



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

National Rural Access Program (NRAP)

ANNUAL REPORT

۱۳۹۸

March 2019 - March 2020

Construction of 30 Rm Bridge in Khost District of Baghlan Province





Islamic Republic of Afghanistan

Ministry of Finance

Ministry of Public Works

Ministry of Rural Rehabilitation and Development

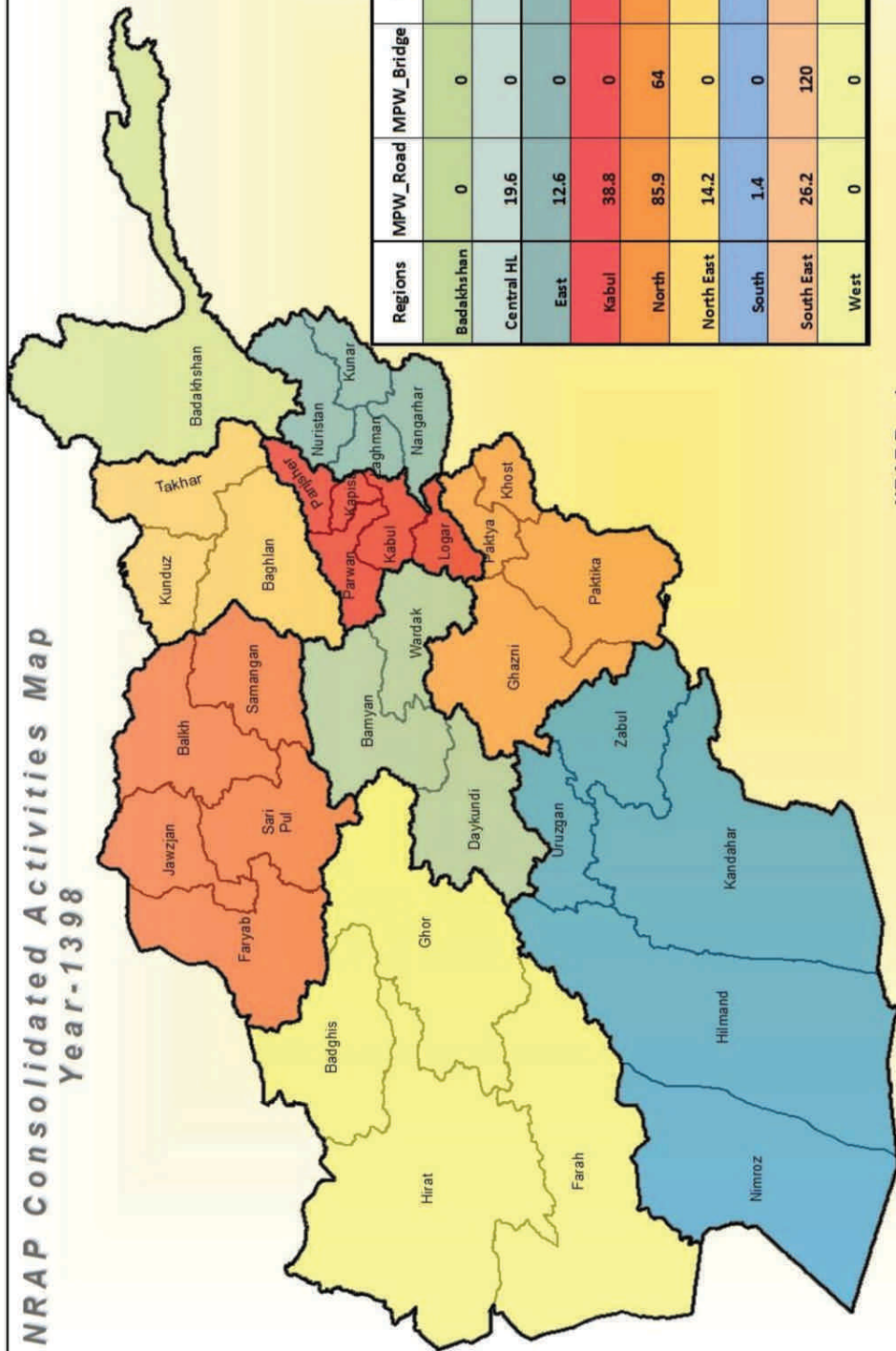
ANNUAL REPORT 1398

March 2019 – March 2020



National Rural Access Program

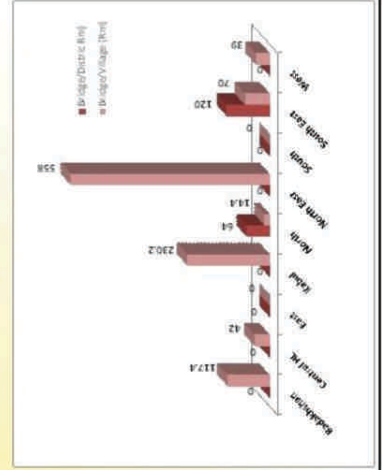
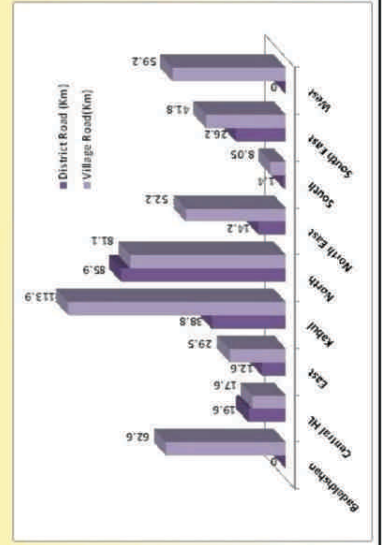
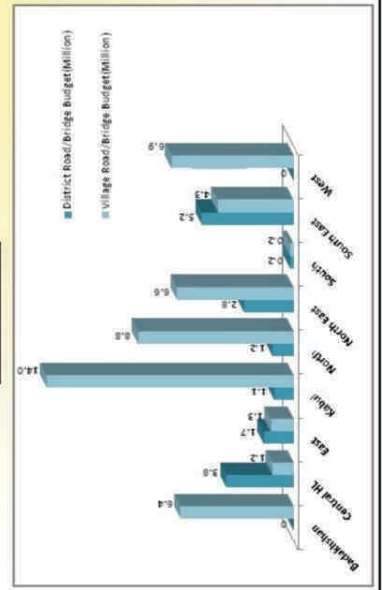
NRAP Consolidated Activities Map Year-1398



Regions	MPW_Road	MPW_Bridge	Budget	MRRD_Road	MRRD_Bridge	Budget
Badakhshan	0	0	0	62.6	117.4	6.4
Central HL	19.6	0	3.8	17.6	42	1.2
East	12.6	0	1.7	29.5	0	1.3
Kabul	38.8	0	1.1	113.9	230.2	14.0
North	85.9	64	1.2	81.1	14.4	8.8
North East	14.2	0	2.8	52.2	558	6.6
South	1.4	0	0.2	8.05	0	0.2
South East	26.2	120	5.2	41.8	70	4.3
West	0	0	0	59.2	39	6.9

NRAP Roads

NRAP Bridges



MESSAGE – H.E. ABDUL HABIB ZADRAN – CHAIRPERSON OF NRAP STEERING COMMITTEE AND D.M. FINANCE (MoF)

At outset, allow me to submit my appreciation and acknowledgement for publication of the annual report by Afghanistan Rural Access Project (ARAP).

The effort is praise worthy.

National and transnational road connectivity is the sign of progressive society in contemporary world and Afghanistan Rural Access Project (ARAP) is doing an excellent job by linking and bringing people closer to each other in the rural area. Reducing the distance between people, markets, services and knowledge in other words getting people connected' is pre condition to foster the economy.

Roads networks make a pivotal and decisive contribution to spike economic activities, promote growth and bring far reaching social comfort and welfare. In addition, providing access to employment, social, health and education services makes a road network crucial in reducing poverty. Tying up the remotely place population through Roads open-up more avenues and revitalize economic and social expansion.

The Afghanistan Rural Access Project (ARAP) has attained a major milestone by rehabilitating 16,500Km rural roads and 13,500 meters bridges. The program generated 21 million labor days, which is a major achievement. Developing shared assets such as road network will cement social fabric, timely arrival of agricultural products to national and international markets, lower maternal and infant mortality rates by quicker access to health facilities. To put it in a nutshell the advantages of robust road network are countless and endless for a country like Afghanistan.

My genuine gratifications to the National Counterparts and international Development partners among others, the World Bank and Afghanistan Reconstruction Trust Fund Donors', without their financial assistance and technical backing and guidance things would have not been possible. Brining isolated and those not touched by any developmental activities to national fold is a great service to humanity.

I would like to congratulate the implementing agencies (Ministry of Public Works and Ministry of Rural Rehabilitation and Development and National Coordination Unit) for their tireless efforts for a standard and transparent execution of the program.

I take this opportunity to appeal to the relevant Government Agencies and International Development Partners of the Transport Sector to focus on the Operation and Maintenance of the National Roads.

Focusing on road maintenance will bring widespread benefits by not only preserving current assets, but also lowering future costs for citizens, road users, and taxpayers. This would prevent these assets from depreciating in value, provided that timely investment is carried out in time.

Roads are our shared national asset and it is the duty of every citizen of this cash starved country to look after and not to damage the connecting links between the regions inhabitant of this country.

H.E. ABDUL HABIB ZADRAN





**د جلالتمآب پوهنمل
مجیب الرحمن کریمی پیغام
د کلیو د بیارغونې او پراختیا وزیر**
سرکونه د ټولنې شاه رگونه بلل کیږي،
همدا سرکونه دي چې د کلیو او سوداگریزو
مارکیټونو تر منځ شته واټنونه ختموي او له
کبله یې ولس د ژوندانه لومړنیو خدمتونو ته
لاسرسی پیدا کوي.

د کلیو د لار جوړونې ملي پروگرام د کلیو بیا رغونې او پراختیا وزارت
په اډانه کې د افغان حکومت یو ارزښتناک پروگرام دی او دا ښیي چې
حکومت اولسي وگړو ته د اسانتیاوو رامنځ ته کولو په برخه کې ژمن او
لیوال دی.

د سرکونو څارنه او د هغوي ساتل د خلکو دنده او ملي وجیبه ده او په
دې برخه کې د دوی د لاریاتې همکارۍ غوښتونکي یم.

پیام جناب محمد یما شمس



سرپرست وزارت فواید عامه

و رییس عمومی اداره خط آهن

از آنجائیکه بر همه هویدا است سرک یکی از
عناصر عمده پیشرفت کشورها بوده و از عوامل

اصلی ارتباطات و روابط بین منطقه، جوامع و جهان می باشد همچنان اتصال سرک
و راه های مواصلاتی در رشد اقتصاد و رفاه اجتماعی نقش بسزایی دارد و کشور
را بسوی خودکفایی و ترقی سوق می دهد.

برنامه ملی راه سازی روستایی یکی از برنامه های دولت جمهوری اسلامی
افغانستان است که حدوداً دو دهه می شود که در قرا، قصبات و ولسوالی های
کشور گام های سودمند و بنیادی برداشته است و دسترسی ده ها هزار تن از روستا
نشینان را از طریق پروژه های عام المنفعه (سرک و پل) به خدمات اولیه فراهم
کرده و زمینه اشتغالزایی را برای هزاران تن از هموطنان عزیز نیز مساعد نموده
است .

بر همه ی ما لازم است تا از سرمایه های کشور محافظت نمایم و از سرک ها و
پل های اعمار شده خویش به گونه جدی حفظ و مراقبت کنیم چون این ساختار
های بنیادی به حمایت مالی جامعه جهانی اعمار و احداث شده است و اینگونه
حمایت ها مجدداً قابل پرداخت نخواهد بود، پس ما باید خود را مسوول پنداریم
چون آبادی کشور مسوولیت هر تبعه است و در این راستا باید سهم ایمانی و
وجدانی خویش را ادا نماییم.



Acknowledgement

It is a recognised prize to deliver enormous attainment of National Rural Access Program (NRAP) by displaying annual report of 1398 to key stakeholders & companions.

NRAP is a great assistant to Government of Afghanistan in order to fulfill Sustainable Development Goals which supports in poverty and hunger reduction, decreasing unemployment rate and uproot the backwardness by construction of roads & bridges, providing basic access and creating job opportunities to rural citizens.

My genuine gratitude goes to NRAP's Steering Committee (MoF, MoPW and MRRD leaderships) for their endless strategic support to the program for achieving its pre-set goals during 1398.

Financial supporters of NRAP (ARTF contributors and World Bank) is playing a crucial role for granting considerable financial sources to NRAP program, specifically ARAP project in order to achieve intermediate and project development goals, therefore, I am obliged to appreciate their countless assistance.

I would also like to express my deepest appreciation to WB task team for their usual support and all-time supervision through pre and post action reviews that resulted in performance enrichment and increase in efficiency and effectiveness of project implementation. Their endless guidance and instructions support the program to cover the gaps and prevent the challenges during different phases of the project implementation, starting from planning and ended up to the closure and end line review.

I owe my deepest gratitude to program all 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. Mustafa Lameh and Mr. Mohammad Naser Temory as well as their deputies for their hard works and unlimited attempt for upholding and expediting successfully implementation process of projected plans for 1398.

I would like to offer my special thanks to my teammates in National Coordination Unit, 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 for their hard work in collecting information and infinite assistance in drafting this report.

Besmillah Besmil
Program's Coordinator

ENGINEER BESMILLAH BESMIL



“

Mohammad Ajmal Askerzoy

NRAP achieved another milestone by successfully completing Afghanistan Rural Access Project (ARAP) and has certainly the capacity to deliver more for the people of Afghanistan

”



پیام محترم انجنیر مصطفی لامع
رییس اجراییوی برنامه ملی راه سازی
روستایی وزارت فواید عامه
افغانستان به عنوان کشور زراعتی در منطقه
و جهان شناخته می شود و بر اساس گزارش

اداره همکاری بین المللی آمریکا USAID ۸۰٪ مردم افغانستان به کشاورزی و مالداري فعالیت دارند همچنان ۳۱٪ درآمد ناخالص ملی از محصولات زراعتی بدست می آید پس برای اینکه این محصولات به گونه سالم تر و خوبتر به بازار ها و مارکیت های تجارتی منطقه عرضه گردد نیاز به سرک و راه مناسب است علاوه برآن اکثریت مردم روستا های کشور زارعین و دهاقین هستند و زندگی اقتصادی شان وابسته به زمین داری، خرید و فروش غله-جات، سبزیجات و امثال آن میباشد بنا موجودیت راه مناسب و بااطمینان که در اقتصاد منطقوی نیز اثر گذار است از جمله ضروریات اساسی و اجتماعی مردم روستا نشین ما محسوب میگردد.

برنامه ملی راه سازی روستایی (NRAP) طی ۱۸ سال گذشته فعالیت های چشمگیری در قسمت اعمار سرک ها و پل ها در اکثریت روستاهای کشور داشته است. با اتصال راه های مواصلاتی جامعه و مردم را با یکدیگر نزدیک ساخته و هم به زندگی اجتماعی و اقتصادی تقویت بخشیده است.

شخصاً افتخار میکنم که از این طریق میتوانم با مردم خویش همکار باشم و ضمناً سپاسگزارم از تمویل کننده گان محترم بلخصوص بانک جهانی، دست اندرکاران برنامه و کارمندان ذیربط که همواره کوشیده اند تا سهولت ها و آسانی را برای مردم دورافتاده ی این سرزمین ایجاد نمایند و زندگی فردی-و اجتماعی مردم عزیز کشور را بهتر سازند همچنان آرزو دارم که ما بتوانیم تمامی نقاط دورافتاده ی کشور را از طریق ساخت و ساز سرک با ولسوالی های همجوار وصل و نزدیک تر سازیم.

به امید افغانستان آباد و مرفه



پیام محترم انجنیر محمد ناصر تیموری
رییس اجراییوی برنامه ملی راه سازی
روستایی وزارت احیاء و انکشاف دهات
برنامه ملی راه سازی روستایی منحيث یکی از
برنامه های کلیدی و مهم در کشور همواره

کوشیده است تا از طریق ساخت و ساز سرک ها مردم دهات را باهم نزدیک تر سازد و دسترسی شان را به امکانات اولیه و مارکیت های تجارتی منطقه فراهم نماید.

موجودیت راه ترانزیتی و امن که میتواند تاثیر مستقیم بر اقتصاد یک جامعه وارد کند از جمله ضروریات اساسی خصوصاً در روستا های کشور ما پنداشته میشود و میتواند در شگوفایی کشور و بالا رفتن سطح اقتصاد و بلاخره چرخش اقتصاد روستایی نقش براننده ای داشته باشد.

برنامه ملی راه سازی روستایی ضمن ساخت و ساز سرک و پل سهولت های بیشماری چون بلند بردن سطح نیروی کاری و بکارگماشتن جوانان در پروژه های مختلف، دسترسی ساکنین به شفاخانه ها، مکاتب و مراکز صحتی را برای روستا نشینان نیز به ارمغان آورده است.

پس از همین طریق میخواهم از تمامی دست اندرکاران برنامه ملی راه سازی روستایی وزارت احیاء و انکشاف دهات که فعالیت های موثر در قبال آبادی کشور و منطقه خویش انجام داده اند ابراز امتنان نمایم و آرزومندم که بتوانیم همینگونه فعالیت های موثر را در اکثریت نقاط دوردست این سرزمین انجام دهیم و اجتماع ها، روستاها و ولایت را باهم نزدیک تر سازیم و همکار در قسمت بهتر سازی زندگی مردم خویش بمانیم.



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
SDR	Special Drawing Rights
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

Table of Contents

Contents	Pages
List of Tables	VII
List of Figures	VIII
List of Annexes	VIII
1. Background	01
2. An Introduction to NRAP's Performance	02
2.1 Executing Summary	05
3. Afghanistan Rural Access Project Physical & Financial Status	11
3.1.Afghanistan Rural Access project (ARAP) Physical Status.....	11
3.2.Afghanistan Rural Access project (ARAP) Financial Status	27
3.3.Environmental and Social Safeguards	32
4. NRAP other Ongoing Projects	37
4.1.NRAP-MoF.....	37
4.2.JICA & GOV Fund.....	37
5. Success Stories	38
6. People and NRAP (Beneficiary Quotes).....	50
7. Challenges and Reactions	56
8. Annexes	57

List of Tables

Tables	Pages
Table: 1 – ARAP Project Preview	5
Table: 2 – Component A scope and cost details	6
Table: 3 - Component B scope and cost details	7
Table: 4 - Component C, scope and detailed cost	8
Table: 5 - ARAP Project Physical Progress Status as of March 2020	10
Table: 6 - Gravel surface secondary roads since inception till March 2020	12
Table: 7 - Gravel surface secondary roads during reporting period	12
Table: 8- Secondary roads paved standard since inception till March 2020	13
Table: 9 - Secondary roads paved standard during reporting period	13
Table: 10 - Bridge construction on secondary roads since inception till March 2020.....	13
Table: 11 - Bridge construction on secondary roads during reporting period	14
Table: 12- Periodic maintenance of unpaved secondary roads since inception till March 2020	14
Table: 13- Periodic maintenance of unpaved secondary roads during reporting period	14
Table: 14 - Periodic maintenance of paved secondary roads since inception till March 2020.....	15
Table: 15 - Routine maintenance of secondary roads since inception till March 2020.....	15
Table: 16- Emergency maintenance of secondary roads since inception till March 2020.....	16
Table: 17- Tertiary roads construction since inception till March 2020	17
Table: 18- Tertiary roads construction during reporting period	18
Table: 19- Bridge construction on tertiary roads since inception till March 2020.....	18
Table: 20- Bridge construction on tertiary roads during reporting period	19
Table: 21- Periodic maintenance of tertiary roads since inception till March 2020.....	19
Table: 22- Periodic maintenance of tertiary roads during reporting period	19
Table: 23- Routine maintenance of tertiary roads since inception till March 2020.....	20
Table: 24- Routine maintenance of tertiary roads during reporting period	20
Table: 25- Emergency maintenance of tertiary roads since inception till March 2020.....	20
Table: 26- Emergency maintenance of tertiary roads during reporting period	21
Table: 27- Rural roads planning and management system activities and achievements	22
Table: 28- Institutional strengthening and capacity building activities and achievements	23
Table: 29- Program coordination support activities and achievements	25
Table: 30- Financial Status of ARAP during 1398 fiscal year and to date	27
Table: 31- MoF Project Financial Status	37
Table: 32- JICA and GOV project Financial Status	37

List of Figures & Annexes

Figures	Page
Diagram: 1 – Subproject life cycle	03
Diagram: 2 – Implementation modality	04
Figure: 1-ARAP Achievement Since Inception till March 2020	09
Figure: 2 - ARAP Consolidated Actual Disbursement Vs Plan in Million USD during reporting fiscal year and since inception to December, 2019	28
Figure: 3 - Component A (MoPW) Disbursement Status in Million USD during reporting fiscal year and since inception till December, 2019 (Planned Vs Actual)	29
Figure: 4 – Component B (MRRD) Disbursement Status in Million USD during reporting fiscal year and since inception till December, 2019 (Planned Vs Actual)	30
Figure: 5- Component C Disbursement status in million USD during reporting period and since inception till December, 2019 (Planned Vs Actual)	31
Annexes	Page
Annex:1. A-NRAP Secondary Roads Provincial Wise Achievement Since Inception till March 2020--	57
Annex:1. B-NRAP-Tertiary Roads Provincial Wise Achievement since Inception till March 2020----	58
Annex: 2- ARAP-Detailed Project Cost by Activities (US\$ million).....	59
Annex:3-NRAP- Provincial Wise Achievement During 1398-----	60
Annex:4. A-ARAP Secondary Roads Provincial Wise Achievement since Inception till March 2020--	61
Annex:4. B-ARAP Tertiary Roads Provincial Wise Achievement since Inception till March 2020----	62
Annex:5-ARAP Provincial Wise Achievement During 1398	63
Annex:6-ARAP Regional Wise Achievement since inception of the project till March 2020.....	64
Annex:7-ARAP Regional Wise Achievement During 1398-----	64
Annex:8-ARAP Component Wise Financial Status	66
Annex:9-ARAP Ongoing Activities.....	67
Annex:10. A-NRAP- Secondary Roads Achievement per donor since inception till March 2020-----	68
Annex:10. B-NRAP- Tertiary Roads Achievement per donor since inception till March 2020-----	69
Annex:11 -NRAP Achievement per donor During 1398	70
Annex:12. A-NRAP-MoPW Emergency Maintenance since inception till March 2020-----	71
Annex:12. B-NRAP-MRRD Emergency Maintenance since inception till March 2020	71
Annex:13 -NRAP-MRRD Emergency Maintenance During 1398-----	72
Annex:14. A-NRAP-MoPW -Routine Maintenance since inception till March 2020.....	73
Annex:14. B-NRAP-MRRD Routine Maintenance since inception till March 2020	73
Annex:15 - NRAP-MRRD Routine Maintenance During 1398	74
Annex:16. A-NRAP-MoPW - Periodic Maintenance since inception till March 2020-----	74
Annex:16. B-NRAP-MRRD Periodic Maintenance since inception till March 2020	74
Annex: 17.A– NRAP – MoPW Periodic Maintenance During 1398-----	75
Annex:17. B -NRAP - MRRD Periodic Maintenance During 1398-----	75
Annex: 18- ARAP-Trainee and Interns Achievements	76
Annex: 19.A- MoPW- Environmental and Social Safeguard Achievements.....	77
Annex: 19.B- MRRD- Environmental and Social Safeguard Achievements.....	78
Annex: 20- Rural Road Network Achievements.....	79
Annex: 21- Monitoring and Evaluation.....	80
Annex: 22 - Baseline Vs Follow Up Survey Results.....	82


1. Background

As soon the nation released from almost three decade destructive civil war in 2001, only limited parts in national road network remained in fair condition. The lengthy brutal conflict had almost disconnected rural inhabitants to basic life amenities including nearby markets, health facilities, education centers and government administrative offices.

Reconstruction and upgrading of rural living standard was a great challenge to newly established interim government through Bonn agreement in 2001. The agenda was reiterated in various national development frameworks and strategic documents including Afghanistan National Development Strategy (ANDS) which was formulated for 2008-20013 and approved by both, the government and donor community.

The government of Islamic Republic of Afghanistan (GoIRA), along with donor community, has established a series of national priority and all-embracing programs covering education, basic health services, irrigation rehabilitation, and rural roads in 2002 so that to implement the formulated and approved National Development frameworks and strategies. The National Emergency Employment Program (NEEP) which was renamed into Nation Rural Access Program (NRAP) in 2005, is one of those overarching and national priority programs.

The old NEEP was initiated on behalf of the GoIRA in 2003 with primary focus over employment generation so that to immediately support local economy through labor-intensive contract modalities, however, the program was upgraded to National Rural Access Program (NRAP) focusing both over employment generation and quality road and bridge construction.

The logo for the National Rural Access Program (NRAP) is a blue rectangular box with a white border. Inside the box, the text "National Rural Access Program" is written in bold, followed by "Focusing Both over employment generation and quality road & bridge construction" in a smaller font.

National Rural Access Program
Focusing Both over employment
generation and quality road &
bridge construction

Since that providing road network connectivity and employment generation in all 34 provinces of Afghanistan through rehabilitation and improvement of district and village roads is the main exercise of NRAP.

Granted projects including parent ARAP, funded by IDA and ARTF contributors is implemented via Ministry of Public Works (MoPW) for construction and maintenance of major local (district) roads & Ministry of Rural Rehabilitation and Development (MRRD) for construction and maintenance of minor local (village) roads while Ministry of Finance (MoF) strategically overseen the implementation of the projects via steering committee.

