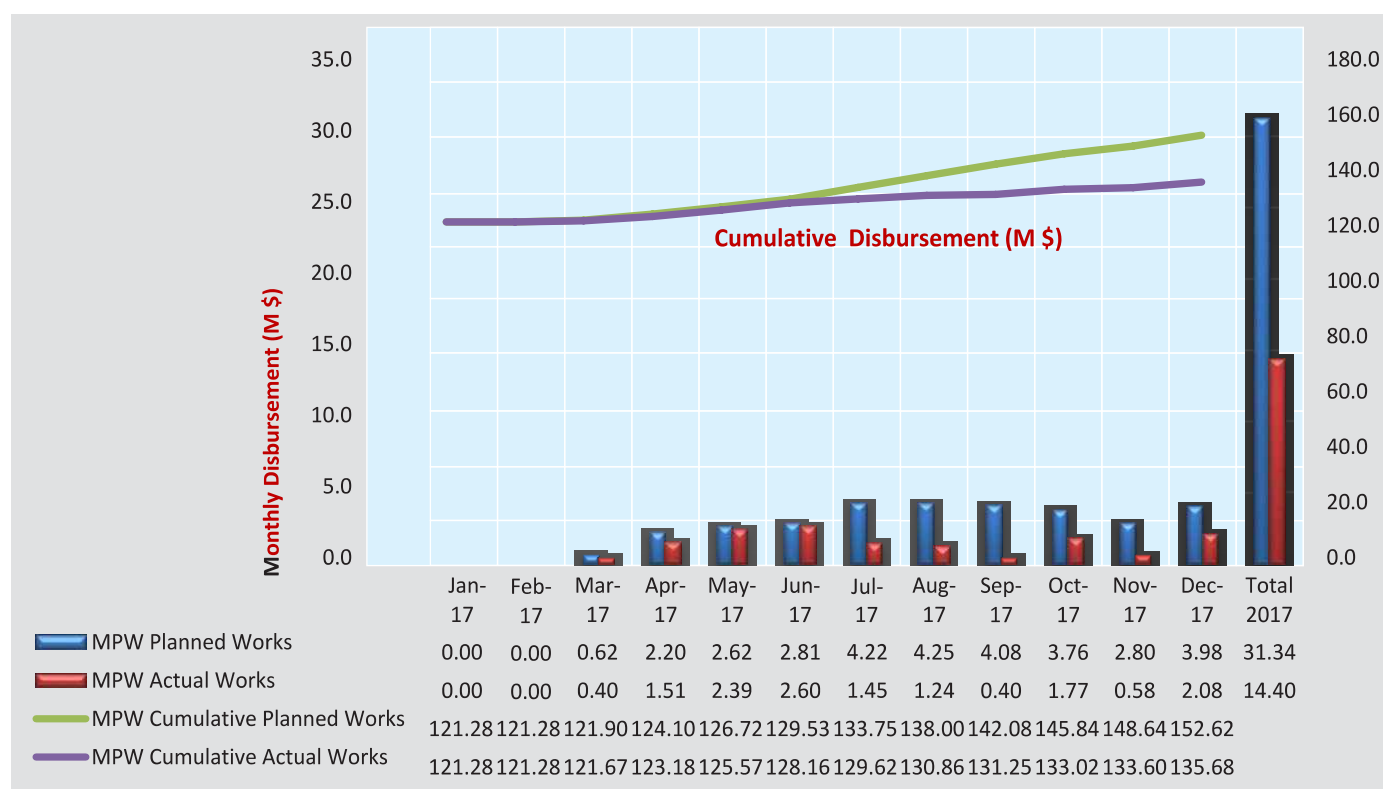
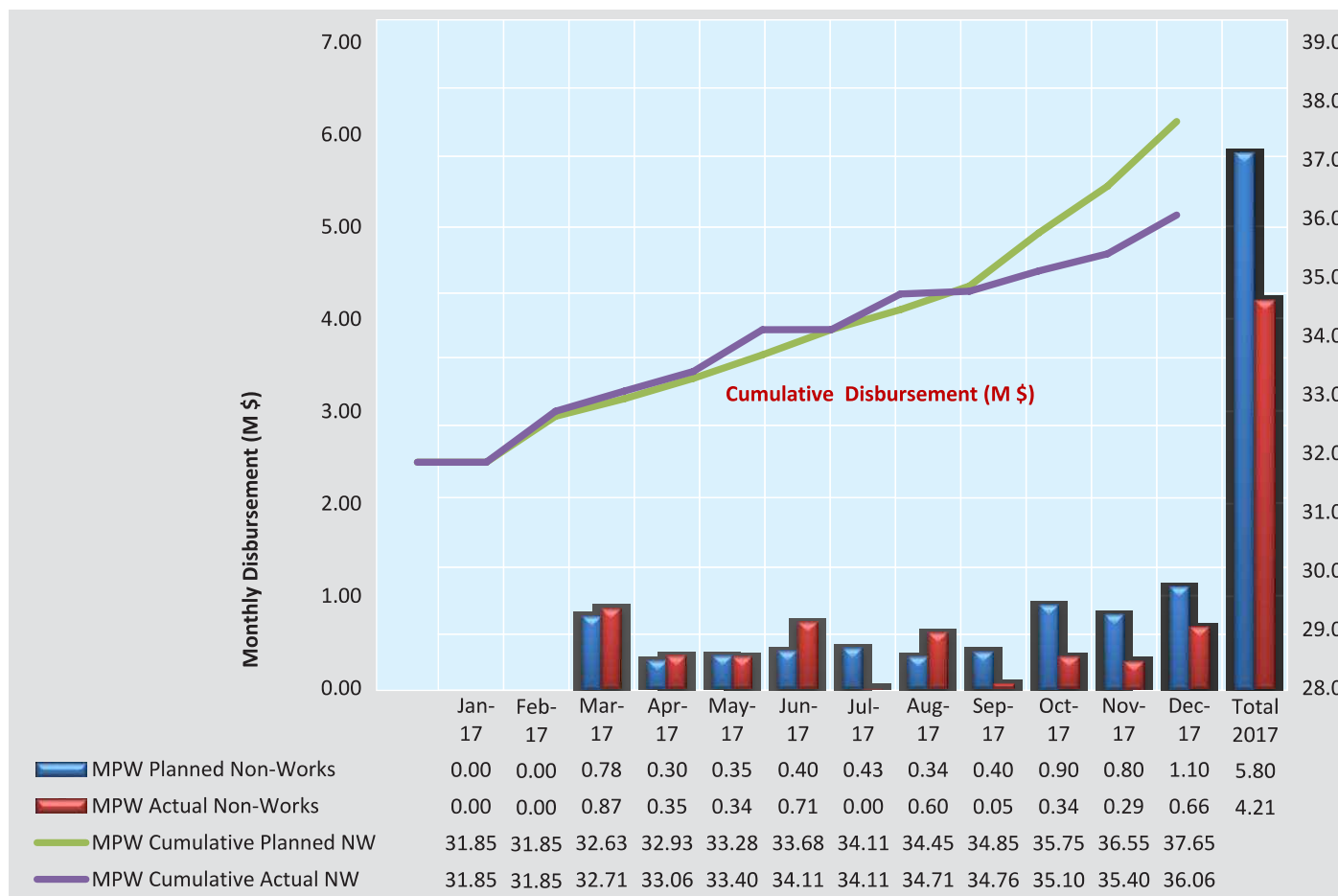


Figure: 3 - MPW non works disbursement status in million USD during current fiscal year and since inception to date (Planned Vs Actual)



For more details about quarterly financial status, please refer to (Annex: 8 - ARAP Financial Status).



NRAP MoPW Finance Team

3.2.2. Component (B)

MRRD is the responsible authority to execute 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 B has disbursed US\$ 14.92m against US\$ 20.37m budgeted amount in national budget during 1396 while disbursed US\$ 114.44m against US\$ 123.38m projected amount since inception of the project.

Following statistical graph is presenting a comparison of component (B) financial disbursement for works with financial projecting during 1396 and to date.

Figure: 4: - Component B Works Disbursement Status in Million USD during current fiscal year, and since inception-to-Date (Planned Vs Actual)

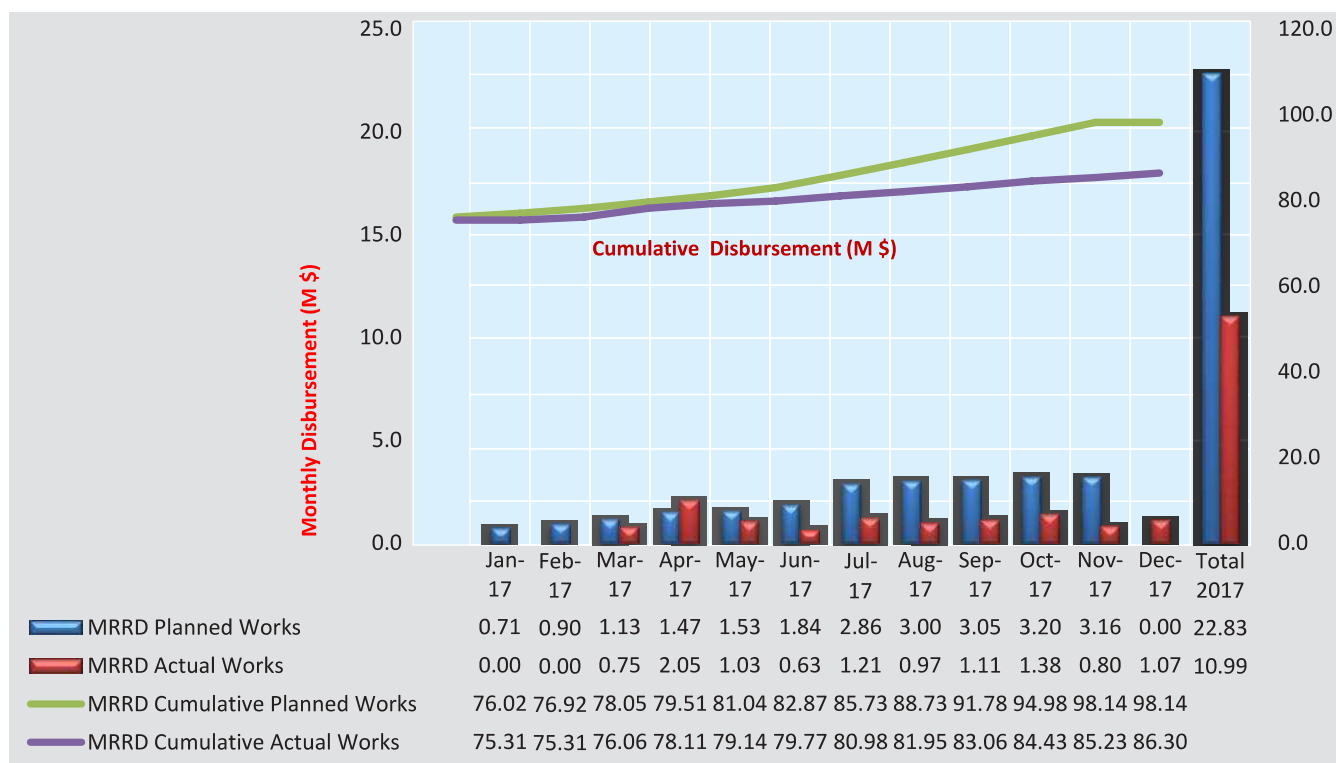
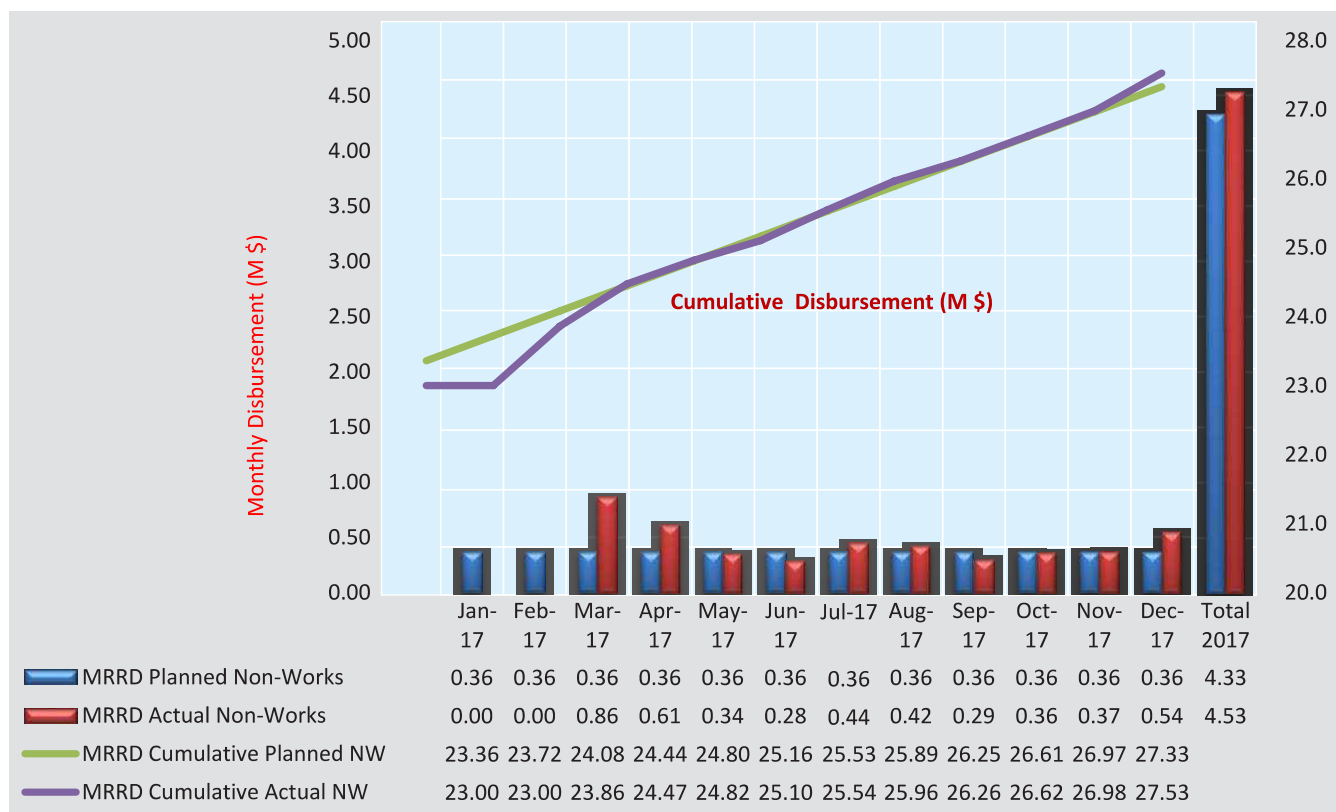


Figure: 5- Component B non-works disbursement status in million USD during 1396 fiscal year and since inception (Planned vs Actual)



For more details about quarterly financial status, please refer to (Annex: 8 - ARAP Financial Status).



