



Islamic Republic of Afghanistan

Ministry of Finance

Ministry of Transport

Ministry of Rural Rehabilitation & Development

National Rural Access Program (NRAP)

ANNUAL REPORT

۱۳۹۷

March 2018 - March 2019





Islamic Republic of Afghanistan

Ministry of Finance

Ministry of Transport

Ministry of Rural Rehabilitation and Development

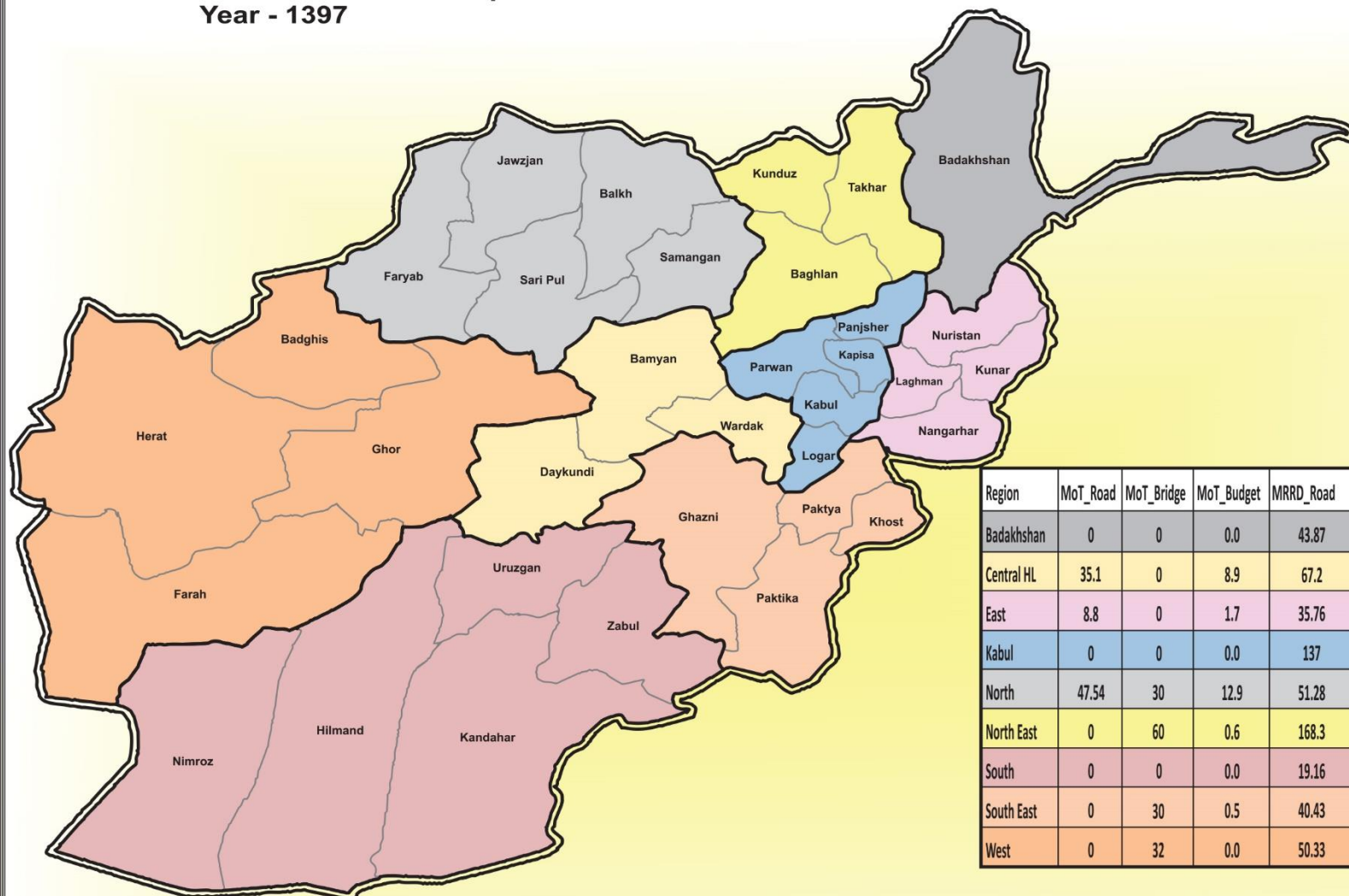
ANNUAL REPORT 1397

March 2018 – March 2019



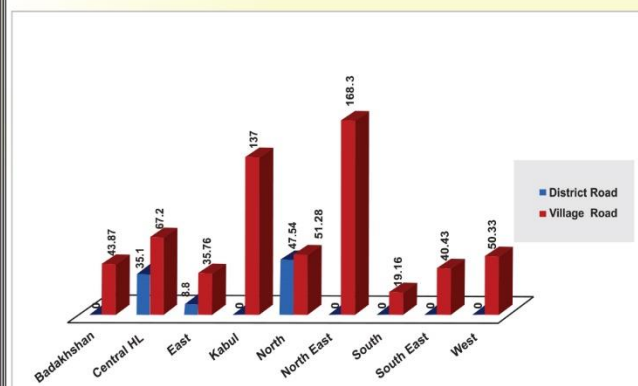
National Rural Access Program

NRAP Consolidated Activities Map Year - 1397

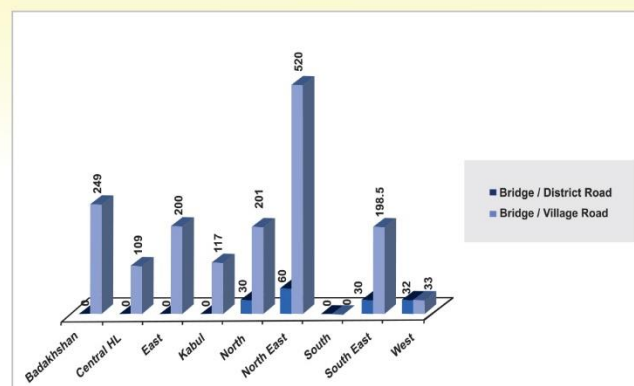


Region	MoT_Road	MoT_Bridge	MoT_Budget	MRRD_Road	MRRD_Bridge	MRRD_Budget	NRAP_Road	NRAP_Bridge	NRAP_Budget
Badakhshan	0	0	0.0	43.87	249	4.6	43.87	249	4608758.41
Central HL	35.1	0	8.9	67.2	109	4.3	102.3	109	13259234.34
East	8.8	0	1.7	35.76	200	4.6	44.56	200	6247765.92
Kabul	0	0	0.0	137	117	15.3	137	117	15273117.11
North	47.54	30	12.9	51.28	201	5.6	98.82	231	18496131.39
North East	0	60	0.6	168.3	520	16.1	168.3	580	16693883.91
South	0	0	0.0	19.16	0	1.1	19.16	0	1111910.59
South East	0	30	0.5	40.43	198.5	4.1	40.43	228.5	4579625.6
West	0	32	0.0	50.33	33	3.6	50.33	65	3629436.3

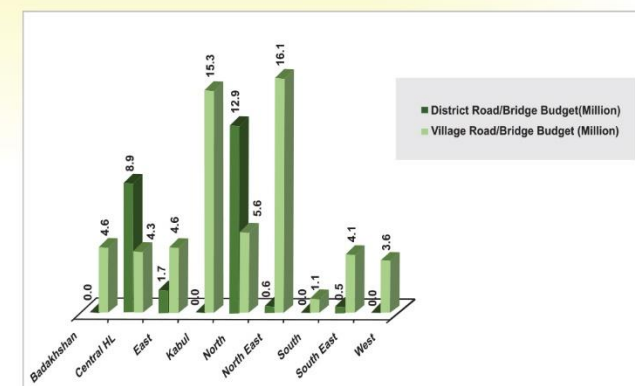
NRAP Road



NRAP Bridge



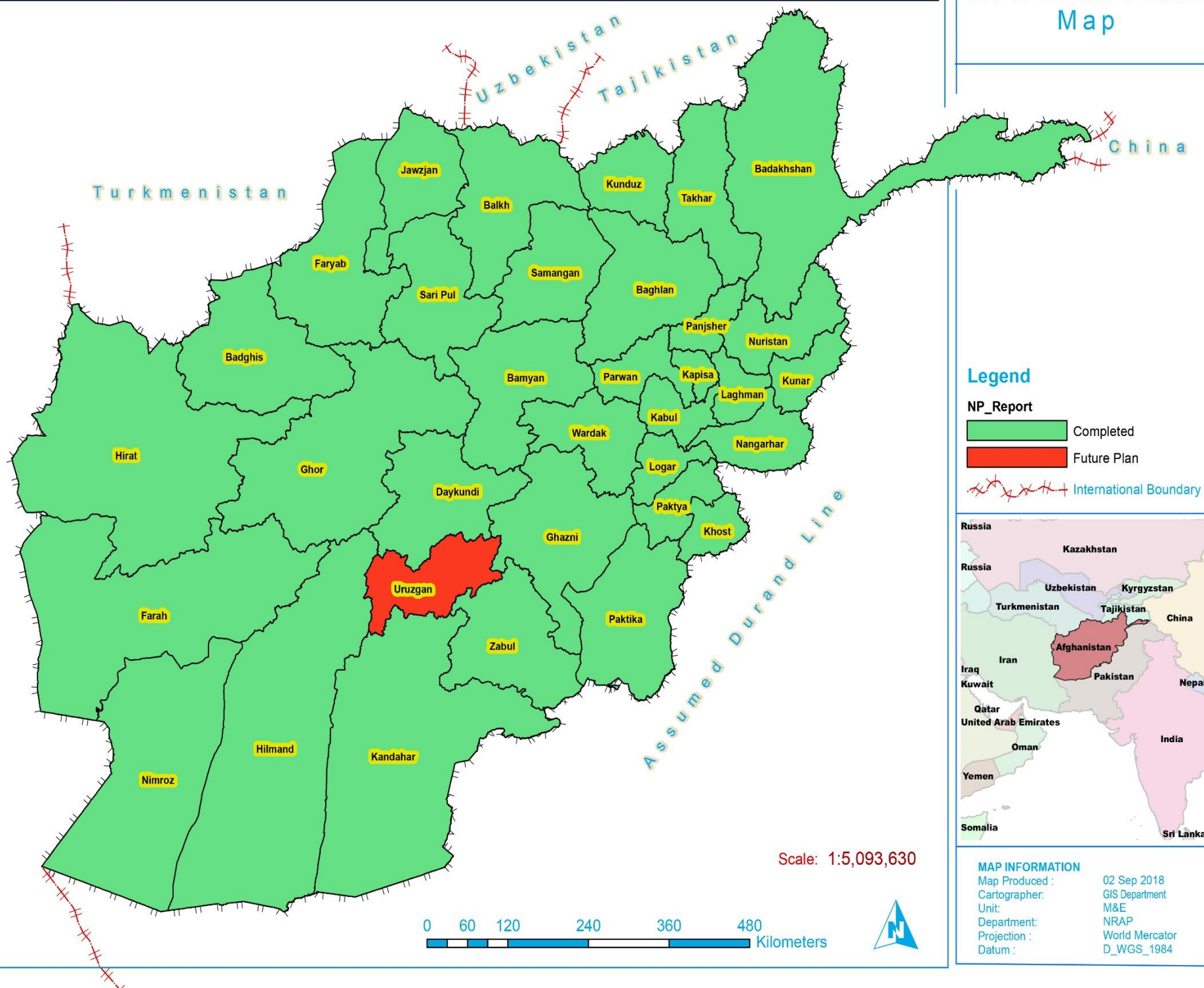
NRAP Budget



ROAD NETWORK & PLANNING SURVEY WORK PROGRESS REPORT



AFGHANISTAN Map





MESSAGE – H.E. ZAHID HAMDARD – CHAIRPERSON OF NRAP STEERING COMMITTEE AND DM FINANCE (MoF)

Beyond urban agglomeration, the rural development in reconciliation with social, economic and ecologic principles, is the integral part of national sustainable development, which is therefore in centric focus of strategic management of the country.

Even though development is a multi-level, multi-actor and multi-faceted process, nevertheless we seek qualitative changes in rural development through building both social and technical infrastructures to do in a certain rural area to enhance the “know how” and positively diversified livelihood quality in surrounding communities in short and long terms.

Let me express my distinguish gratitude to all, who have been supporting Afghanistan in various fields including rural development since last couple of decades. The Islamic Republic of Afghanistan is very appreciative to all donors, including ADB, IDA, ARTF contributors USAID, JICA etc. for their generous support both in rehabbing social and technical infrastructures.

I am particularly grateful to IDA and ARTF fiduciary support to Afghanistan Rural Access Project. Beside other programs, NRAP, is strategic partner of Islamic Republic of Afghanistan in fighting poverty, hunger, unemployment and backwardness which are the potential insecurity factors in Afghanistan.

NRAP is also vital in strengthening social fabrics, promoting agricultural products, protecting environment which seems crucial not only developing prosperous society but also plays vagarious role in promoting local economic growth through paving and providing access to schools, clinics and markets.

I encourage both executing ministries of MoT and MRRD to retain required measures of transparency and continue quality work in current and future projects.

The last but not the least I request the decent nation of the country to support their government through protecting their road network, functioning with required level of service.





د جلالتمآب

پوهنمل مجيب الرحمن کريمي پيغام
د کلبو د بيارغونې او پراختيا وزير
او د پروگرام د مشرتابه مجلس غړی
د هېواد د کليوالي سرکونو
رغبت، د هېواد په کليو کې له

شته زېربناء د ښه گټې اخېستنې

مهم فکتور دی او همدا سرکونه په کليو کې د مېشتو خلکو لومړنيو
خدمتونو ته لاسرسی اسانوي.

مونږ ژمن يو، چې د کليوالي سرکونو د ښېلونې داسې شبکه

رامنځته کړو، چې د هېواد هره څنډه له مرکز سره داسې ونښلول

شي، چې ټولې ستونزې يې په مهمو اقتصادي فرصتونو بدلې شي.

پيام جلالتمآب يما ياری

وزير ترانسپورت ج.ا.و

عضو مجلس رهبري برنامه

شبکه جاده ای به عنوان عامل

اساسی توسعه کشورها تلقی می

گردد. جاده به عنوان تسهیل

کننده ارتباط میان جوامع و دلیل

عمده ایجاد تغییر و دگرگونی در وضعیت جوامع شناخته می شود.

هر اتصال و ارتباطی می تواند موجب ایجاد توسعه ترکیبی شود و

وضعیت مردم را از فقر به سوی رفاه سوق دهد.

بنابراین، ما متعهد به ارتقای شبکه جاده ای افغانستان هستیم و

قصد داریم آنرا به جایگاهی برسانیم تا بتواند افغانستان را در مرکز

رونق اقتصادی و تبادل فرهنگی در منطقه و فراتر از آن قرار دهد و

موجب استفاده مؤثر از مزایای اقتصادی و اجتماعی بالقوه ما گردد.





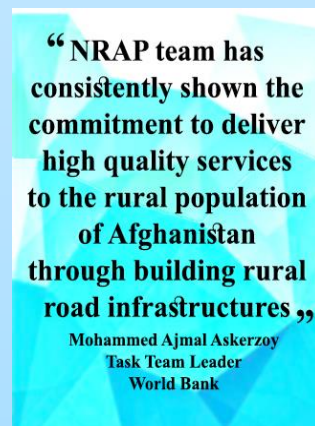
Acknowledgement

It is a pronounced honour to expose the great achievements of National Rural Access Program (NRAP) through presenting annual report of 1397 to its all strategic partners and stakeholders.

NRAP as a mega program, supports Government of Afghanistan to reduce unemployment, control immediate hunger, facilitated hygiene activities and eradicates backwardness through providing access to health centres, schools and market places.

First of all, I am thankful and appreciate NRAP's Steering Committee consisted of MoF, MoT and MRRD leaderships, who constantly and strategically supported the program to achieve the projected target and objectives for 1397.

I am also thankful to NRAP financial supporters, namely World Bank group ARTF contributors and MoF for providing fund to the program in general and ARAP project in particular.



My heartfelt gratitude also goes to WB task team for their noteworthy support during implementation and support missions which empowers the program to eradicate shortfalls during different phases of the project, planning to evaluation.

I am indebted to acknowledge all program staff including site engineers, environmental & social activists, gender specialists, regional managers, reporting, technical, procurement, finance units as well as program's administration in general and heads of PIUs Mr. Mohammad Sadiq Pashar, Mr. Mustafa Lamah and Mr. Mohammad Naser Temory as well as their deputies for their endless efforts and hard working to successfully implement the approved plans of 1397.

This is a pleasure to deliver my gratefulness to Mr. Daryosh Tabesh National Monitoring & Evaluation and Reporting Specialist, Mrs. Humaira Sareer Public Relation & Communication Specialist and Mr. Ahmad Khalid Khaliqi Senior Media Reporting Officer, my team members in National Coordination Unit, particularly for their hard work in collecting information and providing supports in drafting this report.

Besmilla Bismil

National Program's Coordinator





پیام انجنیر مصطفی لامع
سرپرست اجراییوی
برنامه ملی راه سازی روستایی
وزارت ترانسپورت
 چنانچه بر همه هویدا است برنامه ملی راه
 سازی روستایی (NRAP) یکی از برنامه
 های کلیدی دولت جمهوری اسلامی
 افغانستان است که طی سالیان متمادی

در راستای ساخت و ساز سرک ها و پل های روستایی سهم برآورده ای را ایفاء نموده
 و با وصل نمودن حد اکثر روستا های افغانستان مردم را باهم نزدیکتر ساخته است.

این برنامه از سال ۲۰۰۲ بدینسو با داشتن ظرفیت های موثر تخنیکی در چوکات
 وزارت ترانسپورت دست آورد های زیادی را در قسمت ساخت و ساز سرک ها و پل
 ها به دولت جمهوری اسلامی افغانستان به ارمغان آورده است.

برنامه ملی راه سازی روستایی وزارت ترانسپورت طی سالیان متمادی بیشتر از
 ۹،۵۶۵ کیلومتر سرک و حدوداً ۵،۸۷۷ متر پل را در سطح ولسوالی ها در تمامی (۳۴)
 ولایات کشور احداث نموده است و با ایجاد بیشتر از ۹ میلیون روز کاری تغییرات
 مثبت، موثر و چشمگیری را در زندگی صحتی، اجتماعی و اقتصادی مردم روستایی
 کشور بوجود آورده است.

جای بسا افتخار است که منحصث رئیس اجراییوی برنامه ملی راه سازی روستایی
 وزارت ترانسپورت دولت جمهوری اسلامی افغانستان، تمویل کننده گان محترم
 خاصتاً بانک جهانی و دست اندرکاران برنامه که در شرایط بسا دشوار و ناگوار امنیتی
 سر به کف داده و فعالیت های ارزشمند را در دور دست ها و مناطق صعب العبور
 کشور انجام میدهند تا سهولت های اساسی برای مردم دور افتاده این سرزمین ایجاد
 شود و از هر نوع امکانات اجتماعی و فردی برخوردار گردند، سپاس گزاری ویژه
 نمایم و از خدمات صادقانه تک تک ایشان که با خلوص نیت انجام میدهند تقدیر می
 نمایم.

تل دی وی افغانستان

زنده باد افغانستان



پیام انجنیر محمد ناصر تیموری
ریس اجراییوی
برنامه ملی راه سازی روستایی
وزارت احیاء و انکشاف دهات
 افغانستان کشوری است که اکثریت
 محصولات و سیستم ترانزیتی آن از راه
 های زمینی تامین میشود.



از آنجاییکه افغانستان کم و بیش ۸۰۰۰۰ کیلومتر سرک را در دهات و قریه جات
 دارا میباشد مانند کشورهای همانند آن نه تنها برای عرضه خدمات، ساختن جامعه
 مرفه و انکشاف متوازن، نیازمند راه بهتر و مناسب برای عبور و مرور مردم بوده بلکه
 وسیله ای برای انتقال محصولات، پیداوار زراعتی و دسترسی به خدمات اولیه می
 باشد.

برنامه ملی راه سازی روستایی وزارت احیاء و انکشاف دهات از آغاز فعالیت این
 برنامه توانسته بیشتر از ۶۸۰۰ کیلومتر سرک و ۷۵۹۰ متر پل را در نقاط مختلف
 دهات و قریه جات این کشور باز سازی نماید و بیشتر از ۵۰۰۰ کیلومتر سرک را نیز
 تحت حفظ و مراقبت قرار دهد.

این برنامه طی سالیان متمادی سهولت های بیشتری را برای مردم عزیز این کشور
 خصوصاً دسترسی ساکنین را به خدمات اولیه چون مکاتب، شفاخانه ها و مارکیت
 ها در مراکز و ولسوالی ها فراهم نموده است و همچنان فرصت های کاری قابل
 ملاحظه ای را نیز برای مردم محل ایجاد نموده است.

در نهایت جا دارد تا از کارکرد، زحمات و فعالیت های خستگی ناپذیر تمامی دست
 اندرکاران برنامه ملی راه سازی روستایی خصوصاً کارمندان این برنامه در وزارت
 احیاء و انکشاف دهات سپاسگزاری کنم و آرزو میبرم که شاهد درخشش بیشتر این
 برنامه در راستای آبادی و بهتر سازی زندگی اجتماعی مردم عزیز خویش باشیم و
 بتوانیم تا حد ممکن مناطق دور دست کشور را با هم وصل نمایم، همچنان زمینه
 زندگی بهتر را برای تمامی شهروندان این سرزمین مهیا سازیم.

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
EoI	Express of Interest
ESA	Environment and Social Assessment
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
MoT	Ministry of Transport
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
NPA	National Procurement Authority
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
PRI	Project Result Indicator
QA/QC	Quality Assurance / Quality Control
RCC	Reinforced Cement Concret
RM	Running Meter
SCM	Steering Committee Meeting
SMM	Senior Management Meeting
SY	Solar Year
TA	Technical Audit
THRCF	Trans-Hindukush Road Connectivity Project
URAP	Uruzgan Rural Access Project
USAID	United States Agency for International Development
WB	World Bank

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Preamble

National Rural Access Program (NRAP) is one of substantial programs of government of Afghanistan with **17 years** of concrete experience. Inception of the program links to the idea of rural development and local livelihood improvement that articulated in the Bonn Agreement in 2001 after several decades of civil war and political conflicts in the country. Henceforward, in 2002 interim government of Afghanistan strategized a list of national priority programs in which NRAP program has accentuated as one of the NPPs.

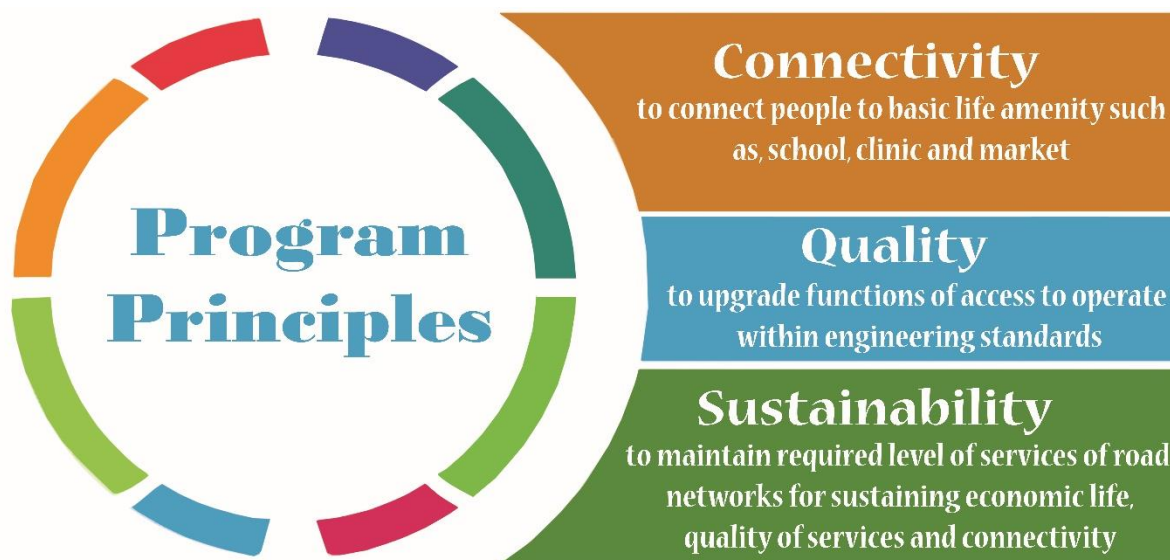


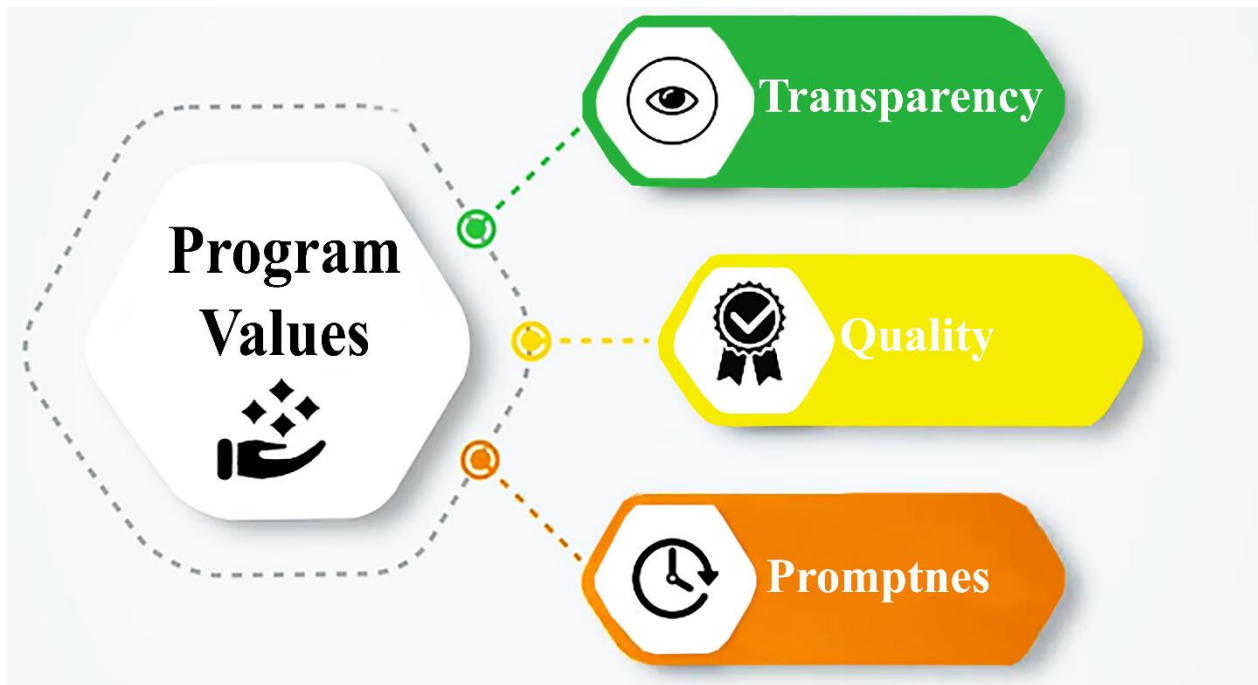
NRAP is immensely focusing on road sector and accessibility in particular rural roads in all 34 provinces of Afghanistan.

