

AGRICULTURE AND RURAL DEVELOPMENT CLUSTER



Islamic Republic of Afghanistan

Ministry of Public Works
Ministry of Rural Rehabilitation and Development
Ministry of Finance

NATIONAL RURAL ACCESS PROGRAM (NRAP)

**FINAL VERSION
(APPROVED)**

November 2011

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I. EXECUTIVE SUMMARY

National Rural Access Program (NRAP) intends to improve the capacity to purchase inputs and sell products competitively a prerequisite for successful rural development initiatives. NRAP aims to promote equitable economic growth by providing year-round access to basic services and facilities in rural Afghanistan. In the process the program will further strengthen and accelerate the strategies to empower the local capacities also through private-led development initiatives for rural infrastructure development and employment generation for the rural poor. This objective will be achieved by nationwide quality rehabilitation, construction and maintenance of essential, basic access and rural road infrastructure using appropriate labor-based approaches. It will contract with the private sector and to a lesser extent with the communities, which will be engaged through the Community Development Councils (CDCs) and District Development Assemblies (DDAs), thereby creating short-term employment opportunities.

The program builds on an existing initiative under the National Rural Access Program (NRAP), but is scaling up to improve accessibility and integrate the village economy with regional and national markets, thereby leading to better allocation of resources by facilitating better reach out of goods and services vies-a-vies manpower, machinery and infrastructure ensuring equitable reach out to the remote and inaccessible areas through technology transfer, higher productivity and outputs. As part of the larger Agriculture and Rural Development Cluster, it also aims to facilitate the expansion of rural non-farm activities, where households will be in a better position to diversify their income sources through better road connectivity and access to markets, while becoming less economically vulnerable or dependent on opium poppy cultivation.

The Program will have three primary components: Component A focuses on secondary roads and Component B focuses on tertiary roads. Both components will use generally accepted policies, procedures and capacity existing within the respective ministries of Public Works (MPW) and Rural Rehabilitation and Development (MRRD), although revisions will occur to ensure capacity for a significant scale-up. Increased emphasis will be placed on Component C during this NPP delivery, with a focus on initiating or completing a range of initiatives such as 1) Institutional strengthening with specific reference to National Access Policy, maintenance mechanism, and national investment plan; 2) Developing a national roads network strategy/plan and rural road standards; 3) Laying down the foundation for the National Road Agency/Road Authority and Road Fund as an independent autonomous body with an exclusive division /funds to handle and address issues concerning roads as agreed upon in Delhi Conference by the World Bank & other stakeholders.) 4) Institutionalizing a Research Unit to ensure standards are uniformly applied and 5) Capacity building at all levels to ensure Ministries, communities and the private sector are not only able to deliver effective and efficient programming, but are able to gradually assume full management of activities.

Executing Ministries:

Ministry of Public Works (MPW) and Ministry of Rural Rehabilitation and Development (MRRD) as implementing ministries, and Ministry of Finance (MoF) as the coordinating ministry.

Expected Outcomes:

The expected outcomes of the proposed program are as follows:

- Increase in access*1 to local market by 30% for the beneficiaries living along the road looking for economic options, market avenues, and services;
- Travel time of beneficiaries living along the improved road to basic services is reduced by 20% for non motorized transport and 30% for motorized transport;
- Price of key consumption and production commodities by beneficiary villages is within +/-15% of the price to the nearest market.
- Improve and supplement the staff capabilities by 75% and improvement of community abilities by 25% through enhanced participation Institutionalize the system and procedures for road standards, maintenance and operational norms through the research unit;
- Empowered women facilitate improved health and educational facilities for the community.

*1(Reference is drawn to the baseline survey for NERAP already conducted and the planned follow up survey to measure the impact for improved access based on global indicators).

Major Expected Outputs:

- Rehabilitation and construction of 2,350 km of secondary rural roads (650 km NERAP + 1,700 km scaling up of project);
- Rehabilitation and construction of 2,350 km of tertiary roads (647 km NERAP + 1,703 km scaling up of project);
- Maintenance of 8,600 km {3,600 kms NERAP + 5,000 kms (2600 kms of secondary and 2400 kms of tertiary roads)} scaling up of project of rural roads mainly rehabilitated under NRAP;
- Generation of approximately (9 million labor-days) (4.9 million under secondary rural roads, 2.6 million under tertiary rural roads and 1.5 million under routine maintenance);
- Establishment of a Rural Road Research Unit;
- Development of a Rural Road network planning system, a rural road strategy, a 10-15 year future investment plan and a routine maintenance mechanism based on the pilot exercise by end 2012;
- Rural Roads Standard as approved by the inter-ministerial committee to be operational by end April 2011;
- Design of a roadmap towards the development of a National Road Agency/Road Authority and Road Fund as an independent autonomous body.
- Strengthen policies and strategies to secure appropriate provisions for gender inclusion in the project cycle such as planning, surveying, construction, maintenance etc.
- Strengthen complementarity, in health, education, livelihood, water and sanitation and research through effective collaboration and knowledge sharing at the community level

Timeline:

The proposed program would be implemented over three years 1390-91 to 1392-93 (36 months).

Budget Summary:

The available resources for the current NERAP project is US \$102 million, with US \$90 million recently approved by IDA (\$40 million) and ARTF (\$50 million), to be committed during 2011 or 1390 solar year.

NRAP has developed a five-year plan to rehabilitate and construct 7,069 km of rural road at a cost of US \$1.05 billion. A three-year plan has been extracted which would rehabilitate and construct 4,700 km at a cost of US \$ 612 million, which includes 1,297 km of existing works. The available funding is \$102 million, and *the remaining \$ 510 million is an additional request, to be either funded through the ARTF or core budget, or to ensure alignment of off-budget activities by bilateral partners such as CERP towards the government's plan.*

Budget Summary Table:

DESCRIPTION	Proposed Budget for 3 Years (USD - millions)
Overall Proposed Budget for Secondary Roads	\$356
Overall Proposed Budget for Tertiary Roads	\$236
Overall Proposed Budget for Institutional Strengthening, Capacity Building, and Program Development	\$20
Overall Requirements	\$612
Existing Funds from NERAP	\$ 102
Shortfall to meet the Targets for years 1390-91 to 1392-93	\$ 510

II. SITUATIONAL ANALYSIS

Afghanistan suffers from the hardship common to many landlocked, lesser developed countries, but could benefit from its location. For centuries, it has been a strategic hub connecting Asia, Europe and the Middle East. With the proper and appropriate infrastructure, the country could function as a land bridge connecting landlocked countries to the north and the Iranian and Pakistani seaports to the south. Even for the Central Asian Republics and the Russian industrial centers of western Siberia, Afghanistan is potentially the shortest route to the open sea. Afghanistan shares borders with six neighbors, and could link the region into an extended market of more than two billion consumers. Infrastructure and road networks are crucial for this market integration, for attracting private investments and for trade and other international economic ties. Broadly speaking, these networks directly promote national integration through movement of goods, facilitation of services, movement of people to facilitate positive interactions between different parts of the country as well as to support a development-oriented, government effort to reach the people even in the most remote areas.

However, despite earlier successes, it will still take nearly 70 years, given current statistics to rehabilitate or construct all rural roads required. An acceleration and scale up plan is essential if Afghanistan is to bridge the gap between need and delivery. Consequently, the government has laid out a 30 year plan from which both MRRD and the MoPW extrapolated a three-year program that covers approximately 5% of the rural road to still be completed, but brings the total of all rural roads in good condition up to 38%. It builds on all work, processes, systems, knowledge and staff capacity gained to date, which will allow for the realization of objectives. Detailed operational guidelines and implementation modality manuals already exist to allow for a rapid scale up in both Ministries, and are available upon request.

It is also clear that there is no institutionalized or systematized mechanism to ensure regular funding for maintenance and development of roads. There is a pressing need to begin to develop the parameters of the Road Authority and Fund to fulfill this requirement of the government and the community in road construction. The Government intends to work over the coming two years towards the realization of this objective, with a basic roadmap detailed within and in the implementation plan that will be reported on as it unfolds in regular intervals.

2.1 Road Network Situation

The overall network of roads including highways (National, Regional, Provincial & Urban/City roads) and rural roads as per the GIS database and community assessment totals to 142,010 kms. However these figures vary based on data sources. MRRD and MoPW believe the most reliable data comes from their surveys undertaken in 2007-2008. The results show that Afghanistan has an estimated total road network of 122,896 km with more than 85% of this road network classified as in 'bad' condition, and a major portion as not passable by motor vehicles.