NRAP-MRRD Finance Team



3.2.3. Component (C)

According to project documents this component is placed for institutional strengthening, project management and program development.

Component C achieved its intermediate result and the overall performance of this component is marked very well during the reporting period. According to financial records, this component cumulatively has disbursed US\$ 1.22 million for implementation of the project during 1396.

Following statistical graph indicates component (C) financial progress during 1396 and to date.

Figure: 6- Subcomponent C1+C3 Disbursement status in million USD during fiscal year 1396 and since inception (Planned Vs Actual)

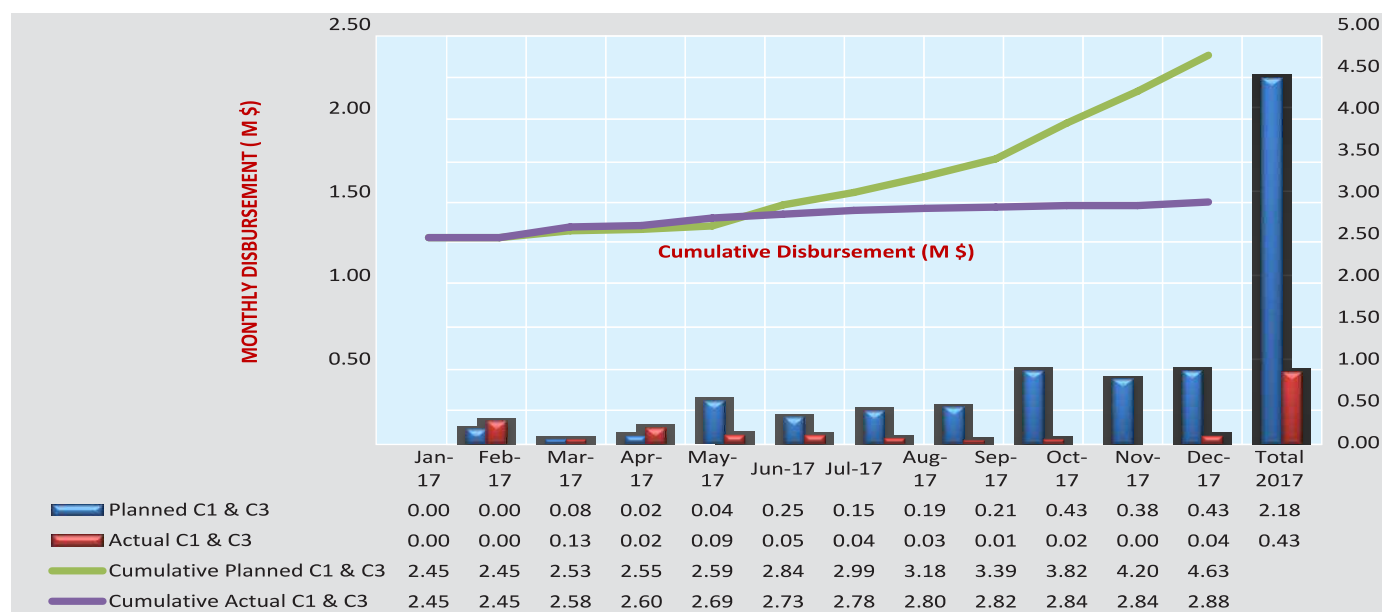
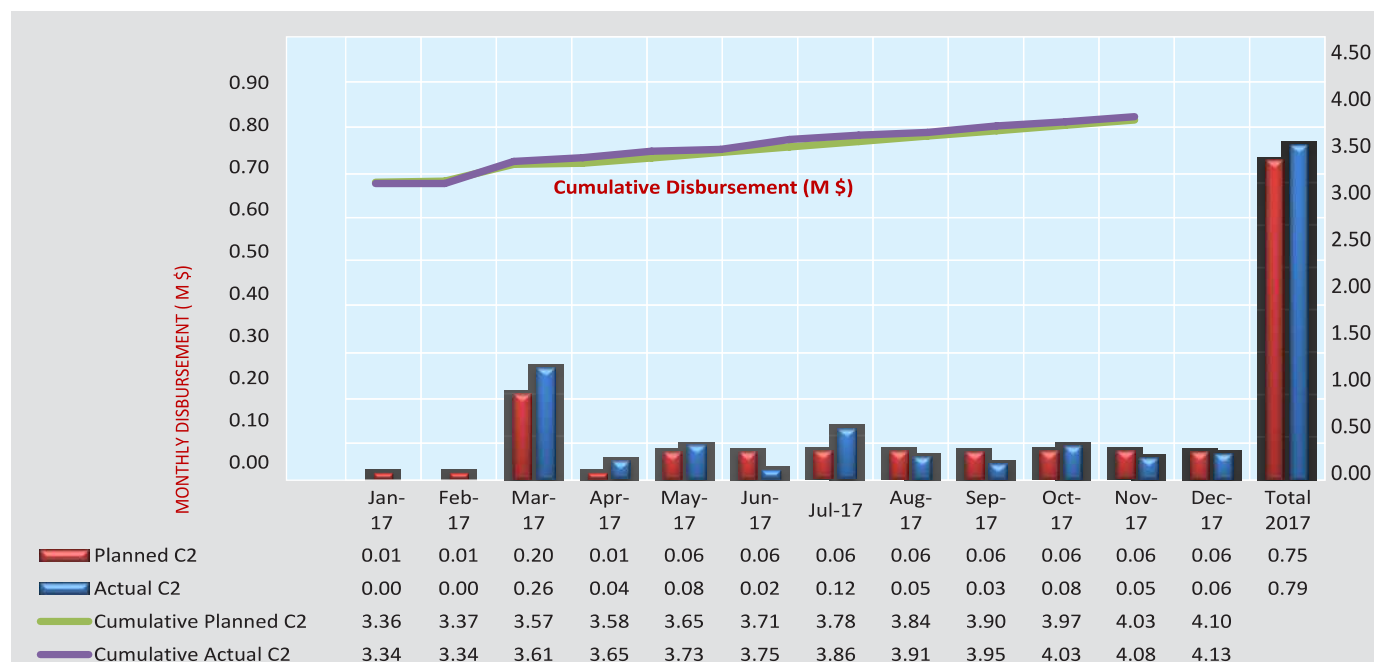


Figure: 7 - Subcomponent C2 Disbursement Status in million USD during fiscal year 1396 and since inception (Planned vs Actual)



For more details about quarterly financial status, please refer to (Annex: 8 - ARAP Financial Status).

3.3. Environmental and Social Safeguards

ESM department is one of the significant departments of the program that ranked in priority level of the organization structure in both PIUs. This department is responsible to actively practice according to the available ESM manual.

The ESM departments of both PIUs are preparing ESMP for all the individual subprojects at the initiation stage and they are continuously ensuring social safeguard and environment protection during the project implementation in subproject sites.

ESM department is also focusing to generate quality report, enhance reporting mechanism, implement better monitoring and supervision system, adequate staffing at regional/field level with taking into consideration gender equality. Besides, gender inclusion model and plan has already finalized, the gender section is enriched through recruitment enough number of qualified gender mainstreaming focal points in regional offices of both PIUs (PIU-MRRD has gender focal point in eight regional offices and PIU-MoPW has gender focal point in five regional offices).

The implementation of social safeguard has also much improved in general. Formulating 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 and ESM related issues, alongside the grievance redress mechanism is in place for

every individual subprojects and logbook is available to record any potential grievance in the subproject sites.

Furthermore, local communities were encouraged in order to contribute more during subproject implantation and feel sense of ownership. For which community monitoring model to monitor subprojects implementation and trainings of the contractors have been applied according to ESMF policy on protections and management of environment And social safeguarding.



During Road side tree plantation, East Region



During Road side tree plantation, West Region

3.3.1. 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 to environmental and social issues throughout the implementation of subprojects during the reporting period.

ESM department of PIU-MoPW reported that they have succeeded to prepare 24 ESMP for 24 subprojects among which 282 families (872 male and 1,026 female Project Affected People) were affected during the implementation of subprojects.

Through implantation of the subprojects 8,935 numbers of people (6,234 male and 2,701 female) were trained or consulted to contribute and support during implementation and maintenance of subprojects. Moreover, 424 essential community consultation meetings (347 male and 77 female) were took place during different stages (planning till end of implementation) of subprojects to consider public satisfaction.

Besides, 32,213.5 m land contributed by communities to construct a standard sustainable widen roads and bridges.

To follow standards of environment protection and safeguard total 13,549 numbers of trees were planted to replace the effect of 8,757 numbers of trees that have been cut during subprojects implantation.

Furthermore, 240 subprojects site visits have conducted during the reporting period and 96 (59 male and 37 female) Grievance Redress Committees (GRCs) were established during the survey stages of the ARAP subprojects.

As a result, 32 issues such as air pollution, hiring more community labourers by contractor, design and land donation were raised by the communities and most of the issues solved through consultation with contractors and providing technical information to communities. And overall request of the communities concludes in implementing more subprojects in their vicinity. For more detail please refer to (Annex: 18.A).



Consultation with women regarding NRAP projects, North East Region

ESM Photos



Consultation with local elders regarding program projects, North region



Data Collection workshop for road network system, South Region



Women Participation in Project implementation, West Region



Site visit of ESM team, South region



Tree plantation in road side ,Kabul Region



Consultation with locals regarding NRAP projects implementation ,South East region



Consultation with women regarding program implementation projects, CHL region



Consultation with locals regarding NRAP projects implementation ,North East region

3.3.2. Achievements on Environment and Social Safeguard Component B:

ESM unit is usually following seasonality map for tree plantation, since spring season is suitable for florals to grow better, so ESM unit is following this season to plant more. Moreover, regional ESM officers are responsible to apply tree plantation base on subprojects monitoring plan and they also encourage the 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, 5,890 trees were planted in all eight regions of the program except north east region during the reporting period.

Community has voluntary donated total 80,691 m² lands in order to widen Roads and Bridges and apply the design during the reporting period. Moreover, 267 (186 male and 81 female) grievance redress mechanism (GRC) were established in eight regions of the program and 11,378 persons have got awareness and training through the ESM team.

Besides, 21 social audits in Kabul and South regions and 204 environment monitoring have been conducted by ESM unit during the reporting period.

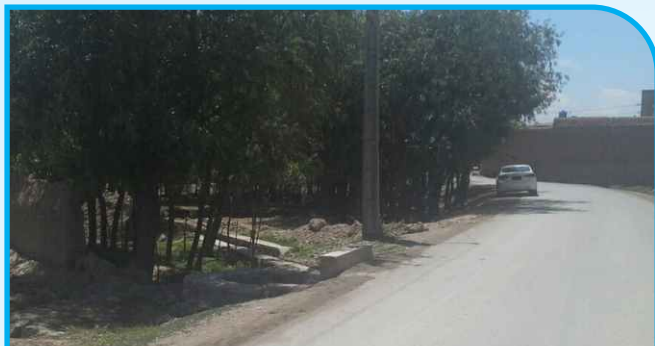
Last but not least, 81 raised issues related to PAPs record, compensation record, common property record, air pollution, hiring more community labourers by contractor and design by the communities were solved through consultation with contractors and providing technical information to communities. Overall request of the communities that has been recorded by ESM officers is to implement more subprojects in their area.

For more detail please refer to (Annex:18.B).



Consultation with women regarding NRAP projects, South Region

ESM Photos



Water Conservation Canal 2, Kabul Region



Consultation with women regarding program projects, CHL region



Identification of children under age of 18 , Badakhshan region



Consultation with local people regarding program projects , South East region



Consultation with men regarding program projects, West region



Road side tree plantation , CHL region



Consultation with women regarding program projects, North region



Consultation with women regarding program projects, West region

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\$ 41 million in different years, starting in SY 1389. As a result of construction works NRAP-MRRD has successfully constructed 836 Km road, 1,169 Rm Bridge and 103,004 m of associate structures by delivering 287 contracts since inception of the project.

Table: 28- MoF Project Financial Achievements

MoF					
Component	Budget	Expenditure		Balance	% Progress
		During 1396	To date		
Works	39,968,980	39,265,780	39,265,780	703,200	98%
Non-Works	1,076,267	814,890	814,890	261,377	76%
Total	41,045,247	40,080,670	40,080,670	964,577	98%

4.2. JICA & GOV Fund

This project has been funded by JICA & GOV. The total or cumulative budget of this project is almost US\$ 226 million for construction works in different years starting in 1393 for delivering 581.21 Km of Asphalt road and 2,186 Running meters of bridges in different provinces of Afghanistan. The design and procurement of this project has been completed. PIU-MoPW has the execution responsibility of this project and it has constructed 340 Km road & 1,533 Rm bridges with contract cost of US\$120.3 million since inception of the project.

Table: 29- JICA and GOV project Financial Achievements

JICA & GOV					
Component	Budget	Expenditure		Balance	% Progress
		During 1396	To date		
Works	226	18.2	71.1	154.9	31.46

5. Success Stories

5.1. زنان ولسوالی سیغان خود را سهمیم در تطبیق یکی از پروژه های NRAP می پندارند و از این بابت اظهار خرسندی می نمایند



ولسوالی سیغان ولایت بامیان در جریان سال ۱۳۹۶ هـ ش شاهد تطبیق یکی از پروژه های مهم و حیاتی برنامه ملی راه سازی روستایی وزارت احیاء و انکشاف دهات بود.

اعمار یک پایه پل ۱۰ متره آهن کانکریتی در قریه سبز قلعه بیان قلی ولسوالی سیغان ولایت بامیان نه تنها مشکلات عمده مردم را مرفوع نموده بلکه خانم های محل را نیز وادار ساخت تا در فعالیت های اجتماعی و انکشافی سهم گیری فعال داشته باشند و نظریات ممدی را ارایه نمایند.



خانم فاطمه رضایی مسوول بخش جندر دیپارتمنت محیط زیستی و اجتماعی برنامه ملی راه سازی روستایی وزارت احیاء و انکشاف دهات طی جلسات متعدد در زمان ساخت این پل نظریات و پیشنهادات خانم های محل را جمع آوری و درخواست هایشان را با مسولین تطبیق پروژه شریک ساخته بود، بنابر این خانم ها از این بابت خرسند بوده و خود را سهمیم در تطبیق پروژه میدانستند، همچنان ایشان پی برده بودند که توانایی این را دارند تا در فعالیت های انکشافی و اجتماعی نظر دهند و سهم فعال داشته باشند.

این زنان همچنان از ساخت پل خیلی خشنود بودند و تعهد سپردند که از این پل کاملاً حفاظت می کنند و اطفال خویش را نیز در نگهداری و حفاظت از پل تشویق و ترغیب می نمایند.

بی بی ساره یکی از این زنان گفت: "در جریان ساخت پل برای ما در مورد اهمیت پل و چگونگی نگهداری از پل معلومات داده شده بود و در قسمت اعمار این پل از ما نظر خواهی گردیده بود، از این بابت خیلی خوشحال هستیم که بر ما نیز همانند مرد ها حق نظر دادن را دادند، حالا هم در نگهداری این پل میکوشیم تا همچو مال خود از آن حفاظت کنیم."