The program is mandated to share information and project updates to key stakeholders in regular intervals through disseminating projects progress reports on monthly, quarterly and annual bases.

2. An Introduction to NRAP's Performance

NRAP as Grand National program has been working in three dimensional conceptual framework of connectivity, quality and sustainability, remained adhere to its value including transparency, quality and promptness within its performance and continued its stronger supports to the government of Afghanistan in rural development through strengthening and improving economy and livelihoods of rural communities.

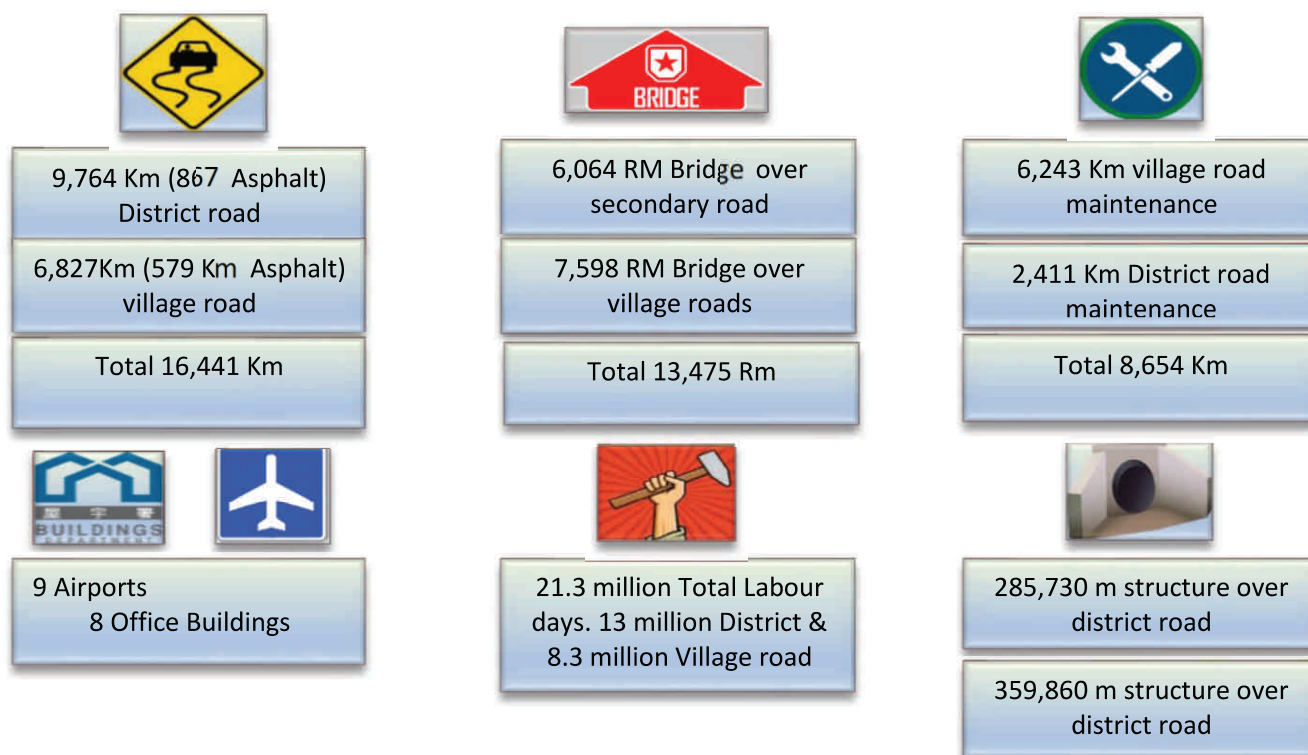
The vision of the program retains to ensure year-round access to basic services and facilities in Rural Afghanistan so that to enhance human security and promote equitable economic growth which can be achieved through following set objectives:

- 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.

Key Messages:

I	NRAP can be a great set-up for emergency responses so that to retain road network connectivity.	<ul style="list-style-type: none"> • Snow cleaning • Post-disaster improvement
II	NRAP can facilitate services offered by government to nation.	<ul style="list-style-type: none"> • Access to Villages • Access to Districts • Access to Provinces
III	NRAP can play strategic role in local economy control, effected by natural disaster such as covid-19, pandemic.	<ul style="list-style-type: none"> • Access to Services and jobs: • Employment Generation in local level • Cash injection into communities

Program Achievement Since inception (2002) till March 21, 2020



Both labour intensive and private sector led models are applied by the program to improve local livelihood and economic condition of rural communities through building-up their capacity and providing job opportunities during projects implementation. The following diagrams illustrates a subproject life cycle and implementation modalities. For more details, please refer to (Annex: 1.A & 1.B - NRAP provincial wise achievement since inception till March 2020).

Diagram-1 Subproject life cycle

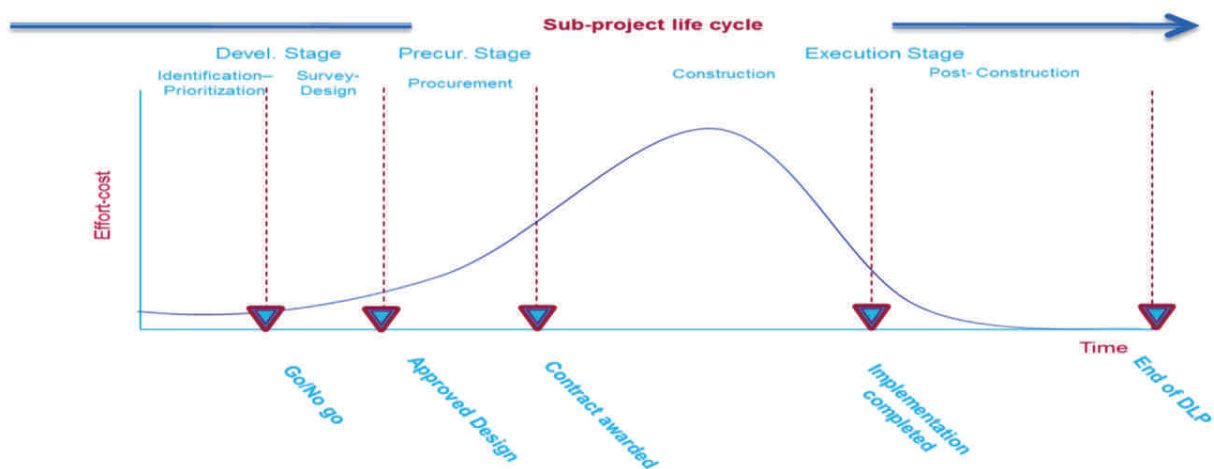
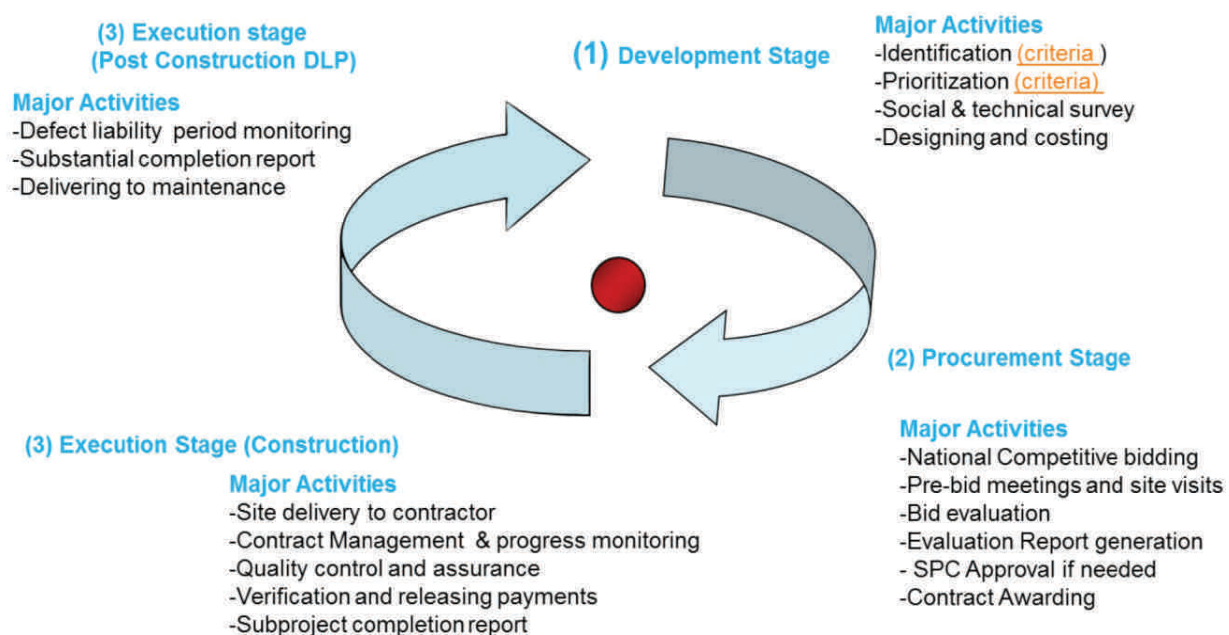


Diagram-2 Implementation modality



NRAP is implementing numerous projects in different provinces of Afghanistan funded by various donors and supporters. Afghanistan Rural Access Project (ARAP) is one of the mega ongoing project of NRAP with US\$437 million funded by IDA and ARTF and implemented both by Ministry of Public Works for major local (district) roads and Ministry of Rural Rehabilitation and Development for minor local (village) roads to provide year round rural access in all 34 provinces of Afghanistan.



2.1 Executing Summary

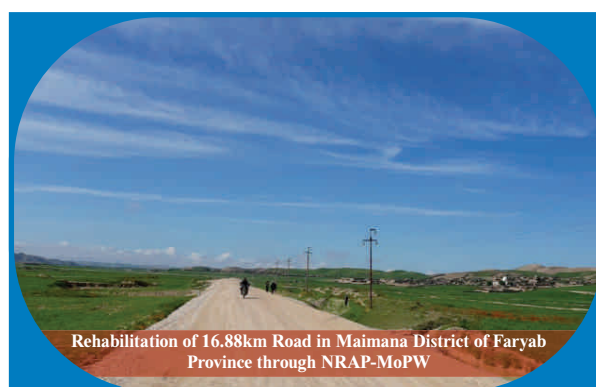
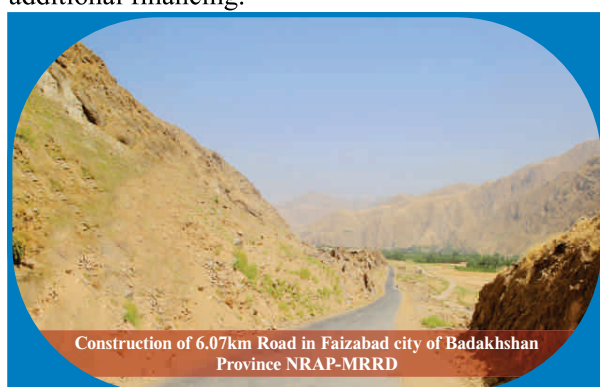
The Afghanistan Rural Access Project (ARAP) originally worth, US\$ 332m and additionally funded (US\$ 105m) to cover both costs overrun of the original scope and scaling up is jointly funded through IDA and ARTF for enabling rural communities to benefit from all-season roads and find access to basic services and facilities. The project physically commenced on 1st October 2012 and was initially envisaged to be completed in 31st March 2018, but the project life-time and cost was amended so that to achieve the original and scaled up scopes within revised life and additional fund. The first time-extension was with cost worth US\$ 105m that has been guaranteed as additional financing and extended the project completion date to 15th March 2020.

Table- 1 ARAP Project overview

Involved Ministries	MoF (MoPW + MRRD) Executing
Timeline	Original: Oct 1, -2012 to March 2018, 1 st Amendment: March 2020 2 nd Amended closing date: Dec 31, 2020
Grant contributors (IDA+ARTF)	Original \$332m (\$125m IDA \$207m ARTF)
Additional Grant ARTF (\$105m)	Revised (2017) \$437m (\$125m IDA \$312m ARTF)
SDR Loss and Return (\$33m)	\$3m IDA, \$30m Inbox to ARTF in (2019)
Revised cumulative Cost	\$404m
Disbursement Ratio	93.2%

The second time- extension was without cost for completing the planned scope that has adjusted project completion date to 31st December 2020 with overall project life of 8.3 years.

The project is divided to four components, three components (A, B and C) original budget + additional budget and one new component (D: Contingency Emergency Response) added through after picking up the additional financing.

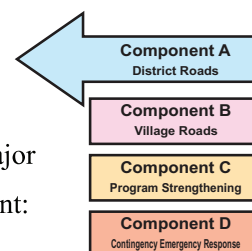


2.1.1. Component A: Execution power of component A is with PIU-MoPW with total budget worth US\$ 268m (186m original + 82m additional).

Component A aims to improve connectivity, upgrade and maintain secondary (major local) roads, and the following objectives is designed to achieve under this component:

Table-2 Component A scope and cost details

Component/Activities	Org. Cost (US\$m)	Add. Cost (US\$m)	Revised Cost (US\$m)
A. Improvement and maintenance of Secondary Roads (MPW)			
i. Rehabilitation of about 1000 km, gravel surface secondary roads	67.50	42.94	110.44
ii. Upgrading of about 250 +100 km of secondary roads to bituminous standards	40.00	36.59	76.59
iii. Bridge construction work for about 1000+700 linear m	9.00	6.47	15.47
iv. Routine and Periodic maintenance for about 1,000 km of secondary roads & provision for emergency maintenance	21.00	-	21.00
v. Project Management and Implementation Support (IC & PIU staff)	48.50	- 4.00	44.50
Sub-Total for Secondary Roads	186.00	82.00	268.00



In line with 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.

PIU-MoPW has successfully delivered 782.17 Km gravel surfaced secondary road since inception of the project which demonstrates cumulatively 78.22% achievements against project total target of 1000 Km. In addition, construction of 263.67 Km asphalt standard surfaced road has been completed, that illustrates 105.47% progress against total project target of 250 Km.

In the same way, total of 1,489.1 Running meter bridges which indicate overall 148.91% progress against the project indicator set for the project life have been constructed.

Collectively 2,407.34 Km secondary road is kept functional under routine and periodic maintenance that includes 667.89 Km completed via periodic maintenance, nevertheless, the remaining 1739.45 Km of road is kept operational by routine maintenance that clearly confirms the high **pace (240.74% ahead of the target set for overall maintenance works).**

Financial progress of the component is also **Moderately Satisfactory**. The cumulative amount of the component (US\$ 186m +US\$ 82m) is 90% committed, while total US\$ 217.35 m (81.1%) has been disbursed insofar.

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.

2.1.2. Component B: PIU-MRRD is responsible for implementation of this component worth US\$ 143m (128m original + 15m additional) for improvement and maintenance of tertiary (minor local) roads. The component is designed to achieve the following objectives:

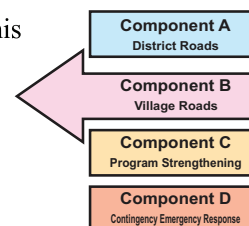


Table-3 Component B scope and cost details

B. Improvement and maintenance of Tertiary Roads (MRRD)	Org. Cost (US\$m)	Add. Cost (US\$m)	Revised Cost
i. Improvement of about 1,300+300 km of tertiary roads to gravel surface standard	58.50	9.10	67.60
ii. Bridge construction works for about 1,600+600 linear m	10.00	3.00	13.00
iii. Routine & Periodic maintenance of about 2,000+1800 km of tertiary roads & provision for emergency maintenance	25.50	-	25.50
Pilot Project in Bamayn (Gravel Road)		2.00	2.00
Pilot Project Rural enterprise (Gravel Road)		0.90	0.90
iv. Project Management & Implementation Support (IC & PIU staff)	34.00		34.00
Sub-Total for Tertiary Roads	128.00	15.00	143.00

In consonance to project result indicators the overall physical progress of Component B is **highly satisfactory**.

As of March 2020, rehabilitation and construction of total 1,501 Km gravel surfaced village road is completed, the achieved figure displays overall 105.71% progress in contrast to overall set target for total project life. Moreover, construction of 1,950 Running meter bridges have been completed insofar, that presents 121.88% progress against overall set target for this subcomponent. Alongside, total of 5,191 Km tertiary (village) road is kept accessible by implementing routine and periodic schemes, the achievement is either completed for periodic maintenance (1,591 Km) or progressing under routine maintenance (3,600 Km), that shows cumulatively 259.55% progress against the target set for total ARAP project life.

The overall physical progress of component B is highly satisfactory.

Financial progress of the component is also **Highly Satisfactory**. The entire allocated budget of this component is (US\$ 128m + US\$ 15m) including allocation for operation. However, total disbursement of component is US\$ 145.66m with 101.88% since inception of the project that indicates US\$ 2.66m (1.88%) expenditure more than the allocated budget which has been compensated from budget of component C.

2.1.3. Component C: This component is designed for Program Planning and Development, Institutional Strengthening and Program Coordination Support with cumulative budget worth US\$ 26m (18m original + 8m additional) which is jointly implemented by MoPW and MRRD while coordinated by National Coordination Unit of the ministry of finance. The component initially designed for the following purposes:

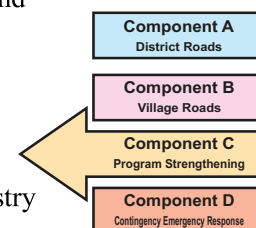


Table-4 Component C, scope and detailed cost

C. Program Planning & Development, Institutional Strengthening and Program Coordination Support	Org. Cost (US\$m)	Add. Cost (US\$m)	Revised Cost
i. Setting up a rural roads planning and management system. Torkhan-Kabul express way feasibility study	5.00	5.00	10.00
ii. Institutional Strengthening & Capacity Building	7.00		7.00
iii. Program Coordination Support	6.00	3.00	9.00
Sub-Total for Component C	18.00	8.00	26.00
Total Project Cost	332.00	105.00	437.00

Component C has successfully accomplished most of its mandates so, overall progress of this component has been ranked satisfactory.

Classification of Road network is perfectly finalized and approved by all three ministries; MoPW, MRRD and MoF. Even though, the plan was to complete 100% of road inventory by third year of the project life but the data collection for road network inventory and condition survey delayed. Nevertheless, data for a total 18,821.5 Km road including 85% of national highways, provincial roads and district roads as well as 12,340 villages and social centres is collected and the survey is completed for 33 out of 34 provinces of the country.

The overall progress of component C is ranked satisfactory.

Moreover, in conjunction with road network, the database for road network planning system which is functioning by now is 100% completed and tested for collected data.

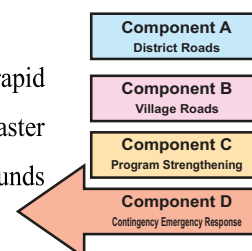
The design standards for road has been developed by Afghanistan National Standard Authority (ANSA), however, rural road standards yet to be adapted while the issue was communicated with ANSA several times.

In addition, cost estimation system developed and it is fully functional. Web-based Cost Estimation System has been designed by Program's Database Developer in coordination and support of MoPW Survey and Design Units.

ARAP project follow up survey is successfully completed and disseminated to relevant stakeholders including line ministries, government and related program's donors. The follow up survey was designed to evaluate the result of project implementation toward project development objectives (the survey conducted through the program and process monitoring, data verification, data analysis & report writing has been carried out by third party consultant).

Financial progress of the component is **moderately satisfactory**. The entire cost of the component (US\$ 18m + US\$ 8m) including allocation for Torkham-Kabul road feasibility study, institutional strengthening, human capacity building and program management, is 85% committed while US\$ 12.38m almost (70%) of total is disbursed. It is worth to mention that Kabul-Torkham road feasibility study with total allocation of US\$5m has been canceled as well as almost US\$3m SDR loss will be covered from this component.

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.



Over and above NRAP is performing strikingly and has succeeded to secure fund from various other donors such as Government of Afghanistan and JICA to implement, construct and rehabilitate roads and bridges in rural areas of all 34 provinces of Afghanistan. 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 till March 2020



Table-5: ARAP Project Physical Progress Status as of March 2020

Intermediate Result Indicators	Unit	QTY	5th year Indicator	Achievements	Progress as per PRI (%)	Progress as per fifth year indicator (%)	Variance +-%
Km of gravel surfaced secondary roads rehabilitated	Km	1000	1000	754	75%	75%	-24.60%
Km of asphalt surfaced secondary roads rehabilitated	Km	250	250	264	106%	106%	5.60%
Km of gravel surfaced tertiary roads rehabilitated	Km	1420	1420	1501	106%	106%	5.70%
Construction of bridges on secondary roads	Rm	1000	1000	1489	149%	149%	48.90%
Construction of bridges on tertiary roads	Rm	1600	1600	1950	122%	122%	21.88%
Km of secondary roads under routine and periodic maintenance scheme	Km	1000	1000	2178	218%	218%	117.80%
Km of tertiary roads under routine and periodic maintenance scheme	Km	2000	2000	5689	284%	284%	184.45%
Complete Road Inventory	%	0	100	85		85%	-15.00%
Improved Network Management system in place	%	0	100	100		100%	0.00%
Design standards developed and adopted	%	0	100	90		90%	-10.00%
Cost estimation system developed and fully functional	%	0	100	100		100%	0.00%
Financial Management System in MRRD and MPW developed and functional	%	0	100	100		100%	0.00%
Job Opportunity created via the intervention	L.D (m)	11.92	11.92	9.23	77%	77%	-22.57%
Number of People trained	#people/year	833	833	1648	198%	198%	97.84%
Female: Number of people trained or retrained (20% of total number of people)	#Female/year	167	167	167	100%	100%	0.00%
Road Sector Organizational Study Prepared	%		0		Not applicable any more		

3. Afghanistan Rural Access Project Physical & Financial Status

3.1. Physical Progress:

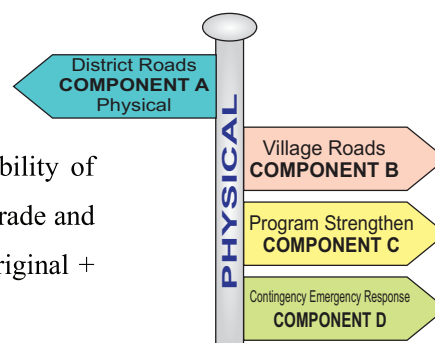
The Afghanistan Rural Access Project (ARAP) is structure in four major components A, B, C and D which in turn subdivided into 5, 4, 3 and 1 subcomponents respectively.

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 MoPW which is rehabilitation of 1000Km of gravel surfaced secondary roads. Therefore, the overall performance and progress of the project is **ranked satisfactory**. Component based activities; physical and financial progress is outlined below, however, for detail progresses please refer to (Annex: 5 - ARAP Provincial Wise Achievements during 1398), (Annex:7- ARAP Regional Wise Achievement during 1398) and (Annex: 8- ARAP Financial Status).



3.1.1. Component A

It is to reiterate that the implementation of this component is responsibility of Ministry of Transport and its liable to construct bridges and improve, upgrade and maintain major local (district) roads with total US\$ 268m (US\$ 186m original + US\$ 82m additional) allocated budget.



The component has succeeded to rehabilitate indicatively 782.17 Km gravel surface (including 32 Km post disaster sub-projects that meets the criteria of gravel surfaced roads and 48.35 Km accessibility achieved in cancelled sub-projects) and 263.67 Km of asphalt surfaced secondary (district) roads, 1,489.1 Running meter bridges over secondary roads as well as retain service level of 2407.34 Km secondary roads either through periodic or routine maintenance since inception of the project throughout the country.

The overall performance and achievement of the component has been ranked well during 1398. Moreover, rehabilitation and construction of 113.53 Km (100.89 Km gravel surfaced and 12.64 Km asphalt surfaced roads) district roads, construction of 64 Running meter bridges and construction of 44,467 linear meter associated drainage structures are completed during the reporting period. However, construction of 116.25 Km (90.27 Km gravel surfaced and 26.31 Km asphalt surfaced) district roads as well as 34,974 linear meters associated drainage structures are in progress.

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

Restating the fact of fund shortfall to this subcomponent is important which directly impacted rapid progress and achievements toward intermediate result indicators since mid-2013. However, the entire project has secured additional fund, which also includes endowment to achieve the set original target (1,000Km) for this subcomponent.

Performance and achievement of this sub-component demonstrates a slow pace due to both cost overrun and unexpected administrative reform in project implementation team, however, Component A has delivered 70 out of 87 targeted contracts through which 673.39 Km of gravel surfaced district roads are constructed and generated 1.3 million labor days to local communities with disbursement of US\$ 77.69m since inception of the project.

Table-6: Gravel surface secondary roads since inception till March 2020

Description	Target for project	Developed	Procured	Deliver
No of Contract	87	87	87	70
Length of Road (Km)	1,000	846.31	846.31	673.39*
Cost (US\$ in m)	104.98	104.98	104.98	77.69
Associated Infrastructure (Lm)	196,922.2	Not Applicable		150,365
Labourdays generated (m)	1.5	Not Applicable		1.3

* Excluding 108.78 Km additional achievement of gravel surface road (28.43 indicative achievement, 32 Km road post disaster sub-project that meets the criteria of gravel surfaced roads and 48.35 Km accessibility achieved in cancelled sub-projects) under this subcomponent.

It is worth to mention that 9 subprojects are delivered with outcomes of 100.89 Km gravel surfaced secondary roads and created 0.21 million job facilities to local people against disbursing total cost of US\$ 12.79m during 1398.