Road Network Classification as per ANDS, Transport Sector Strategy, 2008

Regional Highway	3,242 km
National Highway	4,884 km
Provincial Roads	9,656 km
Urban/City Roads	3,750 km
Subtotal ¹	21,532 km
Secondary Rural Roads	30,951 km
Tertiary Rural Roads	70,349 km

NRAP (GIS data base)²	101,300 km
Total	122,896 km

Of the 101,000 km of rural road network (secondary and tertiary road) in Afghanistan, around 50% of these roads are classified as in ‘bad’ condition, 30% in poor condition--totaling approximately 80% or 80,000 km (from the 101,000 km) in need of construction, rehabilitation or repair.

The government of Afghanistan has focused on rehabilitation of its infrastructure since 2001 with remarkable progress already made in several areas. Over the last eight years, the Government has completed 10,500 km of rural road network with the following benefits to communities:

¹ Ministry of Public Works Master plan prepared by Sheladia in 2006

² Rural Road Inventory Data collected by PIU MRRD during 2006-2007

Total Achievements of the Program from November 2002 to December 2010		
No	Activity	Total
1	Kilometers of Road Rehabilitated	10,370
2	Labor Days Generated	15,820,211
3	Running Meters of Structures (culverts, retaining wall causeways, side drains etc.) Completed	104,951
4	Number of Bridges Completed	72
5	Running Meters of Bridges	2,149
6	Number of Districts Benefited from the NRAP program	358
7	Number of Provinces Covered by the Program	34

However, these efforts are still not adequate enough to address the needs and demands of development and stabilization goals as well. The few roads the country has managed to build are overused by the military vehicles and the bridges and culverts are often destroyed. Poverty in rural areas, where a large majority of the population lives, is much higher than in urban areas due in large measure to limited rural access. Without rural roads, the ability to access the population is limited and officials, teachers, health workers, aid agencies and other representatives of government are unable to bring the benefits of governance and economic development to the people. For instance, in total 58% of people cannot use health centers due to long distances and the bad condition of rural roads in more than 70-80% of villages. The attainment of the Millennium Development Goals (MDGs) specifically addressing maternal mortality and child and infant mortality is far behind as a result. Similar negative statistics exist for other services, for access to markets, and for avenues and options to enhance and explore livelihood ventures or access from the same neighborhood.

2.1.1 Network Planning :

In 2003-2004, NRAP (NEEP) made concerted efforts to prepare an interim rural roads investment plan (IRRAP). The basic aim was to prepare a Rural Roads Network Map with all important roads; 2) identify priority roads/districts in which identified roads have to be constructed in next three (3) years and 13) prepare an investment plan for rural roads in the country for the next five (5) years.

A very comprehensive and systematic approach was adopted to develop the network plan based on the pilot and short planning exercise in thirteen (13) districts. The first step was identification of the location of facilities (roads, irrigation system, education, health, market and drought affected areas) on the district maps for creating the network of roads ensuring connectivity between the facilities and the population to be served. The above exercise involved procuring digitized maps on 1:100,000 or 1:150,000 scale with the MoPW Master Plan for roads; administrative boundaries; existing road network (secondary, tertiary, primary); rivers & lakes; mountains & contours (if available); villages with population (if available); schools, health facilities, markets and land use (if available) The participatory network planning exercise involving different stakeholders completed the following tasks in two (2) days: Identification of the roads that connect the district center to the Provincial center

- Identification of the road that connects the specific district to the neighboring districts
- Identification of the road that connects the district or its center to the nearest Regional Highways or National Highways
- Identification of the road that connects number of villages to the district center and to the main road
- Identification of the roads that connect large number of villages to another large number of villages
- Identification of the new roads that need to be constructed (Focus to connect district with no access to provincial center.)

After finalizing the District Road Information Sheet (DRIS), a pair wise ranking system was adopted to prioritize the roads based on location and size of village; importance of road from economical point of view; the road condition and its location in the road network; and the isolation of villages in terms of access to road, district headquarters and services (school, health, markets.) (see below chart) this planning process was to be applied in phases for the entire nation. However, due to limited resources the government to date has been to plan and organize the creation of an entire network of roads. Thus, the current strategy for prioritization is demand oriented based on the requisition from community, parliamentarians, provinces, district representatives etc. The strategy needs a paradigm shift from this demand based approach to need based approach as attempted earlier, with a provision to accommodate demands marginally which would be in the ratio of 80:20 for secondary roads and 60:40 for tertiary roads. Based on the revised strategy the actual need for good all weather roads would be gradually fulfilled ensuring good connectivity and road network in the entire country.

THE DETAILS OF THE PRIORITIZED ROADS IN THE INITIAL PHASES

RANK I ROADS PRIORITIZED USING THE ELABORATE PAIR RANKING SYSTEM							
S. No	Category of Roads	No of Villages	Length in Km	Population	Education center	Health center	Market etc
1.	District to District center	3,903	5,600	2,352,935	699	150	183
2.	District to Provincial center	1,892	2,274	1,238,253	300	87	110
3.	District center to Main Road	1,040	805	525,352	86	23	32
Total District roads		6,835	8,679	4,116,540	1,035	260	325
4.	Village to District center	2,028	2,447	1,251,770	235	67	49
5.	Village to Main road	562	224	556,760	107	23	18
6.	Village to Village road	1,539	2,410	838,622	164	30	32
Total Village roads		4,129	5,581	2,647,152	506	120	99
RANK II ROADS PRIORITIZED USING THE ELABORATE PAIR RANKING SYSTEM							
1.	District to District center	2,963	4,214	1,569,400	302	67	76
2.	District to Provincial center	879	1,073	413,880	133	23	32
3.	District center to Main Road	449	457	533,850	30	3	8
Total District roads		4,291	5,744	2,517,130	465	93	116
4.	Village to District center	1,651	2,498	1,218,038	241	52	54
5.	Village to Main road	483	811	594,470	111	17	17
6.	Village to Village road	1,947	3,064	1,337,100	228	32	42
Total Village roads		4,081	6,373	3,149,608	580	101	113
RANK III ROADS PRIORITIZED USING THE ELABORATE PAIR RANKING SYSTEM							

1.	District to District center	1,183	2,388	822,631	152	31	42
2.	District to Provincial center	420	534	287,610	36	6	25
3.	District center to Main Road	258	217	178,510	17	2	2
Total District roads		1,861	3,139	1,288,751	205	39	69
4.	Village to District center	1,486	2,383	932,950	239	41	44
5.	Village to Main road	613	1,000	460,100	90	13	14
6.	Village to Village road	2,144	3,485	1,342,793	256	27	40
Total Village roads		4,243	6,868	2,735,843	585	81	98

2.1.2 Sustainability : Maintenance Practices

The sustainment of rural roads in Afghanistan is essential to ensure the continuity of development. NERAP includes a component to Initially provide for routine maintenance of these roads, which includes the participation of the rural population as owners of their own development. Implement this sub component is done with UNOPS acting as Implementing Consultant in partnership with MRRD.

In general road maintenance activities can be broken down into three major categories: Routine Maintenance; Periodic Maintenance and Special/ Emergency Maintenance.

Routine Maintenance: Activities can be grouped into cyclic and reactive works type. Cyclic works are those undertaken where the maintenance standard indicates the frequency at which activities should be undertaken like culvert cleaning, keeping drains clean, and verge cutting. Reactive works as defined in the maintenance standards are used to determine when maintenance is needed such as repairing potholes and placing gravel from the shoulders back onto the main carriageway.

Periodic Maintenance: These include activities undertaken at regular intervals of one or two years to preserve the structural integrity of the road, or to enable the road to carry increased axle loadings. These works can be grouped into work types of preventive, resurfacing, overlay and pavement reconstruction like resealing, overlay works, and repair of water ways which are carried out in response to measured deterioration in road condition. Periodic works are expected at regular, but relatively long, intervals. As such, they are budgeted on a regular basis in the recurrent budget.

Special/Emergency Maintenance: These activities cannot be estimated with any certainty in advance. The activities include emergency works to repair landslips and washouts that result in the road being cut or made impassable. Winter maintenance works of snow removal or salting are also included under this head and a contingency allowance included within the recurrent budget to fund such activities.