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بی بی گل بهار یک تن دیگر از باشندگان قریه سبز قلعه بیان قلی در رابطه به مشکلاتی که قبل از اعمار این پل داشتند چنین گفت: "قبل از این پل، موتر ها در قریه ما رفت و آمد نمیتوانست و اگر کدام موتر هم از دریا عبور می کرد در داخل دریا بند می ماند و چندین نفر باید آنرا از آب بیرون می کردند، مریضان ما هم مجبور بودند خود شان از دریا عبور نمایند که خیلی دشوار بود ولی حالا مشکلات ما کاملاً رفع گردیده است و ما خیلی از کارکرد دولت در این قسمت خوش هستیم."

همچنان عبدالروف یکی تن از بزرگان قلعه بیان قلی در مورد ساخت این پل گفت: "قبل از ساخت پل مریضان ما به مشکل از این دریا عبور و مرور میکردند و در هنگام آبخیزی مشکلات چند برابر میگردد ولی حالا مشکلات ما صد در صد حل گردیده و ما خیلی راضی و خشنود هستیم."

گل خان فقیری رئیس شورای انکشافی بیان قلی طی سخنانش از دست اندر کاران برنامه ملی راه سازی روستایی اظهار سپاس نموده افزود که با ساخت این پل دو قریه بزرگ با

هم وصل شده و مشکلات عظیم مردم محل رفع گردیده است، حالا سهولت های بسیار برای باشندگان محل فراهم شده است و همچنان افزود که در ساخت و ساز این پل مردم سهم فعال داشتند و زمینه کاری نیز به یک تعداد از مردم محل فراهم شده بود.

کار ساخت این پل آهن کانکریتی توسط برنامه ملی راه سازی روستایی وزارت احیاء و انکشاف دهات در ۲۶ میزان ۱۳۹۵ آغاز و در هفتم ثور ۱۳۹۶ با هزینه مجموعی ۵،۴۱۰،۷۹۰ افغانی تکمیل و به بهره برداری سپرده شد.



5.2. آرزوی دیرینه مردم به واقعیت مبدل گردید



سرک علی چوپان در شرق شهر مزار شریف مرکز ولایت بلخ یکی از سرک های عمده و حایز اهمیت اقتصادی می باشد که حدوداً ۵۴۰۰۰ نفر از اهالی قریجات صاحب زمان، امام حسن العسکری، صادقیه و اسلام آباد ناحیه دهم شهر مزار شریف از این سرک استفاده می نمایند.

برنامه ملی راه سازی روستایی وزارت فواید عامه با در نظر داشت اهمیت این سرک کار اسفالت و ساخت و ساز این سرک را در اولویت کاری اش قرار داد و در مدت زمان یک سال توانست ۱۰۵۰۴ کیلو متر سرک را بشکل اساسی و با کیفیت عالی اعمار و بدسترس مردم محل قرار دهد.



محمد داود یکی از بزرگان منطقه در مورد اعمار سرک علی چوپان و مشکلاتی که مردم قبلاً با آن روبرو بودند گفت که آرزوی دیرینه مردم چندین قریه، بازسازی سرک و ساختمان پل علی چوپان بود که مردم از سالهای زیاد در تلاش ساختن آن بودند.

وی اضافه میکند که قبلاً اینجا یک کوچه خورد بود و ما اصلاً یک سرک معیاری نداشتیم، از اینکه نفوس قریه جات روز بروز بیشتر می گردید رنج میبردیم، همچنان عدم موجودیت یک سرک معیاری سبب افزایش آلوده گی هوا گردیده و تاثیرات منفی بالای صحت مردم ما گذاشته بود.



وی علاوه می نماید که در عین حال خرابی راه تاثیرات منفی بالای زندگی مردم گذاشته بود چون در گذشته بخصوص در فصل زمستان به مشکل میتوانستیم که به مرکز شهر دسترسی داشته باشیم. محصلین و کسبه کاران نمیتوانستند بوقت به دروس و کار های روزمره خویش حاضر گردند اما به فضل خداوند فعلاً با اعمار این سرک تمامی مشکلات رفع گردیده و این سرک بشکل اساسی و معیاری و با کیفیت عالی اعمار شده است.



بانو جمیله باشنده قریه اسلام آباد و یکی از مستفیدین این پروژه که برای مدتی در پروژه منحیت کارگرنیزیای وظیفه نموده است میگوید که این پروژه نه تنها زمینه رفت و آمد را برای مردم محل ساده نموده بلکه فرصت های شغلی را برای باشندگان نیز ایجاد کرده است. بانو جمیله در مورد مشکلات قبل از اعمار سرک گفت: "نداشتن سرک درست در گذشته ها سبب مختل شدن امنیت در قریه جات گردیده بود و کمتر تکسی های شهری صبح زود و یا شام ناوقت در قریه ما رفت و آمد میکرد و این سبب گردیده بود که حتی در مواقع زمستان مریضهای نسائی و لادی مان وضعیت شان وخیم گردیده و یا از بین بروند." وی همچنان افزود قبلاً آلوده گی هوا خیلی زیاد بود و این باعث می شد تا تعدادی از مردم قریه مان به مرض های گوناگون مصاب گردند.

جمیله از مسوولین برنامه تشکری نموده و خواهان موفقیت در امورات کاری شان گردید.

گفتنیست که در هنگام ساخت و ساز این سرک به منظور عریض نمودن سرک در اکثر نقاط ضرورت به اهدای زمین بود که اهالی منطقه داوطلبانه حاضر گردیدند تا قسمتی از زمین های خود را بخاطر استفاده عامه قرار دهند.

ضمیمه این سرک یک پل آهن کانکریتی بطول ۲۰ متر و عرض ۷ متر نیز اعمار گردیده است که سهولت تردد به بیشتر وسایط نقلیه از بالای پل را مساعد میسازد که قبلاً وسایط خیلی به مشکل رفت آمد می نمودند.

این پروژه به حمایت مالی دولت جمهوری اسلامی افغانستان و کمک مالی کشور جاپان به هزینه مجموعی ۶۴،۰۵۸،۷۷۳ افغانی در مدت یکسال تکمیل و در اواخر سال ۲۰۱۷ مورد استفاده عامه قرار گرفت.

5.3. One Hour Travel Time Reduced to 20 Minutes by a Project in Kabul

Construction of 13.4 km road from Tangi Tarakheil to Qasaba main road is also one of a fundamental route that implemented by National Rural Access Program of Public Works Ministry which provided various facilities to people and gain the satisfactions of inhabitants.

Haji Mohammad Shah one of the residents of Qasaba said: “the construction of this road was a significant step towards development, it serve three major residential clusters (Global, Memar shahr and Araba) situated along this road and contains heavy traffic which produced dust contamination and air pollution while by construction of this road the problems are resolved and people are satisfy with government action.”

Meanwhile local people also declared that prior to the construction of this road we used to spend almost an hour reaching to markets but now the travel time has reduced to almost 20 minutes, which is a positive change in daily life of local people so they are thankful of the government and the program.

Baryali other resident of the area said that before the construction of this road only private car had movements, however after construction of the road, movement of local transportation has increased and people could reach to the Punj-Sad family area with only 10 AFN through using local vehicles.



Success Stories

Besides, providing major social and economic facilities the project also created job opportunities for a number of local residents during project implementation and after so that reduced the poverty level in beneficiary communities.

This road which is considered to be the shortest route connecting Deh Sabz district with Kabul city, officially inaugurated on 23rd of December 2017 with total cost 358 million AFN from Afghan and Japan government budget.

Prior to the construction of this road local people spent almost one hour to reach to the city markets but now the travel time has decreased to almost 20 minutes.

5.4. All Season Road Eases Access to Basic Amenities

NRAP construction projects have positive impacts on the lives of people and it also eases access to basic services and facilities for thousands of villagers in rural areas of Badakhshan Province.

Badakhshan Ring Road, on the border between Afghanistan and Tajikistan, is considered as a one of the most important and critical roads, this road is located on left side of Amo River with 569 km, starting from Ashkasham district, passing through Shaghnan district, Mayni (Darwaz ah Bala) Nusi, Shakki (Darwaz ah Payan), Kofab, Khawahan, Yawan and Raghestan districts.

One of a mega and successful project of NRAP-MRRD during 2017 was construction of 26 km of Ring Road in Badakhshan province of Afghanistan which was a serious need of the local people.

At the commencement during the survey of this project people were not optimistic for successful completion of this vital project.

Ghulam Mohammad one of the tribal elders said: “since the kingdom period of Mohammad Zahir Shah the late king of Afghanistan (from 1933 to 1973), engineers have come and visited our area several times in order to construct this road whom were warm welcomed by our people but at the end they were saying that the implementation of this project is not possible at all.”

He added fortunately National Rural Access Program of Ministry of Rural Rehabilitation and Development began its work with decisiveness and seriousness as well as provided all the facilities, such as work equipment, compressor machines and stone explosives tools to local employees.

According to Ghulam Mohammad, the high mountains which were not previously possible to be cut at all, but after receiving mentioned facilities it has been cut down easily by continues effort of community and support of the program. Currently rout is open to easily commute and reach to basic facilities for the people whom were suffering for centuries due to no access to basic life facilities.

Ghulam Mohammad also declared that roads are essential for the development of rural areas and allows people living in the villages to have year-round access to social facilities so people are



grateful due to construction of this road which enable them to cross the way securely and safely. He appreciated the hardworking of program engineers.

Abdul Raouf a local resident said that before we spent 12 days by donkey and horse in order to reach to Feyezabad city.

He furthermore added that prior construction of the road we could only travel to Fayezeabad 6 months within a year and the remaining six months the access was blocked due to frequent floods, mudslides, and snow fall.

It is said that upon construction of 12 km road frequency of trip has significantly increased allowing neighbouring communities to transport their products to markets with lower price, the rehabilitated road also increased mobility, which fosters increased trade and social interchange.

The construction of this road which started from Jero river to Yalor village, Khawahan, Raghistan and Yawan districts of Badkhsan province ,approximately generated 436, 168 working days to local workers through disbursement of 1 23 195 067.84 AFN by NRAP/MRRD.



5.5 په بغلان ولايت کې د ۱۲۰ متره پله جوړيدل د کليو او سیدونکي سره نور هم نږدې کړل

د ټولگټو وزارت په چوکاټ کې د کليو د لار جوړونې ملي پروگرام د خپلو کاري پلانونو له مخې په هیواد کې د بیارغونې چارې پر مخ وړې، دغه پروگرام وتوانید چې د بغلان ولایت د نهرین او خوست و فرنگ (شهر کهنه) ولسوالیو پر سرک ۱۲۰ متره وسپنیز کانکریټي پله په جوړولو سره د لارې د اوږدوالي له اړخه د خلکو ستونزې هوارې کړې او د روغتیا په ګډون یې په ځینو برخو کې آسانتیا وې رامنځ ته او ډیر کلي یې له یوه بل سره نږدې کړې دي.

د نهرین ولسوالۍ قومي مشر بناغلي مسلم زاده د دغه پله جوړیدل یوه لویه پانګه بولي او وایي: د پله له جوړیدو وړاندې موږ نشو کولی نورو کليو ته سفر وکړو او د یوه بل له حاله ځان خبر کړو، د یوه بل د غم بنادۍ پیښو ته ځان ورسوو، که څه هم د کليو ترمنځ واټن لږ و، خو د پله د نشتون له امله به له ساعتونو وروسته کليو ته رسیدو و، خو اوس د ټولگټو وزارت په چوکاټ کې د کليو د لار جوړونې ملي پروگرام ۱۲۰ متره پله په جوړیدو سره د گذرګاه نور، جلګه او همدارنګه ۱۵ کلي د بغلان له مرکز سره او همدارنګه د نهرین زوږ ښار له شهر جدید سره ونښلولو چې ورسره یې زموږ لاره هم لنډه کړه. پخوا به په ساعتونو خو اوس په نیم ساعت کې موږ ډیر و کليو ته په آسانه توګه تګ راتګ کوو.

همدارنګه بل قومي مشر صالح محمد د خوښۍ او مننې په څرګندولو وویل: له کليو څخه ښار ته تګ هم له ستونزو ډک و، کله به سیلابونه راغلل او کله به بله ستونزه وه او موږ به نشو کولی چې په خپل وخت مرکزونو ته ورسېږو، دغه ۱۲۰ متره پله موږ په دغه برخه کې ډیرې استیا وې رامنځ ته کړې دي، اوس په اسانه او پر خپل وخت نورو کليو او مرکز ته سفر وکړو.

د یادونې وړ ده چې پر دغه پله ۴۴۰۴۰۰۰۰ افغانۍ لګښت راغلی چې د افغانستان د پراختیایي بودیجې او د چاپان هیواد له خوا ورکړل شوې دي. دغه ۱۲۰ متره پله د جوړیدو چارې د ۱۳۹۵ کال د سلواغې میاشتې په ۱۳ مه پیل او په ۱۳۹۶ کال کې بشپړې شوې دي، د دغه پروژې له لارې د ۲۸۶ کاري ورځو زمینه برابره شوې ده. له دغه پروژې څخه ۱۲۴۶۵ کسان په مستقیم ډول او ۵۰۰۰۰ کسان په غیر مستقیم ډول ګټه پورته کوي.



5.6 د سرک جوړیدو د کرنیزو توکو له ودې سره مرسته کړې ده



”د سرک د خرابوالی له امله به زمونږ کرنیز توکي په ښه قیمت نه پلورل کیدل، او کله کله به مونږ اړ شو چې سوداگرانو باندې په کم قیمت وپلورلو، ولې اوس د دغه سرک په جوړیدو سره زمونږ ستونزې هل شوې دي.“



په کندهار ولایت کې د کلیو د بیارغونې او پراختیا وزارت په چوکاټ کې د کلیو د لار جوړونې ملي پروګرام له لارې د ۴ کیلومتره سرک په جوړولو سره د یو شمیر هیوادوالو ستونزې حل شوې دي. دغه سرک د کابل قندهار په لویه لار د د دامن ولسوالۍ د مومند په کلي کې په بنسټیزه توګه جوړ شوی دی.