The initial objective of the program labeled by NEEP (National Emergency Employment Program) was creating employment during rehabilitation of rural roads networks. But, latterly base on a technical comprehensive review of program, the program policy is amended to focus both on providing quality rural roads construction and creating employment opportunities to local citizens in congruence with government policy in 2005.

Moreover, the program relies into three dimensional conceptual frameworks and consider three vital values during project implementation:

- a) Connectivity: to connect people to basic life amenity 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 road networks for sustaining economic life, quality of services and connectivity.



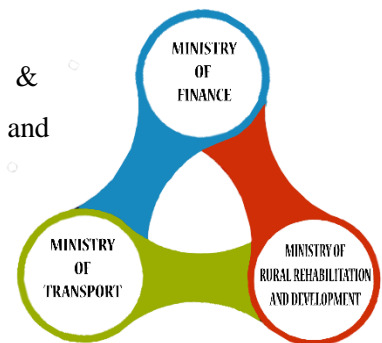


Ensuring year-round access to Basic Services and Facilities in Rural Afghanistan to enhance human security and promote equitable economic growth is objective of the program.

The mentioned objective is achievable by:

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

NRAP is being implemented by Ministry of Transport¹ for district roads & 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.



¹ Previously Ministry of Public Works (MoPW)

The National Rural Access program has been being remarkably supported by several donors in particular 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 to adjust to the evolving insecurity situation in different provinces.

The program is obliged to provide required information about its projects progress and achievements in regular dissemination (monthly, quarterly and annual reports) to key stakeholders in regular intervals.



1. A Quick Look about NRAP:

NRAP as a national program supports government through enhancing local economy and livelihoods in rural Afghanistan. The program has delivered considerable outputs since inception, it has successfully constructed more than 16,441 Km of road, 13,470 Running meters of bridges, 589,531 Linear meters of other associated infrastructures through which more than 20 million labour days have been generated for local communities during implementation of several mega projects. In addition, the program has also constructed 9 airports and 8 regional NRAP buildings.

It is worth to mention that the program is applying both labour intensive and private sector led models to improve local communities' livelihood and economy by enhancing their capacity and providing job opportunities through projects implementation. For more details, please refer to (Annex: 1.A & 1.B - NRAP provincial wise achievement since inception till March 2019).

The program has several projects under implementation funded by various donors in different provinces of Afghanistan. Afghanistan Rural Access Project (ARAP) which is implemented by Ministry of Transport for district roads and Ministry of Rural Rehabilitation and Development for village roads, is one of the ongoing mega project worth US\$437m, funded by IDA and ARTF for providing rural access to communities in all 34 provinces in Afghanistan.

2.1 Afghanistan Rural Access Project (ARAP)

The Afghanistan Rural Access Project originally worth, US\$ 332m and additionally funded (US\$ 105m) to cover both cost overrun of the original scope and scaling up is 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 be completed 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) original budget + additional budget and one new component (D: Contingency Emergency Response) added after acquiring additional financing.



2.1.1. Component A: The PIU-MoT is responsible for overall implementation of this component with US\$ 268m (186m original + 82m additional) total planned budget.

Target of component A is connectivity, upgrading and maintenance of major local (district) roads, and this component is designed to achieve the following objectives:

- 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 of about 1,000 Km of secondary roads & provision for emergency maintenance,
- A.5. Project Management and Implementation Support (IC & PIU staff)



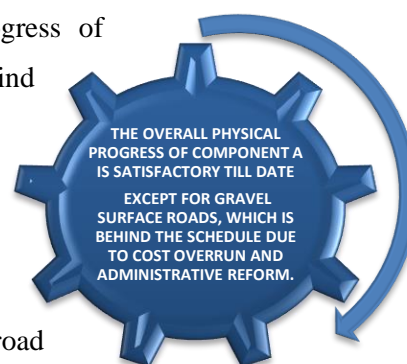
In contrast to the project result indicators the overall physical progress of component A is satisfactory except for gravel surface road, which is behind the schedule due to cost overrun and administrative reform.

As of March 2019, total of 603.03 Km gravel surfaced secondary road (indicatively constructed) which indicates overall 60.3% progress against total target of 1000 Km. Furthermore, 251.04 Km asphalt standard surface road has been constructed which indicates 100.4% progress against overall target of the subcomponent.

Moreover, total of 1,446.1 Running meter bridges which indicate overall 144.6% progress against the project indicator set for the project life have been constructed insofar.

Overall the routine and periodic maintenance of 2,260.34 Km road which include 520.89 Km completed periodic maintenance, however, the remaining 1739.45 Km is ongoing for routine maintenance which clearly shows the **high race (226% ahead of the target set for overall maintenance works).**

Financial progress of the component is also **Moderately Satisfactory till date.** The cumulative amount of the component (US\$ 186m +US\$ 82m) is 97% committed, while total US\$ 194.05m (72.4%) has been disbursed insofar.



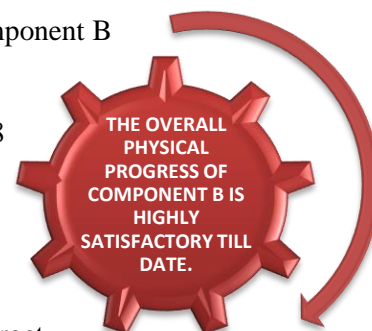
2.1.2. Component B: PIU-MRRD is responsible for overall execution of this component with total allocated fund US\$ 143m (128m original + 15m additional) for improvement and maintenance of minor local (village) roads.

The component is designed to achieve the following objectives:

- 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, and
- B.4. Project Management & Implementation Support (IC & PIU staff)

Conforming with project result indicators the overall physical progress of Component B is highly Satisfactory.

PIU- MRRD is successfully completed indicatively construction of total 1,468 Km of gravel surfaced village roads as of March 2019, which indicates overall 103.38 % progress matching with the target set for the total project life. In addition, 1,905 Running meters bridge has been indicatively constructed till the end of reporting period, which indicates 119.06% progress against overall set target for this subcomponent. Likewise, total 5,023 Km of planned (2000Km) tertiary road is either completed for periodic maintenance (1,423 Km) or progressing under routine maintenance (3,600 Km), which indicates overall 251.15% progress against the target set for total project life.



Financial progress of the component is also **Highly Satisfactory till date**. The entire cost of the component (US\$ 128m + US\$ 15m) including allocation for operation is 100% committed while US\$ 130.74m (91.42%) of the total allocation is disbursed till the reporting time.

2.1.3. Component C: The cumulative budget of this component is worth US\$ 26m (18m original + 8m additional) which is allocated for Program Planning and Development, Institutional Strengthening and Program Coordination Support that is jointly implemented by MoT and MRRD while coordinated by



National Coordination Unit of the Ministry of Finance. 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,

The overall progress of component C is ranked **satisfactory till date**.



Road network classification is finalized and approved by all three ministries; MoT, 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 18,876.39 Km road including 85% of national highways, provincial roads and district roads as well as 12,340 villages road is collected and the survey has been completed in 33/34 provinces.

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

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 MoT Survey and Design Units.



ARAP project follow up survey has successfully been 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 till date**. The entire cost of the component (US\$ 18m + US\$ 8m) including allocation for operation is 100% committed while US\$ 7.38m (28.38%) 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.



Figure: 1-ARAP Achievement since Inception to 21st March 2019

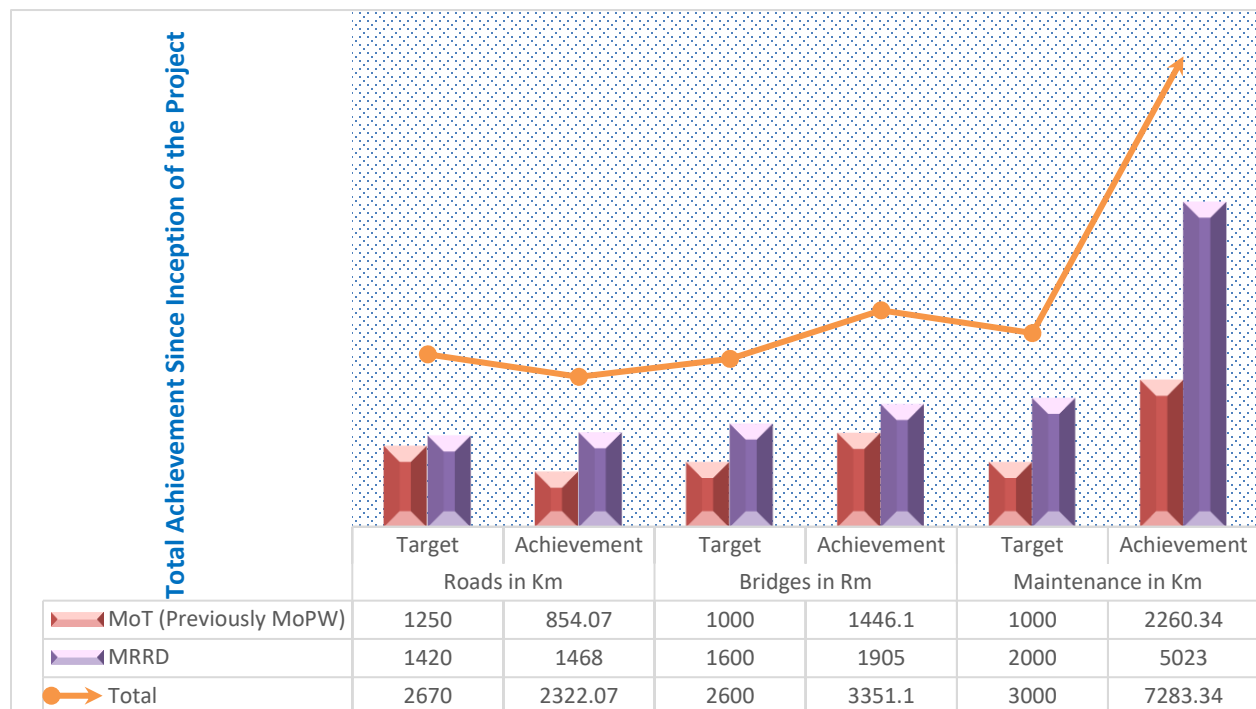


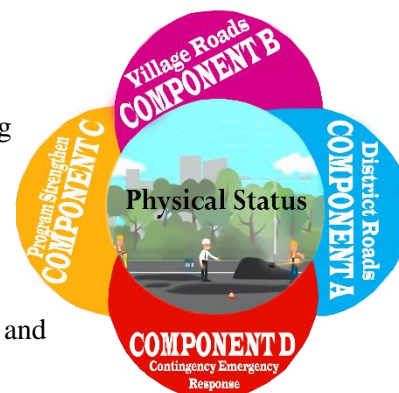
Table-1: ARAP Project Physical Progress Status as of March 2019

Intermediate Result Indicator	Unit	*PRI	Achievements	Progress as per PRI (%)	Variance + -%
Financial management system in MRRD and MoT developed and functional	%	100	100.00	100.00	0.00
Cost estimation system developed and fully functional	%	100	100.00	100.00	0.00
Design Standards developed and adopted	%	100	90.00	90.00	-10.00
Improved network Management System in Place	%	100	100.00	100.00	0.00
Complete Road Inventory (100% of roads under central government mandates, Including major highways, secondary roads and tertiary roads under NRAP sponsorship)	%	100	85 % major highways and secondary roads	85.00	-15.00
			0 % tertiary roads	0.00	-100.00
Roads constructed, Rural	Km	2670	2322.07	86.96	-13.04
Km of gravel surfaced secondary roads rehabilitated	Km	1000	603.03	60.30	The performance has been expedited to achieve the set indicators
Km of asphalt surfaced secondary roads rehabilitated	Km	250	251.04	100.42	0.42 % ahead
Construction of bridges on secondary roads	Meter	1000	1446.10	144.61	44.61% ahead
Km of secondary roads under routine and periodic maintenance scheme	Km	1000	2260.34	226.034	126.034 % ahead
Km tertiary roads rehabilitated	Km	1420	1468.00	103.38	3.38 % ahead
Construction of bridges on tertiary roads	Meter	1600	1905.00	119.06	19.06 % ahead
Km of tertiary roads under routine and periodic maintenance scheme	Km	2000	5023.00	251.15	151.15 % ahead
Job opportunities created via the intervention	Million Labour days	11.92	8.27	69.38	-30.62
Number of People trained or retrained	# people annually	833	159.00	19.08	-80.92
Female: Number of people trained or retrained (20% of total number of people)	# Female annually	167	17.00	10.18	-89.82

3. Afghanistan Rural Access Project (ARAP) Descriptive Physical & Financial Status

3.1. Physical Status

The Afghanistan Rural Access Project (ARAP) is one of mega ongoing projects of the program which originally worth US\$332m and enhance with US\$ 105m as additional fund so that to cover both the cost overrun in subcomponent A1 and additional scopes. The project is structured in four major components A, B, C and D which in turn subdivided into 5, 4, 3 and 1 subcomponents respectively.



Component A: Total allocated fund US\$ 268m (US\$ 186m original + US\$ 82m additional) is forecasted to achieve the following set process indicators.

Table-2: Component A sub-components and project life time physical planned targets

Sub-Component	Unit	PRI
A1- Km of gravel surfaced secondary roads rehabilitated	Km	1000
A2- Km of asphalt surfaced secondary roads rehabilitated	Km	250
A3- Construction of bridges on secondary roads	Rm	1000
A4- Km of secondary roads under routine and periodic maintenance scheme	Km	1000

Component B: Total sum of US\$ 143m (US\$128m original and US\$ 15m additional) is allocated for this component to achieve the following planned major activities or process indicators.

Table-3: Component B sub-components and project life time physical planned targets

Sub-Component	Unit	PRI
B1- Km of gravel surfaced tertiary roads rehabilitated	Km	1420
B2- Construction of bridges on tertiary roads	Rm	1600
B3- Km of tertiary roads under routine and periodic maintenance scheme	Km	2000

Component C: The total amount US\$26m (US\$18m original and US\$8m additional) is specified to this component to realize the following major activities:

Table-4: Component C subcomponents divisions

Sub-Component
C1- Setting up a rural roads planning and management system
C2- Institutional strengthening
C3- Project implementation support

Component D The 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.

ARAP project implementation is positively in progress and it is proceeding based on pre-set work and procurement plans. The overall progress of the project is according to the schedule and the scope achievements are ahead of the project intermediate result indicators, except subcomponent A1 of MoT which is rehabilitation of 1000Km of gravel surfaced secondary roads. Therefore, the overall performance and progress of the project is ranked **satisfactory till date**.

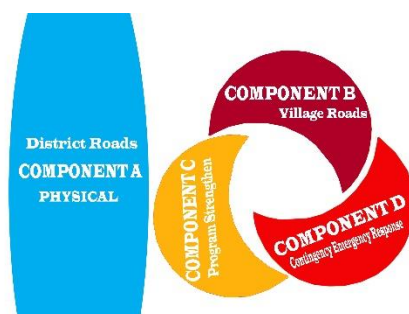
Component based activities; physical and financial progress are outlined bellow, however, for detail progresses please refer to (Annex: 5 - ARAP Provincial Wise Achievements during 1397), (Annex:7-ARAP Regional Wise Achievement during 1397) and (Annex: 8 A &B - ARAP Financial Status).



3.1.1. Component A

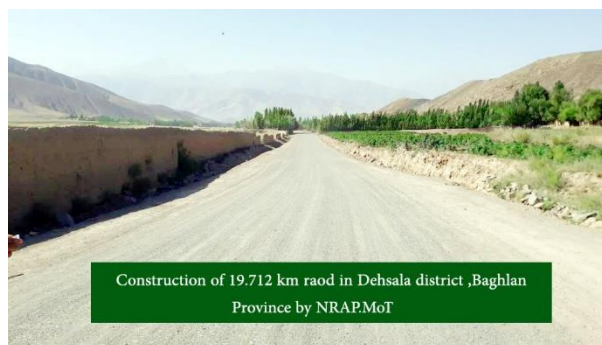
Ministry of Transport is executing authority of this component to cover bridge construction, improvement, upgrading and maintenance of the major local (district) roads.

The component has succeeded to rehabilitated 603.03 Km gravel surface road (including 32 Km post disaster subproject, which meets the criteria of gravel surface roads and completion of 16 Km road through sub-projects which were cancelled later in Faryab Province) and 251.04 Km of asphalt surface secondary (District) roads, 1,446.1 Running meters bridges over secondary roads as well as retain level of service of 2260.34 Km secondary road either through periodic or routine maintenance since inception of the project though out the country. The overall progress of the component has been ranked satisfactory during 1397. Total 41.34 Km (32.2 Km gravel surfaced and 9.14 Km asphalt surfaced) district roads, 30 Rm bridges over district roads as well as 20,425 linear meters associated drainage structures have been constructed during the reporting period.



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

This is essential to reiterate that this subcomponent has 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 as well.



A total of US\$ 62.8m has been disbursed under this subcomponent for delivering 59 subprojects through which cumulatively 555.03 Km of gravel surfaced district road has been constructed and generated one million labor days since inception of the project. The subcomponent is drastically behind the schedule due to both cost-overrun and abrupt reform in project implementation team.

Table-5: Gravel surface secondary roads since inception till March 2019

Description	Target for project	Developed	Procured	Deliver
No of Contract	74	81	81	59
Length of Road (Km)	1,000	784.57	784.57	555.03
Cost (US\$ in m)	90.24	95.2	95.2	62.8
Associated Infrastructure (Lm)	196,922.20	Not Applicable		120,975.2
Labourdays generated (m)	1.5	Not Applicable		1.0

While 3 subprojects with total cost of US\$ 6.4m have been delivered through which 32.2Km gravel surfaced road has been constructed and 0.1 million labor days generated during reporting period.

Table-6: Gravel surface secondary roads during reporting period

Description	Target for year	Developed	Procured	Deliver
No of Contract	3	3	3	3
Length of Road (Km)	32.2	32.2	32.2	32.2
Cost (US\$ in m)	6.4	6.4	6.4	6.4
Associated Infrastructure (Lm)	20,408	Not Applicable		20,408
Labourdays generated (m)	0.1	Not Applicable		0.1

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

The PIU has cumulatively constructed 251.9Km asphalt standard district road through completion of 28 contracts against US\$ 61.9m and also generated 1million labour days since inception of the project under this subcomponent.

Table- 7: Secondary roads paved standard since inception till March 2019

Description	Target for project	Developed	Procured	Deliver
No of Contract	32	31	31	28
Length of Road (Km)	299.48	292.39	292.39	251.9
Cost (US\$ in m)	76.58	74.8	74.8	61.9
Associated Infrastructure (Lm)	29,944	Not Applicable		1,318
Labourdays generated (m)	1.3	Not Applicable		1.0

While total 9.14Km asphalt standard road has been constructed through completion of 1 contract against US\$2.1m and generated 0.034 million labor days during reporting period. The subcomponent is on track and its achievement is ahead of project intermediate result indicator.

Table-8: Secondary roads paved standard during reporting period.

Description	Target for year	Developed	Procured	Deliver
No of Contract	1	1	1	1
Length of Road (Km)	9.14	9.14	9.14	9.14
Cost (US\$ in m)	2.1	2.1	2.1	2.1
Associated Infrastructure (Lm)	17	Not Applicable		17
Labourdays generated (m)	0.034	Not Applicable		0.034

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

As per programs' past experience most economical and good standard of bridges design has been adopted. Cumulatively 1,446.1 Rm Bridge has been constructed over district roads in various locations through 29 out of 30 targeted contracts against US\$ 15.1m and generated 0.3m labor days insofar.

Table-9: Bridge construction on secondary roads since inception till March 2019

Description	Target for project	Developed	Procured	Deliver
No of Contract	30	30	30	29
Length of Bridge (Rm)	1,480.0	1,480.1	1,480.1	1,446.1
Cost (US\$ in m)	15.46	15.3	15.3	15.1
Labourdays generated (m)	0.26	Not Applicable		0.3

A total of 30 Rm bridge has been constructed over district roads by PIU MoT through 1 contract against US\$ 0.3m and generated 0.0048 million labour days during reporting period.

Table-10: Bridge construction on secondary roads during reporting period

Description	Target for year	Developed	Procured	Deliver
No of Contract	1	1	1	1
Length of Bridge (Rm)	30	30	30	30
Cost (US\$ in m)	0.3	0.3	0.3	0.3
Labourdays generated (m)	0.0048	Not Applicable		0.0048

IV. Maintenance of 1000Km of secondary road on routine and periodic bases

a. Periodic maintenance of about 850 Km of unpaved secondary roads:

Mostly focus of periodic maintenance under this section is 850 Km of unpaved or gravel secondary roads which is also reserved for routine maintenance. Periodic maintenance involves reshaping of grades and cambers, and re-gravelling with 100-150 mm of selected gravel.

Cumulatively 460.59 Km gravel surfaced road is upgraded to standard level of service by disbursement of US\$ 5.7m through delivering 13 out of 13 targeted contracts and generated 0.1 m labor days since inception of the project.

Table-11: Periodic maintenance of unpaved secondary roads since inception till March 2019

Description	Target for project	Developed	Procured	Deliver
No of Contract	19	19	19	13
Length of Road (Km)	610.14	610.14	610.14	460.59
Cost (US\$ in m)	7.1	7.1	7.1	5.7
Labourdays generated (m)	0.11	Not Applicable		0.1

However, there was no achievement under this section of subcomponent during reporting period.

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, cambers and resurfacing of pavement.

The PIU has maintained 60.89 Km asphalt standard road to standard level of service through 4 out of 4 targeted contracts by disbursing US\$ 2.1m budgeted amount and generated 0.034 m labour days since inception of the project.

Table-12: Periodic maintenance of paved secondary roads since inception till March 2019

Description	Target for project	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 (m)	0.04	Not Applicable		0.034

However, there was no achievement under this section of subcomponent during reporting period.

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 roads however, due to critical need for maintenance of paved secondary roads based on the request of ministry and agreement of the WB 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 1,739.45 Km of secondary road maintained and kept functional through delivering 175 out of 377 of (recurrent) targeted contracts by disbursing of US\$ 2.3m budget and generating 0.037m labor days since inception of the project under this subcomponent.

Table-13: Routine maintenance of secondary roads since inception till March 2019

Description	Target for project	Developed	Procured	Deliver
No of Contract	377	193	193	175
Length of Road (Km)	4,129.62	1,926.78	1,926.78	1,739.45
Cost (US\$ in m)	5.12	2.5	2.5	2.3
Labourdays generated (m)	0.086	Not Applicable		0.037

While total 199.81 Km secondary road maintained and kept functional through 128 out of 128 targeted contracts (recurrent) by disbursing US\$ 0.3m budget and generated 0.004m labor days during the reporting year.

Table: 14- Routine maintenance of paved secondary roads during reporting period

Description	Target for year	Developed	Procured	Deliver
No of Contract	26	26	26	21
Length of Road (Km)	245.54	245.54	245.54	199.81
Cost (US\$ in m)	0.3	0.3	0.3	0.3
Labourdays generated (m)	0.004	Not Applicable		0.004

d. Emergency Maintenance:

A provision of US\$ 1.5m was 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 though 34 either community or private sector led contracts by disbursing the total US\$1.4m amount and generated 0.022m labour days since inception of the project.

Table: 15- Emergency maintenance of secondary roads since inception till March 2019

Description	Target (financial)	Developed	Procured	Deliver
No of Contract	Not Applicable	34	34	34
Length of Road (Km)		290.72	290.72	290.72
Cost (US\$ in m)	1.4	1.4	1.4	1.4
Labourdays generated (m)	Not Applicable			0.022

However, there was no achievement under this section of subcomponent during reporting period.

e. Post Disaster Rehabilitation:

In contrast to the past (1394-1395) no incident or district road network drastic dis-connectivity is recorded to impose post disaster rehabilitation during 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.