2.2 Investment and Capacity Gap Analysis

The situational analysis reveals much needs to be done to ensure rural connectivity by building and rehabilitating both secondary and tertiary rural roads. The existing network which is motorable is just 30% which includes both secondary and tertiary roads, leaving approximately 70,000 kms of road still to be built. If the present scale up strategy as outlined below is adopted, it will approximately take yet another 30 years to build the entire network required for connectivity. . This will be only feasible if sufficient funds are available for the scale up in a phased manner both from the donor community and the government. The scale plan does take into account the limitations of funds and the current capacities to execute the same in a phased manner.

INVESTMENT PLAN TABLE

Plan for 30 Years

Year	Type of Roads	Km of Roads	Total Km of Roads	Fund Requirement			Technical Staff Requirement				
				Total Cost (\$ m)	Government contribution 5% - 30% (\$ m)	Donors contribution 95% - 70% (\$ m)	In House Staff	New Staff	NCU Staff	Total Staff	
3 years	Secondary Roads	2,500	6,000	312.50	15.63	296.88	192	40	20	232	422
	Tertiary Roads	3,500		322.00	16.10	305.90	140	30		170	
3 years	Secondary Roads	2,500	6,000	312.50	31.25	281.25	192	40	24	232	426
	Tertiary Roads	3,500		322.00	32.20	289.80	140	30		170	
3 years	Secondary Roads	2,500	6,000	312.50	46.88	265.63	192	40	28	232	430
	Tertiary Roads	3,500		322.00	48.30	273.70	140	30		170	
3 years	Secondary Roads	3,000	7,500	375.00	75.00	300.00	192	40	32	232	434
	Tertiary Roads	4,500		414.00	82.80	331.20	140	30		170	
3 years	Secondary Roads	3,000	7,500	375.00	93.75	281.25	192	40	32	232	434
	Tertiary Roads	4,500		414.00	103.50	310.50	140	30		170	
3 years	Secondary Roads	3,000	7,500	375.00	112.50	262.50	192	40	32	232	434
	Tertiary Roads	4,500		414.00	124.20	289.80	140	30		170	
3 years	Secondary Roads	3,000	7,500	375.00	112.50	262.50	192	40	32	232	434
	Tertiary Roads	4,500		414.00	124.20	289.80	140	30		170	
3 years	Secondary Roads	3,000	7,500	375.00	112.50	262.50	192	40	32	232	434
	Tertiary Roads	4,500		414.00	124.20	289.80	140	30		170	
3 years	Secondary Roads	3,000	7,500	375.00	112.50	262.50	192	40	32	232	434
	Tertiary Roads	4,500		414.00	124.20	289.80	140	30		170	
3 years	Secondary Roads	3,000	7,500	375.00	112.50	262.50	192	40	32	232	434
	Tertiary Roads	4,500		414.00	124.20	289.80	140	30		170	
Total		70,500	70,500	7,426.50	1,728.90	5,697.60					

The table clearly reveals the huge investment required is close to USD 7.5 billion of which nearly USD 5.75 billion is to be raised from donor community and the balance USD 1.75 billion to be supplemented from government sources. The resources for the government to be needs to be partially generated through fuel and road taxes etc.

Further, considering the huge need for rehabilitation and construction of the rural road network and scaling up of the

program, there is capacity gap at levels:

1. Man Power requirement:

- Professionally trained qualified engineers
- Professionally trained qualified technicians
- Professionally qualified managerial staff for:
 - Operation
 - Administration
 - Fiduciary Management

2. Machinery requirement:

- Availability of appropriate machinery for:
 - Institutional operations
 - Large scale operations
- Accessibility: The sustainment of rural roads in Afghanistan is essential to ensure the continuity of development.
 - Due to lack of approach roads
 - Difficult terrain
 - Cooperation from the community

Public Sector

➤ Ministry of Public Works (MPW), Ministry of Rural Rehabilitation and Development (MRRD) and Ministry of Finance are the entities they directly involved in the execution, coordination and monitoring process of this program. The requirement of MPW, MRRD and MoF/NCU are as:

- ❖ Professionally qualified Managerial staff for operation
- ❖ Professionally qualified Fiduciary Management team
- ❖ Professionally qualified Engineers
- ❖ Professionally trained technical hands
- ❖ Professionally qualified managerial team for coordination and monitoring
- ❖ Professionally qualified technical team for research
- National Road Authority
- Research Unit

- Availability of qualified engineers to the required tune
- Availability of professionally trained and experienced hands to the required tune
- Availability of professionally qualified managerial staff for operation and administration as per need
- Availability of professionally qualified National and International team for procurement and financial management

Private sector

- Consultancy and construction companies are involved in the execution, survey & design, and monitoring & evaluation activities as:
 - Survey and Design Consulting Company
 - Monitoring and Evaluation Consulting Company
 - Execution Contractors
 - Manpower
 - Machinery
 - Scale up and strengthening of the companies and contractors

- Community (CDC, Shura's ... etc)
 - Execution of community contracts (level I contract)
 - Maintenance at regular interval
 - Monitoring during execution

2.3.2 Governance

The required measures for the governance of this program are detailed as:

- Planning Phase
 - Need assessment and prioritization through involvement of CDC, DDA and provinces
 - Finalization of Rural Road network plan
 - Prioritization of the roads based on the network plan
- Execution Phase
 - Involvement of regional team in selection of contractors (Decentralization)
 - Formal introduction of contractors to the region and province
 - Conduction of Provincial Coordination Meeting at province level through involvement of all stakeholders on monthly bases
- Monitoring Phase
 - Regular monitoring by provincial department of MPW and MRRD and the regional team of the NRAP
 - Regular monitoring by Provincial Governor and his team
 - Regular monitoring by CDC, DDA and ... etc.

III. PARAMETERS OF THE PROPOSED PROGRAM

The NRAP Program will improve connectivity and accessibility to/from villages leading to the integration of economies with regional, national and international markets, better access to health, education and other basic services, and greater opportunities for economic growth and development in rural areas. The program will provide all-weather or year-round roads in rural areas which will improve connectivity to provincial capitals, Kabul and other important cities/markets. This connectivity will encourage and facilitate more and more people in rural areas to explore better opportunities for employment and for marketing their products and services. The rural population will be able to better access health, education, and other facilities improving their productivity. The Government and other stakeholders will be able to improve services in the villages and provide better value for money. It will be much cheaper and easier to provide inputs and sell outputs leading to agricultural, industrial and services growth and value additions in different sectors including through the better use of technology. The private sector will grow faster creating jobs in rural areas. The overall increased traffic of people, goods, services, technologies and ideas will bring prosperity and stability to rural Afghanistan and the country as whole. Further, it will scale up existing efforts to advance the number of roads completed in a much shorter timeframe. It will also facilitate the expansion of rural, non-farm activities assisting households to diversify their income sources, to become less economically vulnerable and to be less dependent on opium poppy cultivation.

Expected Outcomes:

The expected outcomes of the proposed program are as follows:

- Increase in access*1 to local market by 30% for the beneficiaries living along the road looking for economic options, market avenues, and services;
- Travel time of beneficiaries living along the improved road to basic services is reduced by 20% for non motorized transport and 30% for motorized transport;
- Number and frequency of trips taken by the beneficiaries living along the road to basic services and district centers is increased by 30%;
- Price of key consumption and production commodities by beneficiary villages is within +/-15% of the price to the nearest market.
- Improve and supplement the staff capabilities by 75% including improvement of community abilities by 25% and enhanced participation cum involvement of private sector players by 50%.
- Institutionalize the system and procedures for road standards, maintenance and operational norms through the research unit.
- Empowered women facilitate improved health and educational facilities for the community.

*1(Reference is drawn to the baseline survey for NERAP already conducted and the planned follow up survey to measure the impacts for improved access based on global indicators).

The program will undertake the following components leading to the expected results:

Components:

1. *Rehabilitate, construct and maintain 4,950 kilometers of secondary roads that will provide year round access to remote villages for basic services such as markets, health care centers and schools.*
2. *Rehabilitate, construct and maintain 8,350 kilometers of tertiary roads that will provide year round access to remote villages for basic services such as markets, health care centers and schools.*

3. *Improve instructional mechanisms of policy, strategy, systems, structures and human resource capacity.*

The program has a multi-faceted strategy to achieve its objectives, building on the successful implementation modalities and execution experience of the past eight years, including well-established central and regional teams.

First, the program will ensure *full national coverage* in all 34 provinces, and has designed an equitable system for selection, prioritization and sequencing of sub-projects. The strategy for renovation/reconstruction is currently a *demand-driven one* with requests coming from the community/local authorities and is subsequently prioritized based on the specific criteria given below.