د مومندو د کلي حکیم جان چې بزګر دی وایي: زمونږ په سیمه کې د انارو او انگورو بیلابیل ډولونه لرو، چې خورا مشهور هم دي، خو پخوا دغه انار او انگور په ښه توګه مرکز او یا هم نورو هیوادونو ته نه لیږدیدل، د دې لپاره چې سرک مو نه درلود او موږ مجبوره وو چې په ډیرو ستونزو خپل کرنیز توکي بازار ته ورسوو، د سرک د خرابوالي له امله به زمونږ کرنیز توکي په ښه بیه نه پلورل کیدل او کله کله به موږ اړ شو چې سوداګرو باندې په لږه بیه وپلورلو خو اوس د دغه سرک په جوړیدو سره زمونږ ستونزې حل شوې دي. زمونږ دغه توکي اوس یوازې د قندهار مرکز او نورو سیمو ته په ښه توګه رسول کیږي چې د نورو ترڅنګ یې په ښه بیه د توکو د پلورلو په برخه کې یې ډیره ګټه اړولې ده. حاجي بارکزی وطن دوست د دامن ولسوالۍ قومي مشر په خپلو خبرو کې د دغه سرک او د سیمې د کرنیزو توکو د ارزښت وویل: د سرک له جوړیدو وړاندې یو شمیر کروندګرو پریکړه کړې وه چې نور به کرنیز توکي نه کري ځکه حاصل به یې په لږه بیه پلورل کیده. خو کله چې سرک جوړ شو نو اوس خلک په ډیرې خوښۍ سره بیرته کرنیزو توکو ته مخه کړې او له دغه لارې اوس دوه برابره ګټه ترلاسه کوي. نوموړی وایي چې د سرک جوړیدو د کرنیزو توکو له ودې سره مرسته کړې او د دې لپاره د خلکو په استازیتوب په کندهار ولایت کې د کلیو د بیارغونې او پراختیا وزارت د کلیو د لار جوړونې ملي پروګرام مننه کوي.

د یادونې وړ ده چې پر دغه سرک ۲۲ ملیونه افغانۍ لګښت راغلی او له یو کال څخه په کمه موده کې جوړ شوی دی. دغه سرک د دامن ولسوالۍ ۴ کلي له یوه بل سره نښلوي چې ۹۰۰ کورنۍ به په مختلفو برخو کې ترې ګټه پورته کړې.

6. People and NRAP (Beneficiary Quotes)

الف. بامیان: پل نو تاسیس زندگی مردم قریه دور دست ولایت بامیان را تغییر داده و سهولت دسترسی به کلینیک های صحتی و مراکز اجتماعی را فراهم نموده است .

بی بی گل بهار یک تن از باشندگان قریه سبز قلعه بیان قلی در رابطه به مشکلاتی که قبل از اعمار پل ۱۰ متره آهن کانکریتی در قریه سبز قلعه بیان قلی ولسوالی سیغان ولایت بامیان داشتند چنین گفت : " قبل از این پل، موتر ها در قریه ما رفت و آمد نمیتوانست و اگر کدام موتر هم از دریا عبور می کرد در داخل دریا بند می ماند و چندین نفر باید آنر از آب بیرون می کردند، مریضان ما هم مجبور بودند خود شان از دریا عبور کنند که خیلی دشوار بود ولی حالا مشکلات ما کاملاً رفع گردیده است و ما خیلی از کارکرد دولت در این قسمت خوشحال هستیم."

A. Bamiyan, NRAP/MRRD: Construction of a Bridge has simplified the livelihood of local residence in a remote district of Bamiyan Province by providing all season access to healthcare and other essential services.

Bebe Gul Bahar a resident of Sabaz qala village of Bayan Quli said: "Before cars could not reach to our village if any car crossed the river, it would stuck in the river and several people would have to get it out of the water also the patients had to crossed the river themselves which was extremely difficult, however, now our problems are completely eradicated and we are very pleased to government in concern."



ب.خوست: خوست ولایت یو غرنی ولایت دی، او لرې پرتې ولسوالۍ لري، نو زما په اند په دغه ولایت کې اړتیا ده چې ډیرې پروژې پلې شي. د خوست ولایت د متون پر سیند د پله د نشتون له امله موږ له ډیرو ستونزو سره مخ وه، ډیرو ادارو ته ولاړ ولې موږ څه تر لاسه نه کړل، حاجی محمد الله ټنیاوال د خوست ولایت د متون ولسوالۍ قومي مشر وویل: په پای کې د ټولگټو وزارت په چوکاټ کې د کلیو د لار جوړونې ملي پروگرام زموږ غږ واورید او د دغې سترې پروژې د پلې کولو ژمنه یې وکړه او له ژمنې سره سم یې په دغه سیمه کې ۱۲۰ متره پل په ښه او بنسټیزه توګه جوړ کړ. زموږ ډیر کلیوال اوس کولی شي ډیر په اسانه خوست مرکز او نورو سیمو ته تګ راتګ وکړي، پخوا به چې کله سیلابونه راغلل نو په ورځو ورځو به موږ انتظار وو څو ښار ته ولاړ شو، ولې اوس به مو د کرایې لګښت لږ، وخت به مو سپما او کړاو به مو لږ شي. موږ د دغه پروژې د پلې کولو لپاره مننه کوو.

B. Khost,NRAP/MoPW: Khost province is a mountainous province, and has remote districts so I think this province needs a lot of projects, due to lack of bridge over the Matoon River in Khost Province, we faced many problems, thus contacted many in concern but it was all in vial said Haji Mohammadullah Taniwal community elder of Matoon District.

In addition to above statement he added;“ National Rural Access Program of Ministry of Public Works considered our request and promised to implement this significant project. Base on their commitment 120 Rm Bridge in our area constructed and now our people could easily travel to Khost center and other cities.”

He also added; in the past due to flood flow, we had to wait for days to go to city but now we have easy access to all areas so we are thankful to program for implementation of this project.



ج. **کابل:** محمد قاسم باشنده قریه قلعه جان خان ولسوالی چهار آسیاب ولایت کابل از ساخت و ساز ۷.۸۵ کیلو متر سرک اسفالت ولسوالی چهار آسیاب ولایت کابل که توسط برنامه ملی راه سازی روستایی وزارت احیاء و انکشاف دهات اعمار گردیده است اظهار خوشی نموده گفت: "قبلاً کسانیکه شیر و ماست را به شهر توسط بایسکل انتقال می دادند مجبور بودند تا به پل گلباغ پیاده بروند تا اینکه شیر و ماست شان سر بایسکل بخاطر خرابی سرک خراب نگردد ولی حالا راحت محصولات خود را در بایسکل های خود انتقال می دهند." وی همچنان افزود که سرک باعث سرمایه گذاری بیشتر در منطقه ما شده و با ساخت این سرک کلینیک های هم در مسیر راه جدید اعمار شده است، بر علاوه رفت و آمد مریضان و زنان و همه مردم آسان تر گردیده و کرایه موتر هم بطور چشمگیری کاهش یافته است.

C. **Kabul, NRAP/MRRD:** Mohammad Qasim a resident of Qala Jan Khan village of Chara-Asyab district of Kabul province expressed his happiness over construction of 7.85 km Asphalt Road that has been constructed by National Rural Access Program of Ministry of Rural Rehabilitation and Development and said: "prior to the construction of this road those who transferred their dairy product to the market by bicycle they had to walk up to Gulbagh Bridge due to bumpy road in order to safely transfer their products, however, currently after construction of this road they are easily transporting their products by bicycle."

He furthermore added that the road has increased investment in their area, clinics have also built along the road and the movement of women, patients and people is simplified as well as the transportation cost significantly decreased by construction of this road.





د. سمنگان: فیزوزنخچیر د سمنگانو له مهمو ولسوالیو څخه یوه ده چې د انگورو د بیلابیلو ډولونو په درلودو خورا شهرت لري. په دغه ولسوالۍ کې نژدې ۹۰ سلنه خلک له اقتصادي اړخه د انگورو له گټې وټي خپل د ژوند اړتیاوې پوره کوي. مخکې له دې چې موږ د ټولگټو وزارت په چوکاټ کې د کلیو د لار جوړونې ملي پروگرام ۱۴،۳۱۸ کیلو متر اسفالت سرک جوړ کړي د ۲۰ کلیو خلکو بیلابیلې ستونزې درلودې. په خاصه توګه د انگورو صادرولو کې د سړک خرابوالي له امله دغه انگور په همدې نژدې سیمو کې پلورل کیدل چې ښه لاسته راوړنه یې نه درلوده.

خو اوس دغه سړک په ښه اساسي ډول جوړ شوی دی. اوس د سیمې خلک په اسانه کولی شي خپل کرنیز توکي د افغانستان نه بلکې یو شمیر هیوادونو ته هم صادر کړي. محمد همایون برلاس د سمنگانو ولایت د فیزوزنخچیر ولسوال وویل: دغه سړک نه یوازې په اقتصادي، بلکې په امنیتي برخه کې هم مرسته کړې ده، موږ د کلیو د لار جوړونې له ملي پروگرام څخه مننه کو، او هیله لرو چې نورو برخو کې هم پروژې پلي کړي.

D. Samangan ,NRAP/MoPW:Feroz Nakhchir district of Samangan Province is one of important districts which is famous for diverse types of grapes, where almost 90 % of people of the district secure their economic life from grapes and other agricultural products. Prior construction of 14.318 km Asphalt road by NRAP/MoPW , residents of 20 villages have had various difficulties, particularly grapes were sold in nearby villages due to bumpy road which did not have convincing interest, however, now by construction of this road people can easily export their agricultural products to overseas countries, said Mohammad Humayun Barlas, Feroz Nakhchir district chief.

He also added that this road has not only improved local economy but also help in enhancement of security situation in the area, at the end he thanked NRAP and asked for more projects in other areas as well.



ه. بلخ : د دهادي شورا مشر سید مصطفی وايي: پخوا موږ ډیرې ستونزې در لودې، که څه هم لاره لنډه وه خود سړک د خرابوالي له امله موږ نشو کولی چې ښارونو ته پر وخت ولاړ شو، موټر دغه سیمې ته ډیر په مشکل راتلل او موږ اړ وو چې په عمومي سړک کې پلي خپلو کورونو ته ولاړ شو. خو د ۳،۰ کیلو متره کانکریتی سړک چې د کلیو د بیارغونې او پراختیا وزارت په چوکاټ کې د کلیو د لار جوړونې ملي پروگرام له خوا په خانقاي کلان سیمې کې جوړ شو، زموږ ستونزې حل کړې. موږ اوس موټر کورونو ته بیولی شو، یوازې دا نه بلکې ډیرې ستونزې مو حل شوې دي.

E. Balk, NRAP/MRRD:Sayed Mustafa, head of Dehdadi council said that we have had many problems in the past, he added that even the distance was short but due to deteriorated road it was inconvenient to reach to the cities easily, it was not easier for vehicle to reach here too, therefore we obliged to walk but upon construction of 0.3 km road by National Rural Access Program of Ministry of Rural Rehabilitation and Development in Khan Aqa Kalan area, our problems have been resolved and now we can park our cars inside our houses not only this but many other problems have also solved.

و. **کابل:** خانم نسیمه یک تن از باشندگان قریه پادشاه صاحب پا منار در مورد ساخت و ساز پروژه ساختمان ۱۳.۴ کیلو متر سرک اسفالت از تنگی تره خیل الی سرک عمومی قصبه گفت که قبل از ساخت این سرک مردم با مشکلات زیاد روبرو بودند و زنان به خاطر رفتن به شهر خیلی مشکلات را سپری می کردند و خانم های مریض به مشکل به نزد داکتر می رفتند وی همچنان افزود که گرد و خاک زیاد نیز باعث مریضی اطفال ما می شد ولی حالا که سرک قیر شده است مشکلات ما تا اندازه زیاد حل گردیده است.

F. Kabul, NRAP/MoPW: Mrs.

Nasima, a resident of Padshah Saheb Paminar village expressed her happiness regarding construction of 13.4 km Asphalt Road from Tangi Tarakhel to Qasaba main road and said that prior construction of this road, people were facing many problems, women had experiencing troubles while going to the city, patients rarely visited doctor. Furthermore, she added that extensive dust also caused disease to our children but now due to construction of the road our problems have been solved to a Greater extent.



ز. **بامیان:** د کلیو د لار جوړونې ملي پروگرام د خپلو پروژو د پلي کولو پر مهال يو شمير خلکوته د کارموندنې له لارې په اقتصادي برخه کې مرسته کړې ده. ۴۷ کلن ميرزا علي د باميانو ولايت د لادی پايڼ سيمې اوسيدونکې دی ، نوموړې د کلیو د بيارغونې اوپراختيا وزارت په چوکاټ کې د کلیو د لار جوړونې ملي پروگرام د سرکونو د ساتنې او څارنې د برخې کارکوونکې دی. نوموړی وايي: دوی د دغه پروگرام څخه منندوي دي ځکه له يوې خوا يې دوی ته په خپلو سيمو کې پروژې پلي کړې او له بل پلوه يې د دوی لپاره د کار زمینه هم برابره کړې ده. خو موږ له دغه لارې خپلې اقتصادي ستونزې حل کړو. نوموړی وايي چې د کلیو د لار جوړونې ملي پروگرام زموږ په سيمه کې ۳۰ کیلو متره سرک جوړ کړ. له جوړېدو مخکې يې کله به چی يو موټر تيريدو بل موټر به ولاړ و خو اوس دغه ستونزه حل شوې ده.

G. Bamiyan NRAP/MRRD:

National Rural Access Program improved local economy through generating employment to local residents during its project implementation. 47 years old Mirza Ali, resident of Lad Payan area stated that they are thankful to NRAP program because on one side the program implement project in their areas on other hand generate employment opportunities so that to push ahead their routine economic affairs.



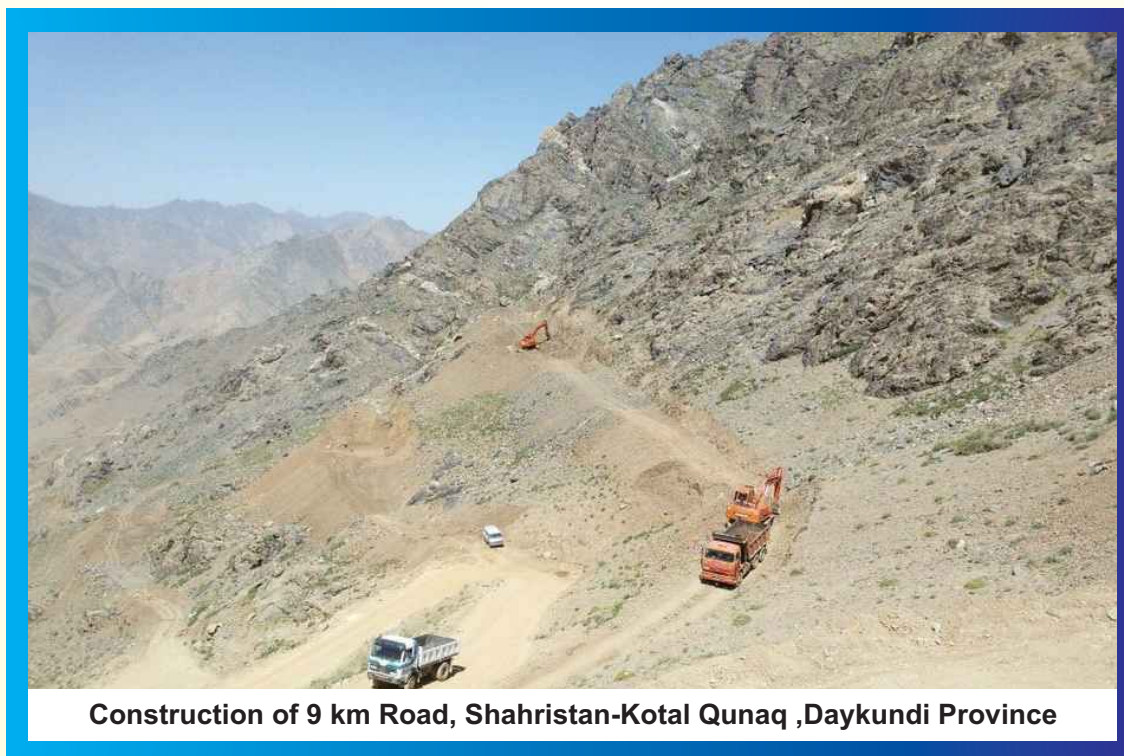


ح. **دایکندی:** ربابه یکی از متعلیمین مکتب در قریه کته سیب ولسوالی میرامور ولایت دایکندی به نمایندگی از خانم های محل از آغاز کار ساخت و ساز ۹ کیلو متر سرک از ولسوالی شهرستان الی کوتل قناق اظهار خوشی نموده افزود که در فصل زمستان بخاطر خرابی راه مشکلات خیلی زیاد در زمان رفت و آمد به مکتب و کلینیک های صحی داشتیم به خصوص در هنگام برف کوچ خطرات زیادی موجود بود، حالا خیلی امیدوار هستیم که سرک ما به کیفیت خوب اعمار میشود و مشکلات ما رفع میگردد.