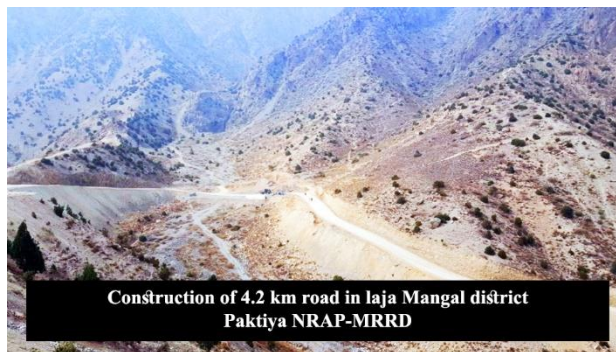
The cumulative achievement since inception to date is construction of 1,468 Km roads, 1905 Rm bridges, 203,410.77 linear meters associated drainage infrastructures with more than 4 million generated labour days. **The overall progress of this component is highly satisfactory till date.**

It is planned to achieve the following outcome 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

The road selection process is done as per agreed criteria explained in the project document. The prioritized subproject is promoted to development stage which involves environmental, social and technical studies including subproject designing and estimation, where technically, socially and environmentally qualified subproject is submitted to procurement stage followed by implementation.



The PIU's achievement is considerably ahead under this subcomponent by successfully delivering targeted plans in the project document.

The PIU's achievement is considerably ahead under this subcomponent by successfully delivering targeted plans in the project document.

Total 1,468 Km gravel surfaced tertiary (village) roads has been indicatively rehabilitated under this subcomponent through delivering 350 more than 242 targeted contracts by disbursing US\$ 68.8m and generating of 1.9 m labour days, since inception of the project.

Table-16: Tertiary roads construction since inception till March 2019

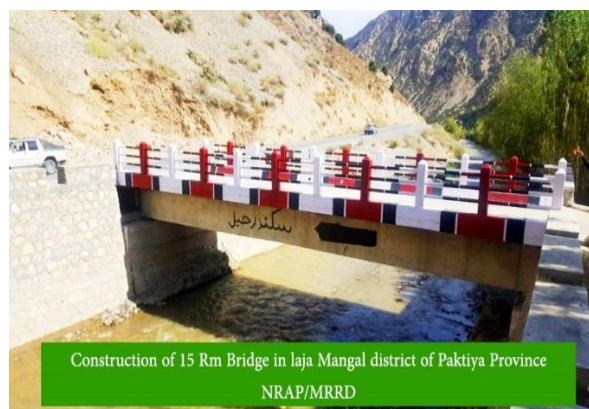
Description	Target of project	Developed	Procured	Deliver
No of Contract	242	399	370	350
Length of Road (Km)	1,385	1,717	1,533	1,468
Cost (US\$ in m)	67.6	90.4	80.2	68.8
Asociated Infrastructure (Lm)	Not Applicable			69,218
Labourdays generated (m)	Not Applicable			1.9

However, there was no contract for development and procurement during 1397, but, the total 56 Km gravel surfaced road was rehabilitated though 16 already awarded contracts by disbursing US\$ 6.1m and generating of 0.0735m labor days during reporting year.

Table-17: Tertiary roads construction during reporting period

Description	Target for year	Developed	Procured	Deliver
No of Contract	16	0	0	16
Length of Road (Km)	56	0	0	56
Cost (US\$ in m)	Not Applicable		0	6.1
Asociated Infrastructure (Lm)	Not Applicable			4,680
Labourdays generated (m)	Not Applicable			0.0735

II. Bridge Construction of about 1600 Running meters



The selection process of bridge subprojects is also based on agreed criteria explained in the project document. After a comprehensive process of screening in accordance to specific criteria, the subprojects 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 1,905 Rm bridges (excluding 470 Rm bridges along roads under subcomponent B1) has been indicatively constructed under this subcomponent through 71 more than 66 planned contracts by disbursing US\$ 9.3m and generated 0.192m labor days since inception of the project.

Table-18: Bridge construction on tertiary roads since inception till March 2019

Description	Target for project	Developed	Procured	Deliver
No of Contract	66	86	77	71
Length of Bridge (Rm)	2,000	2,756	2,459	2,375*
Cost (US\$ in m)	13	10.7	9.5	9.3
Labourdays generated (m)	Not Applicable			0.192

*Including 470 RM under B1

Even though there was no contract for development and procurement in 1397, but total 272 Rm Bridge has been constructed over village roads through 9 already awarded contracts by disbursing US\$ 2.4m and generated 0.0114 labor days during the reporting year.

Table-19: Bridge construction on tertiary roads during reporting period

Description	Target for year	Developed	Procured	Deliver
No of Contract	9	0	0	9
Length of Bridge (Rm)	272	0	0	272
Cost (US\$ in m)	Not Applicable		0	2.4
Labourdays generated (m)	Not Applicable			0.0114

III. *Routine & Periodic maintenance of about 2000Km of tertiary roads & provision for emergency maintenance based on project document:*

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 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 1,748 Km of tertiary roads:*

Cumulatively 1,423 Km village roads have been upgraded to standard level of service through delivering 98 out of 134 targeted periodic maintenance contracts which entailed to disbursement of US\$ 8.4m and generated 0.189m labor days since inception of the project.

Table-20: Periodic maintenance of tertiary roads since inception till March 2019

Description	Target for project	Developed	Procured	Deliver
No of Contract	134	134	134	98
Length of Road (Km)	1,748	1,748	1,748	1,423
Cost (US\$ in m)	Not Applicable		10.4	8.4
Labourdays generated (m)	Not Applicable			0.189

While total 446 Km village road have been fundamentally maintained to standard level of service through 74 out of 74 targeted contracts with total cost of US\$ 2.3m and generated 0.0221 million labor days during reporting period.

Table-21: Periodic maintenance of tertiary roads during reporting period

Description	Target for year	Developed	Procured	Deliver
No of Contract	74	0	0	74
Length of Road (Km)	446	0	0	446
Cost (US\$ in m)	Not Applicable		0	2.3
Labourdays generated (m)	Not Applicable			0.0221

b. Routine maintenance of about 3,600 Km of tertiary roads:

Cumulatively this subcomponent has retained 3,600 Km village roads functional through 237 out of 237 targeted contracts which cost US\$ 4.0m and generated 2. 5m labor days since inception of the project.

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

Description	Target for project	Developed	Procured	Deliver
No of Contract	237	237	237	237
Length of Road (Km)	3,600	3,600	3,600	3,600
Cost (US\$ in m)	Not Applicable			4.0
Labourdays generated (m)	Not Applicable			2.5

While total 2,367 Km village road kept functional through 160 out of 160 targeted routine maintenance contracts which cost US\$ 2.2m and generated 0.428m labor days during reporting period.

Table-23: Routine maintenance of tertiary roads during reporting period

Description	Target for year	Developed	Procured	Deliver
No of Contract	160	160	160	160
Length of Road (Km)	2,367	2,367	2,367	2,367
Cost (US\$ in m)	Not Applicable			2.2
Labourdays generated (m)	Not Applicable			0.428

c. Emergency Maintenance

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

Table-24: Emergency maintenance of tertiary roads since inception till March 2019

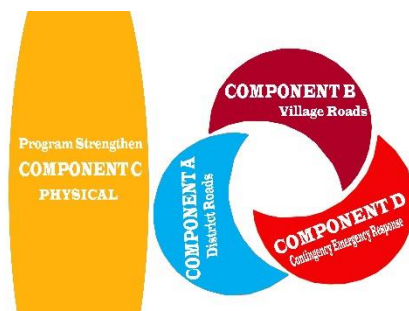
Description	Target	Developed	Procured	Deliver
No of Contract	Not Applicable	435	435	435
Length of Road (Km)		4064	4064	4064
Cost (US\$ in m)		1.9	1.9	1.9
Labourdays generated (m)	Not Applicable			0.347

However, there was no achievement under this section of subcomponent during reporting period.

3.1.3. Component C:

This component is responsible for Program Planning and Development; Institutional Strengthening; and Program Coordination Support with allocated budget of US\$ 26m (US\$ 18m original + US\$ 8m additional).

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- 25: 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. The progress under this activity is noteworthy. The database is developed, the team is hired for data collection through program, the approaches both for road network inventory and condition survey is finalized, and the data for 18,876.39 Km road including 85% national highways in 33/34 provinces has been collected insofar. Moreover, 12,340 village's social surveys are also 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. The program has successfully completed this activity. The road network planning system is developed, road classification is 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. 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 independent 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. 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. 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 MoT in order to carry out Kabul- Torkham expressway feasibility study. This responsibility has been assigned to THRC (Trans-

Hindukush Road Connectivity Project) for implementation. The ToR of this study has been designed and approved by the responsible authorities.

In addition, this study has been split into two parts, the first part is feasibility study for which the technical evaluation is completed and the package is ready to be sent for NPA approval and the second part is Environment and Social Assessment for which Expression of Interest (EoI) is already issued.

- (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 & private sectors to address the needs of the sector and propose measures to fill the identified gaps. These objectives will be achieved through the following activities:

Table-26: Institutional strengthening and capacity building activities and achievements

Activity	Achievements
(a) <i>Carry out a study of the laws, regulations, organizational structure and the human resource capacity of the rural roads sector:</i>	(a) (this activity is postponed)
(b) <i>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:</i>	(b) Capacity building plan has been prepared and applied since 21 st March 2015. A total of 119 (106 Male & 13 Female) fresh graduates as well as 40 (36 Male & 4 Female) internship students were trained and supported during the reporting period. Moreover, 630 (555 Male & 75 Female) fresh graduates and 907 (874 Male and 33 Female) internship students have been trained under this activity since inception of the project. *
(c) <i>Capacity building for domestic consulting firms and contractors:</i>	(c) Several trainings were conducted for private sector both through PIU-MRRD and PIU-MoT
(d) <i>Developing capacity for in-house financial management and management of environmental and social safeguards:</i>	(d) <ol style="list-style-type: none"> 1. Master degree programs for NRAP staff are completed for 14 employees (8 for NRAP-MRRD and 6 for NRAP-MoT). 2. Post- Graduation course completed for 9 employees and 3 others are ongoing for NRAP staff. 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, both are 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 MoT STAF from 5 th -13 th March 2016 14. Advance Survey Equipment training conducted for 4 Survey engineers for NRAP/MRRD in India Chennai in May 2016. 15. Fast Track Training conducted by Sysglobe Software Solution PVT in India for one NRAP MRRD staff from 4 th to 12 th Oct 2016. 16. In-house quality control training for 29 field and provincial engineers conducted by BAES Construction Material Testing Laboratories from 4 th to 19 th 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. 20. Leica GS-14 GPS survey training for 4 survey unit staffs of MRRD and MoT implemented in India 21. Planning of a study tour to NRAP staff is completed.
<i>(e) Construction of functional office and laboratory buildings in the eight regional offices, and improving the program library</i>	<i>(e) All 8 NRAP Buildings are 100% completed.</i>

*The cumulative achievement for this activity is lesser than 1396 since PIU-MoT has reported unpaid interns and trainees during 1396 and in this report, it has been deducted.

- (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-27: Program coordination support activities and achievements

Activity	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-MoT which goes smoothly. Besides, 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 have 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</p>

	Individual databases, including unified MIS, cost estimation systems have been developed in program, however, systematic web-based information flow system yet to be upgraded.
<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, and searching process to find and hire a qualified candidate is still going on. The project financial audit usually conducts through supreme auditing office of government on annual basis. 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, however, about AFN 21m detected by WB as questionable expenditure in PIU-MoT, for which the document might be provided.</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>	(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.
<i>(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.</i>	(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 ensure achievement of project development objectives.
<i>(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.</i>	<p>(e) Public Relation & Communications: Beside regular monthly newsletter and updating program website, the program brochures, wall & desk calendars and dairy have been published and portrayed on annual basis the following activities conducted in different project sites.</p> <ol style="list-style-type: none"> 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 regularly 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 December 16th, 2018.

	<p>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.</p> <p>According to mission report page 3, Section (V) the overall progress of ARAP project, towards PDO, implementation progress is Satisfactory, however, overall implementation progress is indicated as moderately satisfactory due to slow progress of component A of Ministry of Transport.</p>
<i>(f)Preparation of follow on program/project.</i>	This is not applicable any more

**NRAP
MONTHLY
COORDINATION
MEETING**



3.2. Financial Achievements

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

The project has disbursed total US\$ 33.36m for successfully accomplishment of the above endeavours planned for the reporting year. The project has successfully overcome to achieve cumulatively the construction of 113.34 Km roads, 302 Rm bridges and 25,105 linear meter drainage structures during 1397. The following tabulate is the detail financial status during 1397 fiscal year and since inception of the project.

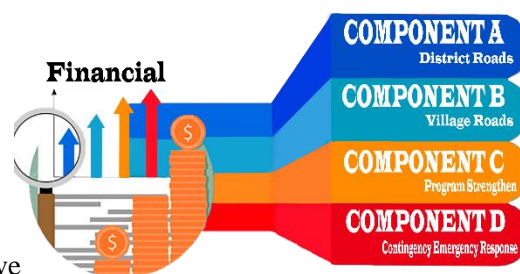
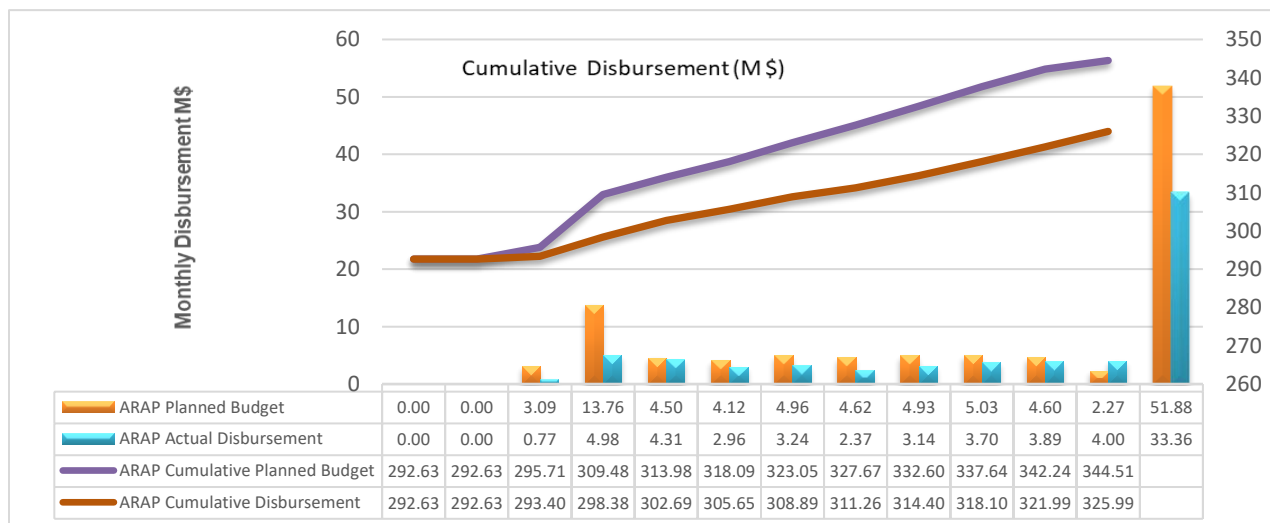


Table-28: Financial Status of ARAP during 1397 fiscal year and to date

ARAP Financial Summary						
Project Activities for ARAP		Revised Project Cost	Disbursement since inception till the end of 1396 Fiscal Year	Disbursement for 1397 Fiscal Year	Disbursement since inception till end of 1397 Fiscal Year	Committed Balance
A. MOT: For Improvement and Maintenance of District Roads						
1	A1- Secondary road work gravel surface	110,440,000	58,075,976	5,828,001	63,903,977	46,536,023
2	A2- Secondary road work asphalt surface	76,590,000	50,548,594	7,283,365	57,831,959	18,758,041
3	A3- Bridge construction work	15,470,000	12,482,896	431,388	12,914,284	2,555,716
4	A4- Secondary road maintenance	21,000,000	14,197,764	2,305,985	16,503,749	4,496,251
5	A5- Implementation support	44,500,000	36,444,393	3,267,768	39,712,161	4,787,839
	Sub-total of Component A	268,000,000	171,749,623	19,116,507	190,866,129	77,133,871
B. MRRD: For Improvement and Maintenance of Village Roads						
1	B1- Tertiary road work for 1300 Km, gravel surface	70,500,000	62,444,253	5,051,958	67,496,211	3,003,789
2	B2- Bridge construction work for 1600 m	13,000,000	9,355,901	2,004,208	11,360,109	1,639,891
3	B3- Tertiary road maintenance	25,500,000	14,504,115	3,611,482	18,115,597	7,384,403
4	B4- Implementation support	34,000,000	27,527,416	3,260,327	30,787,743	3,212,257
	Sub-total of Component B	143,000,000	113,831,685	13,927,975	127,759,660	15,240,340
C. MoT & MRRD & MoF: Institutional Strengthening, Project Management and Program Development						
1	C1- Setting up a rural roads planning and mgt system	10,000,000	1,485,214	32,621	1,517,835	8,482,165
2	C2- Institutional strengthening	7,000,000	4,133,956	85,458	4,219,414	2,780,586
3	C3- Project implementation support	9,000,000	1,425,880	199,113	1,624,993	7,375,007
	Sub-total of Component C	26,000,000	7,045,051	317,191	7,362,242	18,637,758
	Grand Total	437,000,000	292,626,359	33,361,673	325,988,032	111,011,968



Figure: 2 - ARAP Consolidated Actual Disbursement Vs Plan in Million USD during the fiscal year and since inception to December, 2018



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

3.2.1. Component (A)

According to ARAP project objectives and structure this component includes improvement and rehabilitation of secondary/district roads in all 34 provinces in Afghanistan.

Component A has disbursed US\$ 19.12m against US\$ 31.71m projected amount during 1397 while US\$190.87m against US\$ 203.46m projected amount since inception of the project.

Following statistical graph is presenting a comparison of financial disbursement with financial projection of works for component (A) during 1397 and since inception of the project.

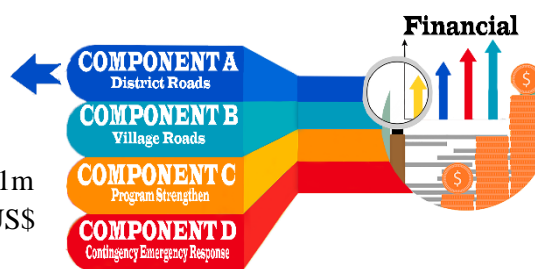
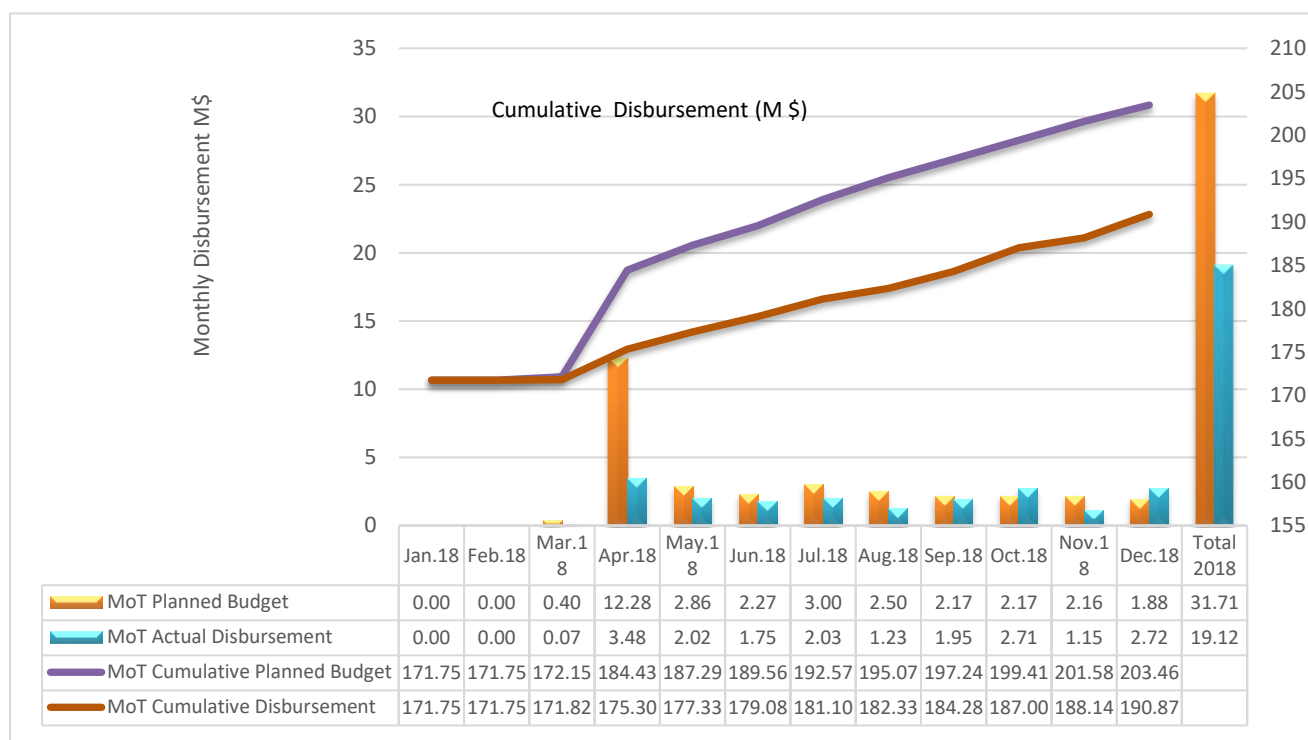
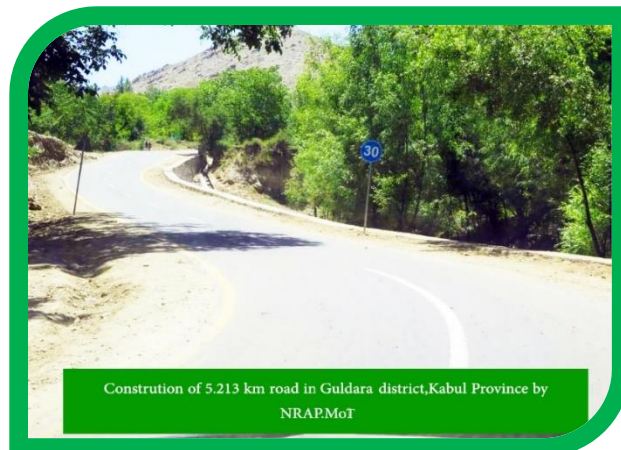
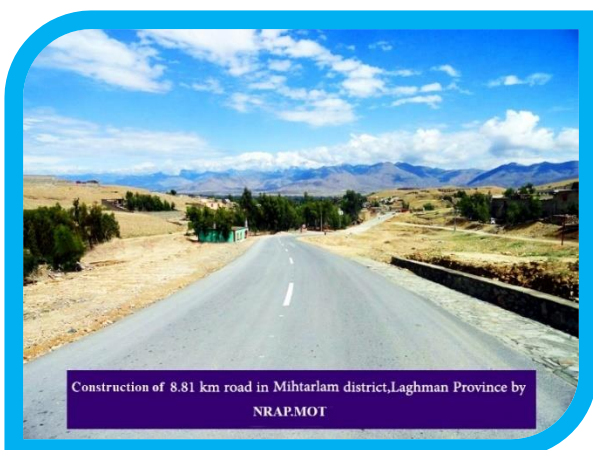


Figure: 3 – Component A (MoT) Disbursement Status in Million USD during 1397 fiscal year and since inception-to-Date (Planned Vs Actual)



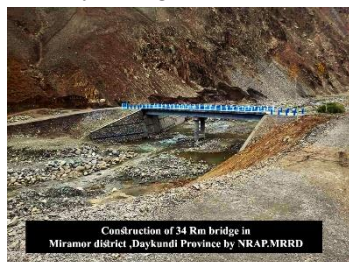
For more details about financial status, please refer to (Annex: 8 - ARAP Monthly and Cumulative Financial Status).



3.2.2. Component (B)

MRRD is the responsible authority to execute this component.

According to ARAP Project objectives and structure of this component which includes improvement and rehabilitation of tertiary/village roads in all 34 provinces in Afghanistan.



Component B has disbursed US\$ 13.93m against US\$ 19.50m projected amount in national budget during 1397 while disbursed US\$127.76m against US\$ 133.33m 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 1397 and to date.