Sub-Project Prioritization Criteria and Rankings			
S/No	Description/Criteria	Score	Max. Range
A.	Population	20	50,000 village or district population
B.	Connectivity to Social Centers (being part of the Rural Road network)	20	Roads connects to at least 5 social centers
C.	Economic Aspects (economically justifiable) With new Rural Roads standards and the development of economical appraisals, the program will commence this practice.	10	Road connectivity to markets/towns/ administrative centers
D.	Initial Request (upgrading previously completed road sub-project and/or complementary to the project)	10	Road connectivity to community
E.	Access Current Conditions (ensure connectivity to the existing road network)	20	Road in non-motor able condition
F.	Traffic, passenger car unit (PCU), or AADT (Annual Average Daily Traffic)	20	Average annual traffic flow = 1000
	Total Score	100	
	Priority Ranks:	80-100	High or First priority score
		60-80	Second priority score
		50-60	Third priority score

However, the Government acknowledges and understands that rural road access should be *need based*, ensuring the opportunity for more widespread economic growth, connectivity for the more vulnerable or distant regions, and freedom from negative political interference. It intends to develop a network planning system as part of its longer term year national strategy inclusive of an investment plan in 2011, as detailed in Component 3. Once the network planning is finalized for the entire country and the phase wise operational stretches are ranked, the road to be constructed/rehabilitated will be based on the need specifically catering to the overall requirement of connectivity.

Second, the *scale up* strategy of this program requires a change in how business is currently done if targets are to be met. Already, teams have completed a great deal of survey and design work in preparation for the next phase year

one planned targets (roads already selected) at approximately 80%, which will allow them to achieve objectives more rapidly than in the past. (see Annex 4) However, the program will undertake a series of additional changes that includes but is not limited to: 1) outsourcing survey and design for additional works; 2) increased capacity building for staff and 3) developing in concert with the donors and other stakeholders, an appropriate standard for any scale up efforts required. The government understands that the temporarily agreed upon standards used for rural access roads, that is those more applicable to secondary and tertiary roads, have proven too costly to ensure the type of coverage sought nationwide in the time frame considered. The current standards were taken into account for developing the present time line; however in case the standards are revised due consideration will be given for finalizing the strategy to ensure that the time lines remain the same.

Additionally, to achieve the scale up figures required, the program will placed increased emphasis on attracting more number of new private contractors and engineering firms to the program for efficiency and effectiveness sake. Strategies under development include a revised term of reference and eligibility criteria's for new entrants, with existing norms to be relaxed; relooking at the procurement process for time bound recruitment of private players; revisiting the payment norms and procedures and to strictly adhere to the same with provision for interest in case of delay; a timeframe to be set for releasing the payment's on submission of invoice; Training and Capacity Building exercises to be carried out at regular intervals for new contractors and entrants.

- Packages to be made attractive including 75% in secure areas and 25% in insecure areas

Third, the program will use appropriate, high-quality, *labor-based approaches* that will create employment opportunities for the rural poor. This will be achieved by contracting with the private sector and local communities, who will be engaged through the Community Development Councils (CDCs) and District Development Assemblies (DDAs) to implement and oversee construction. In short, the program is expected to generate approximately 9 million labor-days of direct employment – a key criteria and demand of the Kabul Process deliverables.

Fourth, work in *the insecure areas* will carry a significant weight within the program. Plans for the upcoming projects in 1390 show a percentage of 20-25% against total numbers. As areas become more secure, additional districts will be covered. The program's implementation strategy for insecure areas focuses on: 1) ensuring the participation of communities from the very beginning of the projects and 2) increasing the use of private contractors. There is high, medium and low risks regarding security, and the following measures will be taken to get enable contractors and others to continue the reconstruction and construction activities. It will include separate costs for security purposes, and/or more marginal role for the regional team and contractors, with higher leaning on the community for implementation. Communities through the Community Development Councils (CDCs) or local councils will take on the role of the implementer and driver of activities in order for the government not to be seen as the front face. They will plan and implement projects, where possible, and if needed take on the responsibility for security of small-scale, local support contracts. This minimizes attacks or threats in key areas and has been an effective strategy in the National Solidarity Program's work. The increase in the use of private contractors, who build in security measures and costs within their frameworks inclusive of private security firms, is also aimed to be an asset in ensuring implementation.

Fifth, the program already has a heavy focus on gender, but will work to strengthen it considerably. It has undertaken a *Gender Sensitive Rural Access Study*, which suggested stark differences by gender and age group in the use of roads and other services provided by transport programs. The results corroborated that access and mobility patterns are highly gender-differentiated due to strict socio-cultural norms. NRAP has recently commenced a further study to identify factors that assist or hinder women's inclusion in and benefits from rural

access planning and implementation. The first study was completed in August 2010 and the findings will be addressed with the support of a gender team. The program is committed to address key gender issues through the following:

- Strengthen policies, strategies and secure appropriate provisions for gender inclusion in the sector;
- Strengthen related ministries, UN agencies, private and community contractors, and collaborators' gender understanding and skills capacity to ensure effective inclusion;
- Strengthen gender inclusion in the project cycle - i.e. planning, surveying, construction, maintenance, etc.;
- Strengthen complementary, for instance, in Health, Education, Livelihoods, Water and Sanitation, and Research through effective collaborations;
- Strengthen individual to household to community knowledge sharing and development to ensure more effective implementation;
- Develop and strengthen the monitoring and evaluation framework to ensure mainstreaming inclusion.

Sixth, the program also has active *Environmental and Social Management Units* which are included in the project management team. These units, in close coordination with the technical unit, are involved from the identification stage of the sub-projects up to completion, and play an effective role in the implementation and monitoring of environmental and social safeguard frameworks for the program. The project will emphasize the protection of human health, prevention/compensation of any loss of livelihood, mitigation of environmental degradation due to road construction, promotion of activities with positive environmental and social impacts, and compliance of World Bank safeguard policies, Afghanistan Environment Law and Regulations. The Environment and Social Management Team also strives to achieve: (a) the facilitation of the implementation of pro-poor labor selection process for community-based contracts; (b) regular monitoring and coordination of community-based contracts to ensure that implementation challenges are addressed in a timely manner; (c) coordination of NRAP social inclusion activities with other rural development programs employing community-mobilization approaches and (d) strengthening monitoring and reporting against the intended social and poverty outcomes of the program.

Lastly, the program is able to achieve transition through medium and long-term sustainability framework goals. The implementation framework includes key deliverables over the next three years inclusive of a scale up to provide direct services to the population in the short to medium-term. The program places a special focus on institutional and governmental reforms necessary to support the long-term stability and development frameworks of the country. More specifically, it will look to new strategies for

- Decentralization of functions including:
 - procurement of civil works in regional and provincial levels, although this may prove to be challenging given the governments constitutional framework;
 - Supervision and monitoring of contractor activities regularly by of the works by the regional team, with support for the community.
 - The community should be involved from the very initial step of road project in order to help the regional team as well as the contractor during implementation of the contract
- Design and build contracts
 - The stretch to be built to be advertised
 - Recruit the contractor
 - ESMF team to support the team during design stage
 - Regional/Provincial team to supervise and monitor
 - Contractor to design and finalize the roads

- Contractor to execute the road work with the support of the community.

In terms of sustainability measures, the program will support the rehabilitation and maintenance package contract for a limited term until CDC assumes full responsibility. It will also ensure a

- Gradual decrease on dependence on contracted staff/consultants through outsourcing of some activities to the national consultancy firms; formation of core team within each Ministry that is able to compete in the open market considering their comparable benefits in order to keep the core team within the program; and merging of the program in the National Road Authority in case the NRA take place

IV. DESCRIPTION OF DELIVERABLES

Component 1: *Rehabilitate, construct and maintain 4,950 kilometres (650 km roads rehabilitation of on-going project, 1,700 km new roads rehabilitation, 2,600 km routine maintenance) of secondary roads that will provide year round access to remote village for basic services such as markets, health care centers and schools*

Outcome: *4.9 million labor days, 4,950 km (2,350 km of secondary road rehabilitation and 2,600 km of secondary roads routine maintenance) completed, and approximately 168 roads and bridges completed benefiting 8.1 million people in rural areas*

Secondary rural roads are the roads connecting the districts to each other (inter-district), and connecting the districts to the provinces (intra-province). This component is the mandate of Ministry of Public Works and is operationalized through the Project Implementation Unit (PIU) as described in the section under component 2.