وی همچنان از سهیم شدن زنان در این پروژه اظهار خرسندی کرد و گفت: " برای ما از سوی مسوولین وعده داده شده که زمینه کاری کوتاه مدت را به آنده از خانم های که خواهان کار در این پروژه هستند مساعد می سازند."

H. Daykundi, NRAP/MoPW: Robaba a student of a school in Kata Saib village of Miramor District in Daykundi Province on behalf of local women expressed her happiness upon inauguration of 9 km road from Shairistan district to Kotal Qunaaq and added that during winter season due to deteriorated rout we had a lot of problems during commuting to school and clinics, particularly during snow avalanche but now we are hopeful that our road is constructed in a good quality and our problems will be solved.

She also expressed her gladness for women participation in projects work and said: "officials have promised us that those local women who are interested to work in this project, we will provide them short terms job opportunities."



Construction of 9 km Road, Shahrستان-Kotal Qunaaq ,Daykundi Province

7. Challenges And Reactions

a. SECURITY

Uncertain security situation continues to be the salient impediment to NRAP to plan and implement. Security constraints seriously affect the pace, cost and quality of the activities due to imposed delay in implementation, additional security measures particularly in volatile areas. Program engineers and contractors cannot move safely to the project sites therefore the implementation activities affected sometime.

Particular measure has been taken in this regard. The program prepared strategy for implementation in insecure area through involving community in construction particularly in road earthwork, however, the concern is still existing not only for structure work but also new priority road subprojects in some regions.

B. MATERIAL COST

The cost escalation of constructional substances critically impacted the implementation trend. 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 asphalted surfaces.

c. PRIVATE SECTOR CAPACITY

A detected major challenge in implementation was lack of management capacity among national private companies. In response, program PIUs provide them training on regular intervals, to teach them preparing bids and managing working capital as well as implementation plans.

Photo Gallery



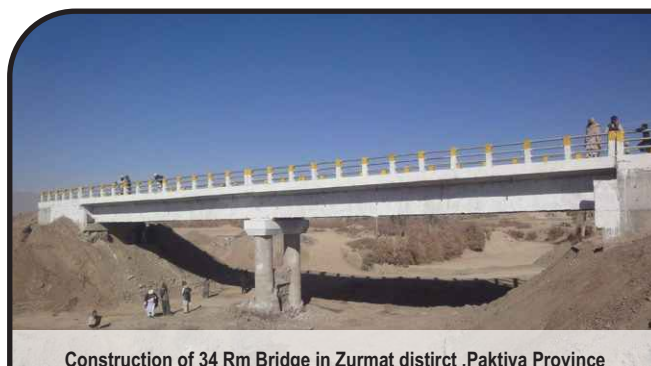
Construction of 4 Km Road in Zaranj City, Nemroz Province NRAP.MoPW



140 m Bridge in Esenduz district Kapisa Province NRAP.MRRD



Snow cleaning by NRAP during Winter season



Construction of 34 m Bridge in Zurmat district, Paktiya Province by NRAP.MRRD



Initiation construction work of 2.260 Km asphalt surfaced Road in Panjshir Province (NRAP.MoPW)



Contract signing ceremony of NRAP.MRRD projects



Construction of 32.630 Km Road from Farah to Lash Wa Jowayan district, Farah Province by NRAP.MoPW



Working progress of 24.13 Km Road in Bano District, Baglan Province by NRAP.MRRD

Photo Gallery

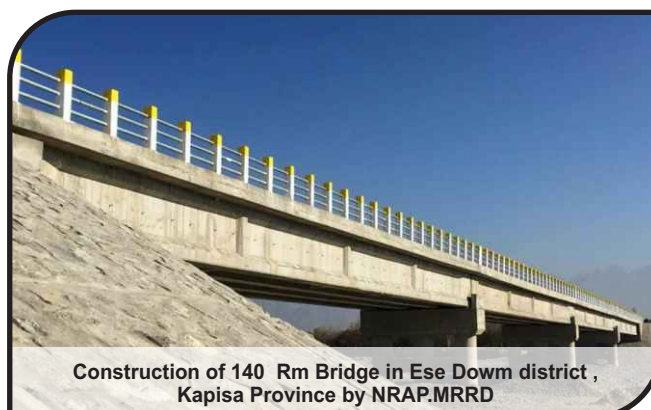
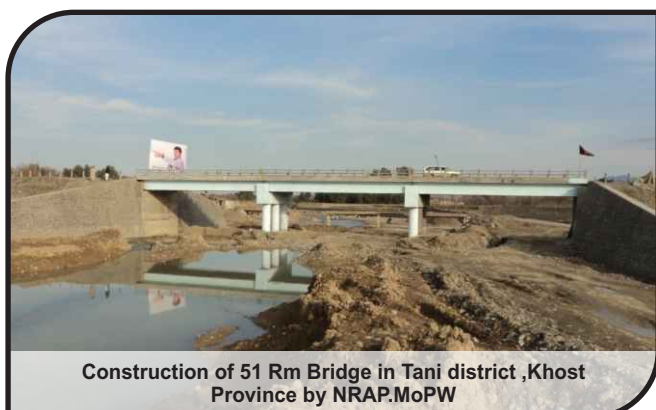
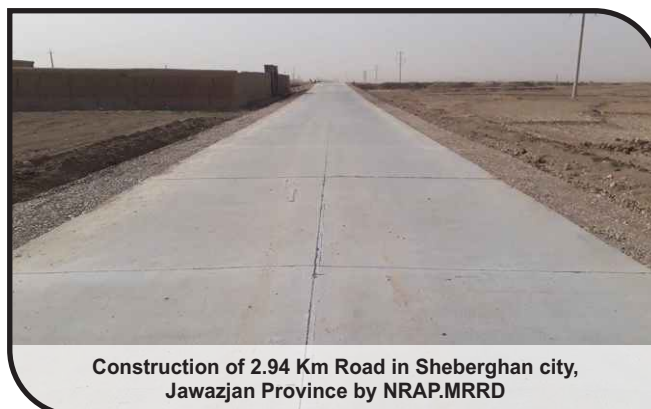
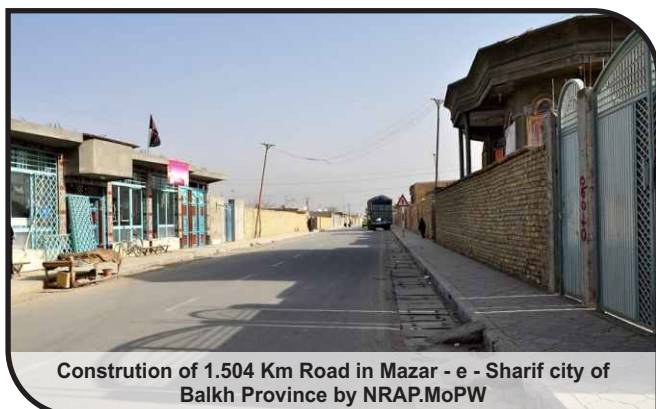
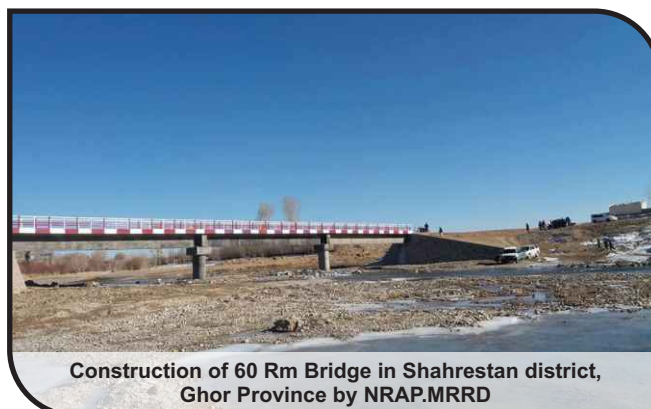


Photo Gallery



Working progress of 12.9 Km Road in Namak Ab district, Takhar province by NRAP.MoPW



Construction of 19 Rm Bridge in Rustaq district, Takhar Province by NRAP.MRRD



Construction of 162 Rm Bridge in Oba district, Hirat Province by NRAP.MoPW



Working progress of 13.80 Km Road in Kama district, Nengharhar Province by NRAP.MRRD



Routine Maintenance of 30.65 Km Gravel Road in Daikundy Province by NRAP.MPW



Construction of 34 Rm Bridge in Keshem District of Badakhshan NRAP.MRRD



Construction of 13.4 Km Road in Dehsabez District, Kabul Province by NRAP.MoPW



Construction of 80 Rm Bridge in Khoja Sabez Posh district of Faryab Province by NRAP.MRRD

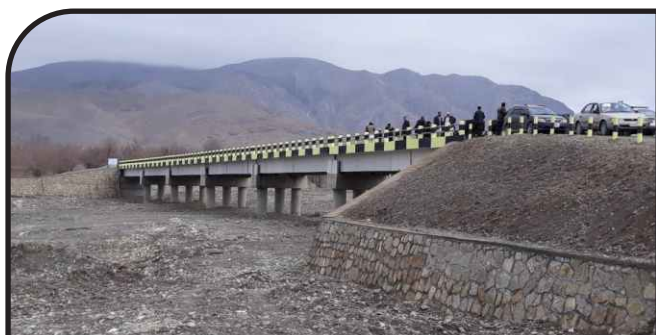
Photo Gallery



Project inauguration ceremony in Kabul province NRAP-MoPW



Project inauguration ceremony in Hirat Province NRAP-MRRD



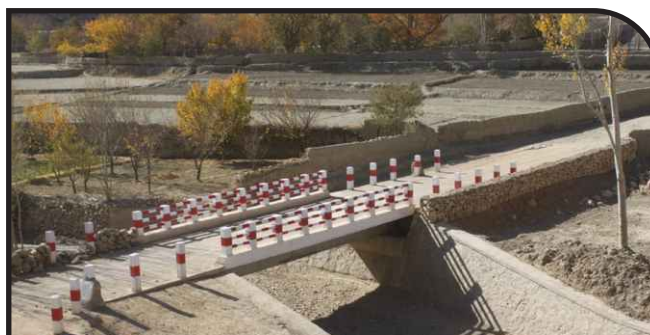
Construction of 120 Rm Bridge in Nahrin district, Baghlan Province by NRAP.MoPW



Construction of 17.7 Km Road in Qala-e-Naw city, Badghis Province by NRAP.MRRD



Construction of 11.780 Km Road in Bagrami district, Kabul Province by NRAP.MoPW



Construction of 10 Rm Bridge in Seyghan district of Bamiyan Province by NRAP.MRRD



Rehabilitation of 10 Km Road from Nili city to Daykundi province by NRAP.MoPW



Construction work progress of 5 Km Road in Dasht Agha district, Badakhshan Province by NRAP.MRRD

9. Annexes

Annex:1.A-NRAP Secondary Roads Provincial Wise Achievement Since Inception till March 2018

NRAP-MoPW- Provincial Wise Achievement since Inception till March 2018					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	355.48	448.10	10,180.64	404,687.86	24,281,271.49
Badghis	72.40	211.62	1,457.90	72,682.27	4,360,936.37
Baghlan	623.66	878.00	21,725.75	744,660.02	44,679,601.12
Balkh	218.67	20.00	151.60	107,910.52	6,474,631.03
Bamyan	308.90	152.50	21,827.30	155,779.74	9,346,784.20
Diakundi	138.79	106.00	30,964.50	354,152.56	21,249,153.48
Farah	114.22		67.00	321,781.65	19,306,899.04
Faryab	170.48	99.00	4,873.00	87,816.83	5,269,009.55
Ghazni	302.01	76.00	9,434.00	148,661.66	8,919,699.36
Ghor	407.95		9,861.50	142,363.15	8,541,789.26
Hilmand	271.10		239.50	77,854.65	4,671,279.19
Hirat	419.05	434.00	678.00	792,176.09	47,530,565.26
Jawzjan	349.52		640.50	242,362.07	14,541,724.00
Kabul	503.95	67.40	20,584.80	517,221.01	31,033,260.61
Kandahar	364.69	260.00	5,841.20	208,861.30	12,531,677.91
Kapisa	144.58	177.00	301.90	79,984.26	4,799,055.72
Khost	366.80	960.00	409.20	153,142.93	9,188,575.60
Kunar	160.60		2,034.00	27,966.80	1,678,007.98
Kunduz	434.37	498.00	1,343.50	274,098.72	16,445,923.07
Laghman	206.21	334.00	2,036.10	80,011.43	4,800,685.88
Logar	343.67	32.00	26,547.30	115,984.06	6,959,043.42
Nangarhar	350.40	112.00	682.60	164,846.83	9,890,809.71
Nimroz	74.44		98.00	139,863.96	8,391,837.42
Nuristan	92.70	71.00		23,588.65	1,415,319.05
Paktika	387.50		177.90	16,076.10	964,566.00
Paktya	415.94	182.10	9,275.00	127,954.48	7,677,268.60
Panjsheer	61.75	102.50	7,769.00	85,945.98	5,156,758.70
Parwan	374.36	84.00	3,454.90	393,660.82	23,619,649.40
Samangan	401.58	20.00	4,568.00	151,994.98	9,119,698.75
Sari Pul	203.48	37.40	801.70	94,294.83	5,657,689.74
Takhar	270.94	105.00	5,501.10	333,006.90	19,980,413.95
Uruzgan	64.03	156.00	7.00	21,677.03	1,300,621.76
Wardak	341.88	73.00	16,220.10	109,249.42	6,554,965.47
Zabul	107.48		1,615.00	36,657.57	2,199,454.17
Total	9,423.58	5,696.62	221,369.49	6,808,977.10	408,538,626.26