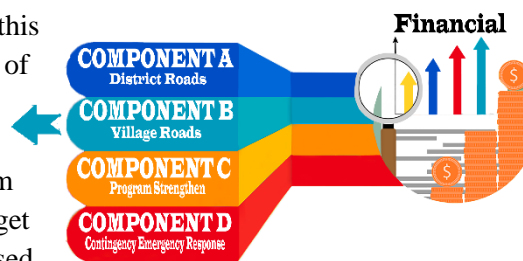
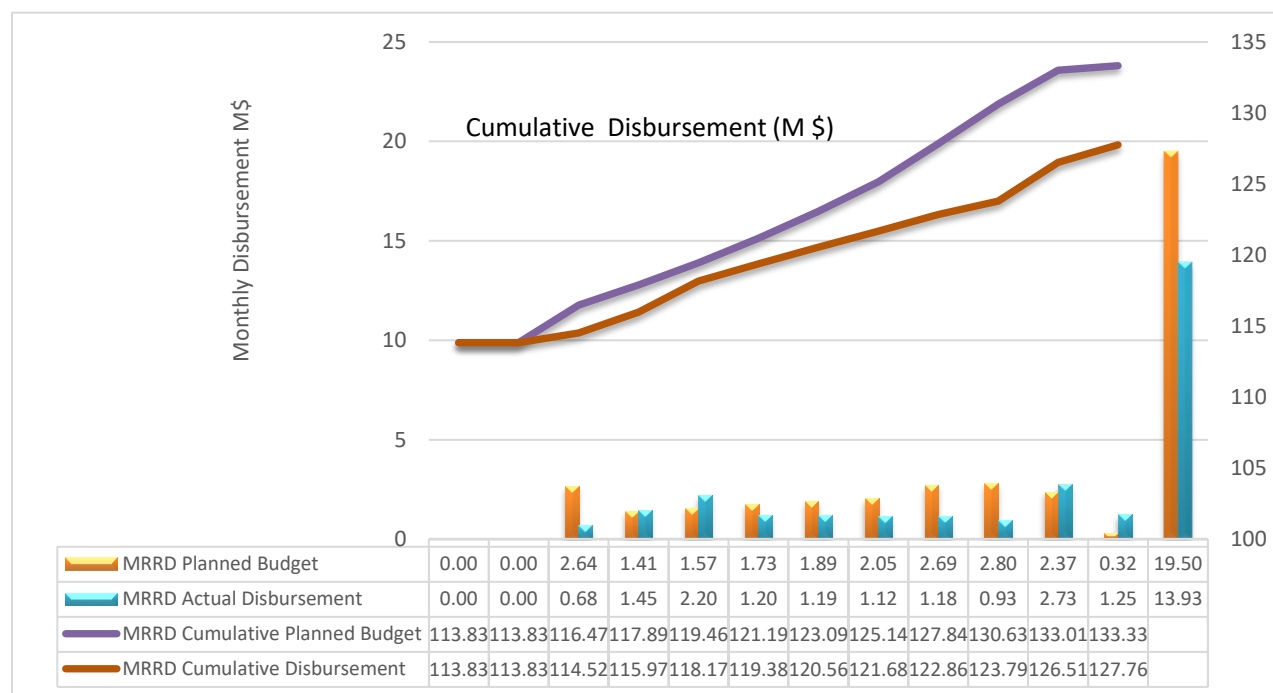


Figure: 4 – Component B (MRRD) Disbursement Status in Million USD during current fiscal year and since inception-to-Date (Planned Vs Actual)



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

3.2.3. Component (C)

Component C has achieved its intermediate result and the overall performance of this component is marked highly satisfactory during the reporting period. According to financial records, this component cumulatively has disbursed US\$ 0.32m accomplishing particular activities in the project during 1397.

Following statistical graph indicates component (C) financial progress during 1397 and to date.

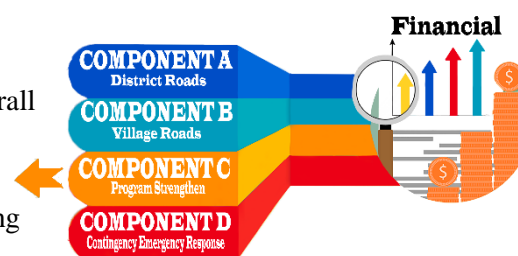
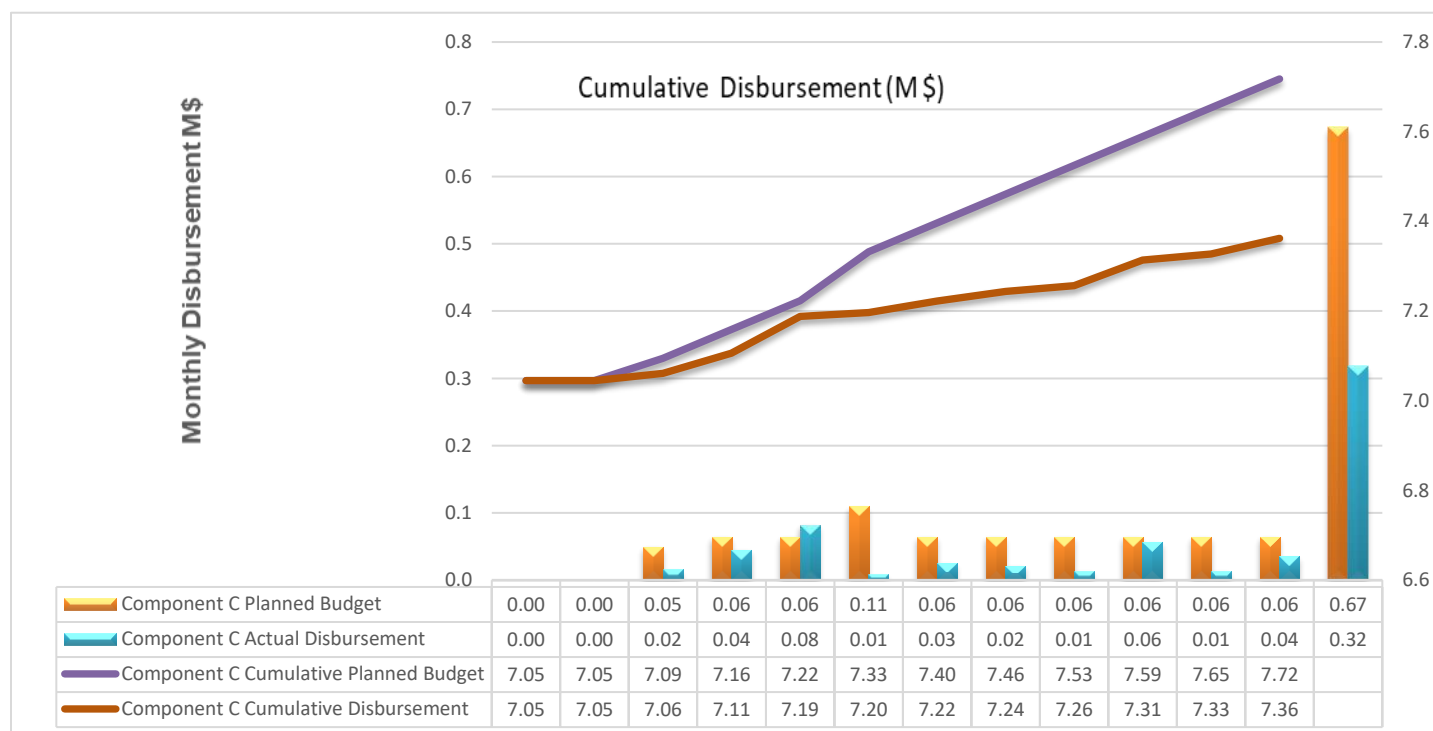


Figure: 5- Component C Disbursement status in million USD during 1397 fiscal year and since inception (Planned Vs Actual) to date



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

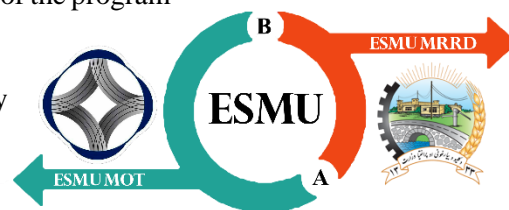


3.3. Environmental and Social Safeguards

The ESM department is one of the active and focused departments of the program existing in both PIUs.

The responsibility of ESM department is to perform actively according to ESM available manual.

The mentioned manual is a comprehensive document for environmental and social issues during the project implementation.



Responsibility of ESM unit starts from the initial stage of a subproject, which is the site survey and inspection of subprojects, they are in charged to conduct environment and social survey for potential related issues jointly with technical survey team in project site.

Moreover, the ESM departments of both PIUs are preparing ESMP for all the individual subprojects at the initial stage to make sure that social safeguarding and environment protection issues are resolved during the project implementation on subproject sites.

Besides, ESM department is also generating quality reports, enhancing reporting mechanism, implementing better monitoring and supervision system, adequate staffing at regional/field level with due consideration of gender equality.

Furthermore, both PIUs of the program are also highly focusing on implementation of social safeguarding in general. ESMP formulation has been made mandatory for each sub-project and both PIUs have already appointed safeguard focal points in each region, who regularly monitors implementation of ESMP.

Providing general and informative ESM training to ESM focal points, Engineers, Grievances Redress Committee (GRC) as well as contractors' staffs concerning safeguard management and ESM related issues.

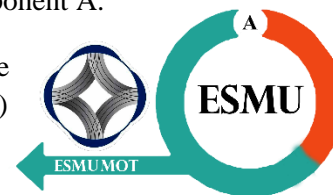
ESM department of both PIUs are obliged to provide monitoring awareness to local communities and encourage them to contribute and assist the program for monitoring purposes during subproject implementation, in order to feel sense of ownership, which is conducted as a routine activity. Comprehensive grievance redress mechanism is in place for every individual subproject and logbook is available to record any potential grievance in the subproject sites.

Last but not least, gender section of both PIUs are also active and enriched through finalizing gender inclusion model, plan and recruitment of enough number of qualified gender mainstreaming focal points in regional offices.

3.3.1. Component (A) Achievements on Environment and Social Safeguard:

Environment protection and social safeguarding is smoothly in progress in component A.

According to report received from ESM department of PIU-MoT they have successfully prepared 18 Environmental and Social Management Plans (ESMPs) for 18 ARAP subprojects. The affected number are 125 families (436 male and 400 female Project Affected People) during implementation of the mentioned subprojects.



To raise awareness and increase community participation during implementation of the subprojects 8,935 numbers of people (5,937 male and 3,149 female) were trained or consulted. Furthermore, 445 essential community consultation meetings (307 male and 138 female) were took place during different stages (planning till end of implementation) of subprojects to assess level of public satisfaction.

In order to construct standard sustainable roads and bridges more or less 48,681 m² lands were needed that has been compensated by communities.

Moreover 8,757 trees were cut down during the project implementation for which 13,549 number of trees were planted by the program to practice standards environmental protection and reduce the negative impacts of the project implementation.

ESM team of PIU-MoT had 276 subprojects site visits during the reporting period to ensure application of ESM manual and ESMPs hence with 72 (56 male and 16 female) Grievance Redress Committees (GRCs) were established to effectively redress the possible grievances in the subproject sites during the subprojects implementation stages.



**Women Participation
In
Project Site
During
Tree Plantation
by
NRAP - Environmental
and
Social Management Team**

As a result, more than 90 raised environmental and social issues such as air pollution, hiring more community labourers by contractor, design and land compensation by the communities solved through consultation with contractors and communities. Recurrent request of the communities to implement more subprojects in their vicinity. For more detail please refer to (Annex: 19.A).



3.3.2. Component (B) Achievements on Environment and Social Safeguard:

ESM unit is functional and progressing smoothly in PIU-MRRD and this unit is usually following seasonality map for tree plantation, since spring season is suitable for floras to grow better. Moreover, regional ESM officers are responsible to apply tree plantation based on subprojects monitoring plan and they also encourage the communities to plant trees and protect the environment for their present and future generation.



ESM unit of PIU-MRRD considerably pushed their efforts for effective implementation of ESM manual and ESMP of subprojects during the project implementation. According to data reported by PIU-MRRD, 33 number of ESMPs were prepared for 33 subprojects during reporting period. Moreover, 6,871 trees were planted in all nine regions of the program during the reporting period.

In order to apply standard roads & bridges, communities voluntarily compensate total 64,951 m² lands during the reporting period. Moreover, 167 (105 male and 62 female) grievance redress committee (GRC) were established in eight regions of the program and 1,068 individuals have got awareness and training of maintenance & monitoring by ESM team.

Besides, 41 social audits in Kabul, North & South regions and 364 environment monitoring have been conducted by ESM unit to ensure effective implementation of ESM manual and ESMP in the project sites during the reporting period.



As a matter of fact, environmental and social issues are fundamental problems in project implementation and this requires commitment & hardworking to analyse a problem in depth and solve it accordingly. Therefore, 134 issues related to PAPs record, compensation record, common property record, air pollution, hiring more community labourers by contractor and design have been raised by the communities were solved through consultation with contractors and provided technical information to communities during the reporting period. In brief, a recurrent request which has been recorded from communities by ESM officers is, to implement more subprojects in their area. For more detail please refer to (Annex: 19.B).



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\$ 48.5m in different years, starting in SY 1389. As a result of construction works, NRAP-MRRD has successfully constructed 1,368 Km Roads, 2,485 Rm Bridges and 186,592 meters of associate structures by delivering 416 contracts since inception of the project.

Table-29: MoF Project Financial Achievements

MoF 1397-year Budget					
Component	Budget (US\$ M)	Expenditure		Balance	% Progress
		During 1397	To date		
Works	46,406,735	43,555,465.45	43,555,465.45	2,851,270	94%
Non-Works	2,153,698	2,162,380	2,162,380	-8,682	100%
Total	48,560,433	45,717,845	45,717,845	2,842,588	94%

4.2. JICA & GOV Fund

This project has been funded by JICA & GOV. The total or cumulative budget of this project is almost US\$ 243 million for construction works in different years starting in 1393 for delivering 621.66 Km of Asphalt roads and 2,120 Rm of bridges in different provinces of Afghanistan. The design and procurement of this project has been completed. PIU-MoT has the execution responsibility of this project and it has constructed 444.84 Km road & 1,794 Rm bridges with contract cost of US\$110m since inception of the project.

Table: 30- JICA and GOV project Financial Achievements

JICA & GOV 1397-year Budget					
Component	Budget (US\$ M)	Expenditure		Balance	% Progress
		During 1397	To date		
Works	243	12	110	133	45.26%

5. Success Stories



5.1 . A Bridge That Secured Human Life

In 1953 the USAID project constructed a bridge in Arghandab but regrettably due to its one-way track and having narrow width could not form a safe passage for traffic and the people to pass from this bridge.

The community were dealing with tough situation for many years until the National Rural Access Program of Ministry of Transport included this vital bridge in their plan. The program conducted the implementation phase and successfully constructed this bridge in late November 2018 with satisfactory results.

Women Council (Shuari-Zanan) appreciated the hard work of National Rural Access Program which incredibly reduced travel time of the local people and added “This bridge connects Kandahar to Uruzgan province and prior to its construction, the vehicles were waiting for hours to cross the river through a one-way track specially on Thursdays and Fridays while jammed traffics last for hours and most of the time crowds forced people to travel on foot for hours to reach their destination but nowadays people travel in cars and reach their destination in minutes instead of hours”

Momin, was a local farmer in Arghandab district who had lots of difficulties in both his economic and social life says “I had lots of problem in carrying groceries or dispatching my products to central market and I had to travel for hours on animals with all my goods to reach market or my home which was very frustrating while danger was also threatening my life everyday but now luckily I can travel easily with a very less amount/fare to central markets.”

He added “Our children also had difficulties in crossing from this bridge and sometimes faced grave dangers due to its narrow width but thankfully nowadays they can travel effortlessly, with no trouble from this bridge”.

Most of the residents who were very happy from rehabilitation of this bridge highlighted “This bridge despite of providing other vital amenities also facilitates in better transportation specially for patients, women and children.”

The construction work of 110 meters RCC deck girder Arghandab bridge was signed between National Rural Access Program of Ministry of Transport and the Arian Mutahed Construction company with a total budget of 29,126,259.09 AFN which is completed in 30th of November, 2018 providing numberless facilities to communities in the area.

The 110-meters bridge not only facilitated in transportation of the locals but also provided so many other amenities in access to hospitals, schools and other primary service centers. It also improved the security in the area where in-contrast to the past, even the laborers worked during night shifts.



5.2. The 11.15 Km Gravel Road Decreased 35% Transportation Cost

The construction of 11.15 Km gravel road in Badghis Province provides significant amenities to the local people. This gravel surfaced road including 20 Rm RCC Girder bridge starts from Khowaja Mohammad and continues to Abkhor Sangi village of Abkamari district in Badghis province provides so many amenities in locals business and transportation.



Shah Alem a resident of Khowaja Mohammad village was very happy from the program and added “For a very long time, we had lots of troubles in this road, sometimes,

the drivers dropped us in the middle of the road and we had to travel by foot to our homes during midnights, furthermore, I am a farmer and I need to regularly dispatch my agricultural products to markets or buy materials from central market which was difficult for me cause sometimes they were wasted before reaching my destination but since the construction of this road, I have no fear to go to markets at any time and sell my products in the market”.

Zaman Ali was also a resident who made a store after construction of this gravel road and said that this road made him to open a business and sustain his economic & social life.

He also added “Nowadays farmers do not need to go to central markets to buy their farming tools since they can find most of their farming tools in my shop”

Mr. Zaman Ali was very happy from this project and thanked the program for implementation of such vital project and added “Now I can proudly say that I can cover all expenses of my entire family and also can send my children to school”.

Other residents also reported that “prior to the construction, there was an alternative road in Kotal-e-Zarmast but due to having lots of cracks and potholes we had grave difficulties while travelling or transiting our staffs from a place to another or even sometimes it was hard to reach hospitals in other near villages.”

They thanked the whole team for their outstanding work and added “This road also facilitated enormously in transportation with 35% decreases dually in both cost and travel time, particularly while transporting patients and dispatching our goods/products to the Center of Badghis.”

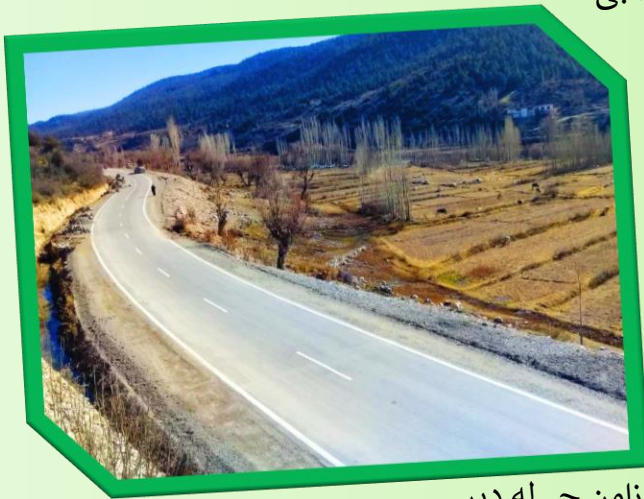
The National Rural Access Program of Ministry of Rural Rehabilitation and Development completed the construction of this significant road in a year.



The construction of this gravel road created 13,720 working days for an average of 200 residents while providing facilities to 70,000 people directly & indirectly and brought massive positive changes in economic, health and social lives of the residents.



۳.۵. د کرنیزو توکو په لیرد کې ځانګړې اسانتیاوې



د پکتیا - جاجی اریوب احمد خیل سرک چې د جاجی ولسوالۍ څخه پیل او تر ګوی ولسوالي پورې دوام لري د ترانسپورت وزارت په چوکات کې د کلیو د لار جوړونې ملي پروګرام له لارې د ترست ساختمانی شرکت لخوا بشپړ او د خلکو ګټې اخیستلو ته سپارل شوی دی.

ملک ولي د سیمې یو اوسیدونکې ډیر خوشحالی

سره وایي " ما پریکړه کړې وه چې خپل وروڼه او د تره زامن چې له ډیر

مودې راهیسې بی روزګاره وو د کار لپاره بهرنی هیوادونو ته ولیرم مګر کله چې ددې پروژې څخه خبر شوم خپل

پریکړه مې وړاوله او دوی ته مې په دې پروژه کې ښه کار

پیدا کړ."



نوموړي زیاتوي چې "په دې پروژه کې سربیره پر دې

چې زموږ کورنۍ ته کار پیدا شوه، خپل موټرونه

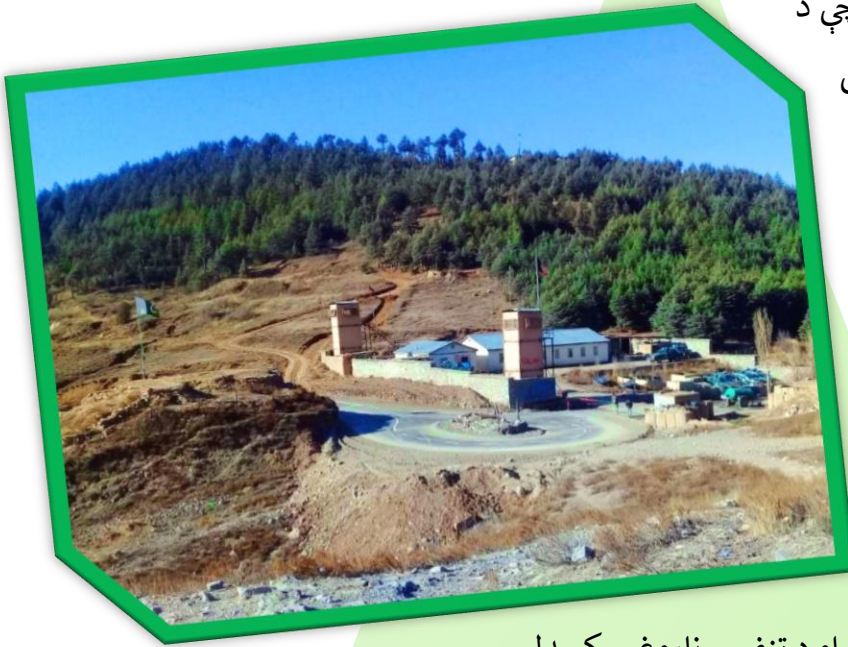
هم په پروژې کې د کار لپاره وګمارل او د پروژې د

پلی کیدلو په ترڅ کې مو حلاله روزي نصیب شو."

نوموړې سرک چې ۱۷،۳۹۳ کیلومتره اوږدوالی، ۶ متره پراخوالی، ۵۸

پلچکونه په مختلفو ډولونو کې او ۹۹۴ متره استنادي دیوالونه لري چې ۱۵ کلبو یعنې علی خیل، غونزی احمد

خیل، بیان خیل، گلغندي، لرلیونی، برلیونی او سپین جومات په شمول د دې پروژې څخه ګټې اخیستی ده.



د پکتیا - جاجی اریوب احمد خیل سرک چې د سیمې یو غږ ترڅنګ موقیعت لري او مخکې له دی چې دا پروژه پلی شي، د خلکو په تګ راتګ کې ډیری ستونزې موجودې وې او په دیره سختي سره دوی ددې لارې څخه تیریدل چې د دې پروژې د پلی کیدلو سره دغه ستونزې حل شوی دي.

د سیمې چارواکي او ځینې اوسیدونکي وایي "د هوا او د چاپیریال د ککړتیا لږوالی او د تنفسی ناروغیو کمیدل د دې پروژې نورې مزایایې دي او سره زیاتوي چې په ترانسپورت او د نورو سکتورونو په پراختیایې برخو کې هم مثبت بدلون راغلی دی".

ددې سرک له جوړونې سره د خلکو په اقتصادي او ټولنیز ژوند کې مثبت بدلون راغلی دی لکه خوراکي توکو په قیمت کې کموالی، او د کرنیزو توکو په لیرد کې د پکتیا ولایت او نورو مارکیتونو ته اسانتیاوې چې په ځانګړي توګه اوس مهال اوسیدونکي کولې شي د کرنیزو د محصولاتو د خرڅولو په بدل کې ښه عایدات ترلاسه کړي.



۴.۵ د یو سرک جوړونې سره د خلکو په ژوند کې ډیری اسانتیاوې راغلې



د ۵.۶۹ کیلومتره جغلي سرک جوړونې سره د کلبوالو په تگ راتگ کې ځانگړې اسانتیاوې راغلې دي او اوس مهال اوسیدونکي چټکتیا سره ځان د ولسوالیو مرکزونو ته رسوي. دا سرک د نصرت اباد وطني کلي څخه پیل کيږي او د جوزجان ولایت د فیض آباد ولسوالي تر مردیان فیض آباد سرک پورې دوام لري.

دمردیان ولسوالۍ ټولنیز پراختیایي شورا یو غړې ښاغلی

سید احمد دا پروژه یو مهمه او حیاتي پروژه بولي او وایي چې مخکې له دې چې دا سرک جوړ شي د ژمې په موسم کې د کلبو اوسیدونکو خپل ناروغان په ډیرو ستونزو سره په یو ساعت یا هم یو نیم ساعت کې روغتونونو ته رسول چې ځینې وختونو کې هم د ناروغي د زیاتوالي له کبله په ډیر سختۍ سره درملنه کیده چې دا ټول یې د لار د خرابوالي له کبله مینځ ته راغلی وه.

هغه زیاته کړه " اوس مهال د دې سرک جوړیدو سره الحمد لله زموږ کلبوال کولې شي چې په ډیره چټکتیا سره په شاوخوا شل دقیقو کې ځان روغتونونو ته ورسوي او د بدو پیښو څخه مخنيوی وکړي."

د پروژې یو مستقیم گټه اخیستونکي آغلی شیم چې د خپل اقتصادي ستونزې د دې پروژې له لارې حلول، وایي " زما میړه یو اتل وه چې په جنگونو کې شهید شوی وه او اوس مهال زه دخپل کورنۍ مشر یم، زه د دې پروژې څخه ډیره خوشحاله یم ځکه چې د دې پروژې له لارې څخه د خپل ژوند ډیرې ستونزې مې حل کړې دي، اوس خپل ماشومان قرطایسې سره ښوونځیو ته لیږم او غواړم چې په راتلونکې کې دوی انجیران او معلمان شي ترسو د خپل وطن ته همداشان خدمت وکړي."



آغلی شیما زیاته کړه " مخکې له دې چې دا سړک جوړ شي د ماشومانو په تگ راتگ کې مې ډیرې ستونزې درلودې او مجبوره وم چې لومړۍ دوې ښوونځیو ته ورسوم او بیا د خپلو ژوندانه چارو ته په ډیر سختي سره ځان ورسوم مگر د دې سړک جوړیدو سره زما ماشومان خپله کولی شي چې ځان ښوونځیو ته ورسوي او زه هم د خپلو چارو ته په وخت ورسیرم."