- *Deliverable 1.1* Rehabilitate and reconstruct about 2,350 kilometers of secondary rural roads from district centers to the main network, district to district and district to the provincial roads
- *Deliverable 1.2* Repair and maintain 2,600 kilometers of secondary rural roads
- *Deliverable 1.3* Emergency repair of the already rehabilitated secondary rural roads and bridges damaged by natural disasters

Component 2: *Rehabilitate, construct and maintain 8,350 kilometers (647 km tertiary roads rehabilitation and 3,600 km routine maintenance of ongoing project, 1,703 km new tertiary roads rehabilitation and 2,400 km of routine maintenance) of tertiary roads that will provide year round access to remote villages for basic services such as markets, health care centers and schools*

Outcome: *4.1million labor days, 8,350 km completed, and approximately 610 roads and bridges completed benefiting 6.3 million people in rural areas*

Tertiary rural roads are the roads connecting isolated areas to villages, villages to villages, villages to district centers, villages to main roads and villages to provincial centers. to facilitate the delivery of health, public and

social services as well as improve access to markets. Execution of this component is the responsibility of Ministry of Rural Rehabilitation and Development (MRRD) that executes its work through the Project Implementation Unit (PIU). Selection criteria include isolated otherwise inaccessible villages (many of which may be highly poppy dependent) to the network of roads. Work also includes maintenance activities of the recently constructed rural roads with fiduciary assistance from the Implementation Consultant (IC), primarily through community-based contracts.

Deliverable 2.1 Rehabilitation and reconstruction of about 2,350 kilometers of tertiary rural roads

Deliverable 2.2 Maintenance of 6,000 kilometers (3,600 km of ongoing project and 2,400 km of new tertiary roads maintenance) of tertiary rural road recently constructed or rehabilitated

Deliverable 2.3 Emergency repair of the already rehabilitated tertiary rural road and bridges damaged by natural disasters

IMPLEMENTATION STRATEGY

Implementation modalities for Components 1 and 2 are fairly similar: To ensure consistency in the process and abide by the quality standards, field-tested and piloted operational guidelines and manual are already in place to guide the entire exercise. Steps involved include identification of the roads and stretches to be rehabilitated or reconstructed in the provinces and districts based on the criteria laid out. Distribution will initially be demand based and gradually move to needs based using a robust, network planning system, but necessary care will be taken so that every area or province is evenly represented.

More specifically, many rural roads have been selected and have undergone the design phase for 1390. This process will continue each subsequent year to ensure a timely scale up is possible. For newer roads, the work will be shared with the Ministerial survey and design teams to undergo a reconnaissance survey in preparation for a contractor to complete the preliminary survey (*to assess the existing road width, number of structures, type and condition of existing structures, etc.*) and ultimately to conduct the final technical survey or detailed survey. Thereafter the horizontal alignment will be fixed, taking necessary precautions to protect the houses, public property, irrigation canals, shops, mosques, graveyards, historical places, etc. against destruction. Once the horizontal alignment is completed, it will be shared with the Environmental Social Management Framework (ESMF) Department who approves, and the vertical alignment and pavement design is initiated. The road type is finalized based on traffic flow (*low traffic – basic access approach and high traffic – design speed approach with different options based on terrain, level of traffic and need for road surfacing*) and the pavement design is finalized based on the geo-technical report.

Procurement

The procurement process is initiated immediately, which includes preparation of bidding documents with specifications in line with the current NERAP operational manuals, the current operational manual will be updated based on expected change in implementation of routine maintenance, outsourcing, decentralization, rehabilitation and maintenance packaging, probably design and build and design standard, followed by advertisement, pre-bid meeting, bid opening, bid evaluation (cost and quality basis) and finally contract signing. Based on the contract signed and the climatic conditions, the delivery schedule is submitted to the client (NRAP). Bids for private sector contractors are announced as per norms and guidelines of the donors.

Contract Management

Additionally, after signing the contract, the process of construction management is initiated. The assigned contractor

visits the regional office and carries out a joint survey of the project site for local scenario analysis to submit the revised work plan with details on tasks, subtasks, activity-wise requirement of materials, manpower, machineries, etc.

The contractor takes possession of the work site and then carries out a pre-work survey and simultaneously mobilizes the manpower, materials, machinery, etc. The regional office technical team and the quality check monitoring team ensure regular monitoring of the process (physical and financial progress) and take up the crucial role of supervision and surveillance. Based on the certification and actual measurement (jointly carried out by the contractor and the regional team) of work, the payment is released in phases. On contract close out, the substantial completion report with quality and quantity certification is essential for final payment and file closure. Training and empowerment of the staff and the local team also forms an integral component of the execution process.

Routine Maintenance

Maintenance work is handled generally by community-based contractors with preference given to existing CDCs, although the opportunity is open for all to join and participate in the works. Funds for smaller contracts will be transferred directly to the CDC joint account by MRRD. Labor will be drawn from the adjoining villages so that enough employment is generated for the local inhabitants. The entire process of execution is supervised by the team of international consultants along with the project staff, specifically the engineers and other technical teams available from the ministry at the regional level.

Emergency Repair

Emergency projects will be implemented on a case by case basis. The Technical Annex has defined events such as heavy snow, rocks falls, landslide and rocks blockage, heavy rains and flooding to be natural disasters. Specific eligibility criteria for emergency work needs to be a proven exceptional event, re-opening of roads to link isolated areas, and blockage of heavy traffic road without possibility of road deviations. Emergency works and goods of less than 100,000 are procured using the direct contracting procedure(i.e. from a single source, but all direct procurement, irrespective of the value of procurement, needs prior review and Non-Objection Letter from the respective donors). For the emergency works, contracts of estimated cost of more than US \$100,000, the qualified bidders may be selected from the database and allowed to submit bids within a short period of time using the Standard Bidding Document (SBD) -- small works revised May 2007 customized to Afghanistan.

***Component 3:** Improve instructional mechanisms of policy, strategy, systems, structures and human resource capacity*

***Outcome:** Increased ability of implementation institutions, the communities, and the private sector to manage, deliver and maintain the public road systems*

The program will use the next three years to resolve a number of outstanding issues regarding the institutionalization of the process, systems and structures for improved access, quantity and quality of rural and basic access roads. Inclusive in these interdependent themes is the realization of a new rural road policy inclusive of a national strategy for investments, creation of a national road network planning and maintenance system, capacity building at all levels, improvements to the MIS system, development of a research unit and defining a full scale roadmap for a Rural Roads Agency – which all contribute to the sustainability of operations and investment. A Capacity Building Consultant (CBC), currently in country who may be extended, will be assigned to support most of these efforts over

the life of the project (See attached ToR for details)

Deliverable 3.1 Finalize and operationalize the *National Rural Roads Policy* into a 10-15 year *national investment strategy* inclusive of a *rural roads network plan*.

The policy note on rural roads was developed in 2007 with the support of the World Bank, which included a consultation workshop that resulted in a stakeholder endorsement. However, the policy needs to be further developed to reflect learning in recent years, and needs approval by Cabinet. Further, the operational strategy needs to be fleshed out to include an institutional prioritized incentive program and a proposed institutional and financial system. A consultant will be brought on board to refine the policy note, while CBC will focus on drafting the 10-15 strategy and investment plan for endorsement, which is expected to be completed by 2012.

As part of the strategy, the government will also undertake defining a rural network plan. It will redress the fact that current roads are driven by demand versus need, and that the program strategy has operated in relative isolation from a wider rural development strategy. Thus, the program will aim to rationalize rural access investments from (an equitable access) development or reconstruction perspective, using standard allocation and consultative mechanisms. It will move beyond basic consultation to developing a plan that would enable a higher quantity of roads with equity but ensuring outreach to the more marginalized populations.

Deliverable 3.2 Develop and operationalize a plan for *rural roads standards*

The current standards used for rural roads are the same as those applied to tertiary and secondary roads. The World Bank asserts that the cost efficiency and effectiveness of both are high, which results in a lower number of roads completed in a longer time frame. The government has been requested, and committed to as part of the last program to define a rural roads standard. It developed standards as temporary measures approved by the steering committee and endorsed by the respective ministries (MoPW, MRRD and MoF). However, the standards still require adaptation and development to make them more viable. The standards*2 will be completed to cover any scale up of this current initiative supported by the donor community.