Annex:1.B-NRAP-Tertiary Roads Provincial Wise Achievement since Inception till March 2018

NRAP-MRRD- Provincial Wise Achievement since Inception till March 2018					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	815	477	22,844	1,574,488	39,012,168
Badghis	165	40	8,080	85,932	8,331,549
Baghlan	237	221	7,271	272,085	8,627,983
Balkh	178	50	15,440	230,627	10,328,888
Bamyan	220	149	3,697	445,953	6,198,860
Daykundi	111	155	6,939	253,308	6,197,080
Farah	101	200	4,329	50,713	4,877,208
Faryab	187	137	9,521	202,614	8,522,281
Ghazni	119	74	2,950	153,162	3,952,882
Ghor	245	326	3,288	174,414	10,511,948
Hilmand	169	28	1,437	93,195	13,902,772
Hirat	218	67	4,824	143,477	6,665,766
Jawzjan	237	20	1,720	281,583	4,952,268
Kabul	361	223	41,091	679,027	23,272,427
Kandahar	127	38	1,033	87,839	4,003,469
Kapisa	109	479	8,318	283,486	10,307,676
Khost	130	115	2,993	125,845	4,374,593
Kunar	87	256	2,559	248,900	4,306,235
Kunduz	305	52	2,221	253,907	6,184,295
Laghman	92	87	5,075	257,376	4,915,336
Logar	47	83	9,249	106,497	3,695,171
Nangarhar	161	87	19,141	231,411	7,985,236
Nimroz	42		84	71,515	2,747,217
Nuristan	132	60	5,084	381,153	5,025,862
Paktika	74		882	112,656	1,923,285
Paktya	112	124	2,039	185,553	4,271,702
Panjsher	125	562	12,183	274,897	9,182,862
Parwan	234	494	31,256	399,012	18,413,141
Samangan	162	32	2,010	146,289	3,974,181
Sari Pul	226	54	2,769	189,557	5,856,721
Takhar	280	1,096	11,530	373,614	14,181,818
Uruzgan	174	105	1,723	642,618	12,133,305
Wardak	173	81	3,407	198,466	5,269,827
Zabul	41		3,097	79,771	2,235,493
Total	6,197	5,970	260,086	9,290,940	286,341,504

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	110.44
ii. Upgrading of about 250 km of secondary roads to bituminous standards	76.59
iii. Bridge construction work for about 1000 Rm	15.47
iv. Routine and Periodic maintenance for about 1,000 km of secondary roads & provision for emergency maintenance	21
v. Project Management and Implementation Support (IC & PIU staff)	44.5
Sub-Total for Secondary Roads	268
B. Improvement and maintenance of Tertiary Roads (MRRD)	
i. Improvement of about 1,420 km of tertiary roads to gravel surface standard	70.5
ii. Bridge construction works for about 1,800 Rm	13
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
Sub-Total for Tertiary Roads	143
C. Program Planning & Development, Institutional Strengthening, and Program Coordination Support	
i. Setting up a rural roads planning and management system	10
ii. Institutional Strengthening & Capacity Building	7
iii. Program Coordination Support	9
Sub-Total for Component 'C'	26
Total Project Cost	437



Construction of 60 Rm Bridge in Cheghchuran district ,Ghor Province by NRAP.MRRD

Annex:3-NRAP- Provincial Wise Achievement During 1396

NRAP-MoPW- Provincial Wise Achievement During 1396					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Baghlan		15.00		1,626.29	97,577.61
Balkh	1.50	20.00		15,935.02	956,101.09
Bamyan		28.00		5,177.50	310,650.00
Diakundi	27.63		13,713.00	133,450.71	8,007,042.80
Farah	45.47			219,529.69	13,171,781.51
Hirat	36.86	32.00		149,955.32	8,997,319.22
Laghman				5,144.15	308,648.92
Nimroz	12.00		41.00	47,247.81	2,834,868.65
Wardak	16.12		15,522.00	37,967.38	2,278,042.85
Sub-Total	139.58	95.00	29,276.00	616,033.88	36,962,032.65
NRAP-MRRD- Provincial Wise Achievement During 1396					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	98	43	3,782	152,434	8,581,647
Badghis	18		2,880	21,399	1,163,137
Baghlan	38	71	2,302	45,023	1,791,331
Balkh	21		523	64,064	1,224,341
Bamyan	11	66	238	21,202	962,752
Daykundi		42		6,283	378,851
Farah	35		14	6,916	785,773
Faryab	27	116	8,293	23,453	2,588,573
Ghazni	5		334	747	206,118
Ghor	29	125	532	47,090	2,047,772
Hirat	15		1,946	7,902	1,005,392
Jawzjan	23		970	6,794	1,300,283
Kabul	69	16	22,267	79,022	7,709,492
Kandahar	4	23	111	16,600	386,525
Kapisa	11	170	3,163	21,878	2,489,548
Khost	26	34	527	1,929	953,991
Kunar		60		7,146	536,820
Kunduz	5		13	1,450	172,280
Logar	7		4,360	10,160	860,861
Nangarhar	26		14,652	44,384	2,718,244
Nimroz	2		12	4,112	156,076
Nuristan	48		3,644	88,726	2,141,204
Paktya	4	94	430	517	888,395
Panjsheer	2	21		5,246	295,892
Parwan	20	118	7,489	57,753	3,050,507
Samangan	26	20	234	14,408	767,882
Sari Pul		12		3,380	60,455
Takhar	30	313	1,698	65,576	3,100,377
Wardak	36		878	25,952	1,390,860
Zabul	2		10	1,571	151,225
Sub-Total	637	1,344	81,301	853,117	49,866,604
Grand- Total	777	1,439	110,577	1,469,151	86,828,637

Annex:4.A-ARAP Secondary Roads Provincial Wise Achievement since Inception till March 2018

ARAP- MoPW- Secondary Roads Provincial Wise Achievements since Inception till March 2018					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	34.12	94.00	4,355.00	77,428.46	4,645,707.72
Badghis		76.00		24,387.36	1,463,241.43
Baghlan	64.68	68.00	5,626.20	177,971.21	10,678,272.39
Balkh	14.99		5.00	17,901.51	1,074,090.61
Bamyan	40.78	88.00	20,913.00	99,394.42	5,963,665.30
Diakundi	108.49	45.00	30,349.00	306,103.80	18,366,227.89
Farah	44.68		67.00	69,316.78	4,159,006.58
Faryab	24.00	99.00	4,873.00	56,208.27	3,372,496.25
Ghazni	18.14		8,727.00	25,705.52	1,542,331.24
Ghor	77.46		9,120.00	106,922.17	6,415,330.26
Hilmand	15.00		189.00	70,766.27	4,245,976.00
Jawzjan	30.00		22.00	128,957.36	7,737,441.55
Kabul	27.15		4,432.00	96,793.94	5,807,636.57
Kandahar	10.03	260.00	5,639.00	70,222.37	4,213,342.42
Khost		360.00		47,140.48	2,828,429.00
Kunar	14.00		2,034.00	25,248.50	1,514,909.98
Kunduz	77.37	80.00	1,149.00	204,200.41	12,252,024.88
Logar	10.76			46,434.14	2,786,048.11
Nangarhar	12.00		70.00	44,138.61	2,648,316.59
Nimroz	44.44		98.00	135,653.08	8,139,184.72
Nuristan		71.00		11,806.55	708,393.05
Paktya		18.10		3,895.23	233,714.04
Panjsheer	9.40	60.00	7,678.00	31,349.70	1,880,981.87
Parwan		20.00		2,950.92	177,055.18
Samangan	13.99			46,669.91	2,800,194.63
Takhar	63.65	37.00	4,963.00	239,294.20	14,357,652.16
Wardak	16.12	40.00	15,522.00	47,360.71	2,841,642.77
Zabul	10.48		1,615.00	33,448.09	2,006,885.17
Total	781.73	1,416.10	127,446.20	2,247,669.97	134,860,198.36

Annex:4.B-ARAP Tertiary Roads Provincial Wise Achievement since Inception till March 2018

ARAP- MRRD- Tertiary Roads Provincial Wise Achievements since Inception till March 2018					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	36	337	1,426	88,521	5,059,231
Badghis	42		2,179	10,274	2,146,133
Baghlan	43	108	1,520	32,570	2,213,719
Balkh	23	40	3,508	42,834	1,547,203
Bamyan	50	63	1,093	252,228	2,199,184
Daykundi	44	113	814	204,394	3,126,046
Farah	46		4,307	11,894	2,156,848
Faryab	70	57	1,103	35,508	3,557,305
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	28		1,310	24,350	1,263,385
Kabul	104	79	14,135	105,522	8,947,798
Kandahar	38	9	398	29,195	1,923,840
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	28,474	1,795,323
Logar	20	40	2,400	32,122	1,509,363
Nangarhar	42		1,446	52,050	1,656,882
Nimroz	33		59	44,228	1,468,272
Nuristan	55		1,386	181,295	2,332,851
Paktika	24		738	13,717	1,142,776
Paktya	17	30	714	28,366	829,072
Panjsheer	42	172	3,524	44,044	3,165,364
Parwan	44	163	3,784	59,405	2,722,297
Samangan	47	32	617	25,066	1,849,667
Sari Pul	37	42	1,948	29,318	2,138,140
Takhar	67	277	3,794	57,400	3,865,389
Uruzgan	17		259	26,000	514,580
Wardak	33	31	1,648	49,017	1,942,742
Zabul	32		1,588	77,541	1,887,519
Total	1,338	1,935	64,537	1,802,339	76,107,593

Annex:5-ARAP Provincial Wise Achievement During 1396

ARAP-MoPW- Secondary Roads Provincial Wise Achievements During 1396					
Province	Road Length (KM)	Bridge Length (m)	Structures (m)	Labour Days	Budget \$
Bamyan		28.00		5,177.50	310,650.00
Diakundi	27.63		13,713.00	133,450.71	8,007,042.80
Nimroz	12.00		41.00	47,247.81	2,834,868.65
Wardak	16.12		15,522.00	37,967.38	2,278,042.85
Sub-Total	55.75	28.00	29,276.00	223,843.41	13,430,604.30
ARAP-MRRD- Tertiary Roads Provincial Wise Achievements During 1396					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Balkh	0.3			5,148	99,249
Bamyan		20		4,069	143,842
Faryab	12	36	225	6,794	931,593
Jawzjan	3		916	2,080	499,785
Kabul	39		5,724	28,457	3,082,737
Kandahar	4		111	9,900	317,805
Nangarhar	11		388	22,781	495,104
Nimroz	1		1	-	32,013
Nuristan	11			45,795	468,433
Samangan		20		2,222	108,299
Takhar		55		10,513	424,626
Zabul	2		10	1,571	151,225
Sub-Total	82	131	7,375	139,330	6,754,710
Grand Total	138	159	36,651	363,173	20,185,314



Working Progress of 12.9 km Road in Namak Ab district, Takhar province by NRAP.MoPW

Annex:6-ARAP Regional Wise Achievement since inception of the project till March 2018

ARAP-MoPW- Regional Wise Achievements since Inception till March 2018				
Region	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days
Badakhshan	34.12	94.00	4,355.00	77,428.46
Central	205.39	173.00	68,020.00	502,277.31
Highlands				
East	26.00	71.00	2,104.00	81,193.66
Kabul	47.31	80.00	12,110.00	177,528.70
North	82.98	99.00	4,900.00	249,737.05
North East	205.70	185.00	11,738.20	621,465.82
South	79.95	260.00	7,541.00	310,089.81
South East	18.14	378.10	8,727.00	76,741.24
West	82.14	76.00	7,951.00	151,207.93
Sub-Total	781.73	1,416.10	127,446.20	2,247,669.97
ARAP-MRRD- Regional Wise Achievements since Inception till March 2018				
Region	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days
Badakhshan	36	337	1,426	88,521
Central	143	176	2,623	504,324
Highlands				
East	154	88	5,991	300,212
Kabul	269	617	26,692	329,211
North	205	171	8,486	157,076
North East	148	401	5,549	110,812
South	152	9	2,897	186,214
South East	100	125	4,023	96,401
West	129	12	6,851	29,568
Sub-Total	1,337.68	1,935.40	64,537.47	1,802,339.12
Grand Total	2,119.41	3,351.50	191,983.67	4,050,009.10



Construction of 160 Rm Bridge in Rustaq district ,Takhar Province NRAP-MRRD

Annex:7-ARAP Regional Wise Achievement During 1396

ARAP-MoPW- Regional Wise Achievements During 1396				
Region	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days
Central	43.75	28.00	29,235.00	176,595.59
Highlands				
South	12.00		41.00	47,247.81
Sub-Total	55.75	28.00	29,276.00	223,843.41
ARAP-MRRD- Regional Wise Achievements During 1396				
Region	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days
Central		20		4,069
Highlands				
East	22		388	68,576
Kabul	39		5,724	28,457
North	16	56	1,141	16,244
North East		55		10,513
South	7		123	11,471
Sub-Total	82	131	7,375	139,330
Grand-Total	138.21	159.00	36,650.70	363,173.41



Reconstructions of 0.5 Km Road in Yakawolang district, Bamiyan Province, NRAP.MoPW