Table-7: Gravel surface secondary roads during reporting period

Description	Target for year	Developed	Procured	Deliver
No of Contract	9	9	9	9
Length of Road (Km)	100.89	100.89	100.89	100.89
Cost (US\$ in m)	12.79	12.79	12.79	12.79
Associated Infrastructure (Lm)	20,178	Not Applicable		20,178
Labourdays generated (m)	0.21	Not Applicable		0.21

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

Component A maintain its good quality engineering work and construct high standard asphalt surfaced roads through hard work of technical skilled and qualified engineers. The component has succeeded to complete 29 out of 29 targeted subprojects by which construction of 263.67 Km asphalt standard district roads are completed and 1.31 million labour days are generated to local communities against disbursing US\$ 63.64m since inception of the project under this subcomponent.

Table-8: Secondary roads paved standard since inception till March 2020

Description	Target for project	Developed	Procured	Deliver
No of Contract	29	34	34	29
Length of Road (Km)	250	314.52	314.52	263.67
Cost (US\$ in m)	40	78.95	78.95	63.64
Associated Infrastructure (Lm)	50,000	Not Applicable		52,734
Labourdays generated (m)	1.1	Not Applicable		1.31

Furthermore, it is noteworthy that total 12.64 Km asphalt standard road has been constructed by delivering 1 contract and creating 0.029 million labor days against disbursing US\$ 1.77m during 1398.

Table-9: 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)	12.64	12.64	12.64	12.64
Cost (US\$ in m)	1.77	1.77	1.77	1.77
Associated Infrastructure (Lm)	2,528	Not Applicable		2,528
Labourdays generated (m)	0.029	Not Applicable		0.029

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

The program has a distinguished experience in designing and implementing bridge subprojects with most reasonable cost and high sustainable quality. The component has cumulatively constructed 1,489.1 Rm Bridge over district roads in various locations by delivering 30 contracts against US\$ 15.34m and generated 0.25m labor days since inception of the project under this subcomponent.

Table: 10 - Bridge construction on secondary roads since inception till March 2020

Description	Target for project	Developed	Procured	Deliver
No of Contract	30	30	30	30
Length of Bridge (Rm)	1,000	1,489.1	1,489.1	1,489.1
Cost (US\$ in m)	9	15.34	15.34	15.34
Labourdays generated (m)	0.14	Not Applicable		0.25

Besides, it should also be emphasized that total of 64 Rm bridge has been constructed over district roads by PIU MoPW through completion of 2 contracts against US\$ 0.51m and provided 0.02 million labour days to local people during 1398.

Table-11: Bridge construction on secondary roads during reporting period

Description	Target for year	Developed	Procured	Deliver
No of Contract	2	2	2	2
Length of Bridge (Rm)	64	64	64	64
Cost (US\$ in m)	0.58	0.51	0.51	0.51
Labourdays generated (m)	0.02	Not Applicable		0.02

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

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

Periodic maintenance is type of maintenance that looks after reshaping of grades and cambers, and re-gravelling with 100-150 mm of selected gravel. PIU-MoPW is committed to highly focus in periodic maintenance of 850 Km of unpaved or gravel secondary roads which is also considered for routine maintenance.

The component has successfully maintained 607 Km gravel surfaced road to standard level of service by delivering 18 subprojects against total US\$ 7.07m and generated 0.12 m labor days since inception of the project under this section.

Table-12: Periodic maintenance of unpaved secondary roads since inception till March 2020

Description	Target for project	Developed	Procured	Deliver
No of Contract	18	18	18	18
Length of Road (Km)	607	607	607	607
Cost (US\$ in m)	7.07	7.07	7.07	7.07
Labordays generated (m)	0.12	Not Applicable		0.12

Moreover, it's worthwhile to mention that 1 contract has been completed through which 16 Km of gravel surfaced road is kept functional under periodic maintenance against disbursing US\$ 0.21m and providing 0.01 million labour days to locals during 1398.

Table-13: Periodic maintenance of unpaved secondary roads during reporting period

Description	Target for year	Developed	Procured	Deliver
No of Contract	1	1	1	1
Length of Road (Km)	16	16	16	16
Cost (US\$ in m)	0.21	0.21	0.21	0.21
Labordays generated (m)	0.01	Not Applicable		0.01

b. Periodic maintenance of about 50 km of paved secondary roads:

PIU-MoPW is always interested to focus on accessibility and functionality of secondary roads. Therefore, 50 km out of 150 Km of paved secondary roads which are also reserved for routine maintenance are selected to cover under periodic maintenance. Periodic maintenance involves reshaping of grades, cambers and resurfacing of pavement.

The PIU has successfully completed maintenance of 65 Km asphalt standard road by delivering 5 contracts against disbursing US\$ 2.24m budget and created 0.04 m labour days job opportunities to local communities since inception of the project under this section.

Table-14: Periodic maintenance of paved secondary roads since inception till March 2020

Description	Target for project	Developed	Procured	Deliver
No of Contract	5	5	5	5
Length of Road (Km)	65	65	65	65
Cost (US\$ in m)	2.24	2.24	2.24	2.24
Labordays generated (m)	0.04	Not Applicable		0.04

However, there was no achievement under this section of subcomponent during 1398.

c. Routine maintenance on about 1500 km of paved and unpaved secondary roads:

Routine maintenance is a type of maintenance that involves keeping and conserving routine functionality and accessibility of roads. Patching works, grass cutting and cleaning of drains are counted as activities of routine maintenance of paved roads.

Initially, the target for routine maintenance was 850 Km unpaved and 150 Km paved roads however, after assessing needed for routine maintenance and consulting with World Bank the limit of routine maintenance for paved and unpaved roads is increased to 1,500 Km in total.

Component A has completed 507 contracts through which cumulatively 1,739.45 Km of secondary road maintained and kept functional by disbursing US\$ 6.9m budget and generating 0.92m labor days since inception of the project under this section.

Table: 15- Routine maintenance of secondary roads since inception till March 2020

Description	Target for project	Developed	Procured	Deliver
No of Contract	507	507	507	507
Length of Road (Km)	1,739.45	1,739.45	1,739.45	1,739.45*
Cost (US\$ in m)	6.9	6.9	6.9	6.9
Labordays generated (m)	0.92	Not Applicable		0.92

* 1739.45 Km of road have been contracted for multiple periods (4 to 5 times) after which total length of maintained roads is cumulatively 5,537 Km.

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

d. Emergency Maintenance:

A total budget of US\$ 1.5m is allocated for repairing and rehabilitation of secondary roads and bridges in emergency bases after harmful unexpected man-made and natural disasters that highly affects network connectivity and accessibility.

The district road network has been blocked or disconnected several times due to various reasons and destructive disasters. Hence, it has been reconnected so many times through delivering 35 either community or private sector led contracts against disbursing total US\$1.37m and providing 0.03 million labour days to local people since inception of the project.

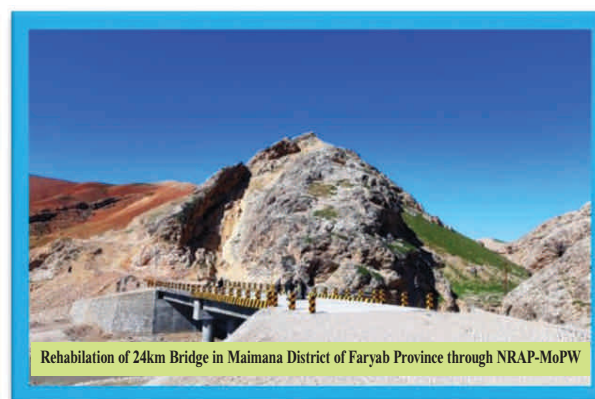
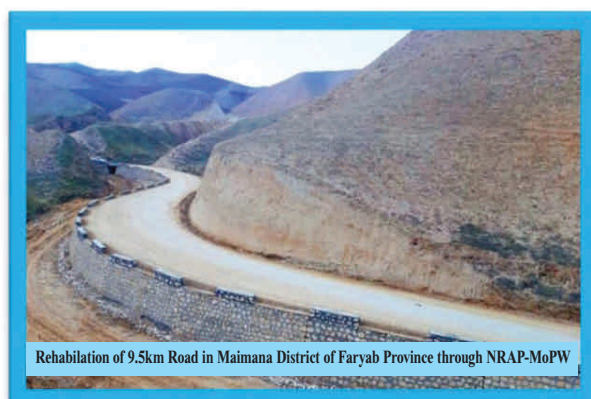
Table-16: Emergency maintenance of secondary roads since inception till March 2020

Description	Target for project	Developed	Procured	Deliver
No of Contract	35	35	35	35
Length of Road (Km)	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cost (US\$ in m)	1.37	1.37	1.37	1.37
Labordays generated (m)	0.03	Not Applicable		0.03

However, there was no achievement under this section of subcomponent during 1398.

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. NRAP-MoPW prepared 38 projects document and awarded to companies under 9 packages. Therefore, component A has disbursed US\$ 2.63m for delivering all 9 packages and generated 0.05 million labour days during 2015 and 2016.



3.1.2. Component B

MRRD is responsible to manage and implement construction, rehabilitation and maintenance of bridges and minor local (village) roads under this component with total fund worth US\$ 143m (128m original + 15m additional).

Aggregate achievement of this component is construction of 1,501 Km of tertiary roads, 1,950 Rm bridges and 91,630 linear meters associated drainage infrastructures with more than 5 million generated labour days since inception of the project. **The progress of this component is highly satisfactory as an entire.**

The component is aiming to achieve the following objective during the entire 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

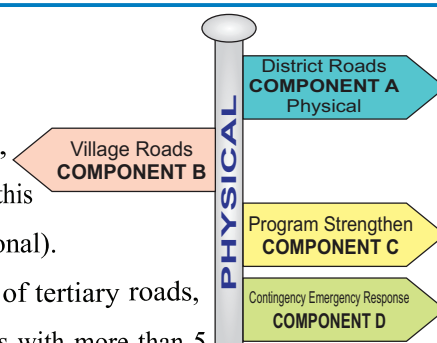
PIU- MRRD is prioritizing and selecting road subprojects base on agreed terms and conditions highlighted in the ARAP project document. Afterwards, once a subproject is selected for intervention the development stage starts that includes, environmental, social and technical studies after which comprehensive engineering design and cost estimation processes are put into practice. Subsequently, the procurement stage begins for technically, socially and environmentally qualified subproject, henceforth the practical implementation work take place.

Component B, through upholding great deal of work has succeeded to address the targeted plan of this subcomponent in the project document and it is significantly ahead.

Cumulatively 1,501 Km gravel surfaced tertiary (village) roads has been constructed and rehabilitated through completion of 314 contracts against disbursing US\$ 77m and providing 1,6 million labor days to villagers under this subcomponent since inception of the project.

Table-17: Tertiary roads construction since inception till March 2020

Description	Target for project	Developed	Procured	Deliver
No of Contract	242	425	344	314
Length of Road (Km)	1,400	1,680	1,564	1,501
Cost (US\$ in m)	78.1	Not Applicable	81.4	77.0
Asociated Infrastructure (Lm)	Not Applicable			91,630
Labourdays generated (m)	Not Applicable			1.6



Even though, there was no contract for development and procurement during 1398, nevertheless, the PIU-MRRD has successfully completed 33 previously developed and procured contracts with construction of total 108 Km gravel surfaced roads against disbursing US\$ 7.7m and creating 0.1m labor days to local people during 1398.

Table-18: Tertiary roads construction during reporting period

Description	Target for year	Developed	Procured	Deliver
No of Contract	33	0	0	33
Length of Road (Km)	108	0	0	108
Cost (US\$ in m)	7.7	Not Applicable	0	7.7
Associated Infrastructure (Lm)	Not Applicable			20,359
Labourdays generated (m)	Not Applicable			0.1

II. Bridge Construction of about 1600 Running meters

NRAP-MRRD is complying to its obligations and also performing based on agreed standards and condition specified in the project document. Therefore, the PIU is selecting bridge subprojects in accordance with agreed criteria, same as road subprojects through after selection process the development phase that consists of technical, social, environmental studies as well as design of the subproject begins. Thenceforward, technically qualified bridge subproject is promoted to procurement stage followed by implementation.

Component B has satisfactorily delivered 88 contracts through which construction of total 1,950 Rm bridges (excluding 514 Rm bridges alongside roads under subcomponent B1) against disbursing US\$ 12.04m and generated 0.45 million labor days since inception of the project.

Table-19: Bridge construction on tertiary roads since inception till March 2020

Description	Target for project	Developed	Procured	Deliver
No of Contract	66	112	90	88
Length of Bridge (Rm)	2,000	2,242	2013	1,950*
Cost (US\$ in m)	12.35	Not Applicable	12.53	12.04
Labourdays generated (m)	Not Applicable			0.45

*Excluding 514 RM under B1

Whereas, the PIU has effectively completed construction of 257 Rm high standard bridges over village roads by delivering 4 contracts against disbursing US\$ 2.1m and creating 0.04m labor days during 1398.

Table- 20- Bridge construction on tertiary roads during reporting period

Description	Target for year	Developed	Procured	Deliver
No of Contract	13	13	14	4
Length of Bridge (Rm)	340	340	320	257
Cost (US\$ in m)	Not Applicable		2.3	2.1
Labourdays generated (m)	Not Applicable			36,548

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

Maintenance is a vital activity for road asset management and enhancing road durability & functionality. Emergency, routine and periodic maintenance of NRAP constructed village roads are carried out under this subcomponent. Component B has succeeded to keep functional total 5,191 Km village roads both under routine and periodic maintenance since inception of the project.

The details for periodic, routine and emergency maintenance are presented as follow:

a. Periodic maintenance of about 2,156 km of tertiary roads:

PIU-MRRD has upgraded total 2,156 Km village roads to high standard level of service via delivering 199 periodic maintenance contracts through disbursement of US\$ 16.2m and creating 0.48 million labor days to villagers since inception of the project.

Table-21: Periodic maintenance of tertiary roads since inception till March 2020

Description	Target for project	Developed	Procured	Deliver
No of Contract	180	199	199	199
Length of Road (Km)	2,000	2,156	2,156	2,156*
Cost (US\$ in m)	Not Applicable		16.2	16.2
Labourdays generated (m)	Not Applicable			0.48

*565Km under MoF

However, 100 contracts are delivered with fundamentally maintaining total 804 Km village roads to standard level of service under periodic maintenance against total cost of US\$ 4.37m and generated 0.17 million labor days during 1398.

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

Description	Target for year	Developed	Procured	Deliver
No of Contract	100	100	100	100
Length of Road (Km)	804	804	804	804
Cost (US\$ in m)	Not Applicable		4.37	4.37
Labourdays generated (m)	Not Applicable			0.17

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

Component B has successfully delivered 237 Km contracts to uphold functionality of total 3,600 Km village roads through routine maintenance against disbursement of US\$ 19.5m budget and generated 3.47 million labor days since inception of the project.

Table-23: Routine maintenance of tertiary roads since inception till March 2020

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			19.5
Labourdays generated (m)	Not Applicable			3.47

While 200 contracts have been completed and covered total 2,599 Km village roads under routine maintenance with total cost of US\$ 1.8m and generated 0.44 million labor days during 1398.

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

Description	Target for year	Developed	Procured	Deliver
No of Contract	200	200	200	200
Length of Road (Km)	2,280	2,280	2,280	2,599
Cost (US\$ in m)	Not Applicable			1.8
Labourdays generated (m)	Not Applicable			0.44

c. Emergency Maintenance

In aggregate 475 contracts are completed under this subcomponent by which collectively total length of 4,337 Km village roads are remained connected against disbursement of US\$ 2.03m and provided 0.40 million labor days opportunity to villagers under emergency maintenance since inception of the project.

Table-25: Emergency maintenance of tertiary roads since inception till March 2020

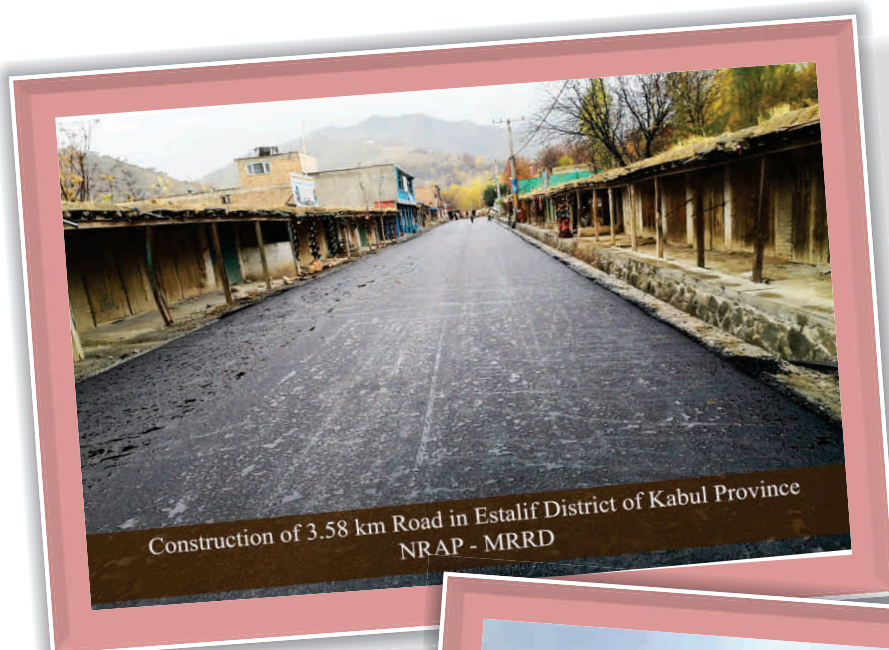
Description	Target for project	Developed	Procured	Deliver
No of Contract	Not Applicable	475	475	475
Length of Road (Km)		4,337	4,337	4,337
Cost (US\$ in m)		2.03	2.03	2.03
Labourdays generated (m)	Not Applicable			0.40

Whereas total 344 Km tertiary roads network kept connected through delivering 40 contracts via disbursing total US\$ 0.09m budget and generated 0.04 million labor days during 1398.

ARAP - Physical Descriptive Status

Table-26: Emergency maintenance of tertiary roads during reporting period

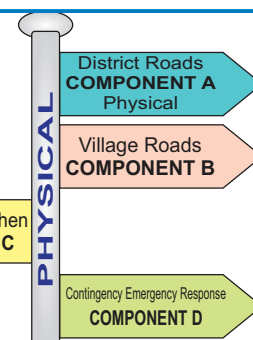
Description	Target for year	Developed	Procured	Deliver
No of Contract	Not Applicable	40	40	40
Length of Road (Km)		344	344	344
Cost (US\$ in m)		0.09	0.09	0.09
Labordays generated (M.D)	Not Applicable			0.04



3.1.3. Component C:

Program Planning and Development; Institutional Strengthening; and Program Coordination Support is addressed under component C. The allocated budget for this component is worth US\$ 26m (US\$ 18m original + US\$ 8m additional).

Component C broadly consists of three subcomponents which are extensively explained as follow:



- (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: 27- 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 performance toward fulfilling this activity is significant. The database is developed and functional, 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. For more details please refer to (Annex: 20- Rural Road Network Achievements)
<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 through utilizing the available inner expertise and knowledge. The road network planning system is developed, road classification approved, all required forms for data collection are developed, and GIS friendly database is in place.
<i>(c) Developing a comprehensive set of standard rural roads design and cost estimation system.</i>	c. The road design standards are 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 is expected to 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 is awaiting activity to be conducted by individual implementing ministry after completion of road network data collection process.

In addition to that, additional US\$ 5m is allocated to sponsor MoPW in order to carry out Kabul- Torkham expressway feasibility study. This responsibility was assigned to Trans-Hindukush Road Connectivity Project (THRCP) for implementation. However, this activity is canceled due to slow pace of progress and limited time for implementation.

(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: 28- Institutional strengthening and capacity building activities and achievements

Activity	Achievements
<i>(a) Carry out a study of the laws, regulations, organizational structure and the human resource capacity of the rural roads sector.</i>	(a) This is not applicable any more
<i>(b) Prepare and implement a comprehensive capacity development plan for public sector staff at central, provincial and local levels responsible for the management of the rural roads sector.</i>	(b) Capacity building plan has been prepared and applied since 21 st March 2015. Cumulatively 698 (589 Male & 109 Female) fresh graduates and 928 (885 Male and 43 Female) internship students have been trained under this activity since inception of the project. Nevertheless, 22 (7 Male & 15 Female) fresh graduates were trained and supported during the reporting period. For more details please refer to (Annex: 18- ARAP-Trainee and Interns Achievements).
<i>(c) Capacity building for domestic consulting firms and contractors:</i>	(c) Both PIUs, MoPW and PIU MRRD have delivered several trainings to private sector.
<i>(d) 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 12 employees of NRAP. 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, is successfully conducted. 8. Financial management training for 16 participants conducted in Dubai.

	<ol style="list-style-type: none"> 9. Implementing a Data Warehouse with Microsoft SQL Server 2014 training for one staff of MIS is implemented in India. 10. Querying Microsoft SQL Server 2014 training for one staff of MIS conducted. 11. EIA Training in Egypt for 11 NRAP staff conducted. 12. Pavement evaluation technics training conducted in India. 13. Road Pavement Design and Maintenance Training conducted in Dubai for 6 MPW STAF from 5th -13th March 2016 14. Advance Survey Equipment training conducted for 4 Survey engineers for NRAP/MRRD in India Chennai in the month of May 2016. 15. Fast Track Training conducted by Sysglob Software Solution PVT in India for one NRAP MRRD staff from 4th to 12th Oct 2016. 16. In house quality control training for 29 field and provincial engineers conducted by BAES Construction Material Testing Laboratories from 4th to 19th February 2017 in Kabul 17. In house contract management training conducted for 29 provincial and field engineers for one day 20th 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 staff of MRRD and MoT implemented in India. 21. HDM-4 training for six NRAP staff is successfully conducted in Kazakhstan during reporting period.
<i>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>



Construction of 3.34km Road in Maimana District of Faryab Province through NRAP MRRD



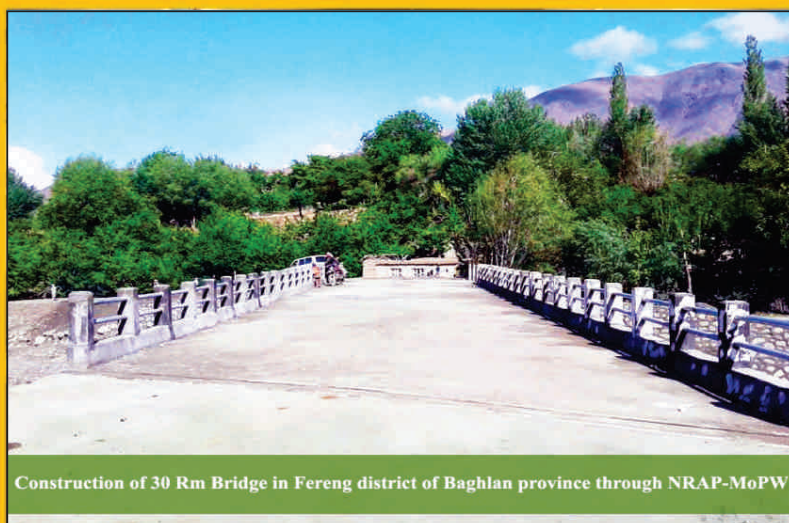
Construction of 2.6 Km road in Rukha district ,Panjshir Province through NRAP.MoPW

- (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:

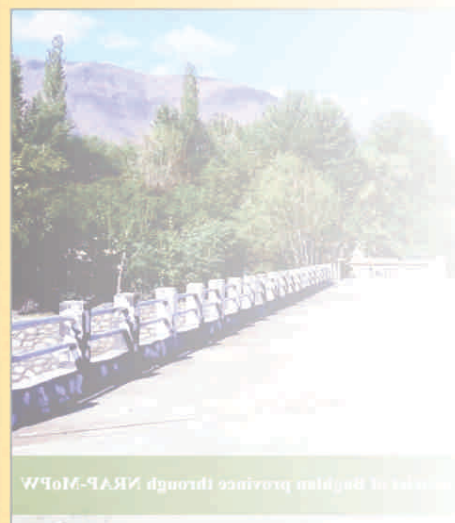
Table: 29- Program coordination support activities and achievements

<p>(a) Financing the operating costs of the National Coordination Unit (NCU).</p>	<p>(a) National Coordination Unit (NCU): The unit set in MoF is responsible for implementing assigned activities; nevertheless, the fiduciary management is conducted through PIU-MoPW which goes smoothly. Besides, day-to-day coordination of project implementation the following features of the project has been conducted.</p> <ol style="list-style-type: none"> 1. Budgeting Annual work and budget plan have been prepared in consultation with the budget directorate of MoF, while ad-hoc budget committee meetings conducted on particular budgetary issue as a result the program has no regular budgeting issue by now. 2. Unified Databases Individual databases, including unified MIS, cost estimation systems have been developed in program, however, systematic web-based information flow system yet to be upgraded.
<p>(b) Supporting the monitoring and evaluation, technical and financial audits.</p>	<p>(b) Supporting the monitoring & 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, finally in consultation with WB the struggle was stopped. The project financial audit is usually conduct through supreme auditing office of government on annual basis. It is worthy to highlight that the project has received financially clean report after every and each financial audit report, no particular issue detected so far by financial auditors, however, about AFN21m detected by WB as questionable expenditure in PIU-MoPW, for which the justification is provided but not accepted thus the amount is reimbursed to WB by government of Afghanistan through MoF.</p> <p>Technical monthly coordination meeting is regularly taking place to track the deviation rectification detected by third party.</p>
<p>(c) Provide technical support for the Steering Committee in the preparation of the Mid-Term Review (MTR) and all other reporting activities.</p>	<p>(c) Technical and logistic supports are provided to steering committee whenever needed: The committee is supportive in general to the program to maintain level of transparency, efficiency and effectiveness during the project implementation.</p>
<p>(d) Conducting baseline and regular surveys to obtain information and data including project implementation progress and outputs, in support of the monitoring and evaluation of the project.</p>	<p>(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 and the result is presented by third party consultant to the program and relevant stakeholders.</p>

<p><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>	<p>(e) Public Relation & Communications: Beside regular monthly newsletter and updating program website, Facebook page and twitter, the program brochures, wall & desk calendars and dairy have been published and portrayed on annual basis the following activities conducted in different project sits.</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 mostly presented in monthly newsletter of the program. 3) World Bank Implementation Support Missions: During reporting period an implementation support mission conducted to ARAP project through World Bank in December 16th, 2018 and July 14, 2019. <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 slow progress of component A of Ministry of Public Work</p>
<p><i>(f) Preparation of follow on program/project.</i></p>	<p>This is not applicable any more</p>



Construction of 30 Rm Bridge in Fereng district of Baghlan province through NRAP-MoPW



Construction of 30 Rm Bridge in Fereng district of Baghlan province through NRAP-MoPW

3.2. Afghanistan Rural Access Project (ARAP) Financial Status

Financial progress of ARAP project is remarkable and due consideration to effectiveness, efficiency and transparency it is progressing smoothly. Cumulatively total US\$ 44.6m has been disbursed for successfully achieving above mentioned planned activities during 1398. Moreover, as whole the project succeeded to furnish construction of 96.98 Km (secondary and tertiary) roads, 301.50 Rm bridges (over secondary and tertiary roads) and 43,065 linear meter drainage structures during reporting year.