*2 (for the first year target we had completed 80% survey and design of the selected roads based on the temporary standards which is endorsed by the steering committee of the program and the remaining target of the two years will be design based on the final standards which stated here)

Deliverable 3.3 Develop and operationalize a *rural roads maintenance plan*

A Routine Maintenance Manual, as well as a number of guidelines exist for road maintenance – i.e. Maintenance Technical Guidelines Ed 2008 and Road Maintenance Manual for the Afghan Government Engineers 23 November 2005. The current NRAP program is conducting a pilot on the maintenance works defined, but will need to draw out lessons learned as part of the strategy and ultimately operational plans. Over the course of the program, the government through the CBC will use the information to design a full-scale institutional frameworks, outline required reforms and operational strategies and modalities.

Deliverable 3.4 Improve *capacity* of staff, communities, firms and the government institutions to realize objectives and take progressive responsibility for implementation

The program is administering a significant capacity building plan for all stakeholders involved in implementation. In order to institutionalize and empower the Ministry staff, an elaborate capacity building strategy is currently being

designed by the CBC. This strategy will be fleshed out more fully in the scale up phase, but is envisioned that existing processes will gradually be internalized and institutionalized by focusing on institutional strengthening and project management. A capacity building plan will be developed in the first 3-6 months of the program that focuses on both assessments and needs of program staff at both technical and managerial levels. Senior staff will be trained mainly on items such as financial management, procurement management, and community development to be conducted both in country and abroad. Private sector training will continue and will be enhanced to include how to design bids, manage contracts, conduct bids and manage finances.

On-the-job training will be a key component as well as workshops for regional and technical teams in Kabul and regional levels to include programs on roadwork, technical surveying, design, procurement, monitoring and evaluation, report writing, and MIS and GIS for engineers. The program also intends, for the first time, to institutionalize a full-scale internship program for 100 engineering undergraduates*3 every year to increase the number of practically-trained engineers in country. Additionally, in order to ensure sustainability at the community level, 10 social workers will be trained for induction into the ongoing program.

Further, the Ministry of Finance is also working with select Ministries over the next three years inclusive of MRRD to conduct full scale capacity assessments in areas like financing, procurement, audit systems and procedures to strengthen these core institutional capabilities that hinder effective development execution. It is anticipated that the Ministry of Public Works will also undergo a similar exercise through CTAP. The realization of capacity development is intended to elicit the flow of transfer of activities over the life of the program.

*3 (The strategy for internship is after their graduation if they refer to the program for job we will give them preferences to absorb them as a junior engineer within the program.)

Table 1: Distribution of Responsibility
Transfer of responsibility from IC to PIU MPW

S/N	Responsibilities	Original Responsibility		Responsibility Proposed 2011		Responsibility Proposed 2012		Responsibility Proposed 2013
		PIU-MPW	IC	PIU-MPW	IC	PIU-MPW	IC	
1	Day to day Management of NERAP	X		X		X		X
2	Coordinate and supervise the implementation of the infrastructure works	(X)	X	X	X	X	X	X
3	Identification	X		X		X		X
4	Prioritization (as seeing both the PIU and the IC have primary responsibilities here for more transparency)	X		X		X		X
5	Review and/or prepare designs, cost-estimates and Bill of Quantities	(X)	X	(X)	X	X	(X)	X
6	Review and/or preparation of tender documents	(X)	X	X	X	X	X	X
7	Approval of tender documents	(X)	X	X	(X)	X	(X)	X
8	Issuing of tender documents	X	X	X	X	X	X	X
9	Evaluation of bids	(X)	X	(X)	X	(X)	X	X
10	Recommendation of Awards	(X)	X	(X)	X	(X)	X	X
11	Pre-award review	(X)	X	(X)	X	X	X	X
12	Award	(X)	X	X	X	X	X	X
13	Signature of contract	X		X		X		X
14	Implementation and supervision	(X)	X	X	X	X	X	X

15	Quality and quantity control and contract administration	(X)	X	(X)	X	(X)	X	X
16	Preparation of payment	(X)	X	(X)	X	(X)	X	X
17	Payment to Contractors (co-signatures), Disbursement of Payments to Contractors	X	X	X	X	X	X	X
18	Certificate of Completion of Works	(X)	X	(X)	X	X	(X)	X
19	Overall management of the ongoing works	(X)	X	(X)	X	X	X	X
20	Technical and financial monitoring of the contracts in conformance with project performance indicators	(X)	X	(X)	X	(X)	X	(X)
21	Monitoring of the environmental and social aspect by the sub contractor (including recruitment and employment procedures)	(X)	X	X	(X)	X	(X)	X
22	IC Staff Management and counterparts coordination / Involvement	(X)	X	(X)	X	X	X	X
23	Counterparts and PIU staff management	X	(X)	X	(X)	X	(X)	X
24	Operations	(X)	X	(X)	X	(X)	X	X
25	Contracts and Project Financial Management	(X)	X	(X)	X	(X)	X	X
26	Project Reports	(X)	X	(X)	X	X	(X)	X
27	Report to the stakeholders	X	(X)	X	(X)	X	(X)	X
28	Identification of Goods and Equipments necessary for the execution of the project at the start of consultancy.	(X)	X	X	X	X	X	X
29	Management of End of Works Contract Activities	X	(X)	X	(X)	X	(X)	X
30	Float Account Services	X	X	X	X	X	X	X
31	Implementation of other complementary Projects.	(X)	X	X	X	X	X	X

Primary Responsibility x

Secondary Responsibility (x)

Table 2: Distribution of responsibilities in MRRD implementation arrangement Works implementation mechanism component B

Responsibilities	Current NERAP		Scaling Up					
	2011-2013		2012		2013		2014	
	PIU	IC	PIU	IC	PIU	IC	PIU	IC
day-to-day management of NERAP	X		X		X		X	
coordinate and supervise the implementation of the infrastructure works	X	X	X	X	X		X	
sub-projects identification, prioritization and selection	X		X		X		X	
Reviewing and/or preparing designs, cost-estimates and Bills of Quantities	(X)	X	(X)	X	X	(X)	X	(X)
Review and/or preparation of tender documents	X	(X)	X	(X)	X	(X)	X	(X)
Approval of tender documents	(X)	X	(X)	X	X	(X)	X	
Issuing of tender documents	X	X	X	X	X		X	
Evaluation of bids	(X)	X	(X)	X	X	X	X	X
Recommendation for awards	(X)	X	(X)	X	X	X	X	X
Pre-award review	(X)	X	(X)	X	X	X	X	X
Award	X	X	X	X	X		X	
Signature of contract	X		X		X		X	
Implementation and supervision of sub-projects, including quality and quantity control and contract	(X)	X	(X)	X	X		X	

administration									
Preparation of payment	(X)	X	(X)	X	X		X		
Payment to contractors (co-signatures)	X	X	X	X	X	(X)	(X)		
Certification of Completion of Works	(X)	X	(X)	X	X	(X)	(X)		
Overall management of the ongoing works.	(X)	X	(X)	X	X		X		
Technical and financial monitoring of the contracts in conformance with the project performance indicators	X	X	X	X	(X)	X	(X)	X	
Monitoring of the environmental and social aspects by the sub-contractor (including recruitment and employment procedures)	X	(X)	X	(X)	X		X		
IC Staff Management and counterparts coordination	(X)	X	(X)	X	X	X	X	X	
Counterparts and PIU staff involved with IC management	X	(X)	X	(X)	X	X	X	X	
Operations	(X)	X	(X)	X	X	X	X	X	
Contract and Project Financial Management	(X)	X	(X)	X	X	(X)	X	(X)	
Reporting to the Stakeholders	X	(X)	X	(X)	X		X		

Note: X Primary Responsibility

(X) Secondary Responsibility

Deliverable 3.5 Develop a *Research Unit* responsible for maintaining and developing standards, and informing general policy and practice

A Research Unit will be established to assist the government and the program with improving quality of works and capacity to implement. This unit will be comprised of approximately two full time individuals and will include as part-time Kabul University professors to continue revising and developing standards, developing technical materials, researching technical modalities and materials, etc.

More specifically, the unit will aim to use existing secondary research, but will also focus on primary research related to Afghanistan to: 1) constitute norms and standards for Rural Road standards in the country, involving both geometric and pavement standards. This includes items like investigating, labor-material cost ratio per unit length of rural road. The program is mainly focusing on employment and connectivity in terms of providing year round access to marginalized inhabitants at the district and village level. However critical analysis needs to be conducted to identify the cost ratio between material and labor per unit length of the rural road, which will substantially contribute to prioritize the construction technology in the form of labor or equipment-based approaches as well as a significant contributor in investment planning and cost estimation; 2) introduce and customize the latest methods of Rural Road Design; 3) ensure regular review and updates of Standard Technical Drawings based on the most accessible technology and climate in diverse regions of the country; 4) introduce innovative technologies and construction material for construction of Rural Road, pilot where appropriate and draw lessons learned which will inform practice and 5) evolve systems and procedures for verification of designs by outsourced consultancy firms.