Annex:8-ARAP Financial Status

	Project Activities for ARAP	Total Project Budget	Expenditures for First Quarter of 1396 (21 Mar-21 June 2017)	Expenditures for Second Quarter of 1396 (22 June-21 Sep 2017)	Expenditures for Third Quarter of 1396 (22 Sep-21 Dec 2017)	Expenditures for Fourth Quarter of 1396 (22 Dec 2017-21 Mar 2018)	Total Expenditures for 1396 (21 Mar 2017-21 Mar 2018)	Cumulative Expenditures at the end of 1396	Balance between Project Budget & Cumulative Expenditures
A	Improvement and Maintenance of Secondary Roads (MPW)								
1	A1- Secondary road work gravel surface	\$110,440,000	\$2,392,716	\$827,204	\$2,766,838	\$0	\$5,986,758	\$58,052,071	\$52,387,929
2	A2- Secondary road work asphalt surface	\$76,590,000	\$2,619,309	\$1,566,160	\$1,541,809	\$0	\$5,727,278	\$50,523,324	\$26,066,676
3	A3- Bridge construction work	\$15,470,000	\$366,547	\$308,568	\$152,217	\$0	\$827,332	\$12,475,049	\$2,994,951
4	A4- Secondary road maintenance	\$21,000,000	\$869,143	\$415,982	\$191,635	\$0	\$1,476,760	\$14,183,027	\$6,816,973
5	A5- Implementation support	\$44,500,000	\$1,011,138	\$952,167	\$2,480,333	\$16,807	\$4,460,445	\$37,485,401	\$7,014,599
	Sub-total of Component A Plan		\$7,430,000	\$4,163,000	\$7,195,000	\$17,000	\$18,805,000	\$170,134,974	N/A
	Sub-total of Component A Actual	\$268,000,000	\$7,258,852	\$4,070,081	\$7,132,832	\$16,807	\$18,478,572	\$172,718,873	\$95,281,127
B	Improvement and Maintenance of Tertiary Roads (MRRD)								
1	B1- Tertiary road gravel surface	\$70,500,000	\$2,584,217	\$2,020,905	\$2,307,764	\$0	\$6,912,886	\$62,478,594	\$8,021,406
2	B2- Bridge construction work	\$13,000,000	\$336,206	\$170,514	\$407,141	\$0	\$913,861	\$9,355,900	\$3,644,100
3	B3- Tertiary road maintenance	\$25,500,000	\$1,170,252	\$940,710	\$702,057	\$0	\$2,813,019	\$14,406,848	\$11,093,152
4	B4- Implementation support	\$34,000,000	\$1,386,709	\$881,137	\$1,545,336	\$470,854	\$4,284,036	\$28,194,702	\$5,805,298
	Sub-total of Component B Plan		\$9,987,495	\$4,075,000	\$5,312,311	\$1,000,000	\$20,374,806	\$123,380,668	N/A
	Sub-total of Component B Actual	\$143,000,000	\$5,477,383	\$4,013,266	\$4,962,298	\$470,854	\$14,923,801	\$114,436,044	\$28,563,956
C	Institutional Strengthening, Project Management and Program Development (MPW & MRRD)								
1	C1- Setting up a rural roads planning and mgt system	\$10,000,000	\$16,221	\$0	\$1,458	\$14,491	\$32,170	\$1,612,981	\$8,387,019
2	C2- Institutional strengthening	\$7,000,000	\$216,292	\$203,403	\$184,388	\$0	\$604,083	\$4,159,380	\$2,840,620
3	C3- Project implementation support	\$9,000,000	\$170,212	\$68,173	\$109,078	\$1,449	\$348,912	\$1,321,310	\$7,678,690
	Sub-total of Component C Plan		\$381,229	\$290,000	\$310,600	\$106,858	\$1,088,687	\$6,908,638	N/A
	Sub-total of Component C Actual	\$26,000,000	\$402,724	\$271,576	\$294,924	\$15,940	\$985,164	\$7,093,671	\$18,906,329
	Grand Total Plan		\$17,798,724	\$8,528,000	\$12,817,911	\$1,123,858	\$40,268,493	\$300,424,280	N/A
	Grand Total Actual	\$437,000,000	\$13,138,960	\$8,354,923	\$12,390,054	\$503,601	\$34,387,538	\$294,248,588	\$142,751,412

Annex:9-ARAP Ongoing Activities

ARAP-MoPW- Secondary Road on Going Activities					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badghis	15.85			62,047.27	3,722,836.11
Diakundi	30.43		38,628.00	163,085.83	9,785,149.56
Faryab	45.63	64.00	18,481.00	143,739.89	8,624,393.65
Jawzjan	9.14		17.00	37,880.69	2,272,841.14
Kunar	11.09		1,628.00	14,572.78	874,366.73
Nuristan	44.00		14,191.00	143,677.77	8,620,666.41
Paktya	16.25		11,691.00	31,953.28	1,917,197.01
Takhar	13.99		8,440.00	45,860.63	2,751,637.83
Sub-Total	186.38	64.00	93,076.00	642,818.14	38,569,088.44
ARAP-MRRD- Tertiary Road on Going Activities					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	6	21	4,780	1,732	1,448,601
Badghis	12	20	1,944	2,623	988,777
Balkh	13	60	260	25,046	1,191,363
Bamyan	0	21		2,916	146,996
Daykundi		34		1,164	178,278
Hirat	36	8	4,298	4,873	5,572,028
Jawzjan	6		42		127,858
Kabul		60		968	413,642
Kapisa	10	180	4,880	6,285	2,714,947
Khost	3		319	-	195,989
Kunar	11		1,710	10,177	476,758
Logar	11		795	4,351	1,430,975
Paktya	19	55	1,417	1,654	1,356,124
Panjshir		36			201,450
Parwan	14		10,023	1,464	2,161,125
Sari Pul	0	22		1,430	302,046
Sub-Total	141	517	30,467	64,683	18,906,958
Grand-Total	327.87	580.50	123,543.40	707,501.14	57,476,046.83

Annex:10.A-NRAP- Secondary Roads Achievement per donor since inception of the program till March 2018

NRAP-MoPW- Achievements per Donor since inception till March 2018						
Project	Donor	Road (Km)	Bridge (Rm)	Structure (m)	Labour Days	Budget \$
ARAP - MPW - ARTF-IDA	WB	1,078.33	1,381.10	127,513.20	2,220,006.41	133,200,384.36
	WB-ARTF	42.65	70.00	41.00	67,481.39	4,048,883.60
	WB-IDA	19.12		92.00	26,747.44	1,604,846.27
	WB-IDA-EMR	3.00			1,809.83	108,589.75
ARAP - MPW - ARTF-IDA-PM	WB	514.59			125,389.94	7,523,396.24
	WB-ARTF	6.89			4,895.43	293,726.05
ARAP - MPW - ARTF-IDA-RM	WB	942.53			24,152.62	1,449,157.05
	WB-ARTF	2,861.61			56,052.87	3,363,172.36
	WB-IDA	72.00			966.15	57,968.96
	(blank)	50.82			993.59	59,615.28
ARAP - MPW - GOA - JICA	GOA	70.53	1,005.00		568,378.37	34,102,702.34
	JICA - GOA	97.51	481.00		525,102.27	31,506,136.37
LIWP - MPW-WB	WB	3,897.96	20.00	3,440.50	148,845.79	8,930,747.50
NNEPI - MPW-WB	WB	2,200.90	19.20	647.50	110,265.43	6,615,925.74
NEEPRA - MPW-WB	WB	809.00	468.50	23,691.39	248,528.98	14,911,738.71
NERAP - MPW - GOA	GOA	171.37	47.00		911,510.02	54,690,601.43
NERAP - MPW-ARTF	WB	2.44		9.00	7,107.55	426,453.00
	WB-ARTF	407.64	728.00	10,518.70	765,810.57	45,948,634.39
	WB-IDA	31.76		897.57	55,740.88	3,344,452.59
	WB				3,975.76	238,545.61
NERAP - MPW-EMR	WB-IDA	1.20			6,476.50	388,589.82
	WB-IDA-EMR	21.50		150.00	25,790.44	1,547,426.63
	GOI	27.10		1,336.50	52,854.73	3,171,283.93
	JICA - GOA	10.14		46.00	22,433.30	1,345,997.77
NERAP - MPW-IDA	WB	2.53		7.00	14,882.55	892,952.76
	WB-ARTF	46.76		348.50	42,312.55	2,538,752.89
	WB-IDA	624.14	792.80	42,957.33	878,574.70	52,714,482.17
	CIDA	7.00		24.10	19,168.67	1,150,120.27
NRAP - MPW-CIDA	DF	208.76	599.02	8,477.20	171,582.98	10,294,978.89
NRAP - MPW-SIDA	SIDA	26.31		1,522.00	8,689.76	521,385.60
NRAP - MPW-WB	WB		120.00		9,518.03	571,081.55
Total		14,256.09	5,731.62	221,719.49	7,126,045.50	427,562,729.88

Annex:10.B-NRAP- Tertiary Roads Achievement per donor since inception of the program till March 2018

NRAP-MRRD- Achievements per donor since inception till March 2018						
Project	Donor	Road (Km)	Bridge (Rm)	Structure (m)	Labour Days	Budget \$
AMDMA	MOF	0	9		2,520	54,202
APRP-NRAP-MRRD	APRP	86		4,104	482,684	10,957,176
ARAP-ADD-MRRD-WB	WB	3		916	7,228	599,034
ARAP-MRRD-WB	WB	1,323	1,935	63,234	1,772,330	75,013,455
ARAP-PARENT-MRRD-WB	WB	11		388	22,781	495,104
HARDP - MRRD - DF	DF	84	28	24	-	11,450,312
NEEP1 - MRRD - WB	WB	291	-	1,549	419,011	2,377,820
NEEPEC - MRRD - EC	EC	159	102	1,793	330,101	6,753,545
NEEPA - MRRD - AU	AU	31		303	32,177	481,983
NEEPA - MRRD - CD	CD	20		4	2,382	205,306
NEEPA - MRRD - DF	DF	236	58	8,427	312,147	5,772,789
NEEPA - MRRD - PS	PS	183	137	2,585	240,363	3,613,212
NEEPA - MRRD - US	US	58		636	11,604	1,518,132
NEEPA - MRRD - WB	WB	708	117	8,928	1,300,885	9,216,381
NERAP - MRRD - TF	TF	428	383	11,419	456,860	16,284,264
NERAP - MRRD - WB	WB	921	1,219	20,274	1,404,919	34,600,397
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	814	1,159	101,454	1,045,073	66,011,063
NRAP-LB - MRRD - AU	AU	24	45	250	104,935	1,787,114
NRAP-LB - MRRD - CF	CF	143		3,941	578,382	5,028,132
NRAP-MRRD-CARD-F	CARD-F	6		1,293	12,641	1,272,105
NRAP-MRRD-JF	JF	205	607	18,246	248,604	16,862,145
RAL - MRRD - JF	JF	349	10	9,506	359,800	9,424,976
URAP-MRRD-AU	AU	52		496	114,455	1,873,091
Total		6,197	5,970	260,086	9,290,940	286,341,504

Annex:11 -NRAP Achievement per donor During 1396

NRAP-MoPW- Achievements per Donor During 1396						
Project	Donor	Road (Km)	Bridge (Rm)	Structure (m)	Labour Days	Budget \$
ARAP - MPW - ARTF-IDA	WB	43.75		29,235.00	171,418.09	10,285,085.65
	WB-ARTF	12.00	28.00	41.00	53,409.51	3,204,570.88
ARAP - MPW - ARTF-IDA-PM	WB-ARTF	6.89			4,895.43	293,726.05
	WB-ARTF	1,337.98			23,526.74	1,411,604.17
ARAP - MPW - ARTF-IDA-RM	WB-ARTF	44.02			824.13	49,448.07
	JICA - GOA	12.84			86,300.53	5,178,031.52
ARAP - MPW - GOA - JICA	GOA	70.99	67.00		305,889.95	18,353,396.83
		1,528.47	95.00	29,276.00	646,264.39	38,775,863.17
NRAP-MRRD- Achievements per Donor During 1396						
Project	Donor	Road (Km)	Bridge (RM)	Structure (m)	Labour Days	Budget \$
ARAP-ADD-MRRD-WB	WB	3		916	7,228	599,034
ARAP-MRRD-WB	WB	68	131	6,071	109,321	5,660,572
ARAP-PARENT-MRRD-WB	WB	11		388	22,781	495,104
NRAP - MRRD - MOF	MOF	476	865	72,598	664,371	39,493,349
NRAP-MRRD-JF	JF	79	348	1,328	49,416	3,618,545
Sub-Total		637	1,344	81,301	853,117	49,866,604
Grand-Total		1,607.25	443.00	30,604.40	695,680.39	42,394,408.05

Annex:12.A-NRAP-MoPW Emergency Maintenance since inception of the program till March 2018

NRAP- MoPW- Emergency Maintenance till March 2018								
Region	SNOW CLEANING				REPAIRING			
	Other projects' Road (KM)	ARAP road (KM)	Labour Days	Budget \$	Road (Km)	Structure (m)	Labour Days	Budget \$
Badakhshan					31		1,959.56	117,573.77
Central Highlands							3,537.90	212,273.82
East								
Kabul					3		1,057.32	63,438.91
North					25		10,292.97	617,578.46
North East					192.2	200	17,476.69	1,048,601.15
West					56.22		19,986.00	1,199,159.90
					6	150	4,588.89	275,333.32
Total	-	-	-	-	313.42	350.00	58,899.32	3,533,959.33

Annex:12.B-NRAP-MRRD Emergency Maintenance since inception of the program till March 2018

Region	NRAP- MRRD- Emergency maintenance since inception till March 2018							
	SNOW CLEANING				REPAIRING			
	Other projects' Road in (KM)	ARAP road in (KM)	Labour Days	Budget \$	Road (Km)	Structure (m)	Labour Days	Budget \$
Badakhshan	1,053	571	123,361	276,622	368	716	22,474	1,029,582
Central Highlands	1,176	810	45,614	356,316	248	23	22,555	144,007
East	787	146	33,005	155,353	217		11,576	201,095
Kabul	1,888	637	43,838	440,113	948	390	62,904	1,022,161
North	737	702	39,669	261,937	220	93	19,545	464,024
North East	354	241	10,008	82,569	56	588	25,240	461,760
South	232	12	14,421	39,826	13		2,289	83,838
South East	1,188	830	30,813	270,556	14		5,620	41,476
West	115	115	6,072	27,138	2		4,440	31,420
Total	7,530	4,064	346,801	1,910,430	2,086	1,810	176,643	3,479,362

Annex:13.A -NRAP-MoPW Emergency Maintenance During 1396

Region	NRAP- MoPW- Emergency Maintenance During 1396						
	SNOW CLEANING			REPAIRING			
	Other projects' Road in KM	ARAP road in KM	Labour Days	Budget \$	Road (Km)	Structure (m)	Labour Days
Central Highlands							984.20
Total	-	-	-	-	-	-	984.20
							Budget \$ 59,052.23
							59,052.23

Annex:13.B -NRAP-MRRD Emergency Maintenance During 1396

Region	NRAP- MRRD- Emergency Maintenance During 1396						
	SNOW CLEANING			REPAIRING			
	Other projects' Road in KM	ARAP road in KM	Labour Days	Budget \$	Road (Km)	Structure (m)	Labour Days
Badakhshan		169	28,582	33,735	128		5,531
Central Highlands		156	8,220	27,692			
East							
Kabul		76	3,470	10,959	11		5,368
North					110		4,761
North East		39	1,559	5,395	24		972
South							180
South East		126	162	13,924			
West		115	3,036	13,569			
Total	-	681	45,029	105,274	273	-	16,812
							Budget \$ 545,477
							545,477

Annex:14.A-NRAP-MoPW Routine Maintenance since inception of the program till March 2018

NRAP- MoPW- Routine Maintenance Since Inception till March 2018			
Region	ARAP road in KM	Labour Days	Budget \$
Badakhshan	163	11,258	675,460
Central Highlands	189	8,899	533,949
East	157	9,292	557,523
Kabul	206	10,828	649,689
North	252	15,840	950,373
North East	154	12,229	733,739
South East	175	7,824	469,435
West	210	8,636	518,168
Total	1,507	84,806	5,088,335

Annex:14.B-NRAP-MRRD Routine Maintenance since inception of the Program till March 2018