د دې سړک جوړونې سره پر دې سربیره چې د خلکو په تگ راتگ او د دوی د کرنیزو توکي په لیږدو کې اسانتیاوې راغلې، د سیمې اوسیدونکې د لومړنۍ خدماتو لکه ښوونځیو، روغتونونو او د ولسوالۍ مارکیټونو ته هم لاسرسی موندلی دي او د خلکو په ټولنیز او اقتصادي ژوند کې مثبت بدلون راغلی دي چې د کلبو او د کلبوالو د ځان بسیا په لور یو اساسي گام گڼل کیږي.

۵.۵. مستفید شدن مردم از مزایای پروژه حفظ و مراقبت یومیه

برنامه ملی راه سازی روستایی ضمن اتصال و بازسازی سرکها و احداث پل ها، همچنان حفظ و مراقبت سرک ها را نیز جز اولویت های کاری خویش قرار داده است.

پروژه حفظ مراقبت ضمن اینکه سهولت رفت و آمد را برای اهالی قریه جات مساعد نموده و زمینه اشتغال زایی را برای مردم نیز مهیا نموده است.



انجنیر ناظر حسین باشنده قریه گل ورز ولسوالی بلخاب ولایت سرپل که منحنیث سوپر وایزر در پروژه حفظ و مراقبت مصروف کار است میگوید: "پروژه حفظ مراقبت ضمن اینکه سهولت رفت و آمد را برای اهالی قریه جات مساعد نموده، زمینه اشتغال زایی را برای ما مردم نیز مهیا نموده است."

انجنیر ناظر می گوید که من سه سال قبل از پوهنځی انجنیری فارغ شده ام اما بیکار بودم، خوشبختانه با آمدن این پروژه، با درنظرداشت اصل شایسته سالاری و سپردن کار به اهل آن از طرف کارمندان برنامه منحنیث سوپروایز انتخاب گردیدم و اکنون در این پروژه ایفای وظیفه مینمایم. که این خود چانس خوبی برای ازدیاد تجربه کاری و همچنان یک درآمد خوب برای امرار حیات ام است.

وی همچنان در مورد سهولت های این سرک می افزاید: "سرک مان قبلاً توسط وزارت ترانسپورت ساخته شده بود و از اینکه سال به سال تخریب میگردد، به تاکید مکرر اهالی منطقه و اداره محلی در سطح ولسوالی و ولایت، هیئتی از طرف برنامه ملی راه سازی روستایی به ساحه آمده و سرک ما را تحت حفظ و



مراقبت یومیه قرار دادند تاهزینه ای که در قسمت بازسازی سرک ما به مصرف رسیده بود به هدر نرود، علاوهً باشندگان قریه جات قبلاً به مشکل می توانستند به مرکز ولسوالی دسترسی داشته باشند، چنانچه ما شاهد تلف شدن چندین تن از مریض ها در این مسیر بودیم و حالا جای بسا خوشی است که برنامه ملی راه سازی روستایی در دورترین نقاط چنین سهولت را برای ما ایجاد نموده است.



قابله فاطمه باشندده قریه زووج ولسوالی بلخاب ولایت سرپل که منحث نرس قابله در کلنیک صحنی تریچ خدمت میکنده نیز از ارزش دسترسی سریع به مراکز درمانی یاد آوری میکنده. او همچنان از تلفات بعضی- از مریضانی که قابل معالجه در قریه جات نمی باشند هنگام انتقال به مراکز صحنی اساسی ولسوالی بلخاب یاد آور شده می افزاید: "قبل از ساخت این سرک ساعت ها را در بر میگرفت تا اهالی منطقه خود را به مراکز صحنی در ولسوالی ها برسانند اما با ترمیم این سرک حالا ۵۰ فیصد کاهش در زمان انتقال مریضان به مراکز صحنی آمده است"



قبل از آغاز کار

حفظ و مراقبت ۲۰۷۳ کیلومتر سرک جغلی که از قریه شلونک ولسوالی دره صوف شروع تا قریه دو شاخ و از قریه دهنه مغزار الی قریه تریچ ولسوالی بلخاب که یکی از پروژه های مهم این برنامه پنداشته میشود بمنظور حفظ سرمایه ملی با هزینه مجموعی ۷،۶۴۰،۶۶۸ به مدت یکسال تحت حفظ و مراقبت یومیه قرار گرفته است تا ازیک طرف سهولت دسترسی اهالی قریه جات به مرکز ولسوالی بلخاب را مهیاء سازد و از جانب دیگر زمینه کاریابی برای ۷۷ فامیل از باشندگان محل را نیز مساعد سازد.

۶.۵. پروژه ای که برای بسیاری از مشکلات مردم راه حل گردید.



پل ۳۴ متره در ولسوالی میرامور ولایت دایکندی یکی از پروژه های مهم برنامه ملی راه سازی روستایی وزارت احیاء و انکشاف دهات است که سهولت های زیادی را برای مردم محل و باشندگان قریه سرخجوی ولسوالی میرامور ولایت دایکندی بوجود آورده است.

رقیه یک تن از دانش آموزانی است که مکتب شان در طرف

دیگری دریا قرار دارد که با ساخت این پل میتواند در زمان کمتر و با سهولت بهتر به مکتب برود و به فکر راحت به دروسش ادامه دهد.



رقیه می گوید: "ساخت این پل من را دوباره وادار نمود تا به دروس خویش بصورت منظم و بدون غیر حاضری حاضر شوم، چون قبل از اعمار این پل مردم محل نمی توانستند که برای مدت ۶ ماه در سال به آسانی از این مسیر عبورو مرور کنند و عمده تر از همه شاگردان مکاتب اناثیه با مشکلات خیلی سخت مواجه بودند.

به گفته وی خوشبختانه با اعمار این پل مشکلات فوق حل گردیده و مردم بدون ترس و هراس در هر مقطع زمانی از این مسیر عبورو مرور میکنند و به زندگی روزمره خود رسیدگی می نمایند.



همچنان قبل از اعمار پل متذکره در جریان آبخیزی های بهاری راه مواصلاتی به ولسوالی میرامور وبازار چپ راسک وحتى سرک عمومی به مدت طولانی قطع بود، مردم به خدمات صحی دسترسی درست نداشتند و به مشکلات مزید مواجه بودند که خوشبختانه با اعمار پل متذکره این مشکلات رفع گردیده و مردم به بازار ولسوالی و خدمات صحی دسترسی کامل پیدا نمودند.

این پل در ساحه اعمار گردیده است که در ادامه آن کار ۱۲ کیلومتر سرک قیر توسط وزارت ترانسپورت در حال ساخت است و می تواند در آینده راه بدیل میان ولایت دایکندی و ولایت بامیان باشد که با تکمیل شدن سرک فوق الذکر ولایت بامیان با این منطقه وصل گردیده و میتواند نقش عمده ای را در وصل ولایات همجوار داشته باشد.

به گفته مسوولین، خوشبختانه مشکلات امنیتی در ساحه موجود نبوده که یک فکتور مهم در تطبیق موثر و به وقت پروژه ها میباشد. همچنان قابل ذکر است که نظارت منظم و متداوم شورای های انکشافی و مردم محل در تطبیق موفق پروژه نقش براننده داشته است.

اما به گفته مسوولین پروژه، این پروژه در ساحه دور افتاده و در مناطق صعب العبور و سردسیر قرار داشته که از یک سو تدارکات مواد ساختمانی آن خیلی مشکل و از سوی دیگر زمستان طولانی تر در ساحه پروژه وجود داشت اما با وجود چنین مشکلات هم پروژه به اثر سعی و تلاش انجیران مربوطه و شرکت ساختمانی سعادت بارک با هزینه مجموعی ۱۲،۱۲۲،۹۱۳ افغانی در جریان یک سال بصورت موفقانه تکمیل و به دسترس مردم محل قرار گرفت.

این پروژه در مجموع ۱۳ قریه را باهم وصل میکند که در جریان ساخت و ساز آن ۲۳۰ روز کاری را برای ۱۴۲۳۰ نفر از مردم محل ایجاد کرده است.



6. People & NRAP (Beneficiary Quotes)

الف. سرپل: حفظ و مراقبت یک سرک در ولسوالی بلخاب ولایت سرپل سهولت دسترسی به مرکز ولسوالی و سایر مارکیت ها را برای دهاقین و مردم محل فراهم ساخته است و حالا میتوانند با نرخ مناسبتر محصولات زراعتی خویش را به فروش برسانند.

مهرنگار باشنده قریه زووج ولسوالی بلخاب ولایت سرپل و یک تن از مستفیدین مستقیم پروژه برنامه ملی راه سازی روستایی اهمیت اقتصادی این پروژه را چنین ابراز می کند:

سرک ما بار ها توسط مردم محل، شرکت ها و دفاتر با استراتیژی کار در مقابل غذا ترمیم گردیده بود، اما این سرک بنابر دلایلی روز به روز خراب میشد و رفت آمد برای مردم قریه مشکل می گردید اما زمانیکه برنامه ملی راه سازی روستایی این سرک را تحت حفظ مراقبت یومیه قرار داده حالت این سرک بسیار مناسب تر گردیده است چون قبل از حفظ و مراقبت این سرک دهاقین به مشکل میتوانستند که محصولات خویش را به مرکز ولسوالی و یا سایر مارکیت های بزرگ برسانند و بعضا حتا همین محصولات فرسوده و غیر قابل استفاده می گردید که این خود زیان برای دهاقین به علت کاهش قیمت میوه جات و محصولات دیگر در مارکیت ها می گردید و از درآمد شان خیلی ها کاسته میشد اما با حفظ و مراقبت یومیه این سرک از سوی برنامه ملی راه سازی روستایی حالا بسیاری از این مشکلات حل گردیده است.



A. Sar-e-Pol: Routine Maintenance of a road in Balkhab District of Sar-e-Pol Province has facilitated farmers and residents' access to markets in district and other markets, now they can sell their agricultural products with a very reasonable price.

Mehrnegar a resident of Zowaj village of Balkhab district in Sar-e-Pol province who is one of the direct beneficiaries of this sub-project highlighted economic importance of this maintenance sub-project and added: "Our road was rehabilitated many times by community ,construction companies and other relevant organization through food for work strategy, however, due to various reasons, condition of this road devastated day by day and caused difficulties to villagers in travelling from one place to another but since the National Rural Access Program took action and put it under routine maintenance, the overall condition of the road has become favorable with considerable results, as prior to maintenance of this road farmers faced lots of difficulties in dispatching of their goods to district or other large markets in the region, even sometimes their

goods were wasted which was a great loss and incomes reduction in farmers economic life but after routine maintenance of this road by NRAP most of these problems is being well addressed.”

ب. بلخ: د ۷.۵ کیلومتره سرک بیا رغونې سره یو شمېر اوسیدونکو لپاره چې له ډیری مودې څخه یې روزگاره وو د کار فرصتونه برابر شوې دي.

بهاغلی سید معروف آغا د دلبرجبین علیان کلي اوسیدونکې د دې سرک گټو په اړه چې د دلبرجبین کلي څخه پیل کیږي او د چاریولک تر چوچک وطن کلي پورې رسیږي، وایي: "دا شان جعلي سرکونه د یو کال نه ډیر دوام نلري او د هره ورځ تیریدو سره بیرته ویجاړیږي، له همدې امله دوامدار ساتنې ته اړتیا لري. د دې سرک جوړونې سره د سیمې ځینې نور پلونه او پلچکونه چې له ډیری مودې نه ویجاړ وه هم جوړ شوي ده او همداشان د یې روزگاره ځوانانو لپاره د خپلو په سیمو کې هم د کاري فرصتونه برابر شوي دي.

د دې سیمې یو غړې په توګه، د کلبو د لار جوړونې ملي پروګرام د ترانسپورت وزارت په چوکاټ کې او د بلخ ولایت چارواکو د کارونو څخه نړۍ نړۍ مننه کوم او هیله لرم چې دا پروګرام همداشان پروژې چې د گډو گټو لپاره پلي کیږي نور هم پام کې ونیسي، ترډا چې د عامه شتمنیو د ویجاړیدل څخه مخنیوی شي او زموږ خلکو ته نور کاري فرصتونه هم برابر شي.



B. Balkh: The rehabilitation of 7.5 Km road provided lots of employment opportunities to a number of jobless local residents.

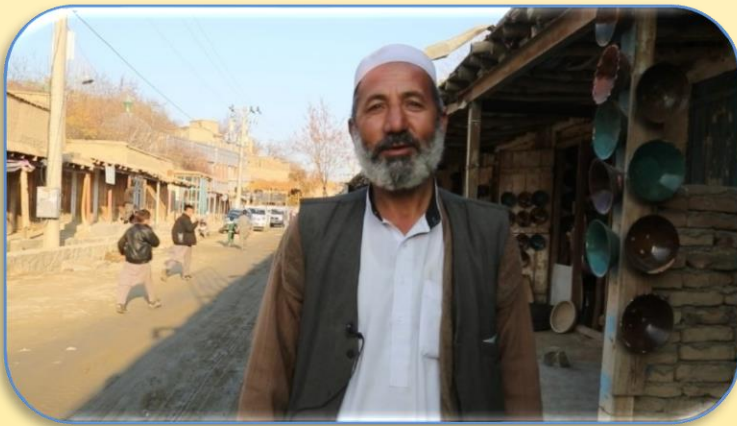
Sayed Maroof Agha a local resident of the Delbarjabin Ulyan Village highlighted benefits and impact of this gravel surfaced road starting from Dilbarjin to Chochak Watan village in Balkh province:

“Gravel roads do not last for more than a year and it is devastated after passing of each day, therefore, a regular maintenance work is required. The rehabilitation of this road not only smoothen the damaged surface of the road but also maintained our broken bridge and culverts. Moreover, the project also created so many employment opportunities to jobless youth in our area”.

He also added: “Personally, as a resident of Dilbarjabin Ulya village, I am really thankful from National Rural Access Program of Ministry of Transport and administration/officials of Balkh province and I hope they could work more in implementation of such projects that reflects to public benefits and prevent the destruction of public properties, also creates more employment opportunities for our people”

ج. کابل: کابل یکی از ولایت های خیلی مهم و مرکز افغانستان می باشد. اکثر آمارکیت ها و بازار های آن پرجم و جوش بوده و نیاز است که تمامی نقاط آن قیر ریزی گردد، برنامه ملی راه سازی روستایی به ادامه فعالیت های مثمر خویش اینبار در ولسوالی استالف ولایت کابل سرکی را جهت سهولت مردم تحت بازسازی گرفته است و به بسیاری از مشکلات ساحه نقطه پایان بخشیده است.

ملک محمد یک تن از کلانان در ولسوالی استالف ولایت کابل در مورد ساخت این سرک می گوید "قبلاً که کار سرک ما آغاز نشده بود همه صنایع کلالی ما توسط مرکب انتقال داده می شد که اکثر صنایع ما تخریب می شد اما با آغاز کار این سرک بسیاری از کار های ما آسان شده و این سرک ما را به بازار هم وصل میکند، با ساخت این سرک مشکلات ما خیلی رفع شده است. قبلاً مردم که به تفریح می آمدند بنابر خراب بودن سرک هوا نیز آلوده میگرددید از صنایع ما دیدن نمیکردند اما حالا با ساخت سرک مذکور تعداد خریداران و بازدید کننده گان ما زیاد شده است."



ساختمان ۳.۵۸ کیلو متر سرک کانکریتی بازار استالف توسط برنامه ملی راه سازی روستایی وزارت احیاء و انکشاف دهات در اگست ۲۰۱۸ آغاز و تا یک سال به بهره برداری سپرده میشود.

C. Kabul: Kabul is one of the most important provinces and is the capital of Afghanistan. Most of the time, its

markets are crowded and all of its districts and areas needs to be asphalted. Hence the National Rural Access Program has started the construction of such vital road which will provide lots of amenities to community in Istalif district of Kabul city and will also address to existing problems in the area.

Malik Mohammad, a potter in Istalif district of Kabul province said "prior to construction of this road, all of our pottery products were being transported on donkeys while most of the time they were broken due to bumpy surface, but after construction of this road most of our problems will be solved as this project will connect our road to main market"

He added "Earlier, while people were coming for sightseeing were not interested to visit our local ceramic products due to the bumpy road that caused air pollution, however, nowadays enormous number of buyers and visitors are visiting our shops"

The construction of 3.58 Km road in Istalif Market has been started on August 2018 and will be completed by National Rural Access Program of Ministry of Rural Rehabilitation & Development in a year.

د. بادغیس: اعمار ۱۶.۶۸ کیلو متر سرک در ولسوالی آبکمری ولایت بادغیس توسط برنامه ملی راه سازی روستایی وزارت احیاء و انکشاف دهات در اواخر سال ۲۰۱۷ آغاز و در جریان دو سال تکمیل میگردد.

خانم شهیدا یک تن از باشندگان ولسوالی آبکمری ولایت بادغیس از ساخت سرک ولسوالی آبکمری اظهار خرسندی نموده میگوید "با ساخت این سرک مشکلات زیاد مردم رفع گردیده و حالا مریضان و زنان بدون کدام مشکل در سرک رفت و آمد میکنند و به آسانی میتوانند که به شهر و کلینیک ها بروند و اطفال مریض خود را به زودی به کلینیک های صحی برسانند."

D. Badghis: National Rural Access Program of MRRD has started the construction work of 16.68 Km road in Aab-Kamari district of Badghis province in 2017 which will be completed within two years.

Ms. Shaheedah, a resident of Aab-kamari district in Badghis province expressed her happiness and said "Construction of this road has addressed to many problems in our area. By Construction of this road now patients and women can travel to cities & clinics without any difficulties and also can take their sick children to clinics in a very short time"



ه. هرات: د ۶.۳ کیلومتره سرک ساتې د هرات اوسیدونکو لپاره ځانگړې اسانتیاوې راوړلې ده.

فرارورد روحی د هرات ولایت یو اوسیدونکي چي د نوموړی سرک په پروژه کې د مامور په توګه کار کول د دې پروژې څخه ډیر خوشحاله وه او سره یې وویل "دا سرک چې د قندهار دروازې څخه پیل کیږي و تر هرات قندهار سرک پوری دوام لري او د ستانې څخه وروسته په ډیر ښه توګه دخپل کیفیت ساتلې دی او تر دی مهال هیڅ ډول ویجاړی او وړاني ورباندې نه دی راغلی. له هم دی امله مونږ د نړیوال بانک او د کلبو د لارچوړونې ملي پروګرام څخه ډیر خوشحالي سره مننه کوو.



E. Herat: The 6.3 Km road maintenance project provides so many facilitates to Herat residence.

Mr. Fararoad Rohi, a resident of Herat province who worked in this maintenance project while expressing his happiness said "this road starts from Kandahar gate and continues to Herat-Kandahar highway after maintenance work has retained its quality and functionality, hence, we are very thankful from the World Bank and the National Rural Access Program"

و. جوزجان: برنامه ملی راه سازی روستایی وزارت ترانسپورت کار ساخت ۴۰ کیلومتر سرک را که از شبرغان آغاز و به ولسوالی قوش تپه می انجامد بعد از سروی و دیزاین تکمیل و به بهره برداری سپرده که حدوداً ۷۰ فیصد از مشکلات مردم را حل نموده است.

بانو صدف کریمی نماینده مردم درزاب و قوش تپه، شورای ولایتی ولایت جوزجان در باره پروژه مذکور چنین میگوید: "برنامه ملی راه سازی روستایی وزارت ترانسپورت افتخار بخشیدند تا ۴۰ کیلومتر سرک از شبرغان الی ولسوالی قوش تپه را مورد سروی، دیزاین و یکی پی دیگر آغاز و با درنظرداشت شرایط سخت امنیتی یکی پس از دیگر تکمیل و به بهره برداری بسپارند".

مزید بر آن بانو کریمی علاوه نمود: "سال های متمادی ما شاهد حوادث ناگوار چون از بین رفتن مریضان مان در مسیرشبرغان الی درزاب بودیم و قبل از ساخت این سرک ما حتی



یک راه مشخص نداشتیم. مثلاً یکی از روز ها تعدادی از بزرگان منطقه غرض اشتراک در مراسم دعا خوانی از شبرغان بطرف درزاب میامدند از اینکه مسیر مشخص وجود نداشت آنها به جای اینکه به درزاب بیایند به ولسوالی اندخوی ولایت فاریاب رفته بودند همچنان مردم ولسوالی های فوق الذکر از اثر عدم موجودیت سرک معیاری نمی توانستند به وقت و زمان به شهرها دسترسی داشته باشند و محصولات خویش را به مارکیت های ولایتی برسانند. همین گونه دختر خانم ها به مشکل خود را به مکاتب، مدارس و شفاخانه ها می رسانند که خوشبختانه با تطبیق این پروژه همچون موارد و مشکلات دیگر مردم ولسوالی های

درزاب، قوش تپه ، گزنیوان و بلچراغ ولایات جوزجان و فاریاب تقریباً ۷۰ در صد حل گردیده است". بانو کریمی با رضایت کامل از درستی، کیفیت و معیاری بودن سرک اسفالت شده اطمینان داد و از مسوولین برنامه ملی راه سازی روستایی وزارت ترانسپورت در رابطه به تطبیق پروژه متذکره اظهار سپاس و قدردانی نمود.

F. Jawzjan: The National Rural Access Program of Ministry of Transport has successfully completed survey, design and construction work of 40Km asphalt surfaced road between Sheberghan to Qosh Tapa district. This road addressed to 70% problems of the local people.

Ms. Sadaf Karimi who is a member of provincial council from Qosh-Tapa and Darzab districts in Jawzjan Province, added: “The National Rural Access Program of Ministry of Transport has honored us by successfully completing 40 Km road project in Sheberghan to Qosh Tapa district after its survey and design, even-though they experienced harsh security situations and put it into public use.”

She also added: “For many years, we witnessed disastrous events and lost many lives of our patients in Sheberghan – Darzab route, because we didn’t have a single reliable passing track. We still remember, that not a very long time ago, a number of tribe elders from Sheberghan were travelling to Darzab in-order to attend a funeral ceremony but since there wasn’t any specific route, they were misled to Andkhoy instead of Darzad district. Furthermore, the farmers of these districts were also unable to have access to the city in order to take their products to the provincial markets. Moreover, even female residents had trouble in reaching their schools or healthcare centers, fortunately the implementation of this project solved 70% of such problems in Darzab, Qosh tapa, Garziwan and Belcharagh districts of Jawzjan and Faryab provinces.

Ms. Karimi assured the accuracy, quality and standard of this asphalted road and appreciated the National Rural Access Program of Ministry of Transport for implementation of this project.

ز. فاریاب: د فاریاب ولایت په پشتونکوټ ولسوالۍ کې د یوه ۳۰ متره پل جوړیدو سره ځانګړې اسانتیاوې د سیمې اوسیدونکي لپاره مینځ ته راغلې دي، نوموړې پل چې ۷.۹ متره پراخوالي لري د خلکو په تګ راتګ او د دوې د کرنیزو توکو په لیږدو کې اسانتیاوې راوړلې دی.



عبدالرحيم د فارياب ولايت د پشتونكوټ ولسوالۍ يو اوسيدونكې چې د كليو د لار جوړونې ملي پروگرام څخه ډير خوشحاله ښكاريده، وويل: "دا پروژه زمونږ د ټولنې لپاره خورا مهمه گڼل كيږي، د دې پروژې د پلي كيدلو څخه مخكې مونږ ډيري ستونزو لکه د سيلابونه ناوړي پيښې، د توکو په ليردو کې لانجې او د روغتونو لاسرسي سره مخامخ وو، او همدا راز د موټرو،

بايسكيلونو او د تگ راتگ لپاره هيڅ

مناسبه لاره موجوده نه وه، اوس مهال د

دې پروژې پلي كيدلو سره داسې خورا

ستونزې حل شوې دي او زموږ په تگ و

راتگ کې ډير اسانتياوې راغلې دي.