The following table indicates ARAP project financial status since inception and during 1398 fiscal year.

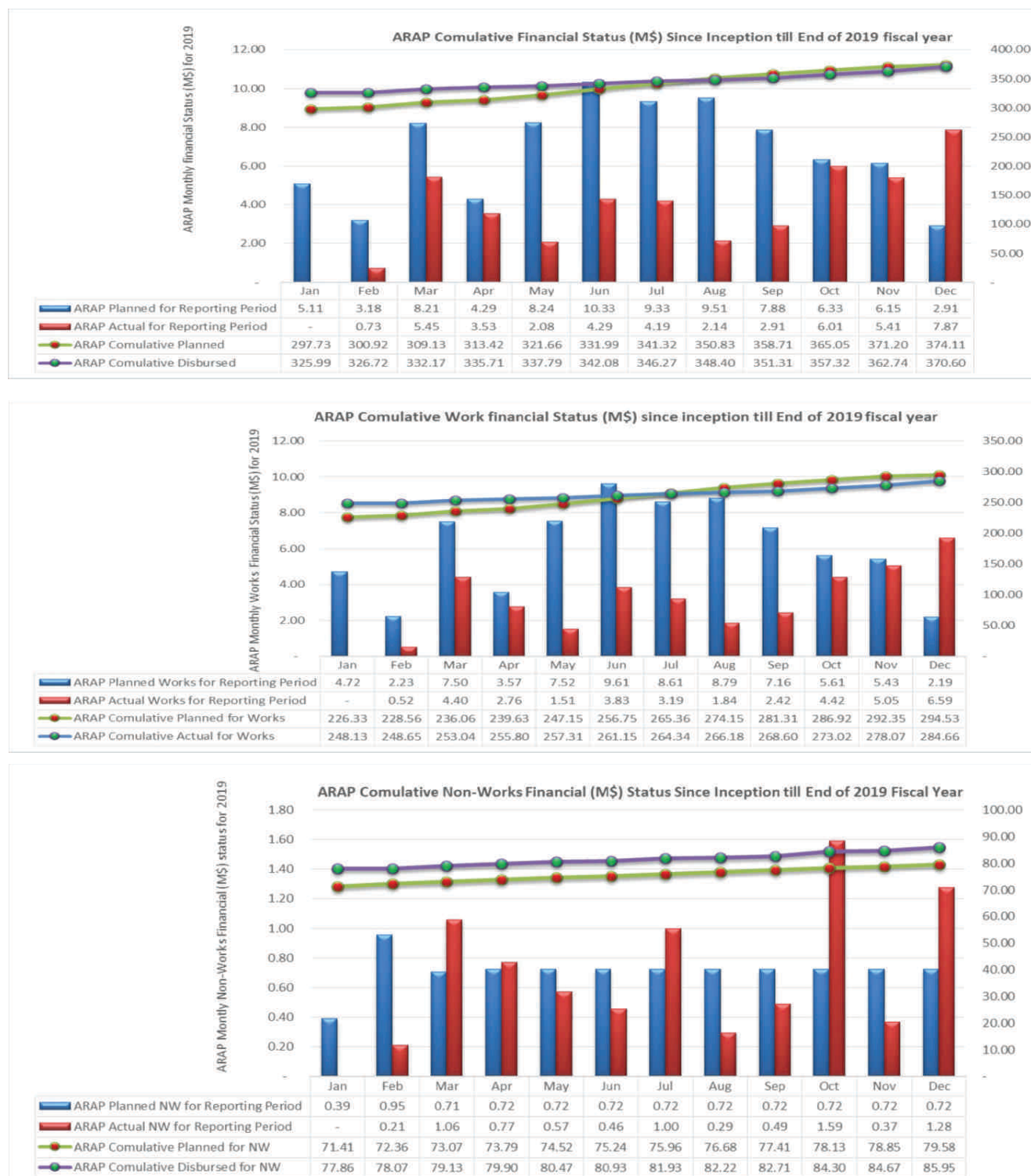
Table: 30- Financial Status of ARAP during 1398 fiscal year and to date

ARAP Financial Summary						
Project Activities for ARAP		Revised Project Cost	Disbursement since inception till the end of 1397 Fiscal Year	Disbursement for 1398 Fiscal Year	Disbursement since inception till end of 1398 Fiscal Year	Balance
A. MoT: For Improvement and Maintenance of District Roads						
1	A1- Secondary road work gravel surface	110,440,000	63,903,977	18,478,149	82,382,126	28,057,874
2	A2- Secondary road work asphalt surface	76,590,000	57,831,959	3,402,591	61,234,550	15,355,450
3	A3- Bridge construction work	15,470,000	12,914,284	957,797	13,872,081	1,597,919
4	A4- Secondary road maintenance	21,000,000	16,503,749	166,872	16,670,621	4,329,379
5	A5- Implementation support	44,500,000	39,712,161	3,480,621	43,192,782	1,307,218
Sub-total of Component A		268,000,000	190,866,129	26,486,032	217,352,161	50,647,839
B. MRRD: For Improvement and Maintenance of Village Roads						
1	B1- Tertiary road work for 1300 km, gravel surface	70,500,000	67,496,211	9,141,122	76,637,333	(6,137,333)
2	B2- Bridge construction work for 1600 m	13,000,000	11,360,109	571,263	11,931,372	1,068,628
3	B3- Tertiary road maintenance	25,500,000	18,115,597	5,158,622	23,274,219	2,225,781
4	B4- Implementation support	34,000,000	30,787,743	3,032,511	33,820,255	179,745
Sub-total of Component B		143,000,000	127,759,660	17,903,518	145,663,179	(2,663,179) *
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	1,517,835	0	1,517,835	8,482,165
2	C2- Institutional strengthening	7,000,000	4,219,414	6,218	4,225,632	2,774,368
3	C3- Project implementation support	9,000,000	1,624,993	218,869	1,843,862	7,156,138
Sub-total of Component C		26,000,000	7,362,242	225,087	7,587,329	18,412,671
Grand Total		437,000,000	325,988,032	44,614,637	370,602,668	66,397,332

*Budget deficit of component B is compensated through allocated budget of component C

ARAP - Financial Descriptive Status

Figure: 2 - ARAP Consolidated Actual Disbursement Vs Plan in Million USD during reporting fiscal year and since inception till December, 2019



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

3.2.1. Component (A)

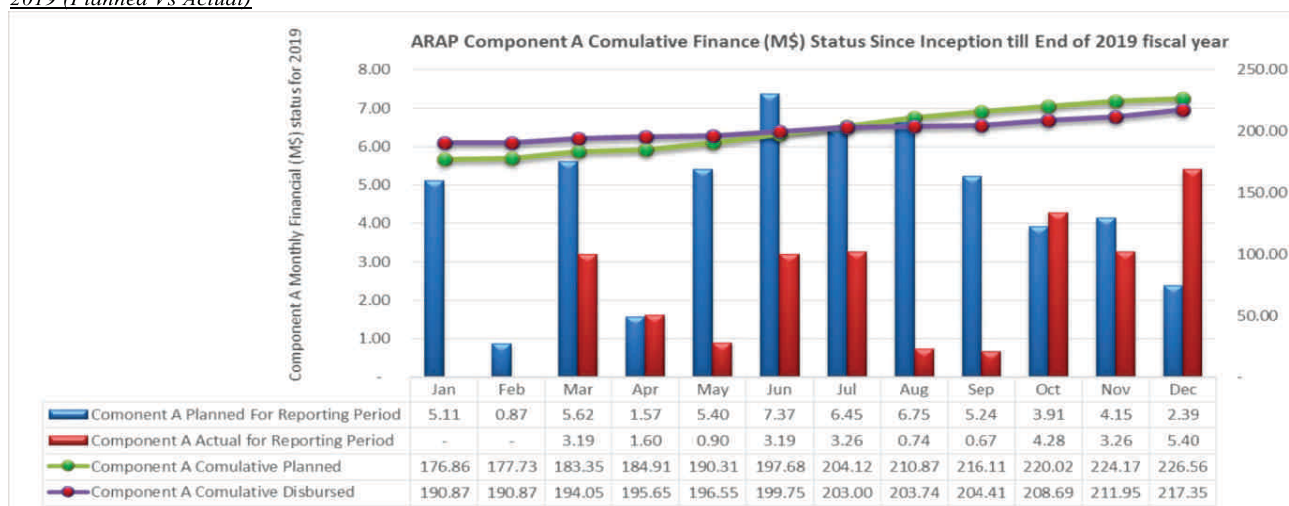
Component A is entrusted to improve and rehabilitate major local/district roads and construct bridges in all districts of 34 provinces of the country.

PIU-MoT has successfully disbursed US\$ 26.49m against US\$ 54.81m planned budget during 1398 fiscal year.

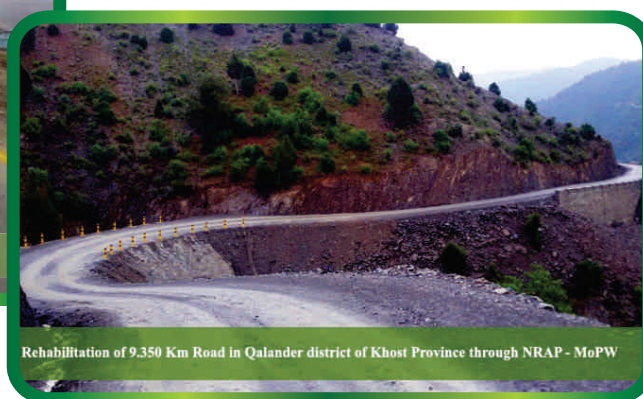
Whereas, component A has disbursed US\$ 217.35m in contrast to US\$ 226.56m forecast since inception of the project.

Below comparative statistical chart displays planned budget against disbursement of component A for both since inception and during 1398.

Figure: 3 – Component A (MoPW) Disbursement Status in Million USD during reporting fiscal year and since inception till December, 2019 (Planned Vs Actual)



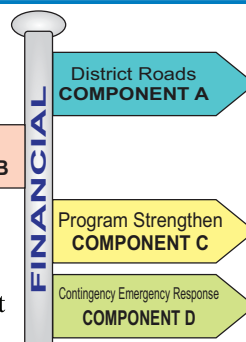
For more details about financial status, please refer to (Annex: 8 - ARAP Monthly and Cumulative Financial Status).



3.2.2. Component (B)

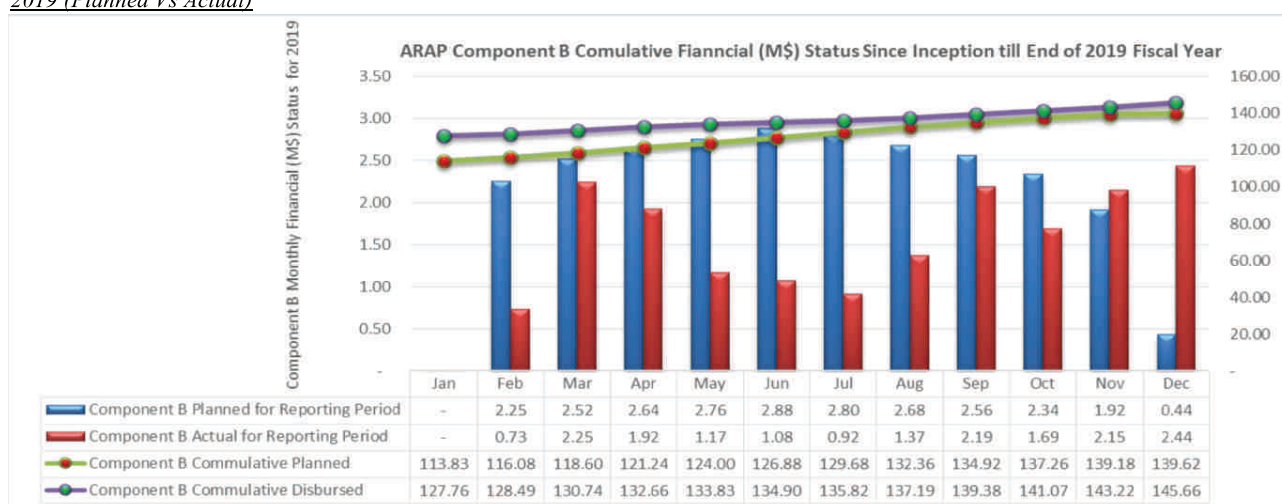
The execution authority of component B is earmarked to PIU-MRRD with responsibility of improvement and rehabilitation of minor local/village roads and construction of bridges in all villages of Afghanistan in favour of achieving objectives highlighted in the ARAP project document.

This component has succeeded to disburse US\$ 17.90m against planned US\$ 25.79m budget during 1398 fiscal year. However total US\$ 145.66m is disbursed in contrast to US\$ 139.62m projected amount since inception of the project.



The below statistical diagram indicates a comparison financial disbursement with financial plan of component B during 1398 fiscal year and since inception to date.

Figure: 4 – Component B (MRRD) Disbursement Status in Million USD during reporting fiscal year and since inception till December, 2019 (Planned Vs Actual)



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



Interim Unaudited Financial Reporting Workshop

3.2.3. Component (C)

Component C has achieved its intermediate result and overall performance of this component is marked very well during the reporting period. According to financial records, this component cumulatively has disbursed US\$ 0.32 m accomplishing particular activities in the project during 1398 fiscal year.

Following statistical figure describes a comparison of financial disbursement with financial planned budget during 1398 fiscal year and since inception to date by component C.

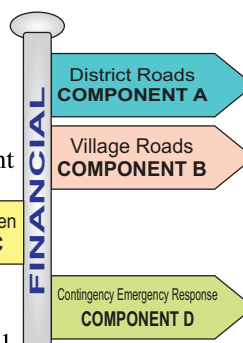
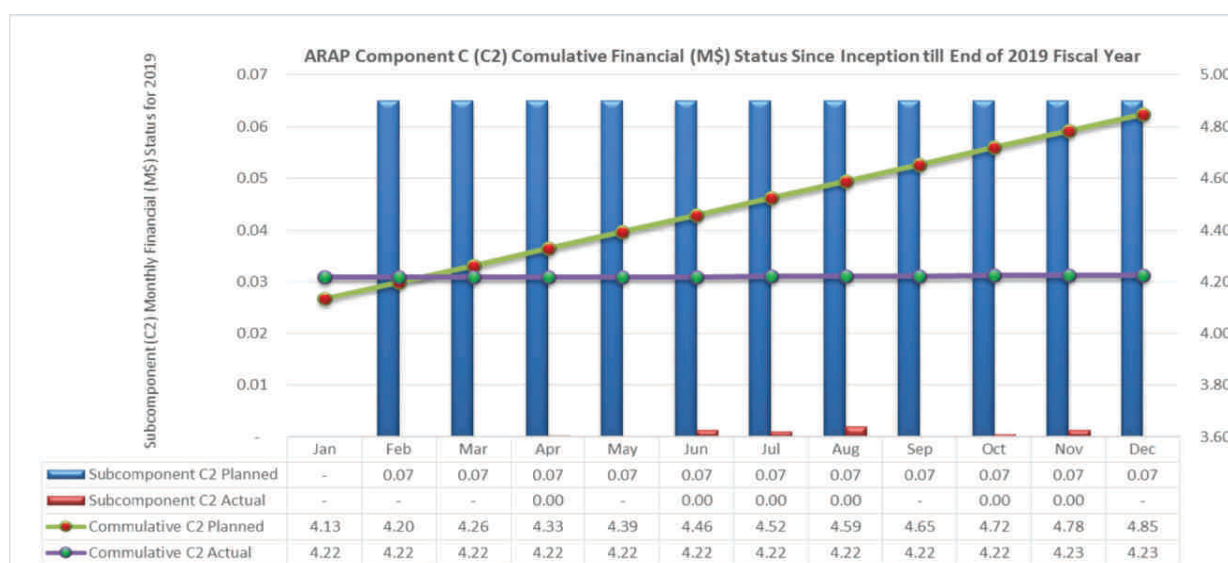
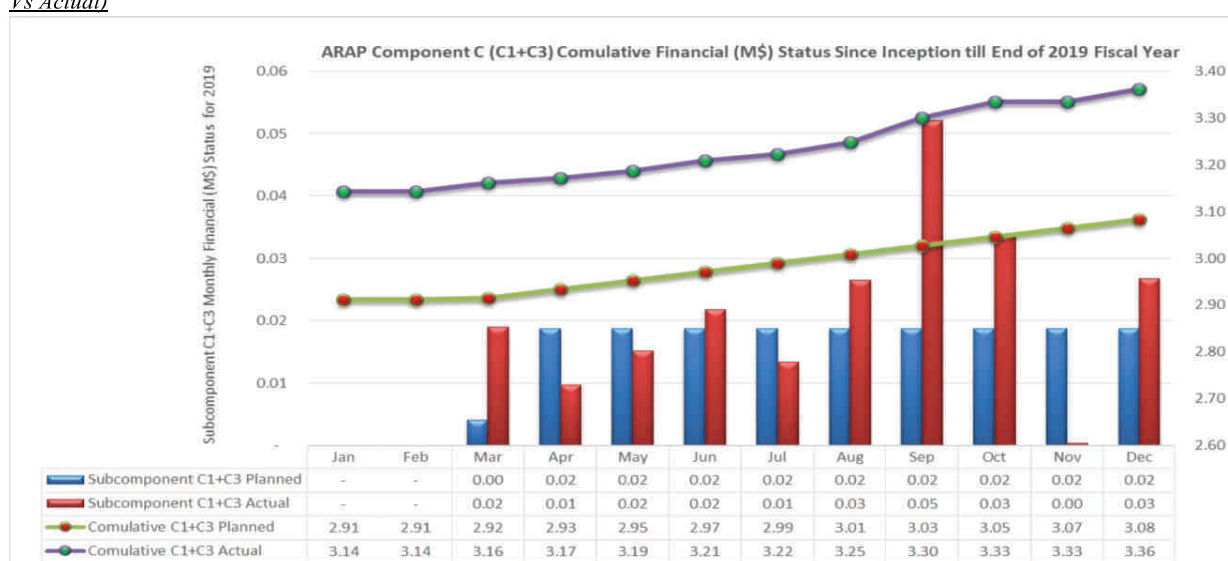


Figure: 5- Component C disbursement Status in Million USD during reporting period and since inception till December, 2019 (Planned Vs Actual)



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

3.3. Environmental and Social Safeguards

Department of ESM is positioned in the administrative structure of both PIUs of the program and symbolized as one of the essential departments. Main responsibility of ESM department is applying ESM available manual during projects implementation.

The ESM manual which is endorsed in the program is a accepted comprehensive document for environmental and social issues to be used during the project implementation.

Actively availability of ESM unit is important in all stages of a subproject life cycle and their responsibility starts from the initial stage (survey and inspection) of a subproject. Therefore, they are in charged to conduct environmental and social survey for potential related issues jointly with technical survey team in subprojects sites.

Besides, this department of both PIUs are responsible to solve all environmental and social safeguarding issues from commencement of a subproject in the project surrounding topography, hence they are enrolled to prepare ESMP for every and each individual subproject at the early stages.

Generating quality reports, improving quality of reporting mechanism, effective site supervision and monitoring and maintaining enough ESM employees at regional/field level with consideration to gender equality are counts as major responsibilities of ESM department.

Furthermore, both PIUs of the program are also highly focusing into implementation of social safeguarding in general. Therefore, designing ESMP has been made mandatory for every individual sub-project so, both PIUs have assigned responsible bodies to control safeguarding issues in all nine regions of the program, who regularly monitor enforcement of ESMP during subprojects execution.

Conducting wide-range and detailed safeguard management and ESM related trainings to ESM focal points, engineers, Grievances Redress Committee (GRC) as well as contractors' staffs is one of common and usual activity of the ESM department.

Monitoring is one of the essential activity for enhancing project effectiveness and efficiency during project implementation and specially community monitoring method is a proven efficient practical method for the mentioned purpose, therefore, ESM departments of both PIUs are regularly providing awareness and trainings of community monitoring method and techniques to local communities and encourage them to contribute and assist the program to effectively monitor subprojects implementation, that also equip some sort of sense of ownership to community citizens. A comprehensive grievance redress mechanism is in place for every individual subprojects and logbook is also made available to record any potential grievance in the subprojects site.

Furthermost, a very crucial unit named gender section is also available in the administrative structure and performing actively in both PIUs. The mentioned section 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 Efforts on Environment and Social Safeguard:

Component A is significantly performing well for environment protection and social safeguarding.

ESM department of PIU-MoPW is overcome to successfully prepare 11 Environment and Social Management Plans (ESMPs) for 11 ARAP subprojects. In conjunction to mentioned subprojects, 420 families (1,525 male and 1,202 female Project Affected People) are counted as project affected families during subprojects implementation.

Increasing community awareness and participation during project implementation is a crucial activity of ESM department, therefore, 6,819 numbers of people (4,050 male and 2,769 female) were trained or consulted by responsible staff of ESM department. Furthermore, 250 essential community consultation meetings (168 male and 82 female) were conducted during different stages (planning till end of implementation) of subprojects implementation to measure public satisfaction level.

To construct standard width road and bridges sometimes personal properties of the locals are interrupting the road alignment, so for this purpose 65,035 m² lands has been taken which were latterly compensated by communities.

Furthermore, to practice standards environmental protection mechanism and reduce the negative impacts of project implementation, 46,920 trees were planted which will replace inverse impact of 4,160 trees that has been cut down during the project implementation.

To ensure enforcement of ESM manual and ESMP, ESM team of PIU-MoPW accomplished 45 subprojects site visits during the reporting period and also 101 (75 male and 26 female) Grievance Redress Committees (GRCs) were established to effectively redress the possible grievances in the subproject sites during different stages of subprojects implementation.

ESM team of PIU-MoPW has solved 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 through consultation with contractors and communities.

Furthermore, a dynamic section named gender is made available in the PIU-MoPW that highly focuses to gender main streaming and gender issues during subprojects implementation.

Communities are frequently requesting to implement more subprojects in their local areas. For more detail please refer to (Annex: 19.A).



3.3.2. Component B Efforts on Environment and Social Safeguard:

ESM unit of PIU-MRRD is made functional and positively in progress. This department is technically using horticulture methods following seasonality map for tree plantation and they usually practice this activity during spring season, since spring season has suitable weather condition that provides the ability of better growing to flors. Moreover, a monitoring plan exist for every individual subprojects and regional ESM officers are responsible to practice tree plantation according to the plan. Also, they are encouraging local people to plant more trees and protect the environment for their present and future generations.

Effective enforcement of ESM manual and ESMP during subprojects implementation is done by ESM unit of PIU-MRRD and they are positively pushing forwarded to protect environment and maintain social safeguarding. ESM Unit of PIU-MMRD is effectively performing and has successfully prepared 110 ESMPs for 110 subprojects during reporting period. Moreover, 1,778 trees were planted in four regions of the program during the reporting period.

In order to construct standard roads & bridges, communities voluntarily compensate total 472,988 m² lands during the reporting period. Moreover, ESM team has established 251 (168 male and 83 female) grievance redress committee (GRC) in all nine regions of the program for better collection and solving raised problems and grievance in the subprojects site. Also, 10,089 individuals (8,700 male and 1389 female) have got awareness and training of maintenance & monitoring during subproject implementation by ESM team.

To ensure effective project implementation with due consideration to ESM manual and ESMP the ESM unit of PIU- MRRD conducted 225 environmental monitoring in subprojects sites during the reporting period.

During project implementation public grievance, environmental and social problems are the centre of focus of the program, which highly requires efforts and commitment to extensively investigate about an issue and find potential solution. With this regard, communities have raised 92 issues associated with PAPs, land (property) compensation, common property, air pollution, hiring more community labourers by contractor and design. The raised issues are inspected by hard work of ESM team and timely solved by consultation with contractors and provided technical information to communities during the reporting period.

Moreover, an active section of gender is also put in structure of the PIU-MRRD to tightly focus to gender main streaming and gender issues during subprojects implementation.