NRAP- MRRD- Routine Maintenance Since Inception till March 2018			
Region	Road in KM	Labour Days	Budget \$
Badakhshan	934	895,576	5,402,155
Central Highlands	466	392,021	2,426,015
East	194	164,048	982,589
Kabul	548	371,147	2,355,158
North	416	401,182	2,462,861
North East	405	252,904	1,831,741
South	195	135,928	851,433
South East	169	41,661	484,378
West	273	177,323	971,962
Total	3,600	2,831,790	17,768,292

Annex:15.A-NRAP-MoPW Routine Maintenance During 1396

NRAP- MoPW- Routine Maintenance during 1396			
Region	ARAP road in KM	Labour Days	Budget \$
Badakhshan	145	2,816	168,977
Central Highlands	144	2,673	160,397
East	168	2,669	160,142
Kabul	230	3,912	234,745
North	255	4,892	293,549
North East	142	1,886	113,161
South East	149	3,230	193,828
West	153	2,405	144,292
Total	1,386	24,485	1,469,092

Annex:15.B-NRAP-MRRD Routine Maintenance During 1396

NRAP- MRRD- Routine Maintenance during 1396			
Region	Road in KM	Labour Days	Budget \$
Badakhshan	934	895,576	1,074,100
Central Highlands	456	392,021	524,400
East	184	164,048	211,600
Kabul	540	371,147	610,000
North	406	401,182	466,900
North East	383	252,904	440,450
South	195	135,928	224,250
South East	149	41,661	171,350
West	253	177,323	290,950
Total	3,500	2,831,790	4,014,000

Annex:16.A-NRAP-MoPW Periodic Maintenance since inception of the program till March 2018

NRAP- MoPW- Periodic Maintenance Since inception till March 2018			
Region	ARAP road in KM	Labour days	Budget \$
Badakhshan	68	16,301	978,058
Central Highlands	120	23,121	1,387,282
East	58	12,917	775,039
Kabul	119	45,918	2,755,106
North East	53	8,416	504,959
South East	35	9,845	590,681
West	69	13,767	825,997
Total	521	130,285	7,817,122

Annex:16.B-NRAP-MRRD Periodic Maintenance since inception of the program till March 2018

NRAP- MRRD- Periodic Maintenance Since inception till March 2018					
Region	Other projects' Road in KM	ARAP road in KM	Labour Days	Budget \$	Total Road (Km)
Badakhshan	12	185	8016	1111186.54	197
Central Highlands	20.25	106	6174	613870.52	126
East	44.3	35	23464	580054.36	79
Kabul	72	261.5	33299	2177467.97	334
North	61.46	167	28140	1424269.74	228
North East	27.3	115.9	12552	823842.24	143
South	74.6	61.5	54388	1072456.7	136
South East	36	20	319	238132.36	56
West	17	25	6189	126347.89	42
Total	365	977	172,541	8,167,628	1,342

Annex:17.A -NRAP-MoPW Periodic Maintenance During 1396

NRAP- MoPW- Periodic MAINTANANCE During 1396					
Region	Other projects' Road in KM	ARAP road in KM	Labour Days	Budget \$	Road (Km)
Badakhshan					
Central highlands					
East					
Kabul		7	4,895	293,726	
North					
West					
North East					
South					
South East					
Total		7	4,895	293,726	

Annex:17.B -NRAP-MRRD Periodic Maintenance During 1396

NRAP- MRRD- Periodic Maintenance During 1396					
Region	Other projects' Road in KM	ARAP road in KM	Labour Days	Budget \$	Road (Km)
Badakhshan	12	96	4688	545832.97	108
Central Highlands	20		4832	156743.33	20
East	44		15943	300514.71	44
Kabul	72	161.5	25434	1516236.94	234
North	61	96	24700	1095127.63	157
North East	27	62.9	9065	470912.24	90
South	51	15.5	28856	435504.65	66
South East	36	20	319	238132.36	56
West	17	25	6189	126347.89	42
Total	341	477	120,026	4,885,353	818

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

Component A: Main ESM Activities Carried Out By ESM Team during 1396 (20 Mar 2017 to 20 Mar 2018)											
S/No	Activity	Central (Kabul)	West (Herat)	Central High Land (Bamyan)	East (Jalalabad)	North (Mazar-e-Sharif)	South East (Gardez)	South (Kandahar)	North East (Kunduz)	Badakhshan	Total
1	# of ESM Plans Prepared	3	1	3	0	5	5	3	3	1	24
2	# of Male Consultation Meetings Held	38	33	10	14	35	41	83	47	46	347
3	# of Female Consultation Meetings Held	8	22	6	0	23	5	0	13	0	77
4	# of Male trained/consulted/Awared	1067	435	305	863	949	450	540	637	988	6234
5	# of Female trained/consulted/aware	252	525	129	0	805	115	0	875	0	2701
6	# of Male Grievance Redress Committee (GRC) Established	3	13	3	3	8	16	7	6	0	59
7	# of Female Grievance Redress Committee (GRC) Established	0	10	21	0	6	0	0	0	0	37
8	# of PAFs	135	0	19	0	24	36	0	69	0	283
9	# of Male PAFs	447	0	26	0	100	99	0	200	0	872
10	# of Female PAFs	498	0	23	0	68	154	0	283	0	1026
11	Land donated (m2) by people	6012	0	1409	0	19515	2430	0	2847.5	0	32213.5
12	# of Trees Going to be Cut	6012	0	0	0	260	1500	0	985	0	8757
13	# of Trees Going to be Planted	8669	800	0	0	1000	3000	80	0	0	13549
14	# of Stripe Plan Prepared	2	0	2	0	1	2	0	0	0	7
15	# of Abbreviated RAP Prepared	2	0	2	0	1	2	0	0	0	7
16	# of Projects Monitored/Visited	37	35	10	17	36	49	20	18	18	240
17	# of Issues Solved	14	2	1	2	13	0	0	0	0	32

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

Component A: Main ESM Activities Carried Out By ESM Team during 1396 (20 Mar 2017 to 20 Mar 2018)											
S/no	Activity	Kabul	West	CHL	East	North	South East	South	North East	Badakhshan	Total
1	# of ESM documents prepared	48 4PM	8 0PM	9 2PM	7 8PM	10 10PM	8 4PM	5 3PM	28 0PM	5 0PM	128 31 *PM
2	# of trees planted	510	400	120	650	1300	0	2560	0	350	5890
3	# of people awareness and trained (Male & Female)	1406	1046	885	565	2185	4088	663	0	540	11378
4	# of coordination meetings held	41	22	16	21	23	12	33	0	0	168
5	# of GRC established	57 M 4 FM	15 M 15 FM	9 M 24 FM	17 M 3 FM	23 M 11 FM	15 M 13 FM	46 M 7 FM	0 M 0 FM	4 M 4FM	186 M 81 FM
6	# of issues solved	23	6	8	22	3	13	6	0	0	81
7	# of CPM conducted	3	37	9	31	29	25	20	0	15	169
8	# of Social Audits conducted	11	0	0	0	0	0	10	0	0	21
9	Land donated (m2)	46075	1645	7920	1080	11620	7851	0	0	4500	80691
10	Environmental Monitoring	6	18	13	28	25	13	28	0	73	204

Annex: 19- Rural Road Network Survey Achievements till March 2018

Rural Road Network Survey Achievements Data									
No	Province	NH_Lenght (Km)	NH_Social	PR_Lenght (Km)	PR_Social	DR_Lenght (Km)	DR_Social	Total Length of Road (Km)	Total no of Social Centers
1	Balkh	281.2	227	50.2	31	669.4	302	1000.8	560
2	Samangan	157.6	118	0	0	427.6	210	585.2	328
3	Jawzjan	140	90	0	0	293.6	77	433.6	167
4	Baghlan	293.2	165	0	0	269.039	186	562.239	351
5	Faryab	369.5	246	0	0	70.3	47	439.8	293
6	Sar-e-Pul	72.8	19	0	0	485.3	157	558.1	176
7	Panjshir	0	0	133	98	30.2	24	163.2	122
8	Kapisa	0	0	60.6	145	77.5	142	138.1	287
9	Parwan	174.4	209	27.326	50	181.9	185	383.626	444
10	Kabul	245.8	218	11.2	0	296.8	354	553.8	572
11	Bamyan	378.3	217	0	0	443.6	247	821.9	464
12	Daykundi	154.5	63	0	0	715.4	294	869.9	357
13	Khost	159.2	196	0	0	210.7	265	369.9	461
14	Paktia	76.9	66	0	0	143.3	225	220.2	291
15	Logar	74.2	253	0	0	108.7	149	182.9	402
16	Kunduz	134	124	62.1	0	363.2	160	559.3	284
17	Takhar	90.4	199	0	0	752.5	564	842.9	763
18	Laghman	46.2	29	62	275	153.2	247	261.4	551
19	Kunar	0	0	176.9	204	62.8	83	239.7	287
20	Nangarhar	128.2	190	64.9	71	290.3	671	483.4	932
21	Hirat	738.8	565	0	0	576.6	272	1315.4	837
22	Badghis	95	63	0	0	334	129	429	192
23	Ghor	807.8	229	0	0	449.7	187	1257.5	416
24	Wardak	301.5	230	15.4	0	106.4	114	423.3	344
25	Nimroz	163.5	3	22.4	49	143	219	328.9	271
27	Kandahar	131.7	242	0	0	0	0	131.7	242
28	Hilmand	134	0	88	0	0	0	222	0
26	Zabul	161.5	0	0	0	0	0	161.5	0
29	Ghazni	163.1	0	0	0	0	0	163.1	0
30	Farah	169.9	0	0	0	0	0	169.9	0
31	Badakhshan	108.7	37	0	0	0	0	108.7	37
32	Uroozgan	0	0	0	0	0	0	0	0
33	Nuristan	0	0	0	0	0	0	0	0
34	Paktika	0	0	0	0	0	0	0	0
Total		5,952	3,998	774	923	7,655	5,510	14,381	10,431

*NH= National Highways, PR= Provincial Roads, DR= District Roads

Annex: 20- 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 ARAP follow up survey was conducted in 2017 to measure to measure impact of the project through comparing baseline data with collected follow up survey data.

The follow up survey data has been collected by the program while monitoring, analysis and report writing carried out by third party monitoring and evaluation consultant.

ARAP follow up survey report is finalized by the consultant and it shows very significant changes in all three PDO indicators of the project.

Following table shows summary of PDO level indicators and baseline vs follow up survey findings of ARAP project.

Baseline Vs Follow Up Survey Results

Time point	Measure (PDO Level Result Indicator)	Results
Indicator 1: Percent (%) of rural population living within 2 km of all season roads		
Baseline	Proportion of population within 2 km of all season roads (paved or unpaved)	Under these assumptions, it can be estimated that 58.4 percent of households are within 2 kilometers of the nearest all season roads (paved or unpaved)
Follow-up	Proportion of population within 2 km of drivable, all season road	Under the assumption that the respondents were representatives of their village populations and the villages were representative of all the rural villages in the country, it can be estimated that 89.5 percent of the households are located within two kilometers of a drivable, all-season road.
Indicator 2: Percent (%) reduction in travel time by a 4-wheel drive vehicle along road improved under the project		
Baseline	<ol style="list-style-type: none"> Travel time to educational facilities by walking (most common mode of transportation to schools) Travel time to health facilities by 4-wheeled vehicles Travel time by 4-wheeled vehicle to locations within the province 	<ol style="list-style-type: none"> 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). 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 doctor's office or hospital was 1.5 hours, and to district or provincial hospital was 2.0 hours. 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

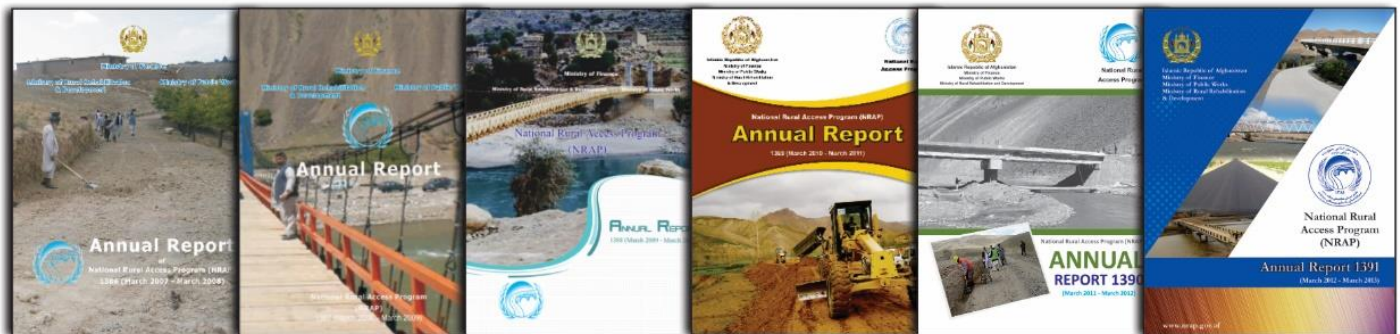
		to the provincial center (6.4 hrs) followed by travel to major cities such as Herat, Mazar-e-Sharif, Jalalabad, Kabul, Kandahar City or Kunduz (9.2 hrs).
Follow-up	<ol style="list-style-type: none"> 1. Travel time to educational facilities by walking (most common mode of transportation to schools) 2. Travel time to health facilities by 4-wheeled vehicles 3. Travel time by 4-wheeled vehicle to locations within the province 	<ol style="list-style-type: none"> 1. Shortest average travel times reported for travel to joint high schools (0.1 hours); longest travel times reported for secondary school and boy's high school (0.7 hours) (most common mode of transport was walking). 2. Average travel times by 4-wheeled vehicle (private car or taxi) to public clinics was 0.5 hours, to private pharmacies was 1.1 hours, to private doctor's office or hospital was 1.0 hours, and to district or provincial hospital was 1.4 hours. 3. The shortest average travel times by 4-wheeled vehicle were to the closest village (0.7 hours), shops that sell food or market (1.1 hrs)10, and the longest average travel time was reported for travel to the provincial center (2.1 hrs) followed by travel to major cities such as Herat, Mazar-e-Sharif, Jalalabad, Kabul, Kandahar City or Kunduz (1.1 hrs).
Indicator 3: Increased frequency of trips to nearest essential services (including town markets, schools, and health facilities) connected by the roads improved under the project		
Baseline	Frequency of trips locations within the District and Province	Male focus group respondents reported 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%, respectively) reported traveling once or twice to the district center and 16% reported traveling to the city in the past 6 months.

Follow-up

Frequency of trips locations within the District and Province

Male focus group respondents reported that vehicles travel every day between village and other locations within district (63.1%) and other locations within province (60.8%); the majority of female respondents (17.7 and 20.6 percent, respectively) reported traveling once or twice to the district center and 69% reported traveling to the city in the past 6 months





Address: 4th floor, Block 1, First Macroryan, Ministry of Public Works, Kabul - Afghanistan

Phone: 0202301871 / Email: info@nrp.gov.af / Website: www.nrap.gov.af