هغه زياته كړه چې د كليو اوسيدونكو د

دې پروژې او همداشان نورو پروژو څخه

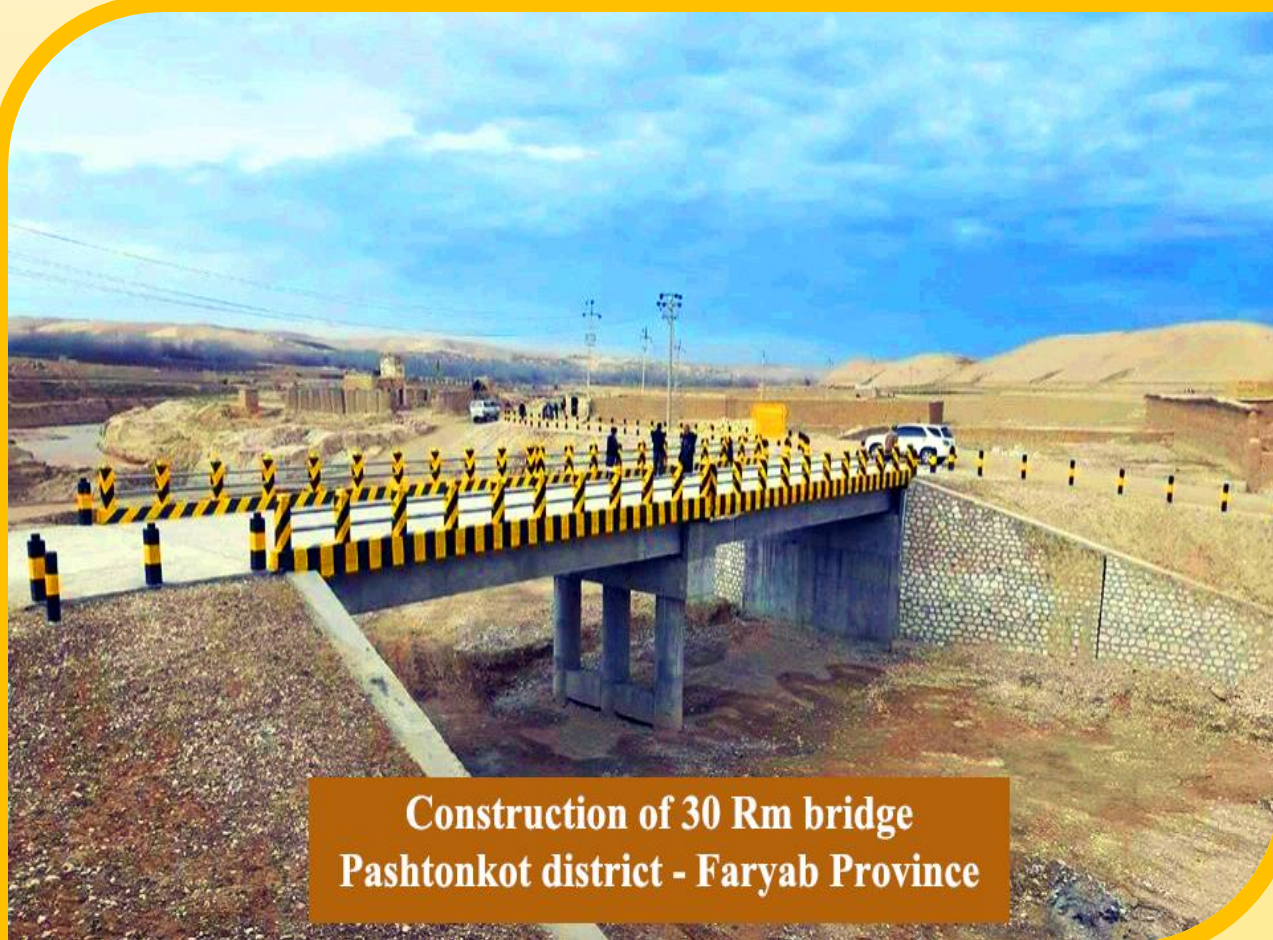
چې دوى ته همدا راز اسانتياوې برابرې ملاتړ كوي.



G. Faryab: The 30 Rm long and 7.9 meters width bridge in Pashtonkot district of Faryab province has brought significant amenities for local residents, this road has facilitated in transportation of local people and their agricultural products to markets.



Mr. Abdul Rahim a resident of Pashtonkot district in Faryab province who was very happy and appreciated the NRAP good work and added: “this is a very important project for our community, prior to its construction, we had many problems such as turbulent flooding, sophisticated facilities in transportation of agricultural products/goods, taking patients to health centers in the city. Furthermore, there wasn’t any sustained route for vehicles, bicycles or even pedestrians, fortunately now all these problems are being well addressed and we can safely cross the river anytime.



**Construction of 30 Rm bridge
Pashtonkot district - Faryab Province**

**NATIONAL RURAL ACCESS PROGRAM
MINISTRY OF TRANSPORT
CONSTRUCTION OF 8.81 KM ROAD
MIHTARLAM DISTRICT - LAGHMAN**



برنامه ملی راه سازی روستایی – وزارت ترانسپورت
ساخت و ساز ۸.۸۱ کیلومتر سرک
ولسوالی مهترلام – لغمان



**NATIONAL RURAL ACCESS PROGRAM
MINISTRY OF RURAL REHABILITATION & DEVELOPMENT
CONSTRUCTION OF 17.8 KM ROAD
GUZARA DISTRICT - HERAT**



**برنامه ملی راه سازی روستایی – وزارت احیاء و انکشاف دهات
ساخت و ساز ۱۷.۸ کیلومتر سرک
ولسوالی گذاره – هرات**



6. Challenges and Reactions

a. INSECURITY

The security situation challenges, the planning and implementation process of NRAP while raising as a serious obstacle and broadly affecting the promptness, cost and quality of the program's activities. The insecurity threats; program engineers and contractors during implementation of the project in sites especially in regions where threats and security are the main issues.

However, the program has taken action by preparing strategy for implementation in areas where the security threats still exist, as the strategy clarified, the communities are being involved in construction mainly in road earthwork but there has been an existence of apprehension not only for structural work but also stands in new priority road subprojects in some regions (districts & villages).

b. MATERIAL COST

The over rising cost of constructional substances censoriously affected projects implementation trend, as the data findings indicated that basic estimation (cost per Km) of secondary roads was significantly low than actual contractual cost per Km during ARAP project design, therefore, the implementation trend is deadly slow particularly in cases of asphaltting surfaces.

c. PRIVATE SECTOR CAPACITY

Management capacity was found another challenge in private sector as a project implementation partner. Low performance and lack of capacities in management, challenged the implementation of the projects. In response, the program PIUs provided various technical trainings on regular intervals and taught them on how to prepare bids and manage working capital as well as implementation plans for these entities.

7. Annexes

Annex:1. A-NRAP Secondary Roads Provincial Wise Achievement Since Inception till March 2019

NRAP-MoT - Provincial Wise Achievement since Inception till March 2019					
Province	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	355.48	448.10	10,180.64	384,160.64	24,262,777.06
Badghis	72.40	211.62	1,457.90	68,566.13	4,330,492.72
Baghlan	623.66	938.00	21,725.75	713,087.19	45,037,085.47
Balkh	218.67	20.00	151.60	101,740.25	6,425,700.23
Bamyan	308.90	152.50	21,827.30	147,742.01	9,331,074.31
Daykundi	138.79	106.00	30,964.50	337,466.52	21,313,675.25
Farah	114.22	0.00	67.00	305,466.72	19,292,635.03
Faryab	208.88	129.00	11,638.00	255,660.87	16,147,002.61
Ghazni	302.01	76.00	9,434.00	142,191.82	8,980,535.75
Ghor	407.95	0.00	9,861.50	135,032.34	8,528,358.38
Hilmand	271.10	0.00	239.50	71,128.57	4,492,330.65
Hirat	451.70	434.00	678.00	813,056.97	51,350,966.60
Jawzjan	358.66	0.00	657.50	257,096.10	16,237,648.69
Kabul	515.09	67.40	20,584.80	540,658.89	34,146,877.47
Kandahar	364.69	260.00	5,841.20	201,049.62	12,697,870.86
Kapisa	144.58	177.00	301.90	75,985.05	4,799,055.72
Khost	366.80	1,041.00	409.20	157,631.63	9,955,682.19
Kunar	160.60	0.00	2,034.00	26,656.15	1,683,546.47
Kunduz	434.37	498.00	1,343.50	263,493.03	16,641,665.09
Laghman	215.01	334.00	2,036.10	102,559.78	6,477,459.71
Logar	343.67	32.00	26,547.30	109,639.59	6,924,605.85
Nangarhar	350.40	112.00	682.60	156,086.18	9,858,074.60
Nimroz	74.44	0.00	98.00	132,050.22	8,340,013.64
Nuristan	92.70	71.00	0.00	22,147.56	1,398,793.17
Paktika	387.50	0.00	177.90	15,272.30	964,566.00
Paktya	449.54	182.10	9,275.00	277,902.61	17,551,743.84
Panjsheer	64.37	102.50	7,769.00	91,768.48	5,795,904.15
Parwan	374.36	84.00	3,454.90	373,850.07	23,611,583.55
Samangan	401.58	20.00	4,568.00	143,669.67	9,073,873.84
Sari Pul	203.48	37.40	801.70	89,580.09	5,657,689.74
Takhar	274.76	115.00	7,020.10	341,343.32	21,558,525.21
Uruzgan	64.03	156.00	7.00	20,593.18	1,300,621.76
Wardak	359.93	73.00	16,220.10	199,051.51	12,571,674.52
Zabul	107.48	0.00	1,615.00	34,431.92	2,174,647.62
Total	9,581.80	5,877.62	229,670.49	7,107,817.00	448,914,757.75

Annex:1. B-NRAP-Tertiary Roads Provincial Wise Achievement since Inception till March 2019

NRAP-MRRD- Provincial Wise Achievement since Inception till March 2019					
Province	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	858.87	725.60	25,020.20	1,626,793.00	43,736,333.58
Badghis	188.61	60.00	13,122.30	103,907.00	10,053,166.84
Baghlan	307.94	431.00	13,970.90	396,103.00	16,375,174.63
Balkh	191.32	109.50	15,699.70	259,261.00	11,520,251.19
Bamyan	240.89	190.00	4,748.00	471,016.00	7,664,573.90
Daykundi	120.39	189.00	7,144.06	271,769.00	6,966,577.64
Farah	101.28	200.00	4,329.20	50,713.00	4,877,208.19
Faryab	188.52	256.00	9,520.60	214,454.00	10,122,104.54
Ghazni	144.59	125.80	7,749.85	163,627.00	6,481,987.90
Ghor	281.87	360.00	5,108.25	220,519.00	12,598,202.11
Hilmand	168.91	28.00	1,437.35	93,195.00	13,902,771.80
Hirat	244.84	80.20	11,301.45	170,461.00	8,573,584.56
Jawzjan	242.33	20.00	1,762.30	283,677.00	5,080,125.55
Kabul	361.39	222.95	41,091.20	679,027.00	23,272,426.76
Kandahar	146.40	37.60	2,080.15	136,716.00	5,115,379.52
Kapisa	150.91	559.00	20,995.74	347,734.00	16,334,225.83
Khost	133.19	195.20	3,311.10	127,340.12	4,967,682.52
Kunar	109.06	316.00	5,062.80	283,145.00	6,849,782.18
Kunduz	357.06	84.85	3,589.60	283,372.00	8,506,828.38
Laghman	93.18	187.00	5,074.90	265,000.00	5,541,607.00
Logar	46.65	82.50	9,249.20	106,497.00	3,695,171.20
Nangarhar	168.86	87.00	23,249.80	248,331.00	8,906,912.75
Nimroz	42.48	-	84.21	71,515.00	2,747,216.50
Nuristan	137.19	100.00	5,276.60	396,085.00	5,505,358.87
Paktika	74.08	-	882.20	112,652.00	1,923,284.98
Paktya	123.84	190.50	2,351.60	192,838.00	5,259,919.08
Panjsheer	124.77	562.00	12,668.05	278,226.00	9,436,443.87
Parwan	266.40	531.00	58,165.45	455,255.00	24,622,060.07
Samangan	182.33	32.00	3,983.20	158,431.00	5,402,907.26
Sari Pul	236.87	76.00	4,778.90	200,347.00	7,098,023.26
Takhar	340.65	1,373.10	22,339.60	489,864.00	20,950,111.95
Uruzgan	173.77	105.00	1,722.89	642,617.63	12,133,304.95
Wardak	235.63	81.00	9,403.10	314,874.00	8,053,892.35
Zabul	42.19	-	3,585.90	87,896.00	2,469,720.08
Total	6,827.26	7,597.80	359,860.35	10,203,257.75	346,744,321.79

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



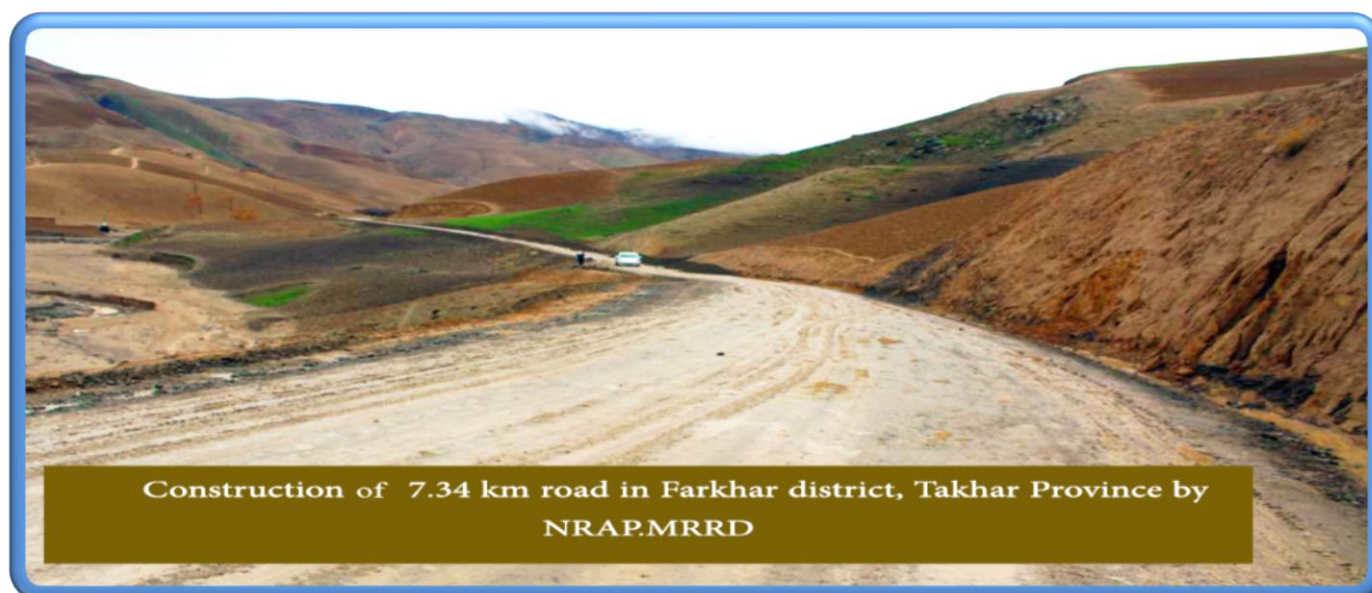
Annex:3-NRAP- Provincial Wise Achievement During 1397

NRAP- MoT- Provincial Wise Achievement During 1397					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Baghlan	0.00	60.00	0.00	9,453.08	567,184.73
Daykundi	17.00	0.00	13,678.00	54,575.50	3,274,530.02
Faryab	38.40	30.00	6,765.00	179,916.79	10,795,007.55
Jawzjan	9.14	0.00	17.00	34,584.87	2,075,092.35
Laghman	8.80	0.00	0.00	27,946.23	1,676,773.83
Khost	0.00	30.00	0.00	7,820.22	469,213.43
Wardak	18.10	0.00	0.00	94,387.32	5,663,239.13
Sub-Total	91.44	120.00	20,460.00	408,684.02	24,521,041.04
NRAP-MRRD- Provincial Wise Achievement During 1397					
Province	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	43.87	249.00	2,176.10	52,305.00	4,608,758.41
Badghis	23.76	20.00	5,042.00	17,975.00	1,721,618.03
Baghlan	63.60	210.00	6,672.20	117,875.00	7,593,807.81
Balkh	13.30	60.00	260.00	28,634.00	1,191,363.20
Bamyan	21.31	41.00	1,051.25	25,063.00	1,465,713.51
Daykundi	8.95	34.00	205.10	18,461.00	769,497.78
Faryab	1.47	119.00	-	11,840.00	1,636,782.00
Ghazni	25.77	52.00	4,799.40	10,465.00	2,529,106.03
Ghor	36.94	34.00	1,820.70	46,105.00	2,086,253.90
Hirat	26.57	13.00	6,477.45	26,984.00	1,907,818.27
Jawzjan	5.69	-	42.00	2,094.00	127,857.94
Kandahar	19.16	-	1,047.10	48,877.00	1,111,910.59
Kapisa	42.13	80.00	12,677.54	64,248.00	6,026,549.77
Khost	2.88	80.00	318.50	1,495.00	593,089.35
Kunar	22.27	60.00	2,504.00	34,245.00	2,543,546.94
Kunduz	45.73	33.00	1,340.20	25,437.00	2,052,196.50
Laghman	0.89	100.00	-	7,624.00	626,271.21
Nangarhar	7.60	-	4,108.60	16,920.00	921,676.63
Nuristan	5.00	40.00	192.40	14,932.00	479,497.31
Paktya	11.78	66.50	312.60	7,285.00	988,216.79
Panjsheer	-	-	485.00	5,222.00	253,582.34
Parwan	32.67	37.00	26,909.85	56,243.00	6,208,919.27
Samangan	19.95	-	1,973.20	12,142.00	1,428,726.19
Sari Pul	10.87	22.00	2,009.60	10,790.00	1,241,302.16
Takhar	58.97	277.00	10,485.80	112,422.00	6,480,694.87
Wardak	62.20	-	5,996.00	116,408.00	2,784,065.73
Sub-Total	613.33	1,627.50	98,906.59	892,091.00	59,378,822.53
Grand- Total	704.77	1,747.50	119,366.59	1,300,775.02	83,899,863.57



Annex:4. A-ARAP Secondary Roads Provincial Wise Achievement since Inception till March 2019

ARAP- MoT - Secondary Roads Provincial Wise Achievements since Inception till March 2019					
Province	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	34.12	94.00	4,355.00	77,120.23	4,627,213.90
Badghis	0.00	76.00	0.00	23,879.96	1,432,797.78
Baghlan	64.68	68.00	5,626.20	174,476.20	10,468,572.01
Balkh	14.99	0.00	5.00	17,086.00	1,025,159.81
Bamyan	40.78	88.00	20,913.00	99,132.59	5,947,955.41
Daykundi	108.49	45.00	30,349.00	303,554.87	18,213,292.40
Farah	44.68	0.00	67.00	69,079.04	4,144,742.57
Faryab	55.20	129.00	11,638.00	127,090.08	7,625,404.61
Ghazni	18.14	0.00	8,727.00	26,719.46	1,603,167.63
Ghor	77.46	0.00	9,120.00	106,698.32	6,401,899.38
Hilmand	15.00	0.00	189.00	67,783.79	4,067,027.46
Jawzjan	39.14	0.00	39.00	157,222.77	9,433,366.24
Kabul	27.15	0.00	4,432.00	98,149.64	5,888,978.66
Kandahar	10.03	260.00	5,639.00	72,992.26	4,379,535.37
Khost	0.00	360.00	0.00	46,097.89	2,765,873.43
Kunar	14.00	0.00	2,034.00	25,340.81	1,520,448.47
Kunduz	77.37	80.00	1,149.00	207,462.78	12,447,766.90
Logar	10.76	0.00	0.00	45,860.18	2,751,610.54
Nangarhar	12.00	0.00	70.00	43,593.02	2,615,581.48
Nimroz	44.44	0.00	98.00	134,789.35	8,087,360.94
Nuristan	0.00	71.00	0.00	11,531.12	691,867.17
Paktya	0.00	18.10	0.00	3,363.13	201,787.96
Panjsheer	9.40	60.00	7,678.00	29,524.11	1,771,446.39
Parwan	0.00	20.00	0.00	2,816.49	168,989.33
Samangan	13.99	0.00	0.00	45,906.16	2,754,369.72
Takhar	63.65	37.00	4,963.00	236,539.12	14,192,347.44
Wardak	16.12	40.00	15,522.00	53,251.88	3,195,112.69
Zabul	10.48	0.00	1,615.00	33,034.64	1,982,078.62
Total	822.07	1,446.10	134,228.20	2,340,095.91	140,405,754.31

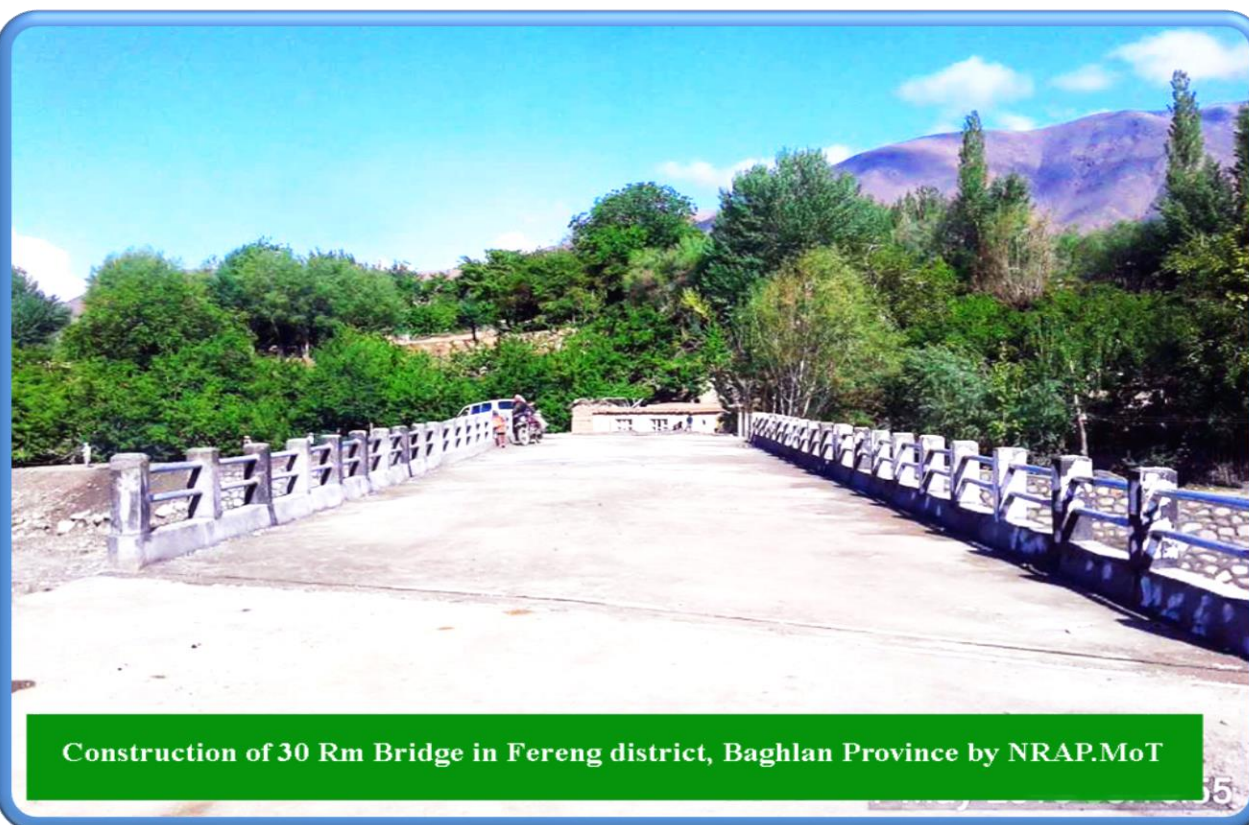


Annex:4. B-ARAP Tertiary Roads Provincial Wise Achievement since Inception till March 2019

ARAP- MRRD- Tertiary Roads Provincial Wise Achievements since Inception till March 2019					
Province	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	36.49	336.60	1,426.10	88,521.00	5,174,637.98
Badghis	53.82	20.00	4,123.30	18,013.00	3,134,910.65
Baghlan	43.26	108.00	1,519.90	32,570.00	2,213,719.05
Balkh	36.03	100.00	3,767.80	71,468.00	2,738,566.04
Bamyan	50.22	84.00	1,093.25	257,059.00	2,346,179.80
Daykundi	44.20	147.00	813.86	207,728.00	3,304,324.55
Farah	45.76	-	4,307.40	11,894.00	2,156,847.65
Faryab	70.16	57.00	1,103.20	35,508.00	3,557,304.88
Ghazni	24.69	14.00	693.80	15,387.00	1,367,203.49
Ghor	49.05	-	716.05	47,702.00	2,015,287.81
Hilmand	32.00	-	592.35	9,250.00	929,571.43
Hirat	41.29	12.00	363.80	7,400.00	1,028,304.30
Jawzjan	33.61	-	1,352.00	26,444.00	1,391,242.48
Kabul	104.49	78.75	14,134.80	105,522.00	8,947,798.33
Kandahar	37.77	8.60	398.10	29,195.00	1,923,839.79
Kapisa	27.68	212.00	1,201.45	44,510.00	3,417,591.76
Khost	36.41	81.20	2,195.50	39,871.12	2,236,286.54
Kunar	32.84	76.00	2,732.60	49,050.00	2,101,280.53
Kunduz	38.25	16.25	234.80	20,842.00	1,384,887.08
Laghman	36.25	12.00	2,135.40	28,474.00	1,795,323.07
Logar	20.16	40.00	2,399.80	32,122.00	1,509,363.12
Nangarhar	42.94	-	1,678.30	54,596.00	1,714,774.28
Nimroz	33.21	-	58.91	44,228.00	1,468,271.98
Nuristan	54.50	-	1,386.20	181,295.00	2,332,851.38
Paktika	24.18	-	738.00	13,717.00	1,142,775.81
Paktya	24.74	64.50	887.90	32,121.00	1,285,143.61
Panjsheer	41.83	172.00	3,524.45	44,044.00	3,165,364.19
Parwan	43.94	163.00	3,783.50	59,405.00	2,722,296.84
Samangan	47.49	32.00	617.00	25,066.00	1,849,667.47
Sari Pul	37.35	64.00	1,948.30	32,880.00	2,440,186.68
Takhar	66.95	277.00	3,793.80	57,400.00	3,865,389.43
Uruzgan	16.72	-	259.40	26,000.00	514,579.64
Wardak	33.20	31.00	1,648.15	49,017.00	1,942,742.18
Zabul	31.84	-	1,588.40	77,541.00	1,887,519.23
Total	1,393.32	2,206.90	69,217.57	1,875,840.12	81,006,033.05