Last but not least, according to the records of regional ESM officers' local people are regularly requesting for more subprojects to be implemented in their villages. For more detail please refer to (Annex: 18.B).

ESM Photos – NRAP - MRRD



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\$ 201.8 million in different years, starting in SY 1389. As a result of construction works NRAP-MRRD has successfully constructed 1,721.18 Km Roads, 3,299.40 Rm Bridges and 243,689.14 meters of associate structures by delivering 492 contracts since inception of the project.

Table: 31- MoF Project Financial Status

MoF Budget during 1398				
Component	Budget (US\$ M)	Total Expenditure	Balance	% Progress
Works	40.39	36.97	1.70	91.54%
Non-Works	2.47	1.72	0.75	69.64%
Total	42.86	38.69	2.45	90.27%

4.2. JICA & GOV Fund

This project has been funded by JICA & GOV. The total or cumulative budget of this project is almost US\$ 246 million for construction works in different years starting in 1393 for delivering 621.66 Km of Asphalt roads and 2,120 Running meters of bridges in different provinces of Afghanistan. The design and procurement of this project has been completed. PIU-MoPW has the execution responsibility of this project and it has constructed 531.36 Km road & 2,066 Rm bridges since inception of the project.

Table-32: JICA and GOV project Financial status

JICA & GOV Budget					
Component	Budget (US\$ M)	Expenditure		Balance (US\$ M)	% Progress
		During 1398 (US\$ M)	To date (US\$ M)		
Works	246	17.75	122.4	123.6	50.2%



5. Success Stories



5.1 Ease in Workforce and an Act Against Afghan Immigrations

Amanullah Ghazi Ring Road is one of the leading roads in Laghman province by providing prominent privileges to countrified folks and generating a large number of labor and employment.

Taj Mohammad Wali who is a teacher and a beneficiary of the project expressed that unemployment has forced many of us to leave the country to neighboring country so that to gain a regular income and support our family expenses, but since initiation of this project lots of employment opportunities are generated and inhabitant got jobs in their next door. Moreover, post to completion of this subproject youths got jobs as drivers to take patients to hospitals, transfer local agricultural products to markets, pick and drop



provincial employees to their offices and vice versa, therefore we are very grateful to government in general and to the program in particular for generation of such great and dynamic opportunities.

Bakhtiyar who was regularly walking miles away from his home to earn a fair income to cover his family expenses declares that he was very hopeless and had no option except to leave his family for laboring to next country, nevertheless since completion of this project he initiated new job as a taxi driver to transport car passengers from Teergaray, Dar-e-Kunda and Deh Malakh Villages to neighboring villages



or certain destinations, he calls this road as a blessing of God that rained over his burning days and helped him to maintain a good life in his town rather than leaving his family behind.

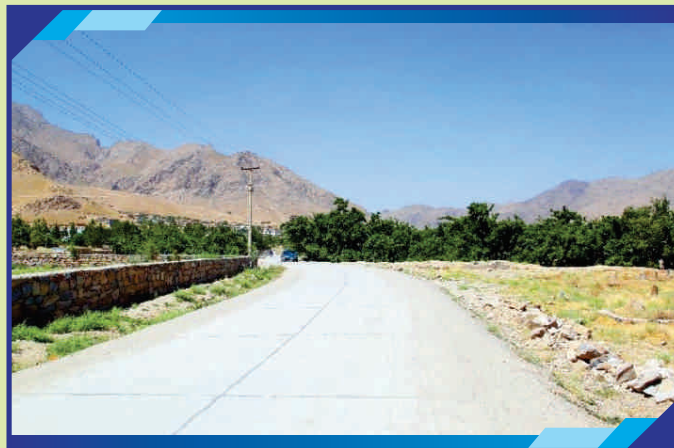
Community Development Councils (CDC) were also pleased and appreciated the National Rural Access Program for construction of this subproject which improved village economy and integrated social livelihood.

The National Rural Access Program focus on both quality road construction and employment generation through its over-arching approach in all over the country including 34 provinces. The Gazi Amanullah Khan Ring Road having 3.542 km length is implemented through National Rural Access Program of Ministry of Public Works. This subproject generated 89,600 working days during construction for 160 residents in 20 months while connecting Teerkaray, Dara Kanda, Bangay Baghch, GulKari, Deh Malakh and Omarzayee Villages to the city and each-other.



5.2 Infrastructures Play a Dominant Role in Rural Development

The National Rural Access Program has always contributed in local economic growth through construction of reliable and sustainable route to rural inhabitants in almost every part of the country so that to access them to basic life amenities such as health, education centers and local markets.



A newly constructed road which is one of the vital subprojects, facilitating more than 49,838 people in Bagrami district of Kabul Province. This essential road provides smooth and easy access to the basic services including health, education and social centers as well as generated employment opportunities to local people.



Noor Habib owner of 12-acre agriculture lands, is pleased for construction of such substantial road and says “After construction of this road I grow various and plenty agricultural products than the ones in past because I can take it to local market so smoothly, easily and timely”

The 6.98 Km PCC surfaced road of Bagrami has become one of the tremendous routes for rural communities while connecting them to markets and district’s center in all four seasons.

۵.۳ په بادغيس کې د آبکمري ولسوالۍ سړک لومړنی پوڅ سړک گڼل کيږي



بادغيس د هيواد هغه ولايت دی چې وگړی يې له کلونو کلونو راهيسی په تگ راتگ کې ستونزو سره لاس په گريوان دی او له ډيرو رغيزو کارونو نه هم تر يو بريده بې برخې پاتې شوی چه تر دی دمه هيڅ ولايتی ويا ولسواليو ته نښلونکی پوڅ سړک نه درلود. د ۱۵.۸۵۶ کیلومتره سړک چې د کلیو د لارجوړونې ملي پروگرام لخوا پلي او بشپړ شوی د بادغيس ولايت لومړنی پوڅ سړک گڼل کيږي چې د ولايت مرکز له آبکمري ولسوالي سره نښلوي.

د یاد سړک په رغونه د میشتو خلکو د تگ راتگ گڼ شمیر ستونزی حل شوی او په اقتصاد کې یې بدلون او امنیتي چارو کې یې هم سمون راغلی دی. ، ددی نه وړاندی د خرابی، خاورینې او خټینې لارې له کبله د اوسیدونکو تگ راتگ د موټرو په ذریعه نا شونی وه او له دی امله یې د سفر دپار د خاریو نه کار اخیست مگر اوس مهال د دې سړک چه په پاخه او اساسی ډول سره رغول شوی دی د ترانسپورت په چارو کې یې ساري بدلون راغلی دی.

محمد آغا د محلي پراختیایي شورا یو غړی او د قلعه نو اوسیدونکې دیر په خوښي سره وایي: "دا یوازینی ولسوالی ده چې په بادغيس کې د لومړي ځل لپاره د قیرسړک په واسطه د بادغيس مرکز سره نښلول کيږی او په ترانسپورتي چارو کې اسانتیاوی راوړی او اوس مونږ ډیر خوشحاله یو چې موټرو سره په ډیره اسانه او کمه موده کې ځان د ولايت مرکز ته رسوو."



هغه زیاته کړه: "پخوا د کرنیزو توکي لیردول د مرکز مارکیتونو ته هیڅ شونی نه وو او همداشان یوازې تگ راتگ ۴ او ۵ ساعته وخت نیوه ترڅو ځان د ولايت مرکز ته ورسوو مگر د دې سړک له لارې نه په شل دقیقو تر نیم ساعته

پورې موټرو، زرنج، اوموترسايكلو سره ځان منزل ته رسوو او خپل کرنیز توکي هم په ښه نرخ او بیهه د ولایت بازار کې خرڅوو.



ښاغلی محمد آغا د پروگرام نه منندويي تر څنگ زیاته کړه چې د دې سړک جوړونه د سیمې اوسیدونکو ته اسانتیا برابره کړی چې خپل ماشومان هم ښوونځیو ته ولیري، مخکې له دې چې دا سړک جوړ شي د سیمې ډیری اوسیدونکي خوښ نه و چې خپل ماشومان ښوونځیو ته واستوي ځکه چې د سفر وخت ډیر اوږد و او د امنیت له نظره هم ښه نه و، له همدې امله ډیر ماشومان له سبق او درس څخه

بې برخه پاتې و مګر د پروگرام له برکته خلک اوس کولی شي چه ځان په ډیر کمه موده کې د ولسوالي مرکز ته ورسوي او د سیمې اوسیدونکي خپل هلکان او انجونې هم پوهنتونونو او ښوونځیو ته واستوي.

د محلی پراختیایي شورا د یو غړي په توګه محمد آغا وایي چې د آبکمري ولسوالۍ روغتونونو ډیر سهولت او اسانتیاوې نشي برابرولی او خلکو د صحتی برخو نه هم ډیر ستونزو سره مخامخ وو، ځکه چې نور صحتی مرکزونه ته یوازې همدغه مسیر و مګر دا لاره تګ راتګ ته مناسبه نوه او په دوبي کې دوږې او ژمی کې خټو ستونزې رامینځته کولی له همدې امله ډیر عاجل ناروغان په نیمه لاره کې مړه کیدل مګر د دې سړک جوړونې سره خلکو په ډیره چټکتیا سره ځان روغتیايي مرکزونو ته رسوي.

نوموړی سړک ددی ترڅنگ چه بادغیس ولایت مرکز قلعه نو او آبکمري ولسوالۍ سره نښلوی ۳۵ کلی (د آغا صوفي، نوآباد، وحی، پهلوان، مارچی، مملکه سلیمان، خواجه امیری، زینګر، زینګر اولیا، زینګر سفلا، زینګر خان ها، سید کلان، خواجه یاسین، وایمت، شیخون، حسین خان، آغاګ سفلا، ګیچق سفلا، ګیچق اولیا، خواجه پسته، میرها، خواجه باغ، کاریز یکه، یکه توت، دست سیل برده، مسجد جامع کلیو په شمول) یو له بل سره وصلوي.

دا مرکزي سړک د کلیو د لار جوړونې ملي پروگرام لخوا د ټولګټو وزارت په چوکات کښي پلي شوی او د هیوادوالو ګټی اخیستنې ته سپارل شوی دی.

۵.۴ بی ساري بدلون د خلکو په ترانسپورتي نرخونو کې



د ۱۷.۰۸ کیلومتره سړک چې د هرات ولایت د گذری ولسوالۍ کې چې ۲۹ کلی یو له بل سره نښلوي اوسېدونکو ته په امنیتي او اقتصادي چارو کې مثبت بدلون رامنځته کړی.

ارباب جلال د چهار کفتر کلی یو اوسېدونکی او د دې پروژه ګټی اخیستونکې په توګه وایي " شاوخوا دوه کاله کیري چې د دې پروژې نه زموږ کلیوالو او ځوانانو ته کاري فرصتونه برابر شوي او زموږ ځوانان د عادي او مسلکي کارګر په توګه کارکوي، د ژوند لومړني اړتیاوې یې پوره کړي له دې امله ایران ته مزدوری په پار د تلو اړتیا نه لیدل کيږي " مخکي له دې چې دا سړک جوړ شي د سیمې خلک د سفرو په ترڅ کې له خورا ننگونو سره مخ وو، د محلي پراختیايي شورا یو رییس ښاغلی تیمور شاه د دې لارې د پخوانیو ستونزو په هکله وایي " مخکي له دې چې دا سړک جوړ شي



د سیمې خلکو دڅټو، باران او سیلابو له امله په تګ راتګ کې ډیرې ستونزې درلودې حتی په ژمي کې تګ راتګ ناشونی وه، همداشان کرنیز توکي او میوې هم ښه بازار نه درلود. د هرات ښار سفر لپاره هم ۲ تر ۳ ساعته موټرو ته په تمه وو او بیا سوارلی پوره کیدلوسره د رسیدلو لپاره ساعتونه مو سفر کوه مګر اوس د دې سړک پرانیستې سره زموږ

ترانسپورتي ستونزې حل او اقتصادي ژوند مو هم ښه شوی، اوس په ډیره چټکتیا سره ځان مارکیتونو، روغتونونو او صحتي مرکزونو ته رسوو."

نصير احمد د سياوشان سيمی يو اوسيدونکې وای " مخکې له دې چې دا سړک جوړ شي مونږ د خپل ملگرو کورونو ته نشو تللی ځکه چې ډير لږ ترانسپورتي موټر موجود او کرایه يې گرانه وه مگر الحمدلله د دې پروژې سره د ریکشا او موټرو تگ راتگ ډير شوی او هروخت چې وغواړو موټر په ډيری لږی کراپي مونږ ځان منزل ته رسوو"



د دې پروژې پلي کولو سره خورا اسانتياوي او فرصتونه برابر شوي چې په عمومي توگه ۱۰۰۰۰ کورني په مستقيم ډول او ۱۱۴۰۰ کورنيو په غير مستقيم توگه د ۲۹ کليو (د گواشان -چهار کفتر خان، زربار، کورت، سياوشان، شاليخاني، دشت سيمه، صاحبزاده ها سيمه، تيشرزا کليو په شمول) څخه د دې پروژې نه گټه اخلي او د پلي کيدلو په ترڅ کې يې ۲۹،۴۵۰ کاري ورځې رامینځ ته کړي.



د ياد سړک جوړولو سره نه يوازي په تگ راتگو کې ۴۰ فيصده د کرایه کې لږوالی راغلی او عاجل ناروغان هم په چټکۍ سره روغتونو ته رسيږي بلکه خلک اوس کولی شي چې خپل سوداگريز توکي په اسانه بازار ته وليږدوي او هم د خپل کور اړتياوې په ډيره اساني سره په موټرو کې راوړي.

۵.۵ تاثیرات مثبت بالای زندگی صنعتگران با ساخت یک سرک در ولسوالی بهارک



بهارستان مشهور به بهارک مکان زیبا و سرسبز یکی از ولسوالی‌های باستانی و بزرگ است که در ۵۰ کیلو متری شهر فیض آباد ولایت بدخشان موقیعت دارد و از لحاظ ترانزیتی یکی از شاهراه‌های بسیار مهم راه ابریشم و فعلاً اکمال‌کننده مواد غذایی چندین ولسوالی‌های همجوار خود می‌باشد و اکثر باشندگان این ولسوالی پیشه زراعت و صنایع دستی را دارا می‌باشند.

اما نداشتن راه‌های مواصلاتی بین قریجات این ولسوالی باعث گردیده بود تا محصولات دهاقین و باغداران بگونه درست آن به مارکیت‌ها نرسد، انتقال مریضان به مراکز صحتی دشوار و همچنان بازار فروش صنایع دستی زنان کم رنگ باشد.

خوش بختانه در سال ۱۳۹۸ برنامه ملی راه سازی روستایی وزارت احیا و انکشاف دهات جمهوری اسلامی افغانستان ۶.۷ کیلو متر سرک که از قریجات دو آب، دو آبگی، سرمزه و مزار مرکزی ولسوالی بهارک میگذرد را تحت کارگرفت و بشکل اساسی با ساختار کانکریتی آنرا تکمیل نموده و به بهره برداری سپرد که از این طریق تاثیرات مثمر را در زندگی مردم محل به ویژه صنعتگران به وجود آورد.



تاج بی بی ۴۸ ساله یکی از مستفیدین پروژه و از باشندگان محل است که مصروف قرس دوزی و یخن دوزی در ولسوالی بهارک می‌باشد که با ساخت سرک تغییرات غیر منتظره و مثبت به زندگی و کسب و کارش ایجاد گردیده است.

وی می‌گوید "قبلا برای تهیه مواد خام

و فروش محصولات باید به مارکیت‌های شهر فیض آباد رفت و آمد می نمودیم ولی نبود راه‌های مواصلاتی و سرک برای ما در سفر و نقل محصولات دشواری‌های زیاد را به بار آورده بود چون اکثر ما مردم اموال و محصولات را با استفاده از مواشی به شهر فیض آباد و بازارها انتقال میدادیم به همین سبب روند کاری ما خیلی کند شده بود حالا با ساخت این سرک تمامی صنایع دستی خودم و هم مسلکانم به آسانی و به مدت زمان کمتر به شهر میرسد

میرسد و تاجران ما به موقع این محصولات را به نمایشگاه های کابل و دیگر ولایات افغانستان و حتی به خارج از کشور مانند هند، چین و دیگر کشورهای منطقه انتقال میدهند. "

وی افزود با وجود شرایط دشوار امنیتی خیلی خوشحال هستیم تا دولت به یکی از مشکلات ما که نداشتن راه مناسب رفت و آمد بود رسیدگی نمود و زمینه مساعد گردید تا از این طریق محصولات ساخته دست خودمان را به آسانی به فروش برسانیم و مصدر خدمت به کشور شویم در عین حال صنایع دستی ما تقویه می گردد و به سطح جهان محصولات ما به نمایش گذاشته می شود.

احداث سرک کانکریتی بر علاوه اینکه مشکلات صنعتگران را رفع نموده است همچنان به زیبایی محل افزوده است اکثریت مشکلات ترانسپورتی مردم عام نیز حل گردیده است. بعد از ساخت این سرک رفت آمد وسایط نقلیه موتر، موترسایکل و بایسکیل ها آغاز گردیده و مردم مجبور نیستند تا برای حمل و نقل و یا سفر از مواشی ها استفاده نمایند.

اعطا باری یک تن از صنعتگران محل می گوید: " بدون شک احداث این سرک آبادی و یک کار بنیادی در قریه



جات ما محسوب میشود چون ما حالا میتوانیم از طریق وسایط نقلیه در مدت زمانی خیلی کم از یکجا بجای دیگری عزم سفر کنیم و بر علاوه من صنعتگران زیادی را سراغ دارم که از بابت ساخت این سرک کار صنعتگری ایشان رونق یافته است پس در کل میتوان گفت که تاثیرات مثبت را بالای زندگی ما مردم بوجود آورده است. "

همچنان شریف محمد رییس شورای محلی دو آب نیز در رابطه می گوید که اکثریت مردم قریجات تحت تاثیر این سرک از برنامه سپاسگزار اند چون حالا میتوانند اموال خویش را به موقع و محصولات زراعتی را بدون ضایعات به بازار و مارکیت ها برسانند همچنان کم شدن ازدحام ترافیک نیز از مزایای دیگری این پروژه بوده که مردم در این اواخر شاهد آن هستند.

این سرک سهولت های چشمگیری چون وصل ساختن قریه جات ولسوالی بهارک به مرکز، انتقال بموقع مریضان به شفاخانه ها، انتقال صنایع دستی (ساخت وطن) میوه و غله جات به مارکیت ها، کاهش چشمگیر ترافیک و اشتغالزایی را ایجاد نموده و در نهایت تاثیرات مثبت را در زندگی هریک از خانواده های اطراف این سرک به بار آورده است.

۵.۶ تحکیم استحکامیت سرک ها با نهال شانی در ولسوالی قرقین ولایت جوزجان

قرقین یکی از ولسوالی های جوزجان است که در مسیر دریای آمو قرار دارد و اهالی قریه جات این ولسوالی از سالهای متمادی بدین سو از مشکلات امنیتی و خطرات جانی ناشی از عدم موجودیت یک راه مناسب و معیاری رنج میبردند و نمیتوانستند تا به ولسوالی های دیگر این ولایت سفر کنند.



سر انجام سرک قرقین به طول ۲۵.۵۹۷ کیلومتر در سه لات اعمار گردید که این سرک از مسیر قریه جات کوک، شور تپه، خان تپه و دینار ولسوالی قرقین ولایت جوزجان می گذرد و سهولت های چشمگیری را برای قریه جات و مردم محل فراهم نمود است اما چون مسیر قرقین - کلفت در امتداد دریای آمو قرار دارد و ساحه طوفانی و سیلابی میباشد در هنگام فصل های بهار و خزان در اثر طوفان های شدید و سرازیر شدن آب های موسومی که سبب حرکت

ریگ های روان بالای سرک متذکره گردیده بود دوباره مسیر را برای رفت و آمد هموطنان مسدود نموده و دشواری های زیاد را ایجاد می نمود.

بناء برنامه ملی راه سازی روستایی به منظور جلوگیری از حادثات غیر منتظره و تحکم کیفیت با مشورت اداره محلی جوزجان و متنفذین ولسوالی قرقین ضمن اعمار بیش از ۲۵ کیلومتر سرک، هزار ها اصله نهال بته چلی را در مسیر سرک فوق غرس نمود که با غرس آن از یک سو از خطرات گوناگونی که در این مسیر به اتفاق می افتد جلوگیری گردید و از سوی دیگر به دوام سرک و راه های مواصلاتی افزود.

شورای انکشافی محل که از این اقدام برنامه ملی راه سازی روستایی خیلی خرسند بودند گفتند که علاوه بر ۳۵۹۰۰ اصله نهال بته چلی از سوی این برنامه ما هم به تعداد ۱۴۱۰۰ اصله نهال دیگر را در نقاط مختلف مسیر این سرک غرس نمودیم و با غرس این نهال ها نه تنها سرک بر روی عابرین به گونه نورمال و بدون بندش فعال میباشد بل از طرف دیگر از حرکت ریگ های روان جلوگیری گردید است.



ملا قادر یک تن از مو سفیدان محل که در این پروژه منحیث کارمند اجتماعی ایفای وظیفه نموده بود میگوید "



از زمان نوجوانی ام به یاد دارم که مردم محل ما از نداشتن سرک معیاری رنج میبردند، اکثر اوقات مریضانی که در کلینیک های صحتی قابل معالجه نبودند و مجبوراً به شهر شبرغان یا هم مزار شریف انتقال داده میشدند در مسیر راه تلف میشدند و یا هم اینکه با وضعیت نهایتاً خراب به شفاخانه ها میرسیدند.

ملا قادر همچنان می افزاید " ما شاهد بودیم که یک دو بار دیگر هم همین مسیر احداث گردیده بود اما با آمدن سیلاب ها و باد های موسمی سطح سرک با آشغال و آب پوشانیده شده و دوباره سرک از بین میرفت ولی حالا به نظر میرسد که کارکرد این برنامه با غرس نهال ها در مسیر این سرک بنیادی است و ما حالا میتوانیم با داشتن یک سرک استندرد بدون کدام خطر جانی و مالی از این مسیر عبور کنیم و به شهر شبرغان و مزار شریف خود و خانواده خویش را برسانیم البته با تغییر زمانی ۱۵ دقیقه از مسیر این سرک."

وی همچنان از کارکرد و زحمات شبانه روزی برنامه تشکری نموده گفت " از این برنامه، وزارت فواید عامه و مسوولین ذیربط تشکری میکنم که این راه حیاتی را جز اولویت های کاری خویش قرار دادند و مردم ما را به آرزوی دیرینه شان رساند ما از بسیار وقت روی همین ملحوظ جلسات دایر نمودیم که چگونه بتوانیم مسیر بدون خطر را پیشنهاد کنیم اما کارکرد این برنامه واقعا قابل ستایش است چون به همه ی مشکلات ما نقطه پایان بخشید."



با غرس ۵۰۰۰۰ اصله نهال چلی و نوع های مختلف دیگر سهولت های بیشمار بلخصوص در قسمت تامین امنیت راه های مواصلاتی ایجاد گردیده است و ده ها هزار ساکنین قریجات مختلف ولسوالی قرقین و ولسوالی های خم آب، شور تپه و مردیان از جمله مستفیدین این پروژه بشمار میروند.

قابل ذکر است که در جریان ۳۰ روز نهال شانی برای ۵۵ نفر ۱۶۵۰ روز کاری ایجاد گردید و با تکمیل آن اهالی قریه جات ولسوالی قرقین دوباره به مراکز تعلیمی، صحتی و سایر مراکز دسترسی آسان پیدا کرده اند و همچنان زارعین با شوق و اشتیاق فعالیت نموده و تولیدات زراعتی خویش را به مارکیت های بزرگ ولسوالی آقچه و شهر شبرغان با نرخ ترانسپورتنی خیلی کم و اطمینان کامل انتقال میدهند.

غرس ۴۶۹۰۰ اصله بته چلی ۱۴۳۵۹۰۴ افغانی هزینه برداشته که از سوی برنامه ملی راه سازی روستایی وزارت فواید عامه تکمیل و به بهره برداری سپرده شده است.



6. People and NRAP (Beneficiary Quotes)

- **کابل:** د مرغگیران سړک د سیمې اوسیدونکو لپاره روغتونونو او روغتیايي مرکزونو ته لاسرسی اسانه کړی، او اوس خلک کولی شي خپل ناروغان اساني سره روغتونونو ته واستوي.

فضل الرحمن د مرغگیران کلي اوسیدونکی چې له اوږدې مودې راهیسې له ډیرو ستونزو سره لاس او گریوان و وایي: "د دې سړک تر جوړیدو دمخه دا له خټو نه ډک و او مسافرینو ننگونو سره ځان یو ځای ته رسول، همداشان زموږ ناروغان هم د روغتونو رسیدلو لپاره ډیر ستونزو سره مخامخ و."

د مرغگیران سړک د ۱۴.۱۱۹ کیلومتره اوږدوالي سره په پاڅه توګه (قیر) د کابل ولایت د پغمان ولسوالۍ په مرغگیران کلي کې د ټولګټو وزارت په چوکات کې د کلیو د لارجوړونې ملي پروګرام لخوا جوړ شوی او د خلکو ګټه اخیستنې ته سپارل شوی، فضل الرحمن زیاتوي "اوس د دې سړک جوړولو سره زموږ خورا ستونزې حل شوي او موږ کولی شو چې خپل ناروغان په لږ وخت کې روغتونو او صحي مرکزونو ته واستوو، د دې سړک جوړولو سره زموږ سوداګرۍ هم وده کړې ده."