This Unit will be also responsible for the regular publication of booklets and handouts including research documents, training manuals and process documentation. It will develop a long-term plan after the realization of the above activities, for the next program’s iteration.

Deliverable 3.6 The Databases of both Ministries are streamlined into a unified MIS system

The development of a Monitoring and Evaluation (M&E) system is completed, with similar and now the implementation of a structured system is underway as well as a common database entered into both MRRD’s and

MoPW' about 80%. There is a need to complete the merging of the two databases and create an effective linkage between the M&E and MIS systems in order to ensure the smooth flow of information to management. Additionally, web-based reporting databases need to be incorporated into this program as well as integration of the National Rural Roads Network Information, which will allow the PIUs to monitor implementation progress of the National Rural Access Program and to report on progress towards the targets set by the ANDS.

Deliverable 3.7 Outline a roadmap for the creation of a National Road Authority/Agency and Road Fund.

Traditional approaches to maintenance in Afghanistan have included the following: 1) financing of road maintenance through budget allocations; 2) combining the planning and management of roads with the implementation of the required roads works 3) executing roads through in house staff. However, such approaches to maintenance are widely associated with poor planning, lack of transparency (politicized priorities), and inefficient execution.

For this reason, the ANDS called for the development of parameters for the National Road Agency/Road Authority and Road Fund in order to fulfill the requirement of the government and community for sustaining road maintenance and construction. Such an institutional arrangement, which is built on the experience of similar institutions around the world, has become the international standard for modern road management. Instead of employing a government work force in the thousands which is difficult to manage efficiently and effectively, private companies can employ from local communities to maintain the roads. Besides fulfilling the requirement of institutional reform, it will not only provide sustainable employment, but it will also ensure effective and transparent delivery of services. This commitment was also endorsed in the “ANDS Prioritized Implementation Plan” prepared for the Kabul Conference.

It aimed to meet commitments of the conference in Delhi, which stressed an independent authority to manage both road construction and maintenance --responsible for rural roads and national highways, with an oversight board and contracting to the private sector. Dedicated sources of funding for management would be established through user charges and a task force created to develop these actions. To this end, a Task Force was formed by a Presidential decree in November 2010, a letter was issued for appointments of member, a meeting occurred and a working groups formed by December 2010. Subsequently, actions stalled over the issue – which needs to be taken up again immediately to include but not limited to:

- Recommend an appropriate institutional structure for managing the overall road network – regional, national, provincial, rural and urban;
- Recommend appropriate financing mechanisms to ensure maintenance is adequately funded, financial spheres create an environment where the Afghan private sector can flourish and that sufficient funds are available for rehabilitation investment and new construction;
- Proper necessary legal instruments are in place to advance institutional frameworks;
- Define a new institutional mission, core functions and organizational structure for MoPW and develop a transition plan;
- Recommend initiatives needed in the legal, regulatory and financial spheres to create an enabling environment for the private sector.

v. RESULTS FRAMEWORK IMPLEMENTATION PLAN

See Annex 1.

VI. IMPLEMENTATION ARRANGEMENTS

As noted, the program will work with its current institutional structure and set up with the intention to scale up its activities in order to increase the delivery of the program. During NERAP preparation, the government had expressed a strong interest to assume responsibility for the program and project implementation beginning with the Implementation Partner (IP). It seeks instead to use an Implementation Consultant (IC), while taking on some responsibilities considering the World Bank's fiduciary requirement and preparing for eventually full ownership of the program. Transition arrangements are needed to empower staff and improve their decision-making capacity. The definition of permanent institutional arrangements with the current institutional set up is described below in detail.

Project Oversight: An Inter-Ministerial Steering Committee (SC), chaired by the Minister of Finance (or his representatives) and comprising ministers (or their delegates) of MoPW, MRRD, and other line ministries involved as the main beneficiary ministries in the project (agriculture, basic education, health, counter narcotics, etc.), which is responsible for the overall policy, strategic planning and project oversight to integrate with other rural development programs. Donors will be permanent members of the SC as observers. Other observers such as local authorities, donors, and experts may be invited to attend the SC meetings as required. The SC is meeting twice a year, but for the proposed program the SC will meet on quarterly bases, and on an ad hoc basis when required. To facilitate the work of the SC, the National Coordination Unit (see below) is functioning as the Secretariat to the SC.

Program Coordination and Monitoring: The following institutional arrangements have been agreed upon, taking into account the emergency nature and strategic importance of the program and the still limited capacity of the ministries for fiduciary, technical and monitoring aspects. These arrangements are expected to ensure that funds are disbursed quickly, multi-sector objectives are reached, and transparency is maintained.

A small and efficient National Coordination Unit (NCU) was set up by Ministerial decree in the Ministry of Finance and is responsible for the overall coordination of NRAP including the proposed ARTF-funded project. In particular, the NCU should ensure donor coordination, which is a key element of a sustainable, multi-year programmatic approach. The Unit is headed by the National Coordinator—a full-time project administrator (a senior project management specialist recruited on a competitive basis), who is responsible for day-to-day coordination of the project. The Unit should (i) monitor and evaluate the overall project implementation and provide regular consolidated reports on progress to the SC; (ii) assure steady progress in accordance with an implementation schedule reviewed and approved by the program donors; (iii) monitor the contract obligations of the IC/Capacity Building Consultant to ensure adequate and smooth transfer of skills to national staff, and (iv) ensure the maintenance of a high ethical standard and transparency. The NCU should also serve as the Secretariat of the SC.

To assist with coordination, a working group chaired by the National Coordinator and composed of the focal points of beneficiary ministries and implementing bodies (Project Implementation Units and International Consultant) established. This working group meets regularly, at least monthly, to ensure adequate technical coordination and communication between ministries and implementing entities at the implementation level.

At this stage and based on the assessment of ministries' capacities, it is proposed that:

MoPW will implement Component A. For the civil works, it will delegate some of the implementation responsibilities to the IC, which will be in charge of implementing the investments under the overall responsibility of MoPW. Non-works activities will also be implemented by the IC and according to the matrix of transfer of responsibilities on page 23 MoPW will take over most of the responsibilities gradually until end 2013. In addition, a small professional team of finance people will be added to the finance department of MPW that, this team will work

directly for the NRAP program as well as will help the finance department of MPW for transfer of responsibilities from the IC to the client on financial aspects.