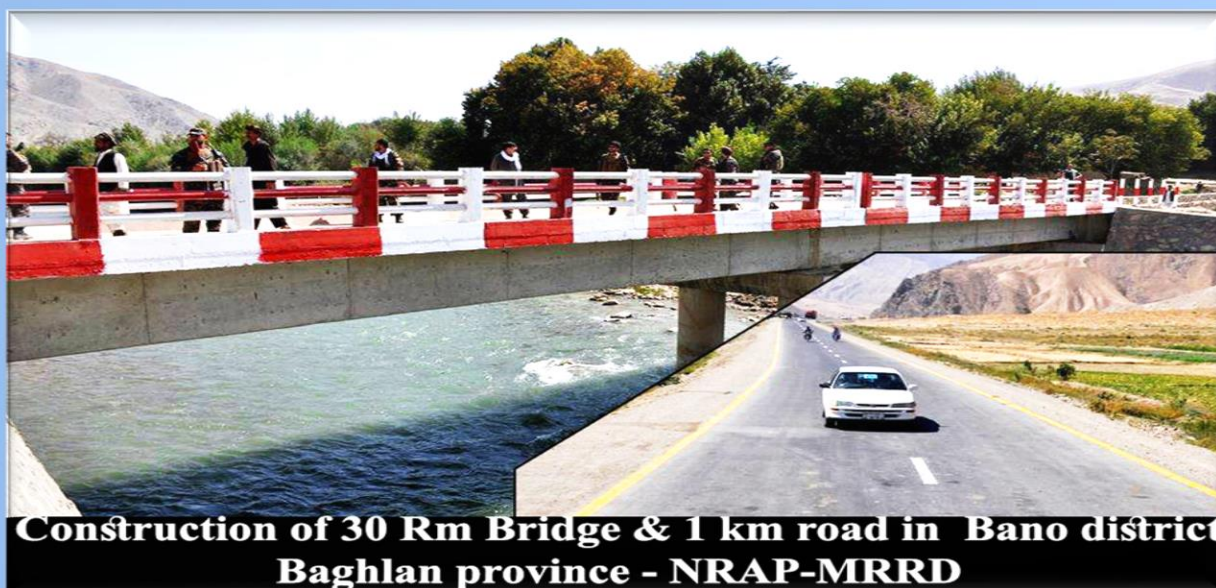
Annex:5-ARAP Provincial Wise Achievement During 1397

ARAP- MoT - Secondary Roads Provincial Wise Achievements During 1397					
Province	Road Length (KM)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Jawzjan	9.14	0.00	17.00	34,584.87	2,075,092.35
Daykundi	17.00	0.00	13,678.00	54,575.50	3,274,530.02
Faryab	31.20	30.00	6,765.00	69,498.71	4,169,922.85
Sub-Total	57.34	30.00	20,460.00	158,659.09	9,519,545.22
ARAP-MRRD- Tertiary Roads Provincial Wise Achievements During 1397					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badghis	11.50	20.00	1,944.00	7,739.00	988,777.21
Balkh	13.30	60.00	260.00	28,634.00	1,191,363.20
Bamyan	0.35	21.00	0.00	4,831.00	146,996.10
Daykundi	0.00	34.00	0.00	3,334.00	178,278.13
Jawzjan	5.69	0.00	42.00	2,094.00	127,857.94
Kapisa	1.95	80.00	0.00	5,409.00	661,003.35
Khost	2.88	0.00	318.50	940.00	195,988.74
Kunar	10.84	0.00	1,710.00	10,657.00	476,758.41
Nangarhar	1.30	0.00	232.00	2,546.00	57,892.33
Paktya	7.58	34.50	173.60	3,755.00	456,071.77
Sari Pul	0.25	22.00	0.00	3,562.00	302,046.40
Sub-Total	55.64	271.50	4,680.10	73,501.00	4,783,033.58
Grand Total	112.98	301.50	25,140.10	232,160.09	14,302,578.80



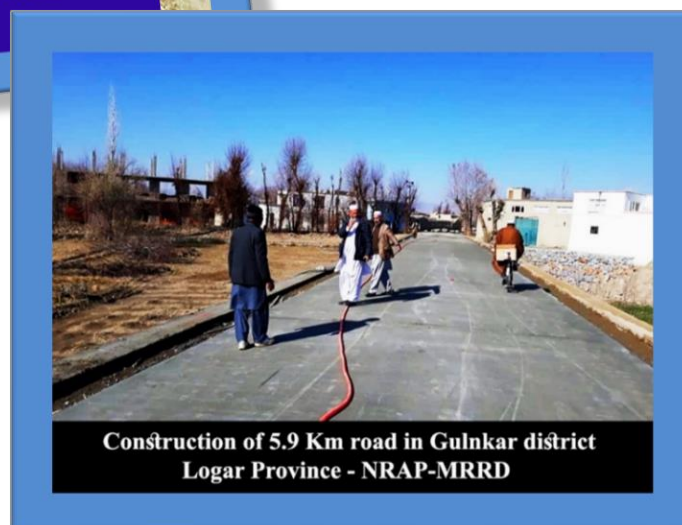
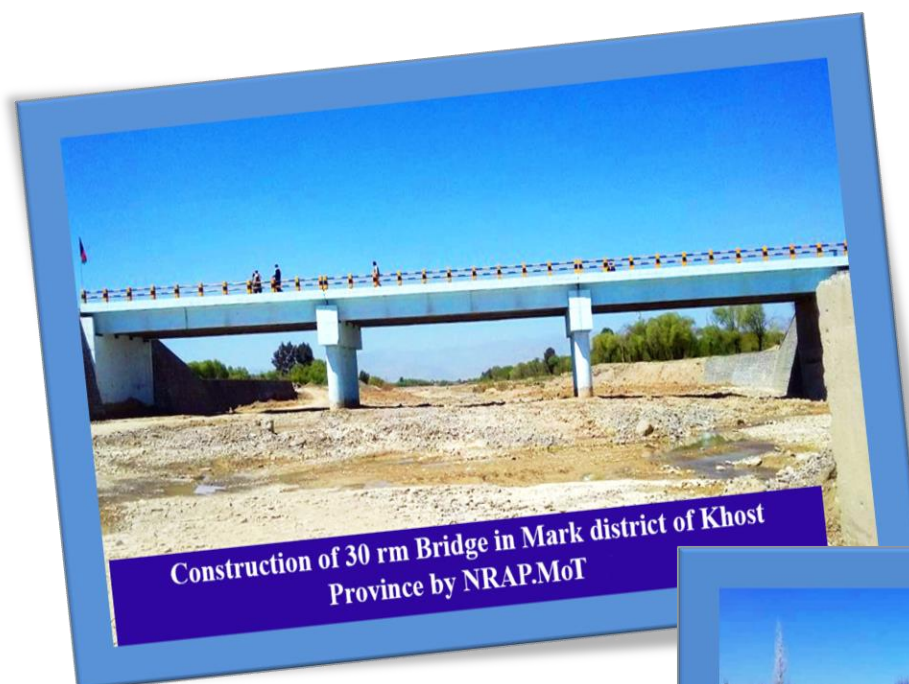
Annex:6-ARAP Regional Wise Achievement since inception of the project till March 2019

ARAP- MoT - Regional Wise Achievements since Inception till March 2019				
Region	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days
Badakhshan	34.12	94.00	4,355.00	77,120.22
Central Highlands	205.39	173.00	68,020.00	505,073.80
East	26.00	71.00	2,104.00	80,464.95
Kabul	47.31	80.00	12,110.00	178,017.08
North	123.32	129.00	11,682.00	347,305.04
North East	205.70	185.00	11,738.20	618,478.11
South	79.95	260.00	7,541.00	308,600.04
South East	18.14	378.10	8,727.00	76,180.48
West	82.14	76.00	7,951.00	150,522.87
Sub-Total	822.07	1,446.10	134,228.20	2,341,762.59
ARAP-MRRD- Regional Wise Achievements since Inception till March 2019				
Region	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days
Badakhshan	36.49	336.60	1,426.10	88,521.00
Central Highlands	143.47	231.00	2,623.16	512,489.00
East	166.53	88.00	7,932.50	313,415.00
Kabul	271.30	696.75	26,692.15	334,620.00
North	224.64	253.00	8,788.30	191,366.00
North East	148.46	401.25	5,548.50	110,812.00
South	151.54	8.60	2,897.16	186,214.00
South East	110.02	159.70	4,515.20	101,096.12
West	140.87	32.00	8,794.50	37,307.00
Sub-Total	1,393.32	2,206.90	69,217.57	1,875,840.12
Grand Total	2,215.39	3,653.00	203,445.77	4,217,602.72



Annex:7-ARAP Regional Wise Achievement During 1397

ARAP- MoT - Regional Wise Achievements During 1397				
Region	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days
Central Highlands	17.00	0.00	13,678.00	54,575.50
North	40.34	30.00	6,782.00	104,083.59
Sub-Total	57.34	30.00	20,460.00	158,659.09
ARAP-MRRD- Regional Wise Achievements During 1397				
Region	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days
Central Highlands	0.35	55.00		8,165.00
East	12.14		1,942.00	13,203.00
Kabul	1.95	80.00		5,409.00
North	19.24	82.00	302.00	34,290.00
South East	10.46	34.50	492.10	4,695.00
West	11.50	20.00	1,944.00	7,739.00
Sub-Total	55.64	271.50	4,680.10	73,501.00
Grand-Total	112.98	301.50	25,140.10	232,160.09



Annex:8-ARAP Component Wise Financial Status

ARAP Monthly & to Date Financial Disbursement VS Plan														
Component		Jan.18	Feb.18	Mar.18	Apr.18	May.18	Jun.18	Jul.18	Aug.18	Sep.18	Oct.18	Nov.18	Dec.18	Total 2018
A	MoT Planned Budget	0.00	0.00	0.40	12.28	2.86	2.27	3.00	2.50	2.17	2.17	2.16	1.88	31.71
	MoT Actual Disbursement	0.00	0.00	0.07	3.48	2.02	1.75	2.03	1.23	1.95	2.71	1.15	2.72	19.12
	MoT Cumulative Planned Budget	171.75	171.75	172.15	184.43	187.29	189.56	192.57	195.07	197.24	199.41	201.58	203.46	
	MoT Cumulative Disbursement	171.75	171.75	171.82	175.30	177.33	179.08	181.10	182.33	184.28	187.00	188.14	190.87	
B	MRRD Planned Budget	0.00	0.00	2.64	1.41	1.57	1.73	1.89	2.05	2.69	2.80	2.37	0.32	19.50
	MRRD Actual Disbursement	0.00	0.00	0.68	1.45	2.20	1.20	1.19	1.12	1.18	0.93	2.73	1.25	13.93
	MRRD Cumulative Planned Budget	113.83	113.83	116.47	117.89	119.46	121.19	123.09	125.14	127.84	130.63	133.01	133.33	
	MRRD Cumulative Disbursement	113.83	113.83	114.52	115.97	118.17	119.38	120.56	121.68	122.86	123.79	126.51	127.76	
C	Component C Planned Budget	0.00	0.00	0.05	0.06	0.06	0.11	0.06	0.06	0.06	0.06	0.06	0.06	0.67
	Component C Actual Disbursement	0.00	0.00	0.02	0.04	0.08	0.01	0.03	0.02	0.01	0.06	0.01	0.04	0.32
	Component C Cumulative Planned Budget	7.05	7.05	7.09	7.16	7.22	7.33	7.40	7.46	7.53	7.59	7.65	7.72	
	Component C Cumulative Disbursement	7.05	7.05	7.06	7.11	7.19	7.20	7.22	7.24	7.26	7.31	7.33	7.36	
A+B+C	ARAP Planned Budget	0.00	0.00	3.09	13.76	4.50	4.12	4.96	4.62	4.93	5.03	4.60	2.27	51.88
	ARAP Actual Disbursement	0.00	0.00	0.77	4.98	4.31	2.96	3.24	2.37	3.14	3.70	3.89	4.00	33.36
	ARAP Cumulative Planned Budget	292.63	292.63	295.71	309.48	313.98	318.09	323.05	327.67	332.60	337.64	342.24	344.51	
	ARAP Cumulative Disbursement	292.63	292.63	293.40	298.38	302.69	305.65	308.89	311.26	314.40	318.10	321.99	325.99	

Annex:9-ARAP Ongoing Activities

ARAP-MoT - Secondary Road on-Going Activities					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badghis	15.85	0.00	0.00	62,047.27	3,722,836.11
Bamyan	12.00	0.00	0.00	32,657.02	1,959,421.37
Daykundi	20.08	0.00	28,160.00	147,881.76	8,872,905.68
Faryab	51.32	34.00	11,751.00	119,295.34	7,157,720.28
Ghazni	9.00	0.00	0.00	9,049.90	542,993.73
Hilmand	15.04	0.00	0.00	56,140.81	3,368,448.73
Jawzjan	25.58	0.00	0.00	39,043.88	2,342,632.84
Kandahar	1.42	0.00	0.00	3,681.40	220,884.12
Khost	19.63	0.00	0.00	65,469.11	3,928,146.38
Kunar	11.09	0.00	1,628.00	16,998.19	1,019,891.56
Nuristan	37.89	0.00	5,336.00	99,232.42	5,953,945.30
Paktya	16.25	0.00	11,691.00	31,632.24	1,897,934.40
Takhar	13.99	0.00	8,440.00	45,860.63	2,751,637.83
Wardak	21.75	0.00	0.00	27,743.69	1,664,621.40
Sub-Total	270.89	34.00	67,006.00	756,733.66	45,404,019.73
ARAP-MRRD- Tertiary Road On-Going Activities					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	13.87	21.00	4,780.30	10,548.00	2,393,447.10
Hirat	36.47	8.00	4,298.00	18,430.00	5,572,028.46
Kabul	10.56	87.74	4,908.30	8,271.00	1,876,349.90
Kapisa	2.50	100.00	0.00	8,844.00	1,327,598.13
Logar	11.20	0.00	795.20	7,611.00	1,430,975.15
Paktika	8.06	20.00	1,020.10	104.00	1,594,398.67
Paktya	11.28	20.00	1,243.00	2,244.00	900,052.03
Parwan	14.20	0.00	10,022.80	10,384.00	2,161,124.71
Sub-Total	108.14	256.74	27,067.70	66,436.00	17,255,974.15
Grand-Total	379.03	290.74	94,073.70	823,169.66	62,659,993.88

Annex:10. A-NRAP- Secondary Roads Achievement per donor since inception till March 2019

NRAP- MoT- Achievements per Donor since Inception of the Program till March 2019						
Project	Donor	Road (Km)	Bridge (Rm)	Structure (m)	Labour Days	\$ Budget
ARAP - MPW - ARTF-IDA	WB	783.75	1,346.10	134,095.20	2,224,390.96	133,463,457.39
	WB-ARTF	19.20	100.00	41.00	94,892.40	5,693,543.89
	WB-IDA	19.12	0.00	92.00	27,232.85	1,633,971.25
	WB-IDA-EMR	3.00	0.00	0.00	1,778.49	106,709.59
ARAP - MPW - ARTF-IDA-PM	WB	523.59	0.00	0.00	127,107.91	7,626,474.73
	WB-ARTF	147.44	0.00	0.00	26,504.67	1,590,279.97
ARAP - MPW - ARTF-IDA-RM	WB	1,297.78	0.00	0.00	28,233.41	1,694,004.76
	WB-ARTF	3,935.28	0.00	0.00	84,408.46	5,064,507.34
	WB-IDA	72.00	0.00	0.00	1,100.95	66,056.88
ARAP - MPW - GOA - JICA	GOA	350.70	1,052.00	1,150.00	1,662,125.91	99,727,554.41
	JICA - GOA	344.79	1,124.00	56,914.00	2,265,281.46	135,916,887.40
LIWP - MPW-WB	WB	3,897.96	20.00	3,440.50	148,845.79	8,930,747.50
NEEP1 - 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	0.00	911,510.02	54,690,601.43
NERAP - MPW-ARTF	WB	2.44	0.00	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	0.00	897.57	55,740.88	3,344,452.59
NERAP - MPW-EMR	WB	0.00	0.00	0.00	3,975.76	238,545.61
	WB-IDA	1.20	0.00	0.00	6,476.50	388,589.82
	WB-IDA-EMR	21.50	0.00	150.00	25,790.44	1,547,426.63
NERAP - MPW-GOI	GOI	27.10	0.00	1,336.50	52,854.73	3,171,283.93
NERAP - MPW-IDA	JICA - GOA	10.14	0.00	46.00	22,433.30	1,345,997.77
	WB	2.53	0.00	7.00	14,882.55	892,952.76
	WB-ARTF	46.76	0.00	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
NRAP - MPW-CIDA	CIDA	7.00	0.00	24.10	19,168.67	1,150,120.27
NRAP - MPW-DF	DF	208.76	599.02	8,477.20	171,582.98	10,294,978.89
NRAP - MPW-SIDA	SIDA	26.31	0.00	1,522.00	8,689.76	521,385.60
NRAP - MPW-WB	WB	0.00	120.00	0.00	9,518.03	571,081.55
Total		15,993.16	6,416.62	286,365.49	10,047,126.65	602,827,598.86

Annex:10. B-NRAP- Tertiary Roads Achievement per donor since inception till March 2019

NRAP-MRRD- Achievements per Donor since Inception of the Program till March 2019						
Project	Donor	Road (KM)	Bridge (Rm)	Structure (m)	Labour Days	\$ Budget
AMDMA	MOF	-	9.20	-	2,520.00	54,201.62
APRP-NRAP-MRRD	APRP	85.93	-	4,104.10	482,684.27	10,957,176.04
ARAP-MRRD-WB	WB	1,393.32	2,206.90	69,217.57	1,875,840.12	81,006,033.05
HARDP - MRRD - DF	DF	84.48	28.00	24.00	0.00	11,450,311.77
NEEP1 - MRRD - WB	WB	291.15	0.00	1,549.45	419,011.00	2,377,819.88
NEEPEC - MRRD - EC	EC	158.65	102.00	1,792.65	330,101.00	6,753,545.28
NEEPRA - MRRD - AU	AU	30.51	-	302.50	32,177.00	481,982.73
NEEPRA - MRRD - CD	CD	20.30	-	4.20	2,382.00	205,305.67
NEEPRA - MRRD - DF	DF	235.67	57.60	8,427.36	312,147.00	5,772,788.65
NEEPRA - MRRD - PS	PS	182.75	136.80	2,584.50	240,363.00	3,613,211.81
NEEPRA - MRRD - US	US	58.18		635.60	11,604.00	1,518,131.63
NEEPRA - MRRD - WB	WB	707.63	117.00	8,927.69	1,300,885.00	9,216,381.49
NERAP - MRRD - TF	TF	428.21	383.00	11,418.60	456,860.00	16,284,263.72
NERAP - MRRD - WB	WB	920.71	1,219.20	20,273.75	1,403,026.00	34,600,396.67
NRAP - MRRD - CF	CF	46.26	162.00	-	22,642.00	3,987,478.60
NRAP - MRRD - DU	DU	16.20	-	319.00	6,415.00	702,290.88
NRAP - MRRD - MOF	MOF	1,368.21	2,485.10	186,591.84	1,852,907.00	118,529,986.25
NRAP-LB - MRRD - AU	AU	23.75	45.00	250.00	104,935.36	1,787,113.82
NRAP-LB - MRRD - CF	CF	142.79	-	3,940.85	578,382.00	5,028,131.79
NRAP-MRRD-CARD-F	CARD-F	13.07	-	6,777.45	22,365.00	2,115,452.38
NRAP-MRRD-JF	Japan Fund	218.39	636.50	22,717.80	271,756.00	19,004,251.42
RAL - MRRD - JF	Japan Fund	348.52	9.50	9,505.55	359,800.00	9,424,975.52
URAP-MRRD-AU	AU	52.40	-	495.89	114,455.00	1,873,091.12
Total		6,827.08	7,597.80	359,860.35	10,203,257.75	346,744,321.79

Annex:11 -NRAP Achievement per donor During 1397

NRAP- MoT - Achievements per Donor During 1397						
Project	Donor	Road (Km)	Bridge (Rm)	Structure (m)	Labour Days	\$ Budget
ARAP - MPW - ARTF-IDA	WB	50.14	0.00	20,460.00	124,545.80	7,472,748.20
	WB-ARTF	7.20	30.00	0.00	34,113.28	2,046,797.02
ARAP - MPW - ARTF-IDA-PM	WB-ARTF	0.00	0.00	0.00	0.00	0.00
ARAP - MPW - ARTF-IDA-RM	WB-ARTF	745.18	0.00	0.00	17,611.94	1,056,716.59
ARAP - MPW - GOA - JICA	JICA - GOA	7.20	90.00	0.00	127,691.38	7,661,482.86
Sub-Total		809.72	120.00	20,460.00	303,962.41	18,237,744.67
NRAP-MRRD- Achievements per Donor During 1397						
Project	Donor	Road (Km)	Bridge (Rm)	Structure (m)	Labour Days	\$ Budget
ARAP-MRRD-WB	WB	55.64	271.50	4,680.10	73,501.00	4,783,033.58
NRAP - MRRD - MOF	MOF	536.90	1,326.00	84,270.24	785,710.00	51,610,334.81
NRAP-MRRD-CARD-F	CARD-F	6.97	-	5,484.85	9,724.00	843,347.46
NRAP-MRRD-JF	JF	13.82	30.00	4,471.40	23,156.00	2,142,106.68
Sub-Total		613.33	1,627.50	98,906.59	892,091.00	59,378,822.53
Grand-Total		1,423.05	1,747.50	119,366.59	1,196,053.41	77,616,567.20

Annex:12. A-NRAP-MoT Emergency Maintenance since inception till March 2019

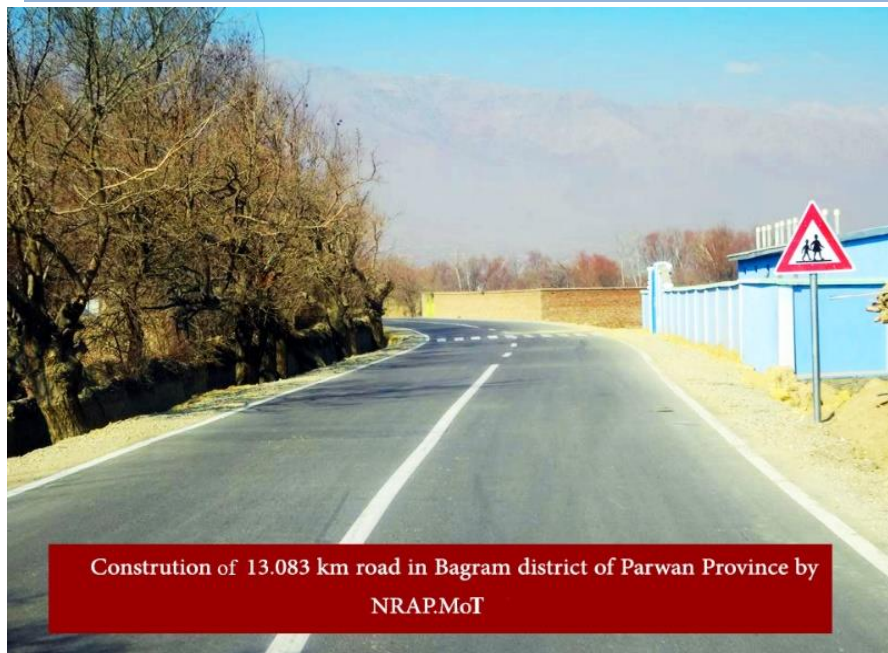
Secondary Roads Emergency maintenance since inception till March 2019								
Region	Snow Cleaning				Repairing			
	Other projects' Road (KM)	ARAP road (KM)	Labour Days	Budget \$	Road (Km)	Structure (m)	Labour Days	Budget \$
Badakhshan	-	-	-	-	31	-	1,347.28	80,837.06
Central Highlands	-	-	-	-	-	-	964.20	57,852.03
East	-	-	-	-	3	-	1,044.87	62,692.47
Kabul	-	-	-	-	11	-	5,653.95	339,237.25
North	-	-	-	-	191	200	9,105.74	546,344.31
North East	-	-	-	-	54.72	-	4,483.42	269,004.97
Total	-	-	-	-	290.72	200.00	22,599.47	1,355,968.09

Annex:12. B-NRAP-MRRD Emergency Maintenance since inception of the program till March 2019

Tertiary Roads Emergency Maintenance since inception till March 2019								
Region	Snow Cleaning				Repairing			
	Other projects' Road (KM)	ARAP (KM)	Labour Days	Budget \$	Road (KM)	Structure (m)	Labour Days	Budget \$
Badakhshan	1,053	606	130,853	285,645	378	716	28,074	1,116,016
Central Highlands	1,176	857	47,685	362,275	259	23	22,678	144,914
East	787	146	33,005	155,353	217	-	11,576	201,095
Kabul	1,888	721	46,703	449,578	959	390	77,290	1,111,920
North	737	779	41,746	269,643	220	93	19,545	464,024
North East	354	241	10,008	84,459	56	588	25,240	461,760
South	232	12	14,421	39,826	13	-	7,865	183,056
South East	1,188	860	30,969	274,044	14	-	5,620	41,476
West	120	115	3,036	13,569	2	-	6,910	95,015
Total	7,535	4,337	358,426	1,934,393	2,118	1,810	204,798	3,819,278