ښاغلی فضل الرحمن د پروګرام فعالیتونو منندويي سره زیاته کړه "موږ د کلیو د لارجوړونې ملي پروګرام څخه خوشحاله یو چې د زموږ کلي ستونزو حل کولو لپاره دا تګ لاره په خپل پلان کې اخیستلې و او دا نیک اقدام یې ترسره کړه ترڅو د سیمې اوسیدونکو ډیر اساني سره ځان خپل منزل ته ورسوي، یو نړۍ مننه".

- **Kabul:** The Morgh-giran Road has brought massive facilities for local people in accessing hospitals and primary health centers, nowadays residents can easily take their patients to hospitals without any difficulties.

Fazel Rahman, a resident of Morgh-giran village, who has been facing challenges for a long time, says: "Prior to the construction of this road, the route was full of mud and dust making it very hard for the passengers to travel to their destinations or patients trying to reach hospitals, in short, it was very difficult to travel from here" .

The 14.119 km Morgh-giran asphalt road disentangled many problems of the villagers, Fazel Rahman added "Construction of this road has solved most of our problems and now we can easily take our patients to the hospitals and health care centers in a very short time, moreover, our business has grown and lives become much easier".

Mr. Fazel Rahman praised the program activities and added, "We are very grateful from the National Rural Access Program for taking this road in their priorities to bring facilities for the residents. Construction of this vital road has made it so easy for us in reaching our destinations overall."

Beneficiary Quotes



بگرامی: خانم جميله يکې تن از باشنده گان ولسوالۍ بگرامی از ۷ کيلو متر سرک که توسط برنامه ملی راه سازی روستای وزارت فواید عامه اعمار گردیده است اظهار خوشحالی نموده و گفت: "قبلا بخاطر نبود سرک در خاک و گل میرفتیم و کرایه موتر ها خیلی قیمت بود حالا با ساخت سرک رفت و آمد موتر ها زیاد شده و کرایه ترانسپورتی کم گردیده است، زندگی بر ما خیلی آسان شده است."

وی از دولت بخاطر ساخت این سرک خوشی نموده افزود که خداوند انجنیران این برنامه را خیر و برکت نصیب کند.

Bagrami Kabul: Ms. Jamila, one of the residents of Bagrami district is happy from the National Rural Access Program for construction of 7 Km road and says: "Prior to the construction of this road, we were forced to walk through muddy route to reach our destination while paying a large amount of money for transportation but upon construction of this road, nowadays vehicles travel easily from here while charging small amount of money as transport fairs, I can proudly say that life became much more easier for us."

She thanked the Afghan government for implementation of such project and added that may Almighty Allah bless the engineers of this program for such great piece of work.

• **بدخشان:** مخکې له دې چې دا سرک جوړ شي د سيمې اوسيدونکو ډير ستونزو سره مخامخ و، ښاغلی حاجی پيمان د بدخشان ولايت د فيض آباد ښار د څلورم ناحيه استاز په توگه د دې لاره پخوانی ستونزو وړاندې کولو سره وایي " مخکې له دې چې زمونږ دا سرک جوړ شي، د اوسيدونکو تگ راتگ د موټرو په ذريعه ناشونی وه ځکه چې یاد سيمه کې څو څلو ياغيان او ترهگرو برید کړي و، همداراز سيلابونو هم مونږ ته ډير زیان رسوه او د ماشومانو سفر د خپل ښوونځيو ته ډير مشکل و، که څه هم يو نیم ځل زمونږ د کلی ښځيو کوم ځای ته سفر کول خو ددې ناوره لارې نه ډير په عذابو وه."

د ۶.۰۷ کيلومتره سرک رغولو سره د میشتو خلکو خورا ستونزې حل شوی دي او اوسيدونکي اطمینان سره د دې لارې نه سفر کوي، ښاغلی



پيمان زياتوي " اوس شکر الحمد لله د دې سرک جوړولو سره زمونږ ټول ستونزې حل شوی او د پروژې د پلي کولو په ترڅ کې زمونږ موټرو د کرایې په توگه د پروژې په خدمت کې و او ځوانانو ته کار هم پيدا شو، همداراز هغه کسان چې پخوا د ناامن لاره له امله په دې سيمو کې پانگونه نه کول اوس دکانونو دسر نه جوړ کړي. هغه زیاته کړه: " د دې لاره جوړولو سره زمونږ ماشومان هم کولی شي په بایسکيلونو کې ځان ښار ته ورسوي او مکتب یا هم پوهنتون ته لاړشي."

ښاغلی پيمان د پروگرام ممدوبی سره زیاتوي: " مونږ هیله لرو چې په دهن آب او باغم بهارک کې هم سرک او پل جوړ شي ترڅو د جرم، بهارک او یاخاش سیمې اوسېدونکي سفر د بدخشان مرکز او نورو ځایونو ته هم برابر شي."

- **Badakhshan:** Prior to the construction of this road, the residents were dealing with lots of challenges, Haji Paiman a representative of the Community Development Council in the 4th district of Faizabad city in Badakhshan province says " Erstwhile to construction of our road, no vehicle travelled from this area due to terroristic attacks or thieves ambushes in this area, moreover, floods brought so many losses particularly in economics of our villagers and our children also have not been able to get to their schools on time or women couldn't pass easily from this route either, in a word, everything was difficult."

Construction of 6.07 km road in Chata village of Faizabad city in Badakhshan through National Rural Access Program of MRRD has addressed to many problems of the residents and nowadays people can travel from this road easily and securely, Mr. Paiman added " Alhamdulillah, with the construction of this road all of our problems

Beneficiary Quotes

have been solved and during its implementation phase our vehicles were rented for the projects whilst generating many job opportunities for our youths, furthermore, those shopkeepers that were afraid to invest in their shops are now rebuilding their shops. He also added: Nowadays through this road, our kids can travel on bicycles to their schools and colleges."

He also added: "We hope that the program builds road and bridge in Dahan-e-Ab and Bagham-e-Baharak so that the residents of Jurm, Baharak and Yakhash districts can travel to the center of Badakhshan and other places easily".

- **هلمند:** خانم وجیهه یکی از اهالی ولایت هلمند در مورد کاهش چشمگیر وقت که بعد از اعمار ۱۳،۷۷ کیلو متر سرک جغل فرش به میان آمده است میگوید "با ساخت این سرک رفت و آمد برای اطفال ما خیلی آسان و امن شده چون حالی میتوانند در وقت بسیار کم بدون اینکه غیر حاضر شوند به مدرسه خویش برسند و مرد های ما هم بکار خویش بروند."



وی می افزاید "ساخت این سرک بر ما امید بخشیده است که دولت بر ما هم کار میکند و حتا به جاهای دورافتاده نیز سهولت هارا ایجاد می نماید.

سرک ۱۳،۷۷ کیلومتره که از مرکز ولسوالی نوای بارکزی آغاز و تا تریخ زُبر ادامه می یابد توسط برنامه ملی راه سازی روستایی وزارت احیاء و انکشاف دهات اعمار گردیده و اکنون از جمله سرک مهم شمرده میشود."

- **Helmand:** Ms. Wajeha, a resident of Hemand province says about decrease of transportation time after construction of 13.77 km gravel surfaced road "construction of this road has made so reliable and secure route to travel specially for our children, nowadays, they can easily reach educational institutions without being absent and our men can reach their workplaces in time.

She added "Construction of this road made us optimistic that our government works for us and provide such great facilities in remote areas."

The 13.77 km road which starts from center of Naway Barezai district and continues to Tarikh Zubor is constructed through National Rural Access Program of Ministry of Rural Rehabilitation and Development and is currently one of the vital roads in here."



- **پکتیکا:** د ۸،۰۶ کیلومتره سرک د ۲۰ متره اوسپنې کانکریټي پل سره د کلیو د بیارغونې او پراختیا وزارت له لورې د کلیو د لار جوړونې ملي پروگرام لخوا پلی شوی او د سیمې اوسیدونکو ته ګڼ شمیر اسانتیاوې او فرصتونه برابر شوی. د دې پروژې د پلي کیدلو په ترڅ کې ۲۹۸۹۷ کاري ورځې رامینځته شوی چې په عمومي توګه ۲۹۸۹۷ کسان په مستقیم ډول او ۳۵۰۰ کسان په غیرمستقیم ډول د دې پروژې څخه ګټه اخیستلې دي او د خلکو په اقتصادي او ټولنیز ژوند کې بدلون راغلی دی.

شایسته خان د ارګون ولسوالۍ یو اوسیدونکې او د پروژې ګټه اخیستونکې په توګه وایي "دا پروژه د پکتیکا ولایت خلکو ته خورا مهم پروژه ګڼل کیږي ځکه چې د دې پروژه پلي کیدلو سره زموږ ترانسپورتي چارې حل شوي او اوس موږ د خپل کرنیز توکي هم له ارګون څخه نورو ولسوالیو او مرکزو ته استولی شو"

هغه زیاتوي چې "پخوا د خلکو تګ راتګ د ناوړه او ناامن لاره له کبله سخت و مګر د دې سرک جوړولو سره د خلکو اسان لاسرسي روغتونونو، ښوونځیو او مارکیتونه ته شوی دی سره له دې چې د لږي موټرو په کرایه کې تیتوالی راغلی دی."

Beneficiary Quotes

د دې سړک جوړولو سره د خلکو خورا ستونزې حل شوی او خلکو د دې پروژې څخه خوشحاله دي، ښاغلی شایسته خان زیاتوی " د کلیو د لارجوړونې ملي پروګرام څخه نړۍ مننه چې داسې ارزښتناکه او مهم سړک یې جوړ کړی، هیله مند یم چې دوی تل همداسې ښه وځلاندې او وګرو ته خدمت وکړي"

- **Paktika:** The 8.06 Km road with its 20 Rm RCC bridge is constructed by National Rural Access Program of Ministry of Rural Rehabilitation and Development and initiated multitudinous opportunities and amenities for local residents. This project created 29897 working days that benefited 29897 people directly and 35000 people indirectly, growing strong positive impacts in social and economic lives of the people.



Shaysta Khan a resident of Orgoon district and beneficiary of this project says “This project is one of the most important projects for the people of Paktika province affecting positively on high transportation costs and nowadays, we can easily send our agricultural products to neighboring districts and center of this province”.

He also added “Beforehand, the inadequate route made it difficult for people to travel but after construction of this road, local people’s access to hospitals, schools and markets became much easier alongside the low transportation charges”.

Construction of this road has addressed to many problems and people are really grateful from this project, Mr. Shaysta Khan also added “We are thankful from the National Rural Access Program for construction of such decent road and hoping that this program always gleams and serve the nation”.



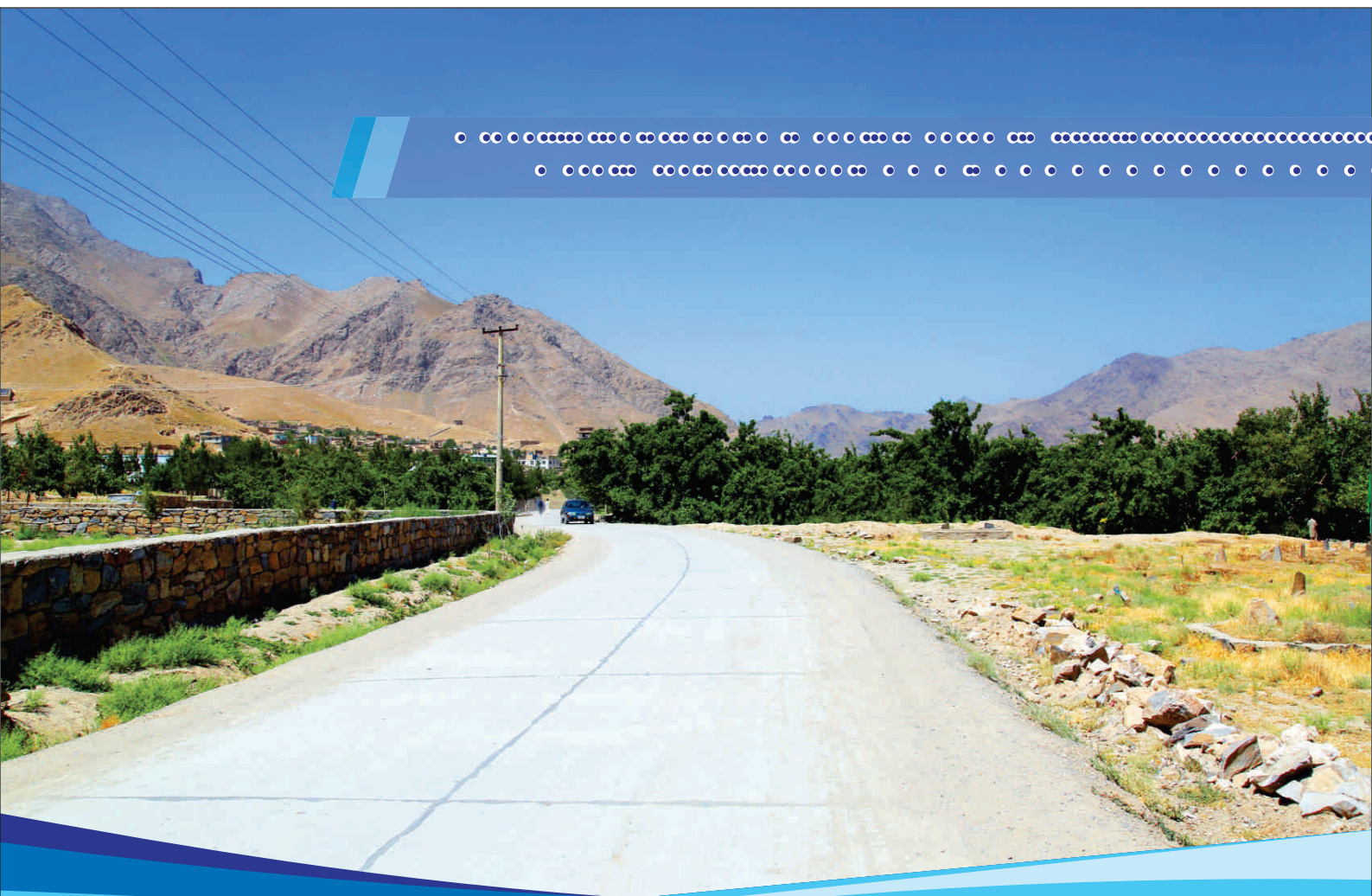
- **میدان وردګ:** حاجی مهدی رئیس شورای قلعه پایین از ساخت ۱۰ کیلو متر سړک جغلی خپلی ها خوشحال بوده ضمناً از کارکرد برنامه ملی راه سازی روستای تشکری نموده میگوید: "وزارت محترم فواید عامه این سړک را برای مردم اهالی بهسود ولایت میدان وردګ اعمار نموده است و با ساخت آن بسیاری از مشکلات ما مردم نادار را رفع نموده است هرچند وزارت برما تعهد سپرده که سړک ما را در آینده های نزدیک برای قیرریزی پلان میکنند امیدوارم که این سړک قیر شود تا مشکلات ما بصورت کلی حل گردد."

وی افزود "مردم عام این منطقه از اعمار سړک در ساحه استقبال نموده اند و خواهان کارکرد های بیشتر دولت در ولسوالی و ولایت خود هستند."

- **Maidan Wardak:** Haji Mahdi a head of CDC in Qala Payen was very happy from the National Rural Access Program for construction of 10 Km gravel surfaced road and said “The Ministry of Public Works constructed this road for residents of Behsood district in Maidan Wardak province which addressed to many of our problems, however the Ministry also assured us that in the near future they will plan to pave the road again using asphalt surface so, we hope that this road is considered for asphalt surface in the near future so that all remaining problems of our people are solved respectively”.

He added “The local people really appreciated implementation of this project in the region and demands more identical projects in their district and province”.





7. Challenges and Reactions

a. INSECURITY

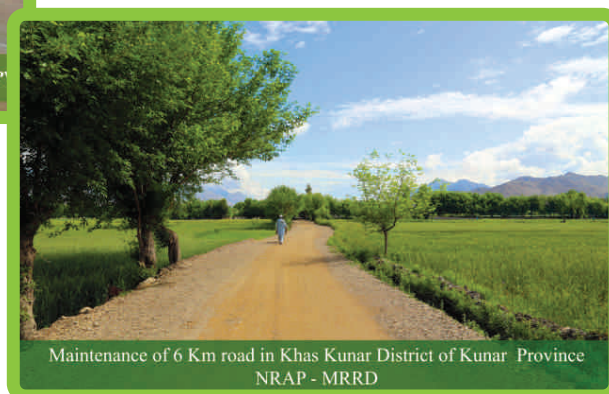
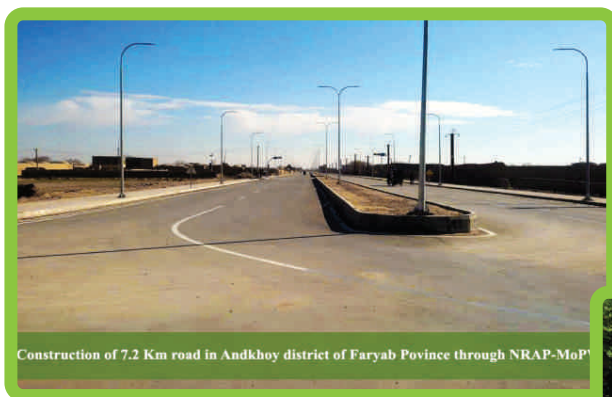
The security situation is a great obstacle that affects the planning and implementation process of NRAP activities as result a negative impact imposes. The program site engineers and contractors are extensively experiencing worse situation in the regions due to high insecurity threats.

Nevertheless, a comprehensive strategy is drafted so that to either fully avoid or mitigate insecurity threat during subprojects implementation in the areas where the security fears still exist. Therefore, it has been highlighted to involve communities in phase construction especially in road earthwork but apprehension still exist.

b. Private Sector Capacity

It has been found that management and technical capacity of private companies as project implementation partner is extremely low which is counted as a hamper in quality project implementation.

To mitigate the issue both PIUs of the program have periodically undertaken different training seminars for bid preparation, managing working capital and drafting implementation plans.



8. Annexes

Annex - 1.A: NRAP Secondary Roads Provincial Wise Achievement Since Inception till March 2020

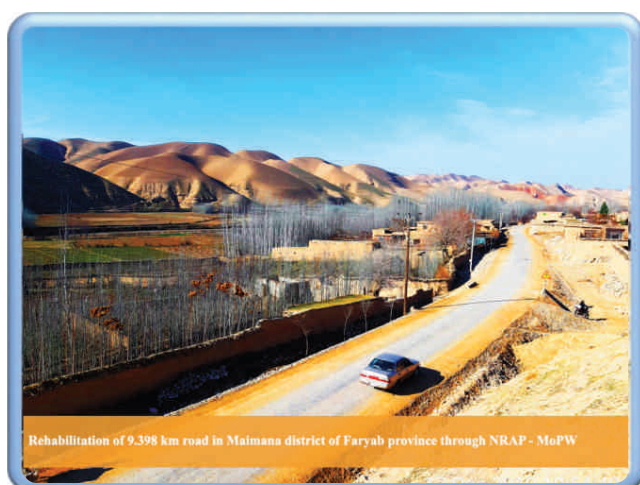
NRAP-MoPW- Provincial Wise Achievement since Inception till March 2020					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	355.48	448.10	10,180.64	404,380	24,262,777.06
Badghis	72.40	211.62	1,457.90	72,175	4,330,492.72
Baghlan	623.66	938.00	21,725.75	750,618	45,037,085.47
Balkh	220.49	20.00	697.60	116,131	6,967,889.19
Bamyan	308.90	152.50	21,827.30	155,518	9,331,074.31
Diakundi	148.41	106.00	33,850.50	404,970	24,298,183.60
Farah	114.22	0.00	67.00	321,544	19,292,635.03
Faryab	251.40	193.00	29,223.00	409,193	24,551,606.25
Ghazni	302.01	76.00	9,434.00	149,676	8,980,535.75
Ghor	407.95	0.00	9,861.50	142,139	8,528,358.38
Hilmand	271.10	0.00	239.50	74,872	4,492,330.65
Hirat	451.70	434.00	678.00	855,849	51,350,966.60
Jawzjan	384.24		8,331.50	309,671	18,580,281.53
Kabul	541.96	70.40	28,645.80	698,908	41,934,465.52
Kandahar	366.11	260.00	6,267.20	215,313	12,918,754.98
Kapisa	144.58	177.00	301.90	79,984	4,799,055.72
Khost	366.80	1,161.00	529.20	179,461	10,767,684.33
Kunar	160.60	0.00	2,034.00	28,059	1,683,546.47
Kunduz	434.37	498.00	1,343.50	277,361	16,641,665.09
Laghman	215.01	334.00	2,036.10	107,958	6,477,459.71
Logar	343.67	32.00	26,547.30	115,410	6,924,605.85
Nangarhar	363.03	112.00	682.60	193,844	11,630,658.75
Nimroz	74.44	0.00	98.00	139,000	8,340,013.64
Nuristan	92.70	71.00	0.00	23,313	1,398,793.17
Paktika	397.50	0.00	3,177.90	58,617	3,517,039.88
Paktya	465.79	182.10	14,150.00	324,161	19,449,678.24
Panjsheer	64.37	102.50	7,769.00	96,598	5,795,904.15
Parwan	386.36	84.00	7,054.90	463,817	27,829,009.41
Samangan	401.58	20.00	4,568.00	151,231	9,073,873.84
Sari Pul	203.48	37.40	801.70	94,295	5,657,689.74
Takhar	289.05	115.00	11,307.10	406,367	24,382,011.50
Uruzgan	64.03	156.00	7.00	21,677	1,300,621.76
Wardak	369.93	73.00	19,220.10	223,426	13,405,536.10
Zabul	107.48	0.00	1,615.00	36,244	2,174,647.62
Total	9,764.80	6,064.62	285,730.49	8,101,782	486,106,932.00

Annex - 1. B: NRAP-Tertiary Roads Provincial Wise Achievement since Inception till March 2020

NRAP-MRRD- Provincial Wise Achievement since Inception till March 2020					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	930.25	843.00	30,635.70	1,713,353.00	50,480,012.18
Badghis	199.31	60.00	16,715.30	111,982.00	10,537,417.83
Baghlan	349.90	674.00	20,491.80	442,412.00	20,191,741.81
Balkh	223.66	109.50	27,348.20	296,189.00	18,189,746.10
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	215,962.00	10,132,836.26
Ghazni	147.08	155.80	9,872.85	164,645.00	7,571,039.39
Ghor	299.53	402.00	10,034.45	275,152.00	13,860,656.68
Hilmand	168.91	28.00	1,437.35	93,195.00	13,902,771.80
Hirat	293.35	119.20	15,810.45	211,150.00	14,989,667.64
Jawzjan	242.33	20.00	1,762.30	283,677.00	5,080,125.55
Kabul	396.01	323.19	49,074.60	751,693.00	29,060,649.83
Kandahar	146.40	37.60	2,080.15	136,716.00	5,115,379.52
Kapisa	158.84	659.00	25,875.74	367,431.00	18,388,169.50
Khost	133.19	195.20	3,311.10	127,340.12	4,967,682.52
Kunar	126.76	316.00	5,719.80	309,169.00	7,646,323.23
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	59.06	82.50	13,018.40	124,239.00	5,201,319.15
Nangarhar	182.70	87.00	31,448.80	266,167.00	11,442,979.41
Nimroz	42.48	0	84.21	71,515.00	2,747,216.50
Nuristan	149.08	100.00	6,330.80	425,684.00	6,091,996.15
Paktika	93.74	20.00	2,086.90	114,174.00	3,782,651.37
Paktya	143.51	210.50	5,795.60	209,951.00	6,695,083.23
Panjsheer	130.99	562.00	12,668.05	284,178.00	9,749,712.21
Parwan	277.28	531.00	65,320.55	476,967.00	27,118,157.65
Samangan	196.57	46.40	3,983.20	166,153.00	6,239,414.30
Sari Pul	271.40	76.00	4,942.80	237,059.00	8,468,769.60
Takhar	345.26	1,688.10	23,774.80	516,722.00	23,727,646.05
Uruzgan	181.82	105.00	2,008.29	656,047.63	12,373,121.62
Wardak	277.47	111.00	9,744.00	356,022.00	10,126,758.01
Zabul	42.19	0	3,585.90	87,896.00	2,469,720.08
Total	7,310.39	8,668.84	439,368.45	10,834,710.75	399,905,560.28

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 1398

NRAP-MoPW- Provincial Wise Achievement During March 2019 till March 2020					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Diakundi	9.62	0	2,886.00	49,742	2,984,508.35
Faryab	58.52	64.00	17,620.00	153,409	9,204,517.30
Jawzjan	25.58	0	7,674.00	39,044	2,342,632.84
Kandahar	1.42	0	426.00	3,681	220,884.12
Nangarhar	12.63	0	3,789.00	29,543	1,772,584.15
Paktya	16.25	0	4,875.00	31,632	1,897,934.40
Takhar	14.29	0	4,287.00	47,058	2,823,486.29
Wardak	10.00	0	3,000.00	13,898	833,861.58
Balkh	1.82	0	546.00	9,036	542,188.96
Paktika	10.00	0	3,000.00	42,541	2,552,473.88
Kabul	26.87	0	8,061.00	129,793	7,787,588.05
Khost	0	120.00	120.00	13,533	812,002.14
Parwan	12.00	0	3,600.00	70,290	4,217,425.86
Sub-Total	199.00	184.00	59,884.00	633,201	37,992,087.91
NRAP-MRRD- Provincial Wise Achievement During March 2019 till March 2020					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	62.68	117.40	5,213.30	83,209	6,412,327.65
Badghis	10.70	0	3,593.00	8,075	484,250.99
Baghlan	41.16	243.00	6,520.90	46,309	3,618,722.51
Balkh	32.34	0	11,648.50	36,928	6,669,494.91
Faryab	0	0	14.00	1,508	10,731.72
Ghazni	2.49	30.00	2,123.00	1,018	1,089,051.49
Ghor	17.66	42.00	4,926.20	54,633	1,262,474.79
Hirat	48.51	39.00	4,509.00	40,689	6,416,083.08
Kabul	34.62	100.24	7,983.40	72,666	5,606,936.25
Kapisa	7.93	100.00	4,880.00	19,697	2,053,943.67
Kunar	17.70	0	657.00	26,024	796,541.05
Kunduz	6.48	0	28.00	4,028	270,336.85
Logar	12.41	0	3,769.20	17,742	1,506,147.95
Nuristan	11.89	0	1,054.20	29,599	586,637.28
Paktika	19.66	20.00	1,204.70	1,522	1,859,366.39
Paktya	19.67	20.00	3,444.00	17,113	1,435,164.21
Panjsheer	6.22	0	0	5,952	313,268.34
Parwan	10.88	0	7,155.10	21,712	2,496,097.58
Samangan	14.24	14.40	0	7,722	836,507.04
Sari Pul	34.53	0	163.90	36,712	1,370,746.34
Takhar	4.61	315.00	1,435.20	26,858	2,777,534.10
Uruzgan	8.05	0	285.40	13,430	239,816.67
Wardak	41.84	30.00	340.90	41,148	2,072,865.66
Sub-Total	466.27	1,071.04	70,948.90	614,294	50,185,046.52
Grand- Total	665.27	1,255.04	130,832.90	1,247,495	88,177,134.43

Annex - 4.A: ARAP Secondary Roads Provincial Wise Achievement since Inception till March 2020

ARAP- MoPW- Secondary Roads Provincial Wise Achievements since Inception till March 2020					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	34.12	94.00	10,330.00	77,120	4,627,213.29
Badghis	0	76.00	76.00	23,880	1,432,797.78
Baghlan	64.68	68.00	19,472.00	174,476	10,468,572.01
Balkh	14.99	0.00	4,497.00	17,086	1,025,159.81
Bamyan	40.78	88.00	12,322.00	99,133	5,947,955.41
Diakundi	118.11	45.00	35,478.00	353,297	21,197,800.75
Farah	44.68	0.00	13,404.00	69,079	4,144,742.57
Faryab	90.52	172.00	27,328.00	233,054	13,983,211.23
Ghazni	18.14	0.00	5,442.00	26,719	1,603,167.63
Ghor	77.46	0.00	23,238.00	106,698	6,401,899.38
Hilmand	15.00	0.00	4,500.00	67,784	4,067,027.46
Jawzjan	64.72	0.00	19,416.00	196,267	11,775,999.08
Kabul	27.15	0.00	8,145.00	98,150	5,888,978.66
Kandahar	11.45	260.00	3,695.00	76,674	4,600,419.49
Khost	0	360.00	360.00	46,098	2,765,873.43
Kunar	14.00	0.00	4,200.00	25,341	1,520,448.47
Kunduz	77.37	80.00	23,291.00	207,463	12,447,766.90
Logar	10.76	0.00	3,228.00	45,860	2,751,610.54
Nangarhar	24.63	0.00	7,389.00	73,136	4,388,165.63
Nimroz	44.44	0.00	13,332.00	134,789	8,087,360.94
Nuristan	0	71.00	71.00	11,531	691,867.17
Paktya	16.25	18.10	4,893.10	34,995	2,099,722.36
Panjsheer	9.40	60.00	2,880.00	31,191	1,871,446.39
Parwan	0	20.00	20.00	2,816	168,989.33
Samangan	13.99	0.00	4,197.00	45,906	2,754,369.72
Takhar	77.64	37.00	23,329.00	282,400	16,943,985.27
Wardak	26.12	40.00	7,876.00	67,150	4,028,974.27
Zabul	10.48	0.00	3,144.00	33,035	1,982,078.62
Total	946.88	1,489.10	285,553.10	2,661,127	159,667,603.59

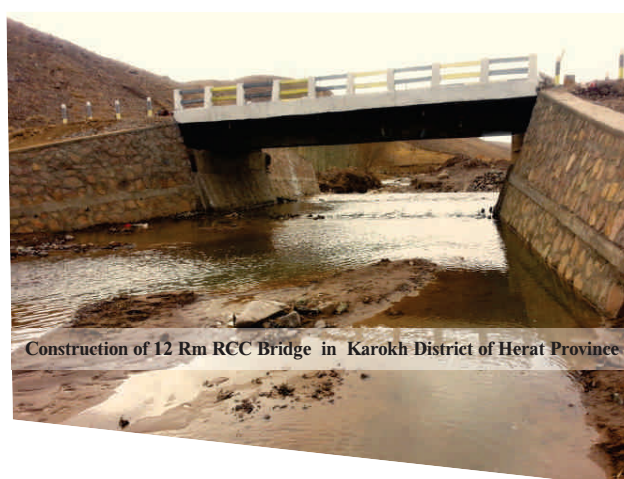
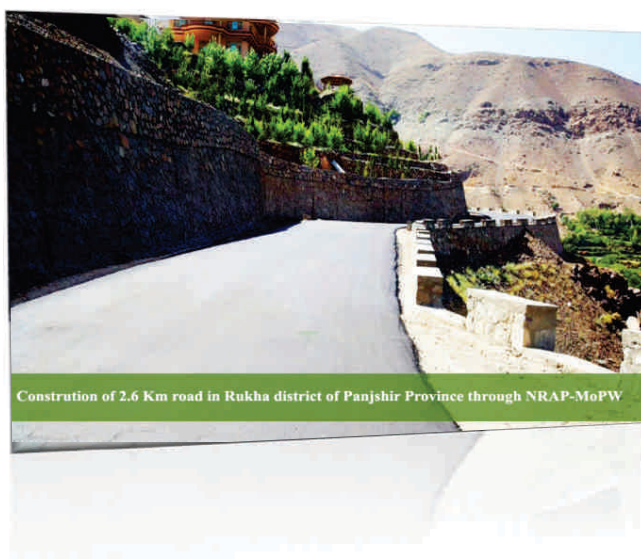


Annex - 4.B: ARAP Tertiary Roads Provincial Wise Achievement since Inception till March 2020

ARAP- MRRD- Tertiary Roads Provincial Wise Achievements since Inception till March 2020					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	46.06	357.60	6,309.40	110,795	7,098,905.77
Badghis	53.82	20.00	4,123.30	18,013	3,134,910.65
Baghlan	43.26	108.00	1,519.90	32,570	2,213,719.05
Balkh	36.03	100.00	3,767.80	71,468	2,738,566.04
Bamyan	50.22	84.00	1,093.25	257,059	2,346,179.80
Daykundi	44.20	147.00	813.86	207,728	3,304,324.55
Farah	45.76	0	4,307.40	11,894	2,156,847.65
Faryab	70.16	57.00	1,103.20	35,508	3,557,304.88
Ghazni	24.69	14.00	693.80	15,387	1,367,203.49
Ghor	49.05	0	716.05	47,702	2,015,287.81
Hilmand	32.00	0	592.35	9,250	929,571.43
Hirat	77.76	20.00	4,661.80	35,231	6,600,332.76
Jawzjan	33.61	0	1,352.00	26,444	1,391,242.48
Kabul	115.05	166.49	19,043.10	127,933	11,005,435.05
Kandahar	37.77	8.60	398.10	29,195	1,923,839.79
Kapisa	35.61	312.00	6,081.45	64,207	5,471,535.43
Khost	36.41	81.20	2,195.50	39,871	2,236,286.54
Kunar	32.84	76.00	2,732.60	49,050	2,101,280.53
Kunduz	38.25	16.25	234.80	20,842	1,384,887.08
Laghman	36.25	12.00	2,135.40	28,474	1,795,323.07
Logar	20.16	40.00	2,399.80	32,122	1,509,363.12
Nangarhar	42.94	0	1,678.30	54,596	1,714,774.28
Nimroz	33.21	0	58.91	44,228	1,468,271.98
Nuristan	54.50	0	1,386.20	181,295	2,332,851.38
Paktika	32.24	20.00	1,758.10	14,871	2,737,174.48
Paktya	36.02	84.50	2,130.90	34,506	2,185,195.64
Panjsheer	41.83	172.00	3,524.45	44,044	3,165,364.19
Parwan	43.94	163.00	3,783.50	59,405	2,722,296.84
Samangan	47.49	32.00	617.00	25,066	1,849,667.47
Sari Pul	61.20	64.00	2,112.20	62,520	3,085,894.23
Takhar	66.95	277.00	3,793.80	57,400	3,865,389.43
Uruzgan	16.72	0	259.40	26,000	514,579.64
Wardak	33.20	31.00	1,648.15	49,017	1,942,742.18
Zabul	31.84	0	1,588.40	77,541	1,887,519.23
Total	1,501.04	2,463.64	90,614.17	2,001,232	95,754,067.94

Annex – 5: ARAP Provincial Wise Achievement During 1398

ARAP-MoPW- Secondary Roads Provincial Wise Achievements During March 2019 till March 2020					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Diakundi	9.62	0	2,886.00	49,742	2,984,508.35
Faryab	58.52	64.00	17,620.00	153,409	9,204,517.30
Jawzjan	25.58	0	7,674.00	39,044	2,342,632.84
Kandahar	1.42	0	426.00	3,681	220,884.12
Nangarhar	12.63	0	3,789.00	29,543	1,772,584.15
Paktya	16.25	0	4,875.00	31,632	1,897,934.40
Takhar	13.99	0	4,197.00	45,861	2,751,637.83
Wardak	10.00	0	3,000.00	13,898	833,861.58
Sub-Total	148.01	64.00	44,467.00	366,809	22,008,560.57
ARAP-MRRD- Tertiary Roads Provincial Wise Achievements During March 2019 till March 2020					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	9.57	21.00	4,883.30	22,274	1,924,267.79
Hirat	36.47	8.00	4,298.00	27,831	5,572,028.46
Kabul	10.56	87.74	4,908.30	22,411	1,876,349.90
Kapisa	7.93	100.00	4,880.00	19,697	2,053,943.67
Paktika	8.06	20.00	1,020.10	1,154	1,594,398.67
Paktya	11.28	20.00	1,243.00	2,385	900,052.03
Sari Pul	23.85	0	163.90	29,640	645,707.55
Sub-Total	107.72	256.74	21,396.60	125,392	14,566,748.07
Grand Total	255.73	320.74	65,863.60	492,201	36,575,308.64



Annex – 6: ARAP Regional Wise Achievement since inception of the project till March 2020

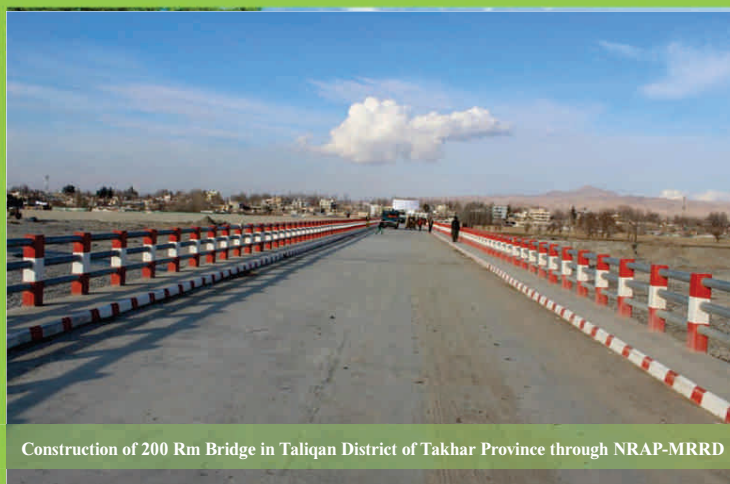
ARAP-MoPW- Regional Wise Achievements since Inception till March 2020					
Region	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget
Badakhshan	34.12	94.00	10,330.00	77,120	4627213.29
Central Highlands	225.01	173.00	67,676.00	568,713	34122797.98
East	38.63	71.00	11,660.00	110,008	6600481.27
Kabul	47.31	80.00	14,273.00	178,017	10681024.92
North	184.22	172.00	55,438.00	492,312	29538739.84
North East	219.69	185.00	66,092.00	664,339	39860324.18
South	81.37	260.00	24,671.00	312,281	18736886.51
South East	34.39	378.10	10,695.10	107,813	6468763.42
West	82.14	76.00	24,718.00	150,523	9031372.18
Sub-Total	946.88	1,489.10	285,553.10	2,661,127	159,667,603.59
ARAP-MRRD- Regional Wise Achievements since Inception till March 2020					
Region	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget
Badakhshan	46.06	357.60	6,309.40	110,795	7098905.77
Central Highlands	143.47	231.00	2,623.16	512,489	7665792.16
East	166.53	88.00	7,932.50	313,415	7944229.26
Kabul	289.79	884.49	36,480.45	376,728	25816736.81
North	248.49	253.00	8,952.20	221,006	12622675.1
North East	148.46	401.25	5,548.50	110,812	7463995.56
South	151.54	8.60	2,897.16	186,214	6723782.07
South East	129.36	199.70	6,778.30	104,635	8525860.15
West	177.34	40.00	13,092.50	65,138	11892091.06
Sub-Total	1,501.04	2,463.64	90,614.17	2,001,232	95,754,067.94
Grand Total	2,447.92	3,952.74	376,167.27	4,662,359	255,421,671.53

Annex – 7: ARAP Regional Wise Achievement During 1398

ARAP-MoPW- Regional Wise Achievements During March 2019 till March 2020					
Region	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Central Highlands	19.62	0	5,886.00	63,639	3,818,369.93
East	12.63	0	3,789.00	29,543	1,772,584.15
North	84.10	64.00	25,294.00	192,453	11,547,150.14
North East	13.99	0	4,197.00	45,861	2,751,637.83
South	1.42	0	426.00	3,681	220,884.12
South East	16.25	0	4,875.00	31,632	1897934.4
Sub-Total	148.01	64.00	44,467.00	366,809	22,008,560.57

ARAP-MRRD- Regional Wise Achievements During March 2019 till March 2020

Region	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	9.57	21.00	4,883.30	22,274	1,924,267.79
Kabul	18.49	187.74	9,788.30	42,108	3,930,293.57
North	23.85	0	163.90	29,640	645,707.55
South East	19.34	40.00	2,263.10	3,539	2,494,450.70
West	36.47	8.00	4,298.00	27,831	5,572,028.46
Sub-Total	107.72	256.74	21,396.60	125,392	14,566,748.07
Grand-Total	255.73	320.74	65,863.60	492,201	36,575,308.64



Construction of 200 Rm Bridge in Taliqan District of Takhar Province through NRAP-MRRD



Construction of 1.26 km Road in Injil District of Herat Province through NRAP-MRRD

Annex – 8: ARAP Component Wise Financial Status

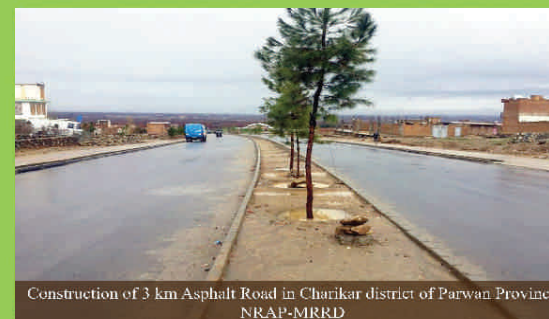
ARAP Monthly & to Date Financial Disbursement VS Plan														
Component		Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	2019
A	MoPW Planned Budget	5.11	0.87	5.62	1.57	5.40	7.37	6.45	6.75	5.24	3.91	4.15	2.39	54.81
	MoPW Actual Disbursement	0.00	0.00	3.19	1.60	0.90	3.19	3.26	0.74	0.67	4.28	3.26	5.40	26.49
	MoPW Cumulative Planned Budget	176.86	177.73	183.35	184.91	190.31	197.68	204.12	210.87	216.11	220.02	224.17	226.56	
	MoPW Cumulative Disbursement	190.87	190.87	194.05	195.65	196.55	199.75	203.00	203.74	204.41	208.69	211.95	217.35	
B	MRRD Planned Budget	0.00	2.25	2.52	2.64	2.76	2.88	2.80	2.68	2.56	2.34	1.92	0.44	25.79
	MRRD Actual Disbursement	0.00	0.73	2.25	1.92	1.17	1.08	0.92	1.37	2.19	1.69	2.15	2.44	17.90
	MRRD Cumulative Planned Budget	113.83	116.08	118.60	121.24	124.00	126.88	129.68	132.36	134.92	137.26	139.18	139.62	
	MRRD Cumulative Disbursement	127.76	128.49	130.74	132.66	133.83	134.90	135.82	137.19	139.38	141.07	143.22	145.66	
C	Component C Planned Budget	0.00	0.07	0.07	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.89
	Component C Actual Disbursement	0.00	0.00	0.02	0.01	0.02	0.02	0.01	0.03	0.05	0.03	0.00	0.03	0.23
	Component C Cumulative Planned Budget	7.05	7.11	7.18	7.26	7.35	7.43	7.51	7.60	7.68	7.77	7.85	7.93	
	Component C Cumulative Disbursement	7.36	7.36	7.38	7.39	7.41	7.43	7.44	7.47	7.52	7.56	7.56	7.59	
A+B+C	ARAP Planned Budget	5.11	3.18	8.21	4.29	8.24	10.33	9.33	9.51	7.88	6.33	6.15	2.91	81.48
	ARAP Actual Disbursement	0.00	0.73	5.45	3.53	2.08	4.29	4.19	2.14	2.91	6.01	5.41	7.87	44.61
	ARAP Cumulative Planned Budget	297.73	300.92	309.13	313.42	321.66	331.99	341.32	350.83	358.71	365.05	371.20	374.11	
	ARAP Cumulative Disbursement	325.99	326.72	332.17	335.71	337.79	342.08	346.27	348.40	351.31	357.32	362.74	370.60	

Annex – 9: ARAP Ongoing Activities

ARAP-MoPW- Secondary Road on Going Activities					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badghis	15.85	0	4,755.00	62,047	3,722,836.11
Bamyan	12.00	0	3,600.00	32,657	1,959,421.37
Diakundi	10.46	0	3,138.00	98,140	5,888,397.33
Ghazni	9.00	0	2,700.00	9,050	542,993.73
Khost	19.63	0	5,889.00	65,476	3,928,546.38
Nuristan	37.89	0	11,367.00	99,232	5,953,945.30
Wardak	11.75	0	3,525.00	13,846	830,759.82
Sub-Total	116.58	0.00	34,974.00	380,448	22,826,900.04
ARAP-MRRD- Tertiary Road on Going Activities					
Province	Road Length (Km)	Bridge Length (Rm)	Structures (m)	Labour Days	Budget \$
Badakhshan	15.27	30.00	844.00	38,142	1,921,609.90
Baghlan	11.65	0	1,920.40	22,022	2,059,720.36
Ghazni	10.83	0	152.50	140	240,146.04
Logar	11.20	0	795.20	7,611	1,430,975.15
Parwan	14.20	0	10,022.80	17,719	2,161,124.71
Sub-Total	63.15	30.00	13,734.90	85,634	7,813,576.16
Grand-Total	179.73	30.00	48,708.90	466,082	30,640,476.20



National Rural Access Program



Annual Report 1398

Annex - 10. A: NRAP- Secondary Roads Achievement per donor since inception till March 2020

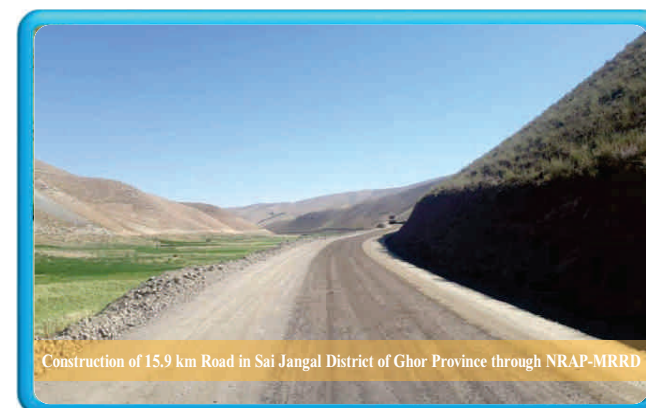
NRAP-MoPW- Achievements per Donor since Inception of the Program till March 2020						
Project	Donor	Road (Km)	Bridge (Rm)	Structure (m)	Labour Days	\$ Budget
ARAP - MPW - ARTF-IDA	WB	767.75	1,346.10	231,671.10	2,211,059	132,663,543.73
	WB-ARTF	138.33	143.00	41,642.00	461,702	27,702,104.46
	WB-IDA	19.12	0.00	5,736.00	27,233	1,633,971.25
	WB-IDA-EMR	3.00	0.00	900.00	1,779	106,709.59
ARAP - MPW - ARTF-IDA-PM	WB	523.59	0.00	157,077.00	127,108	7,626,474.73
	WB-ARTF	147.44	0.00	44,232.00	26,505	1,590,279.97
ARAP - MPW - ARTF-IDA-RM	WB	1,297.78	0.00	389,334.00	28,233	1,694,004.76
	WB-ARTF	3,935.28	0.00	1,180,584.00	84,409	5,064,507.34
	WB-IDA	72.00	0.00	21,600.00	1,101	66,056.88
ARAP - MPW - GOA - JICA	GOA	401.69	1,052.00	121,559.00	1,928,518	115,711,081.75
	JICA - GOA	344.79	1,124.00	104,561.00	2,265,282	135,916,887.40
LIWP - MPW-WB	WB	3,897.96	20.00	1,169,408.00	148,846	8,930,747.50
NEEP1 - MPW-WB	WB	2,200.90	19.20	660,289.20	110,265	6,615,925.74
NEEPRA - MPW-WB	WB	809.00	468.50	243,168.50	248,529	14,911,738.71
NERAP - MPW - GOA	GOA	171.37	47.00	51,458.00	911,510	54,690,601.43
NERAP - MPW-ARTF	WB	2.44		732.00	7,108	426,453.00
	WB-ARTF	407.64	728.00	123,020.00	765,811	45,948,634.39
	WB-IDA	31.76		9,528.00	55,741	3,344,452.59
NERAP - MPW-EMR	WB			0.00	3,976	238,545.61
	WB-IDA	1.20		360.00	6,477	388,589.82
	WB-IDA-EMR	21.50		6,450.00	25,790	1,547,426.63
NERAP - MPW-GOI	GOI	27.10		8,130.00	52,855	3,171,283.93
NERAP - MPW-IDA	JICA - GOA	10.14		3,042.00	22,433	1,345,997.77
	WB	2.53		759.00	14,883	892,952.76
	WB-ARTF	46.76		14,028.00	42,313	2,538,752.89
	WB-IDA	624.14	792.80	188,034.80	878,575	52,714,482.17
NRAP - MPW-CIDA	CIDA	7.00		2,100.00	19,169	1,150,120.27
NRAP - MPW-DF	DF	208.76	599.02	63,227.02	171,583	10,294,978.89
NRAP - MPW-SIDA	SIDA	26.31		7,893.00	8,690	521,385.60
NRAP - MPW-WB	WB		120.00	120.00	9,518	571,081.55
Total		16,147.28	6,459.62	4,850,643.62	10,666,996	640,019,773.11

Annex - 10. B: NRAP- Tertiary Roads Achievement per donor since inception till March 2020

NRAP-MRRD- Achievements per Donor since Inception of the Program till March 2020						
Project	Donor	Road (Km)	Bridge (Rm)	Structure (m)	Labour Days	\$ Budget
AMDMA	MOF	0.18	9.20	0	903.36	54,201.62
APRP-NRAP-MRRD	APRP	85.93	0	4,104.10	482,684.27	10,957,176.04
ARAP-MRRD-WB	WB	1,501.04	2,463.64	90,614.17	2,001,232.12	95,754,067.94
ARAP-MRRD-MPW	WB	25.04	0	1,016.00	35,502.00	1,550,589.42
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	ED	158.65	102.00	1,792.65	330,101.00	6,753,545.28
NEEPRA - MRRD - AU	AU	30.51	0	302.50	32,177.00	481,982.73
NEEPRA - MRRD - CD	CD	20.30	0	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	0	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	34,600,376.39
NRAP - MRRD - CF	CF	46.26	162.00	0	22,642.00	3,987,478.60
NRAP - MRRD - DU	DU	16.20	0	319.00	6,415.00	702,290.88
NRAP - MRRD - MOF	MOF	1,718.58	3,299.40	243,687.34	2,323,466.00	155,392,620.71
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	0	3,940.85	578,382.00	5,028,131.79
NRAP-MRRD-CARD-F	CARD-F	13.07	0	6,777.45	22,365.00	2,115,452.38
NRAP-MRRD-JF	JF	218.39	636.50	22,717.80	271,756.00	19,004,251.42
RAL - MRRD - JF	JF	348.52	9.50	9,505.55	359,800.00	9,424,975.52
URAP-MRRD-AU	AU	52.40	0	495.89	114,455.00	1,873,091.12
Total		7,310.39	8,668.84	439,368.45	10,833,094.11	399,905,560.28