Annex:13 -NRAP-MRRD Emergency Maintenance During 1397

Tertiary Roads Emergency Maintenance During 1397								
Region	Snow Cleaning				Repairing			
	Other projects' Road (KM)	ARAP road (KM)	Labour Days	Budget \$	Road (KM)	Structures (m)	Labour Days	Budget \$
Badakhshan	30	-	5093	4111.13	5.1	-	4439	78101.51
Central Highlands	132	-	4267	25204.2	-	-	-	-
East	-	-	-	-	-	-	-	-
Kabul	87	-	2865	9680.29	3.04	-	7790	34314.42
North	113	-	2391	12918.66	2	-	598	14689.71
North East	-	-	-	-	-	-	-	-
South	-	-	-	-	-	-	5576	99217.75
South East	-	-	-	-	-	-	-	-
West	-	-	-	-	-	-	2470	63595.59
Total	362	0	14616	51914.28	10.14	0	20873	289918.98



Construction of 13.083 km road in Bagram district of Parwan Province by NRAP.MoT



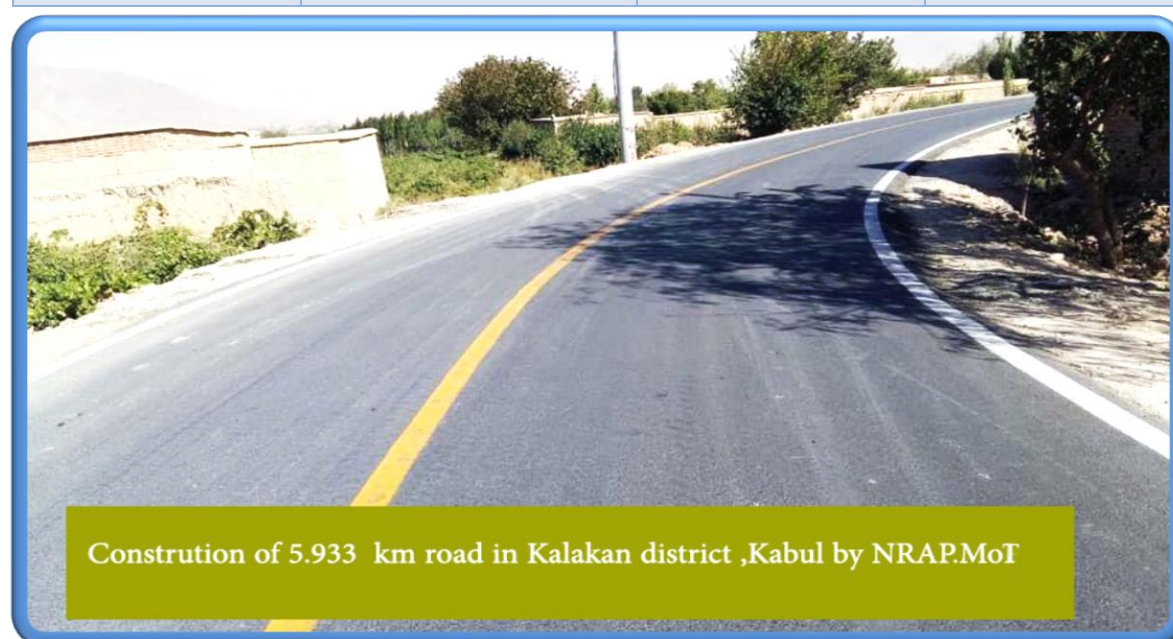
Working progress of 13 km road in Baharak district of Takhar Province by NRAP.MRRD

Annex:14. A-NRAP-MoT -Routine Maintenance since inception till March 2019

Secondary Roads Routine Maintenance since inception till March 2019			
Region	Road (KM)	Labour Days	Budget \$
Badakhshan	698.22	15,072	904,319.42
Central Highlands	555.05	12,215	732,894.71
East	496.57	9,930	595,827.34
Kabul	519.48	11,385	683,118.33
North	1,039.38	22,782	1,366,938.26
North East	633.48	12,555	753,321.59
South East	413.05	9,102	546,141.68
West	573.06	10,983	658,962.93
Total	4,928	104,025	6,241,524

Annex:14. B-NRAP-MRRD Routine Maintenance since inception of the Program till March 2019

Tertiary Roads Routine Maintenance since inception till March 2019			
Region	Road (KM)	Labour Days	Budget \$
Badakhshan	934	983,399	5,386,820
Central highlands	466	424,157	2,399,602
East	184	167,537	966,180
Kabul	541	391,058	2,318,045
North	406	409,453	2,459,339
West	388	277,956	1,831,742
North East	195	130,862	781,786
South	149	43,041	480,889
South East	253	188,408	987,460
Total	3,516	3,015,871	17,611,863

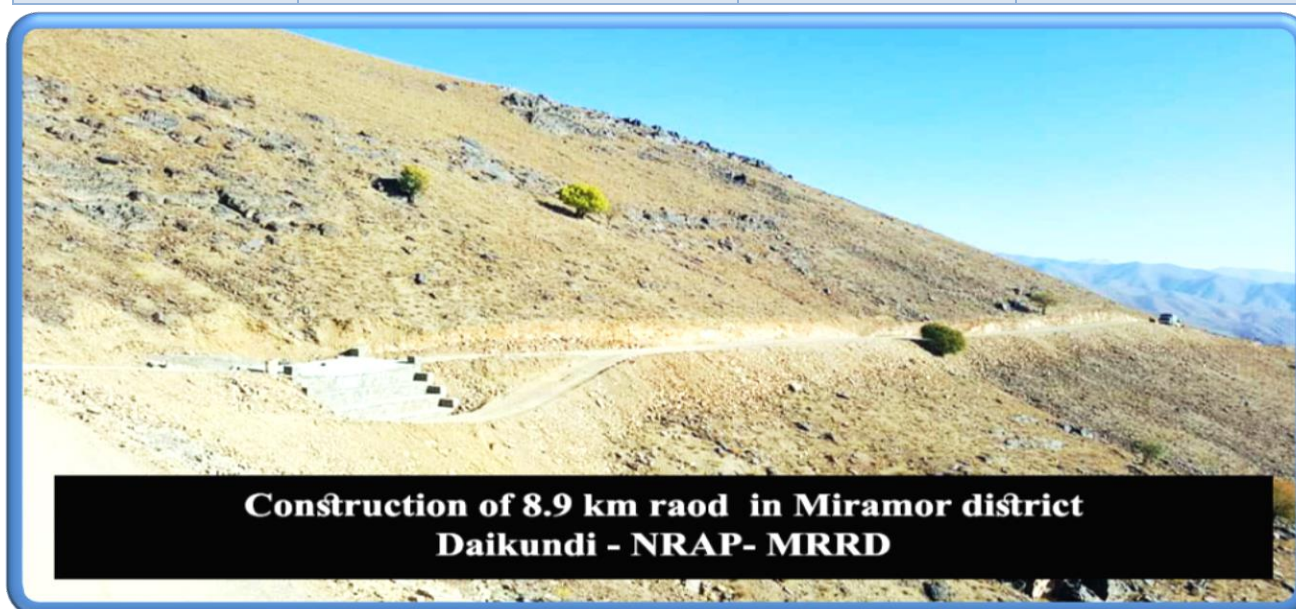


Annex:15. A-NRAP-MoT- Routine Maintenance During 1397

NRAP- MoT- Routine Maintenance during 1397			
Region	Road (KM)	Labour Days	Budget \$
Badakhshan	29.23	641	38,465.09
Central Highlands	22.00	525	31,502.64
East	-	-	-
Kabul	-	-	-
North	41.20	843	50,561.20
North East	-	-	-
South East	-	-	-
West	39.60	734	44,048.60
Total	132	2,743	164,578

Annex:15. B-NRAP-MRRD Routine Maintenance During 1397

NRAP- MRRD- Routine Maintenance during 1397			
Region	Road (KM)	Labour Days	Budget \$
Badakhshan	860	168,637	769,288
Central Highlands	475	87,838	434,161
East	68	12,573	60,107
Kabul	282	51,209	257,974
North	150	26,666	132,803
North East	234	37,426	238,422
South	23	3,406	20,891
South East	62	1,735	57,512
West	213	38,655	191,334
Total	2,367	428,145	2,162,491

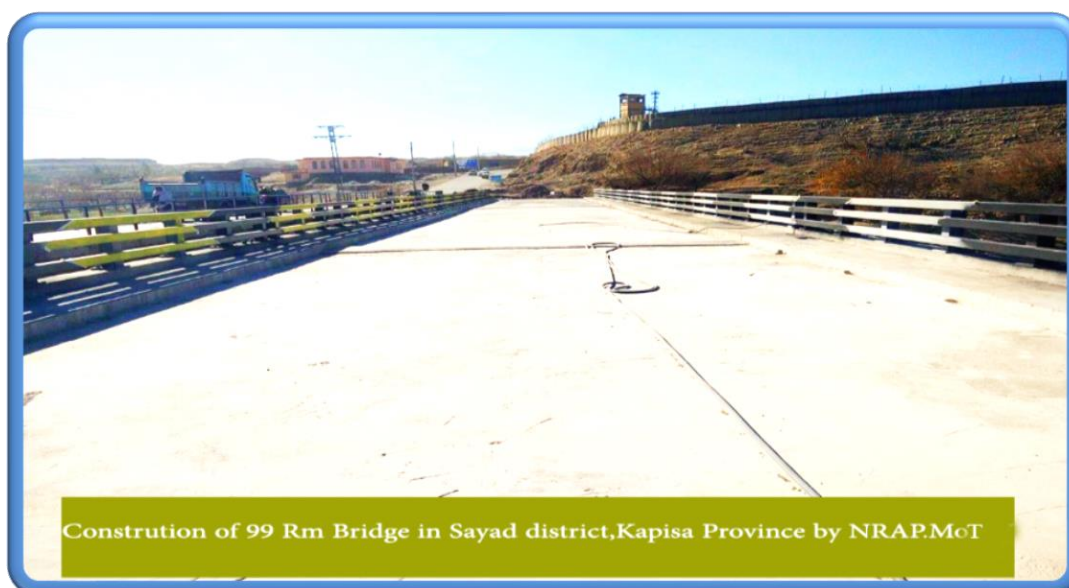


Annex:16. A-NRAP-MoT - Periodic Maintenance since inception till March 2019

NRAP- MoT- Periodic Maintenance Since inception till March 2019			
Region	ARAP Road (KM)	Labour days	Budget \$
Badakhshan	67.70	14,496	869,739.52
Central Highlands	120.00	17,581	1,054,866.74
East	57.67	12,956	777,383.24
Kabul	119.39	46,553	2,793,186.81
North East	52.60	8,447	506,805.36
South East	34.92	9,067	544,003.56
West	69.20	12,976	778,583.03
Total	521	122,076	7,324,568

Annex:16. B-NRAP-MRRD Periodic Maintenance since inception till March 2019

NRAP- MRRD- Periodic Maintenance Since inception till March 2019					
Region	Other projects' Road in KM	ARAP road in KM	Labour Days	Budget \$	Total Road (Km)
Badakhshan	12	205	12,754	1,217,034	217
Central Highlands	68	106	7,686	916,790	174.25
East	44	142	59,536	1,182,600	186.2
Kabul	72	270	35,049	2,221,114	341.5
North	69	223	34,228	1,760,315	292.65
North East	57	176	26,579	1,287,516	233.2
South	102	197	124,423	2,145,551	298.78
South East	48	11	2,410	376,813	59
West	17	-	6,189	126,348	17
Total	490	1,330	308,854	11,234,082	1,820



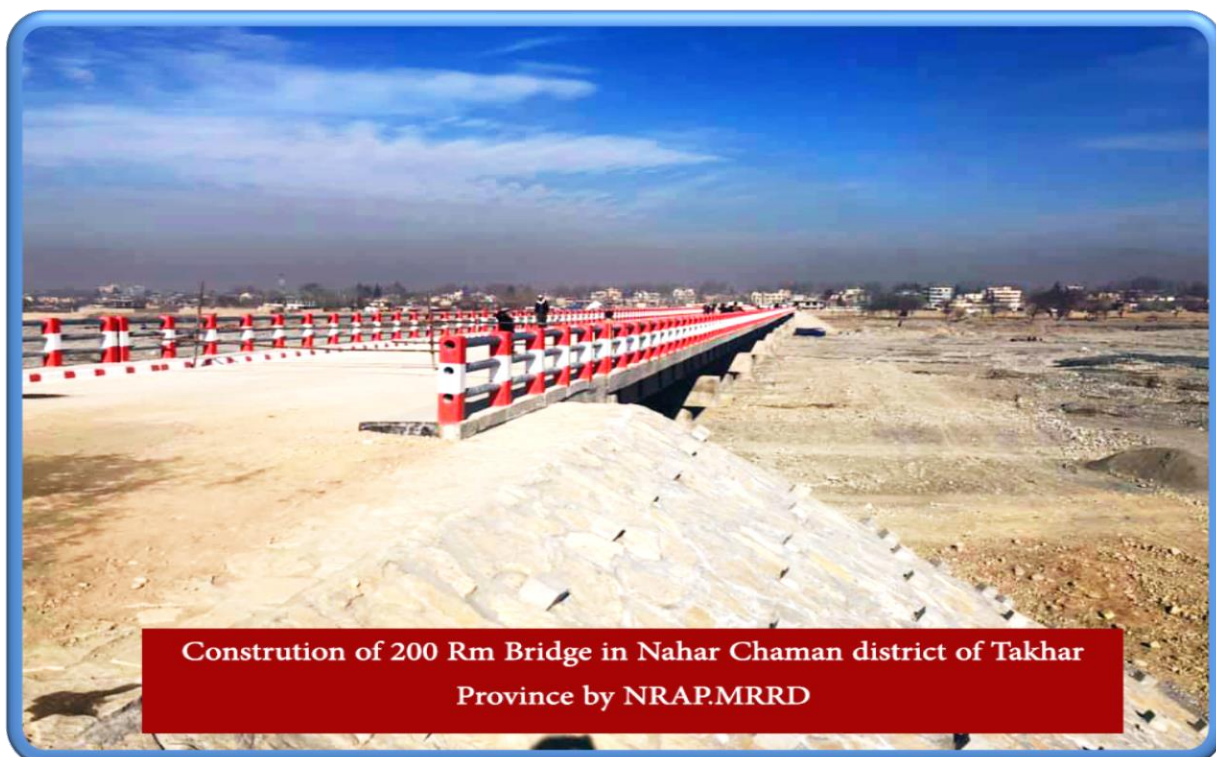
Annex:17 -NRAP-MRRD Periodic Maintenance During 1397

NRAP- MRRD- Periodic Maintenance During 1397					
Region	Other projects' Road in KM	ARAP road in KM	Labour Days	Budget \$	Total Road (Km)
Badakhshan	-	20	4,738	105,848	20
Central Highlands	48	-	1,512	302,920	48
East	-	107	36,072	602,546	106.9
Kabul	-	8	1,750	43,646	8
North	8	56	6,088	336,046	64.19
North East	12	48	11,564	317,755	60
South	23	114	68,865	906,142	136.68
South East	12	11	2,091	138,680	23
West	-	-	-	-	-
Total	103	364	132,680	2,753,582	467



Annex: 18- ARAP-Trainee and Interns Achievements

Trainees and Interns Trained by ARAP MoT							
No.	Items	During reporting Period (1397)			Since Inception of ARAP till March 2019		
		Male	Female	Total	Male	Female	Total
1	Trainees	56	12	68	401	71	472
2	Interns	18	3	21	465	24	489
Total		74	15	89	866	95	961
Trainees and Interns Trained by ARAP MRRD							
No.	Items	During (1397)			Since Inception of ARAP till March 2019		
		Male	Female	Total	Male	Female	Total
1	Trainees	50	1	51	154	4	158
2	Interns	18	1	19	409	9	418
Total		68	2	70	563	13	576
Total Trainees and Interns Trained under ARAP							
No.	Items	During reporting Period (1397)			Since Inception of ARAP till March 2019		
		Male	Female	Total	Male	Female	Total
1	Trainees	106	13	119	555	75	630
2	Interns	36	4	40	874	33	907
Total		142	17	159	1429	108	1537



Annex: 19.A- MoT- Environmental and Social Safeguard Achievements

Component A: Main ESM Activities Carried out by ESM Team during 1397 (21 March 2018 to 20 Mar 2019)											
S/No	Activity	Central Highland	West	CHL	East	North	South East	South	North East	Badakhshan	Total
1	# of ESM Plans Prepared	1	1	3	3	5	3	2	0	0	18
2	# of Male Consultation Meetings Held	52	24	6	49	50	62	17	45	2	307
3	# of Female Consultation Meetings Held	5	39	34	0	38	0	0	22	0	138
4	# of Male trained/consulted/Awarded	858	906	142	701	1313	835	307	855	20	5937
5	# of Female trained/consulted/Awarded	61	696	302	0	1239	2	0	849	0	3149
6	# of Male Grievance Redress Committee (GRC) Established	1	3	4	19	6	9	14	0	0	56
7	# of Female Grievance Redress Committee (GRC) Established	1	4	6	0	5	0	0	0	0	16
8	# of PAFs	0	0	40	6	53	26	0	0	0	125
9	# of Male PAPs	0	0	86	42	219	89	0	0	0	436
10	# of Female PAPs	0	0	128	24	145	103	0	0	0	400
11	Land donated (m2) by people	0	0	13480	132	26139	8930	0	0	0	48681
12	# of Trees Going to be Cut	0	200	157	0	0	225	0	0	0	582
13	# of Trees Going to be Planted	0	1300	650	300	35900	460	0	300	0	38910
14	# of Beneficiaries	0	1821400	0	290000	37240	130000	307000	45000	120000	2750640
15	# of Stripe Plan Prepared	0	1	3	3	4	2	0	0	0	13
16	# of Abbreviated RAP Prepared	0	0	5	0	4	2	0	0	0	11
17	# of Projects Monitored/Visited	49	32	9	28	45	58	15	28	12	276
18	# of Issues Solved	20	17	9	1	28	8	1	6	0	90

Annex: 19.B- MRRD- Environmental and Social Safeguard Achievements

Component B: Main ESM Activities Carried out by ESM Team during 1397 (21 March 2018 to 20 Mar 2019)											
S/No	Activity	Kabul	West	CHL	East	North	South East	South	North East	Badakhsan	Total
1	# of ESM documents prepared	10	5	1MPW 2PM	5	1MPW 2	6	0	1	2	29NRAP 2MPW 2PM
2	# of trees planted	2210	750	658	850	350	350	30	450	1223	6871
3	# of people got awareness	423M 0F	939M 162F	381M 46F	262M 0F	2345M 0F	1161M 172F	327M 7F	60M 0F	589M 33F	6487M 420F
4	# of coordination meetings held	84	130	0	52	205	160	134	0	5	770
5	# Of Men GRC Committee.	18	7	6	20	14	12	22	0	6	105
6	# Of Women GRC Committee.	2	7	26	2	1	8	10	0	6	62
7	# of issues solved through GRC meetings	70	10	7	20	6	5	7	7	2	134
8	# of CPM conducted	11	52M 2F	0	34	267	17	6	0	2	387M 2F
9	# of Social Audits conducted	16	0	0	0	22	0	3	0	0	41
10	Land donated (m2)	14391	1146	140	75	39600	130	7469	0	2000	64951
11	Environmental Monitoring	52M 1F	68	30	39	47	12	19	3	94	364

*PM: Periodic Maintenance

*ESMP: Environmental and Social Management Plan

*M: Male awareness.

*F: Female awareness.

*MPW: Ministry of Public Work

Annex: 20- Rural Road Network Achievements

Rural Road Network Survey Data									
S/No	Province	*NH_Lenth_KM	NH_Social	**PR_Length_KM	PR_Social	***DR_Length_KM	DR_Social	Total Length (KM)	Total no of Social
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	Paktya	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	303	261.4	607
19	Kunar	0	0	176.9	204	62.8	83	239.7	287
20	Nangarhar	128.2	190	64.9	71	290.3	757	483.4	1018
21	Hirat	738.8	565	0	0	576.6	272	1315.4	837
22	Badghis	95.1	63	0	0	334.3	129	429.4	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	111.2	49	142.7	133	417.4	185
27	Kandahar	326.7	242	0	0	274	162	600.7	404
28	Hilmand	134.3	27	88.8	134	17.4	45	240.5	206
26	Zabul	161.5	80	0	0	125.6	0	287.1	80
29	Nuristan	0	0	105.6	58	2.2	0	107.8	58
30	Paktika	193.5	130	21.9	37	365.3	169	580.7	336
31	Ghazni	163.1	0	18.6	12	426.6	195	608.3	207
32	Farah	337.5	0	242.9	0	325.6	0	906	0
33	Badakhshan	332.9	239	123.6	19	1520.9	583	1977.4	841
34	Urozgan	0	0	0	0	0	0	0	0
Total		6,732.6	4,437.0	1,376.2	1,183.0	10,712.6	6,720.0	18,821.5	12,340.0
*NH- National Highways **PR- Provincial Road ***DR- District Road									

Annex: 21- 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 kilometres of 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 kilometres 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.

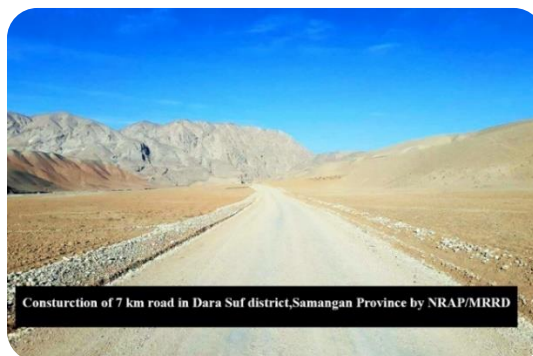
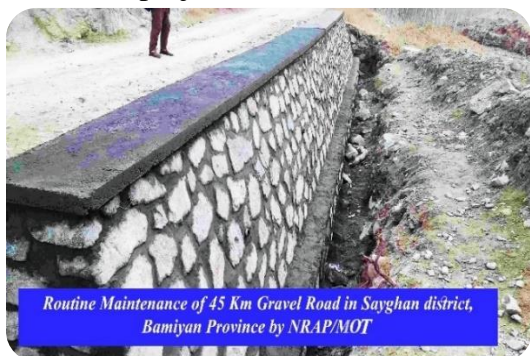
The baseline survey was duly carried out in 2012 it generated ample data for the intended purpose, in the comprehensive report issued in March 2015.

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 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

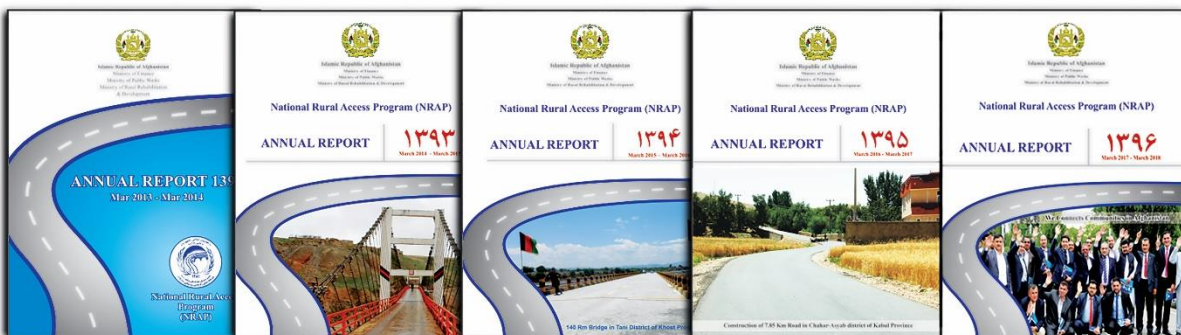
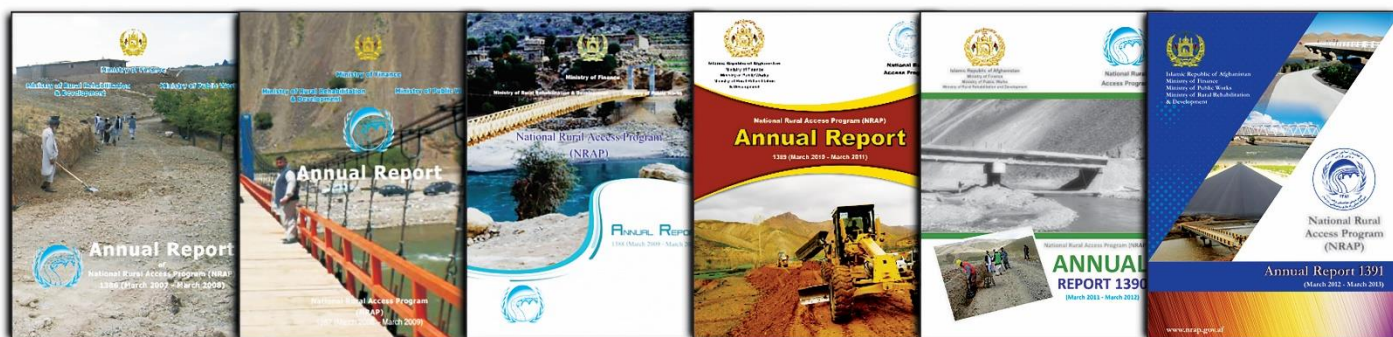
		travel to major cities such as Herat, Mazar-e-Sharif, Jalalabad, Kabul, Kandahar City or Kunduz (9.2 hrs).
Follow-up	<ol style="list-style-type: none"> 1. Travel time to educational facilities by walking (most common mode of transportation to schools) 2. Travel time to health facilities by 4-wheeled 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.
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