Annex – 11: NRAP Achievement per donor During 1398

NRAP-MoPW- Achievements per Donor During March 2019 till March 2020						
Project	Donor	Road (Km)	Bridge (Rm)	Structure (m)	Labour Days	\$ Budget
ARAP - MPW - ARTF-IDA	WB	0	0.00	0.00	0.00	0.00
	WB-ARTF	119.13	64.00	35,803.00	366,809.34	22,008,560.57
ARAP - MPW - ARTF-IDA-PM	WB-ARTF	150.00	0.00	0.00	23,699.20	1,421,952.00
ARAP - MPW - ARTF-IDA-RM	WB-ARTF	0.00	0.00	0.00	0.00	0.00
ARAP - MPW - GOA - JICA	JICA - GOA	50.99	120.00	15,417.00	266,392.12	15,983,527.34
Sub-Total		320.12	184.00	51,220.00	656,900.67	39,414,039.91
NRAP-MRRD- Achievements per Donor During March 2019 till March 2020						
Project	Donor	Road (Km)	Bridge (Rm)	Structure (m)	Labour Days	\$ Budget
	WB	107.72	256.74	21,396.60	128,492.00	14,566,748.07
NRAP - MRRD - MOF	MOF	342.65	814.30	51,189.10	463,595.00	35,949,268.15
Sub-Total		450.37	1,071.04	72,585.70	592,087.00	50,516,016.22
Grand-Total		770.49	1,255.04	123,805.70	1,248,987.67	89,930,056.13



Annex - 12. A: NRAP-MoPW Emergency Maintenance since inception till March 2020

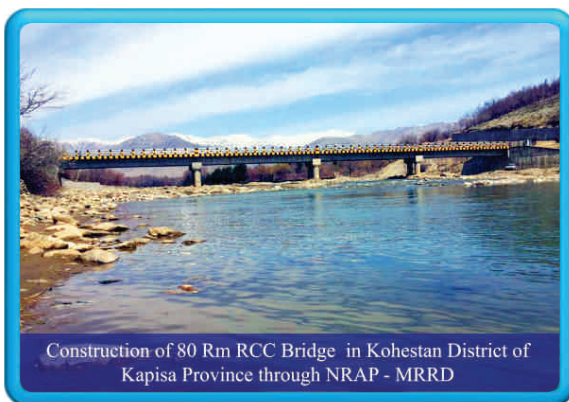
Secondary Roads Emergency Maintenance since Inception till March 2020								
Region	Snow Cleaning				Repairing			
	Other projects' Road (Km)	ARAP (Km)	Labour Days	Budget \$	Road (Km)	Structure (m)	Labour Days	Budget \$
Badakhshan	0	0	0	0	31	0	2,840	85,204.04
Central Highlands	0	0	0	0	0	0	1,940	58,183.82
East	0	0	0	0	3	0	2,118	63,534.01
Kabul	0	0	0	0	11	0	10,988	329,630.60
North	0	0	0	0	191	200	18,473	554,192.17
North East	0	0	0	0	54.72	0	9,146	274,375.09
Total	0	0	0	0	290.72	200.00	45,504	1,365,119.73

Annex - 12. B: NRAP-MRRD Emergency Maintenance since inception till March 2020

Tertiary Roads Emergency Maintenance since Inception till March 2020								
Region	Snow Cleaning				Repairing			
	Other projects' Road (Km)	ARAP (Km)	Labour Days	Budget \$	Road (Km)	Structure (m)	Labour Days	Budget \$
Badakhshan	1,061	606	133,553	286,135	402	716	61,127	1,134,120
Central Highlands	1,311	857	54,160	381,167	334	23	34,678	150,012
East	787	146	33,005	155,353	265	0	46,898	233,263
Kabul	1,976	721	55,645	489,703	1,374	1,110	409,048	1,214,128
North	807	779	44,763	287,463	228	93	32,397	533,115
North East	354	241	10,008	84,459	76	588	40,940	480,001
South	232	12	14,421	39,826	13	354	16,833	183,056
South East	1,231	860	49,537	294,273	14	0	5,620	41,476
West	120	115	3,036	13,569	117	15	12,946	108,584
Total	7,879	4,337	398,128	2,031,948	2,821	2,899	660,487	4,077,755

Annex – 13: NRAP-MRRD Emergency Maintenance During 1398

Tertiary Roads Emergency Maintenance During March 2019 till March 2020								
Region	Snow Cleaning				Repairing			
	Other projects' Road (Km)	ARAP (Km)	Labour Days	Budget \$	Road (Km)	Structure (m)	Labour Days	Budget \$
Badakhshan	8	0	2,700	490	24	0	33,053	18,104
Central Highlands	135	0	6,475	18,892	75	0	12,000	5,097
East	0	0	0	0	48	0	35,322	32,168
Kabul	88	0	8,942	40,125	414	720	331,758	102,208
North	70	0	3,017	17,820	7	0	12,852	69,091
North East	0	0	0	0	20	0	15,700	18,240
South	0	0	0	0	0	354	8,968	10,419
South East	43	0	18,568	20,229	0	0	0	0
West	0	0	0	0	115	15	6,036	13,569
Total	344	0	39,702	97,555	703	1,089	455,689	268,896

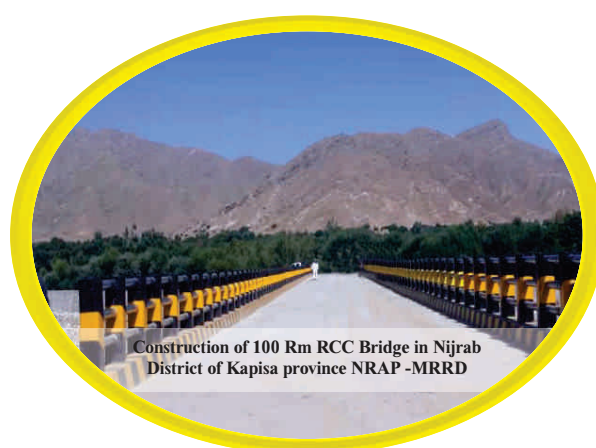


Annex - 14. A: NRAP-MoPW -Routine Maintenance since inception till March 2020

Secondary Roads Routine Maintenance since inception till March 2020			
Region	Road (Km)	Labour Days	Budget \$
Badakhshan	710.06	120,576	904,319.42
Central Highlands	608.00	97,719	732,894.71
East	610.24	79,444	595,827.34
Kabul	691.05	91,082	683,118.33
North	1,055.18	182,258	1,366,938.26
North East	678.42	87,862	658,962.93
South East	677.71	100,443	753,321.59
West	506.84	72,819	546,141.68
Total	5,537	832,203	6,241,524

Annex - 14. B: NRAP-MRRD Routine Maintenance since inception till March 2020

Tertiary Road Routine Maintenance since inception till March 2020			
Region	Road (Km)	Labour Days	Budget \$
Badakhshan	934	1,106,076	5,871,251
Central highlands	466	507,135	2,712,995
East	184	190,806	1,070,885
Kabul	541	437,086	2,506,318
North	406	474,465	2,725,386
West	388	317,803	1,978,549
North East	195	161,335	930,494
South	149	45,041	583,143
South East	253	230,171	1,155,552
Total	3,516	3,469,918	19,534,573



Annex – 15: NRAP-MRRD Routine Maintenance During 1398

Tertiary Routine Maintenance During March 2019 till March 2020			
Region	Road (Km)	Labour Days	Budget \$
Badakhshan	658	122,677	484,430
Central Highlands	406	82,978	313,393
East	130	21,759	97,497
Kabul	252	46,028	188,273
North	420	65,012	266,048
North East	254	39,089	175,089
South	106	17,184	79,061
South East	136	1,721	92,134
West	237	41,763	168,092
Total	2,599	438,211	1,864,017

Annex - 16. A: NRAP-MoPW - Periodic Maintenance since inception till March 2020

Secondary Road Periodic Maintenance since inception till March 2020			
Region	Road (Km)	Labour Days	Budget \$
Badakhshan	76.70	37,751	1,132,538.27
Central Highlands	165.00	57,570	1,727,091.38
East	57.67	25,818	774,551.49
Kabul	119.60	93,362	2,800,868.49
North	16.05	6,971	209,129.92
West	102.20	38,868	1,166,050.03
North East	82.60	26,652	799,546.89
South East	52.00	23,476	704,293.76
Total	672	310,469	9,314,070

Annex - 16. B: NRAP-MRRD Periodic Maintenance since inception till March 2020

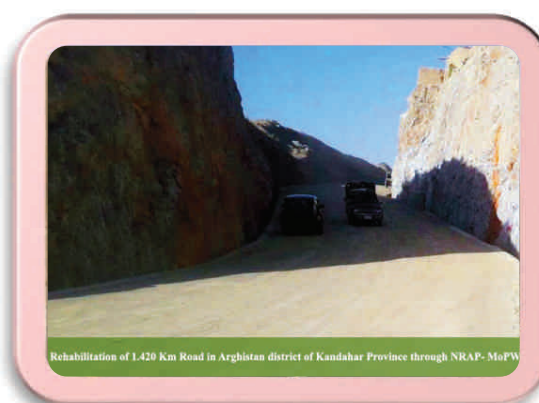
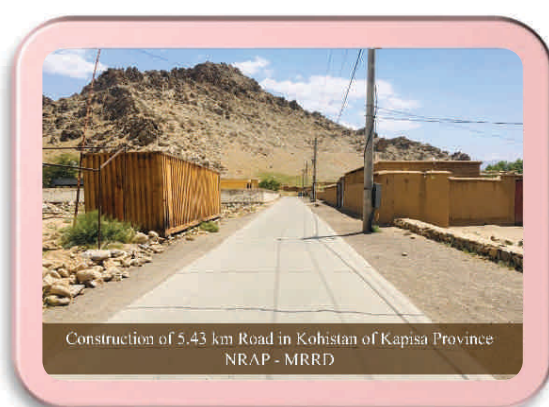
Tertiary Road Periodic Maintenance since inception till March 2020			
Region	Road (Km)	Labour Days	Budget \$
Badakhshan	252	24,652	1,420,195
Central Highlands	238	12,311	1,304,294
East	280	95,713	1,799,657
Kabul	451	59,245	2,879,264
North	439	64,691	2,833,722
North East	322	38,284	1,777,831
South	357	144,718	2,374,474
South East	192	14,928	1,152,268
West	111	23,882	675,293
Total	2,643	478,424	16,216,998

Annex-17. A: NRAP-MoPW Periodic Maintenance During 1398

Secondary Road Periodic Maintenance During March 2019 till March 2020			
Region	ARAP road (Km)	Labour Days	Budget \$
Badakhshan	9	4,711	141,339
Central highlands	45	10,890	326,692
East	0	0	0
Kabul	0	0	0
North	16	6,971	209,130
West	33	11,274	338,208
North East	30	9,660	289,813
South	0	0	0
South East	17	3,892	116,770
Total	150	47,398	1,421,952

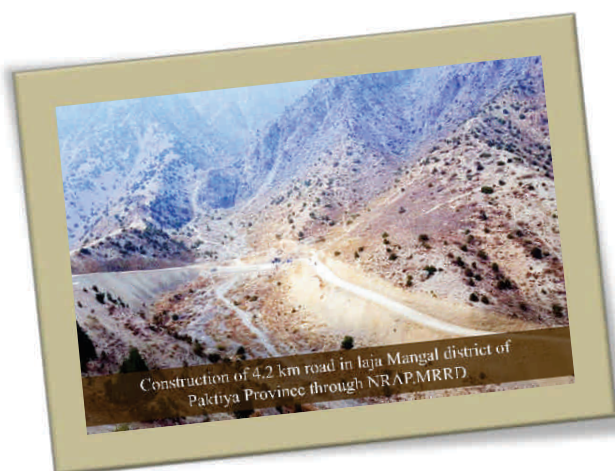
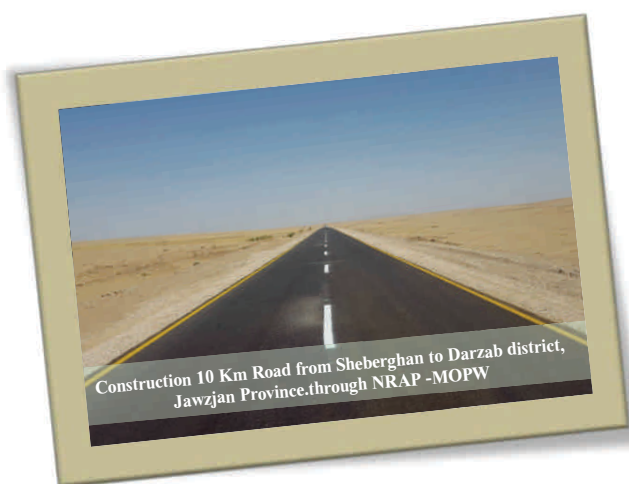
Annex-17. B: NRAP-MRRD Periodic Maintenance During 1398

Secondary Road Periodic Maintenance During March 2019 till March 2020			
Region	Road (Km)	Labour Days	Budget \$
Badakhshan	35	11,898	203,160
Central highlands	64	4,625	387,504
East	94	36,177	617,056
Kabul	110	24,196	658,150
North	146	30,463	1,073,407
North East	88	11,094	479,116
South	40	20,295	228,923
South East	133	12,518	775,455
West	94	17,693	548,945
Total	804	168,959	4,971,717



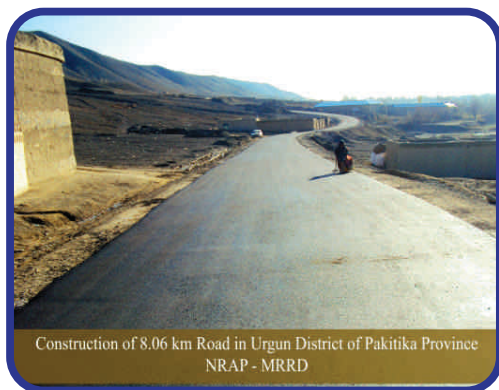
Annex- 18: ARAP-Trainee and Interns Achievements

Trainees and Interns Trained by NRAP MoPW							
No.	Items	During reporting Period (1398)			Since Inception of ARAP till March 2020		
		Male	Female	Total	Male	Female	Total
1	Trainees	5	15	20	435	105	540
2	Interns	0	0	0	476	34	510
	Total	5	15	20	911	139	1,050
Trainees and Interns Trained by NRAP MRRD							
No.	Items	During reporting Period (1398)			Since Inception of ARAP till March 2020		
		Male	Female	Total	Male	Female	Total
1	Trainees	2	0	2	154	4	158
2	Interns	0	0	0	409	9	418
	Total	2	0	2	563	13	576
Total Trainees and Interns Trained under ARAP by NRAP							
No.	Items	During reporting Period (1398)			Since Inception of ARAP till March 2020		
		Male	Female	Total	Male	Female	Total
1	Trainees	7	15	22	589	109	698
2	Interns	0	0	0	885	43	928
	Total	7	15	22	1,474	152	1,626

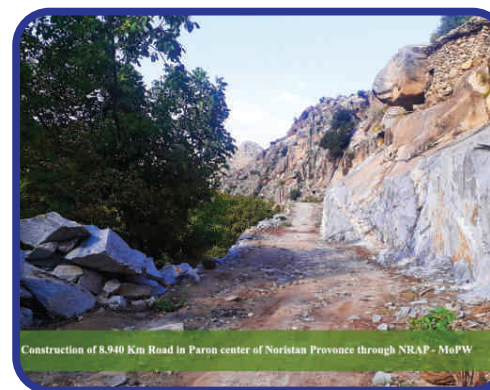


Annex- 19.A: MoPW- Environmental and Social Safeguard Achievements

Component A: Main ESM Activities Carried out by ESM Team during 1398 (21 March 2019 to 20 Mar 2020)												
S/No	Activity		Kabul	West	CHL	East	North	South East	South	North East	Badakhshan	Total
1	# of ESM Plans Prepared		0	0	5	2	2	1	1	0	0	11
2	# Consultation Meetings Held	Male	22	12	23	23	40	24	10	14	0	168
		Female	8	19	25	0	29	1	0	0	0	82
3	#of people trained/consulted/Aware	Male	428	290	456	441	1386	572	177	300	0	4050
		Female	512	622	625	0	999	11	0	0	0	2769
4	# of Grievance Redress Committee (GRC) Established	Male	2	4	20	20	18	5	5	1	0	75
		Female	1	6	9	0	10	0	0	0	0	26
5	# of PAFs		0	0	185	0	235	0	0	0	0	420
6	# of PAPs	Male	0	0	538	0	987	0	0	0	0	1525
		Female	0	0	544	0	658	0	0	0	0	1202
7	Land donated (m2) by people		0	0	13031	0	52004	0	0	0	0	65035
8	# of Trees Cut down		0	0	4160	0	0	0	0	0	0	4160
9	# of Trees Planted		0	200	8320	1200	36600	600	0	0	0	46920
10	# of Beneficiaries		0	0	3	0	1	0	0	0	0	4
11	# of Stripe Plan Prepared		0	0	3	0	1	0	0	0	0	4
12	# of Abbreviated RAP Prepared		24	18	26	19	27	21	9	19	0	163
13	# of Projects Monitored/Visited		5	6	10	4	8	3	1	8	0	45
14	# of Issues Solved		20	17	9	1	28	8	1	6	0	90



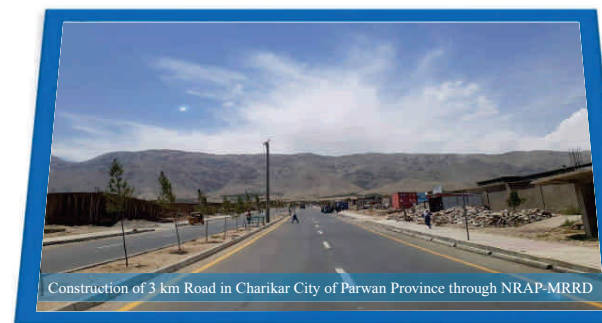
National Rural Access Program



Annual Report 1398

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

Component B: Main ESM Activities Carried out by ESM Team during 1398 (21 March 2019 to 20 Mar 2020)												
S/No	Activity		Kabul	West	CHL	East	North	South East	South	North East	Badakhshan	Total
1	# of ESM documents prepared		37	1	8	5	13	7	11	19	9	110
2	# of trees planted		0	0	808	120	0	650	0	0	200	1778
3	# of people got awareness	Male	1279	555	723	402	1695	3243	363	270	170	8700
		Female	194	340	365	0	0	250	150	0	90	1389
4	# of coordination meetings held		57	35	25	16	30	13	33	18	7	234
5	# of Social Inclusion Committee/GRC	Male	28	4	16	24	22	25	21	19	9	168
		Female	0	11	25	0	0	25	15	0	7	83
6	# of issues solved through GRC		41	0	6	17	10	3	3	12	0	92
7	# of CPM conducted		10	36	4	33	44	12	7	0	1	147
8	Land donated (m2)		23119	0	3965	9730	0	3516	391200	0	41458	472988
9	Environmental Monitoring		35	38	11	34	7	18	10	17	55	225



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 measurable. 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 and disseminated by the consultant to key stakeholders 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.

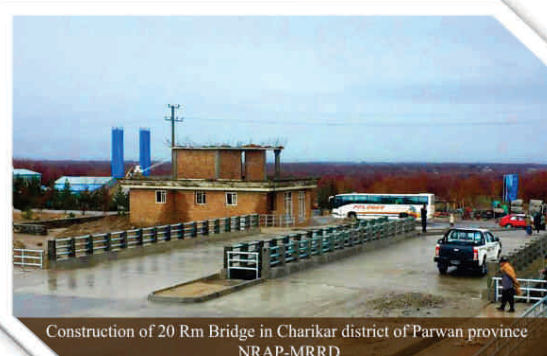


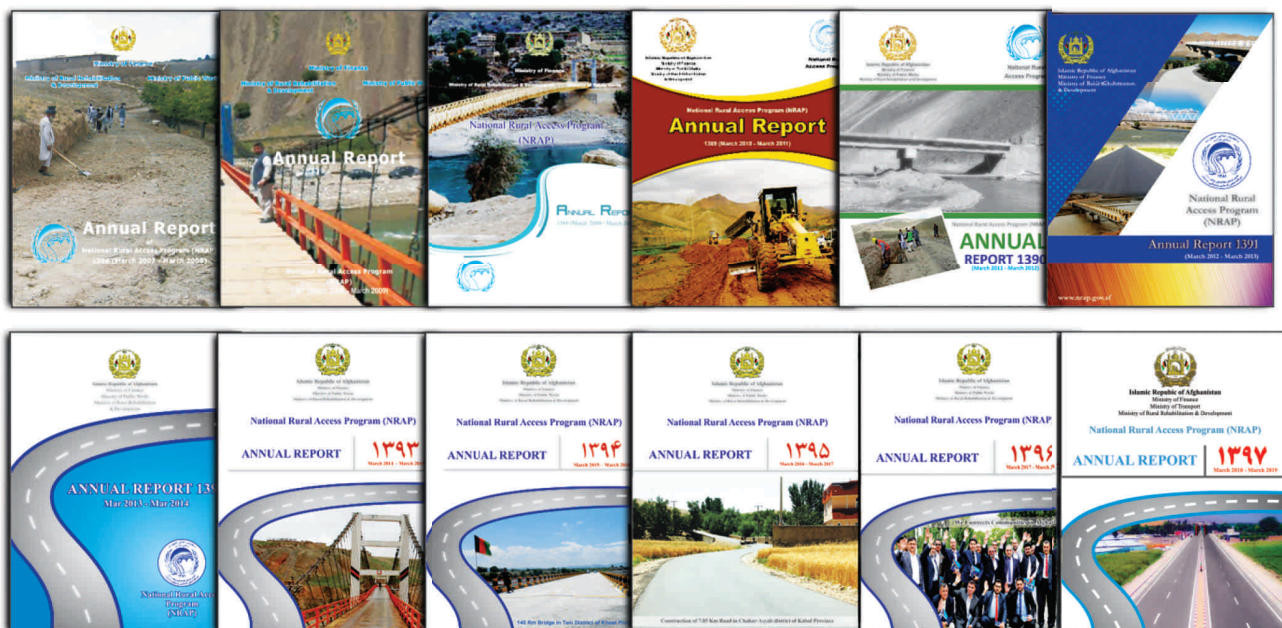
Annex-22: Baseline Vs Follow Up Survey Results

Time point	Measure (PDO Level Result Indicator)	Results
Indicator 1: Percent (%) of rural population living within 2 km of all-season roads		
Baseline	Proportion of population within 2 km of all-season roads (paved or unpaved)	Under these assumptions, it can be estimated that 58.4 percent of households are within 2 kilometers of the nearest all season roads (paved or unpaved).
Follow-up	Proportion of population within 2 km of drivable, all season road	Under the assumption that the respondents were representatives of their village populations and the villages were representative of all the rural villages in the country, it can be estimated that 89.5 percent of the households are located within two kilometers of a drivable, all-season road.
Indicator 2: Percent (%) reduction in travel time by a 4-wheel drive vehicle along road improved under the project		
Baseline	<ol style="list-style-type: none"> Travel time to educational facilities by walking (most common mode of transportation to schools) Travel time to health facilities by 4-wheeled vehicles Travel time by 4-wheeled vehicle to locations within the province 	<ol style="list-style-type: none"> Shortest average travel times reported for travel to joint high schools (0.1 hours) by male and female focus group participants; longest travel times reported for secondary school and boy's high school (0.7 hours) (most common mode of transport was walking). Average travel times by 4-wheeled vehicle (private car or taxi) to public clinics was 1.0 hours, to private pharmacies was 1.4 hours, to private doctor's office or hospital was 1.5 hours, and to district or provincial hospital was 2.0 hours. The shortest average travel times by 4-wheeled vehicle were reported by male focus group participants for the closest village (0.4 hours), shops that sell food (0.9 hrs), and the longest average travel time was reported for travel to the provincial center (6.4 hrs)

		followed by travel to major cities such as Herat, Mazar-e-Sharif, Jalalabad, Kabul, Kandahar City or Kunduz (9.2 hrs).
Follow-up	<ol style="list-style-type: none"> 1. Travel time to educational facilities by walking (most common mode of transportation to schools) 2. Travel time to health facilities by 4-wheeled vehicles 3. Travel time by 4-wheeled vehicle to locations within the province 	<ol style="list-style-type: none"> 1. Shortest average travel times reported for travel to joint high schools (0.1 hours); longest travel times reported for secondary school and boy's high school (0.7 hours) (most common mode of transport was walking). 2. Average travel times by 4-wheeled vehicle (private car or taxi) to public clinics was 0.5 hours, to private pharmacies was 1.1 hours, to private doctor's office or hospital was 1.0 hours, and to district or provincial hospital was 1.4 hours. 3. The shortest average travel times by 4-wheeled vehicle were to the closest village (0.7 hours), shops that sell food or market (1.1 hrs)10, and the longest average travel time was reported for travel to the provincial center (2.1 hrs) followed by travel to major cities such as Herat, Mazar-e-Sharif, Jalalabad, Kabul, Kandahar City or Kunduz (1.1 hrs).
Indicator 3: Increased frequency of trips to nearest essential services (including town markets, schools, and health facilities) connected by the roads improved under the project		
Baseline	Frequency of trips locations within the District and Province	Male focus group respondents reported that vehicles travel everyday between village and other locations within district (42.5%) and other locations within province (39.1%); the majority of female respondents (20.2% and 19.7%, respectively) reported traveling once or twice to the district center and 16% reported traveling to the city in the past 6 months.

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





Address: Kabul - Jalalabad Highway, Afghanistan Railways Authority, Kabul - Afghanistan
Phone: 0202301871 / Email: info@nrp.gov.af / Website www.nrapgov.af



**THE
WORLD
BANK**