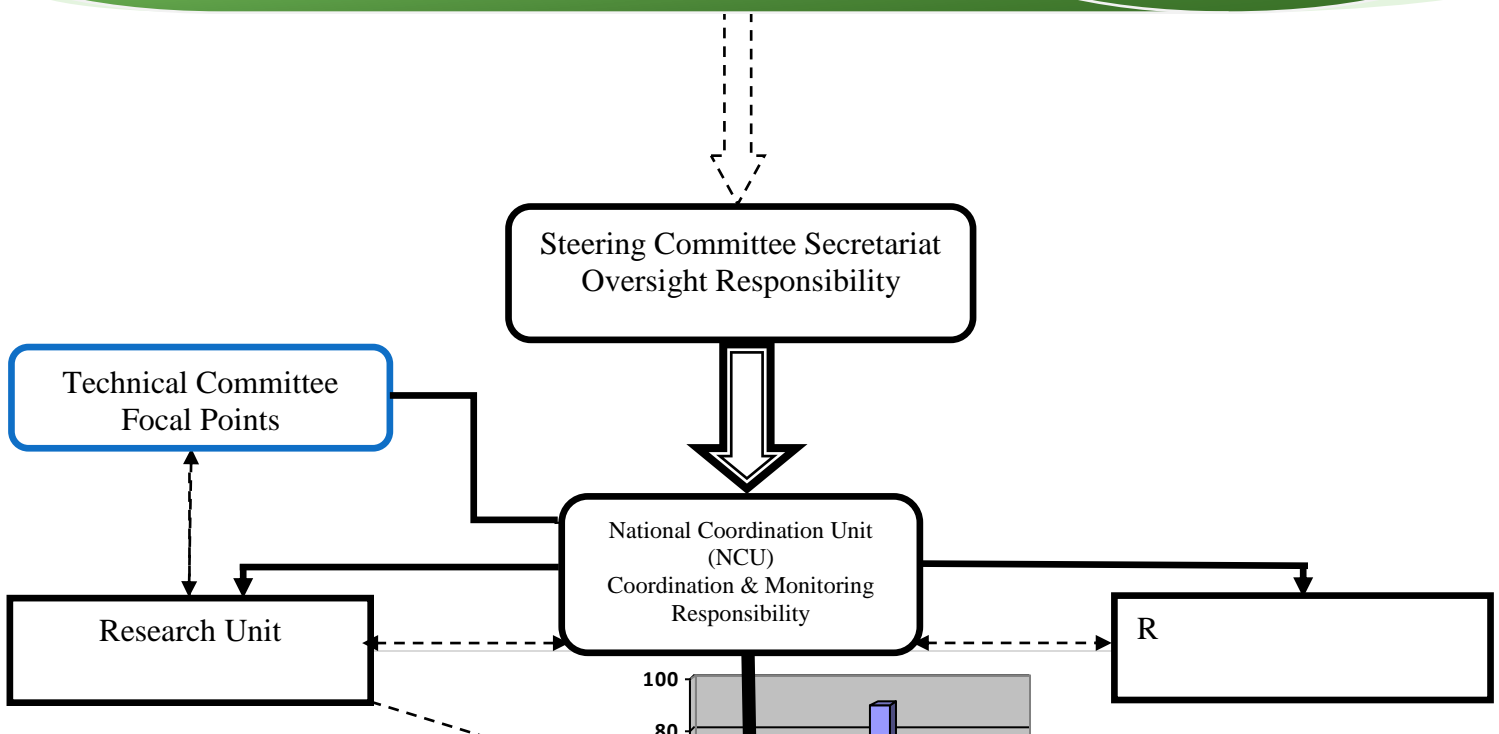
MRRD will implement activities under Component B. For the civil works, it will delegate some of the technical and some of the fiduciary responsibilities to the IC, which will be recruited for the consultancy support services for the investments under the overall responsibility of MRRD. Non-works activities will be managed by the PIU/MRRD with the support of the required expertise and training of the fiduciary staff. According to the matrix of transfer of responsibilities on page 24 MRRD will take over most of the responsibilities gradually until end 2013 the role of the Implementation Consultant will be reduced.

NCU/MoF will coordinate the program (Component A, B and C). This unit concentrates on Program Development and Coordination for the benefit of participating ministries and focuses on capacity building of the Program, Ministry staff and the construction industry.

VII. TECHNICAL ASSISTANCE ARRANGEMENTS

NRAP has evolved from a number of projects. To date, it is considered to be one of the more successful programs in Afghanistan. From the inception of the program in 2002 up to 2007, there were Implementation Partners (IPs) who assisted the government on the implementation of different projects. However, during implementation the government built considerable capacity among the teams and it was agreed to transfer some responsibility to the PIUs as described above. However there is room for improvement, especially with forecasting financial and construction outputs, so that the construction industry can complete contracts on time and within the budget. In order to accomplish these outcomes, it is foreseen that an Implementing Consultant, as Financial Agent and Capacity Building will be required for the foreseeable future especially in the areas of fiduciary management, information technology, training, contract management, performance measurement and support services (HR, asset management, etc.). This issue will be further discussed during the appraisal of the Program, where the Government and donors will jointly decide which mode of the fiduciary agent will be considered for the implementation of the program.

NATIONAL RURAL ACCESS PROGRAM (NRAP) ORGANIZATIONAL SET UP





Planned Technical Assistance & Requirements

COMPONENT	TECHNICAL ASSISTANCE
<p>Objective 1: Improvement and maintenance of secondary rural road and construction of drainage structures along the roads over the country.</p>	<ul style="list-style-type: none"> • An International Consultant Firm (IC) or Financial Agent/Firm (FA) needed to manage the Fiduciary Management and assist the PIU in implementation of the projects. The decision for an IC or FA will be made during appraisal between the Government and donors. • International consultants (8-10) needed in procurement, contract, finance, QA/QC, ESM, operations, technical, and planning to help PIU on the smooth implementation and transfer of skills and knowledge to National staff of the program. • Outsourcing of survey and design work for 2 regions on a pilot basis (as there are limited local consulting firms); if the result was good then it will be outsourced gradually for the whole package. • Outsourcing of monitoring and quality assurance activities to the private consulting firms.
<p>Objective 2: Improvement and maintenance of tertiary rural road and construction of drainage structures along the roads over the country.</p>	<ul style="list-style-type: none"> • An International Consultant Firm (IC) or Financial Agent/Firm (FA) needed to manage the Fiduciary Management and assist the PIU in implementation of the projects. The decision for IC or FA will be made during appraisal between the Government and donors. • International consultants (6-8) needed in procurement, contract, finance, QA/QC, ESM, technical, and planning to help PIU on the smooth implementation and transfer of skills and knowledge to National staff of the program. • Outsourcing of survey and design work for 2 regions on a pilot basis (as there are limited local consulting firms); if the result was good then it will be outsourced gradually in a phased manner. • Outsourcing of monitoring and quality assurance activities to the private consulting firm.
<p>Objective 3: Institutional strengthening, program development and</p>	<ul style="list-style-type: none"> • Contracting of an International Consultant Firm for institutional development (National Road Agency/Road Authority, Research Unit and Road Fund) and capacity

management.	<p>building to develop the necessary tools for improvement and scaling up of the program. Additionally, to improve the structure, procedures, operations, and capacity building of the staff.</p> <ul style="list-style-type: none"> • Contracting of an International consultant individual/firm for technical audit, financial audit, midterm review and impact evaluation of the project, as well as an exit strategy.
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VIII. PROCUREMENT AND FINANCIAL ARRANGEMENTS

Procurement: The proposed program will be implemented by two separate PIUs under the MRRD and MoPW. During the implementation of NERAP it was found that the PIU staff have sufficient capacity to execute the procurement of the project. Just to make sure a second party is involved for assuring more transparency, International Procurement Specialist are going to be hired through IC.. In order to strengthen the capacity of both ministries, training programs will be continued during the project.

Procurement for the project funding under IDA/ARTF will be administrated in accordance with the World Bank’s “Guidelines: Procurement under IBRD Loans and IDA Credits” dated May 2004, revised October 2006 and May 2010 and “Guidelines: Selection and Employment of Consultants by World Bank Borrowers” dated May 2004, revised October 2006 and May 2010. In addition the World Bank’s “Guidelines on Preventing and Combating Corruption in Projects Financed by IBRD Loans and IDA Credits and Grants” dated October 2006 and May 2010 has been shared with the recipient. Also, the Bank’s Standard Bidding Documents, Requests for Proposals, and Forms of Consultant Contract will be used. Civil works and goods following National Competitive Bidding (NCB) procedures shall be procured using the agreed Standard Bidding Documents (SBDs) for Afghanistan. In case of conflict/contradiction between the Bank’s procurement procedures and any national rules and regulations, the Bank’s procurement procedures will take precedence as per the Article 4(3) of the Procurement Law of the Islamic Republic of Afghanistan dated October 2005.

The procurement plan outlined below will be further prepared during the appraisal of the program, which is planned to start in August or September 2011 together with the World Bank team and will facilitate assistance by the preparation consultancy firm.

Procurement Plan

COMPONENT	GOODS	SERVICES
<p>Objective 1: Improvement and maintenance of secondary rural road and construction of drainage structures along the roads over the country.</p>	<ul style="list-style-type: none"> • Equipment and materials. • Computers, printers, and other IT equipment for new staff, and other infrastructure as required. • Equipment for surveys like Total 	<ul style="list-style-type: none"> • Contracting of International Consultant Firm for institutional development and operational activities to implement changes to structure, procedures, operations, and capacity building of staff. • Contracting of Survey, Design and Monitoring activities to National Consulting Firms in a phased manner • Contracting of International

	<p>Station, GPS, etc.</p> <ul style="list-style-type: none"> • Workshops, training and accreditation materials. 	<p>consultants (8-10) for procurement, contract, planning, QA/QC, ESM, operational analyst expert, and 192 National consultants (135 existing staff + 57 new staff as part of scaling) plus support staff. (See Annex 2)</p>
<p>Objective 2: Improvement and maintenance of tertiary rural road and construction of drainage structures along the roads over the country.</p>	<ul style="list-style-type: none"> • Equipment and materials. • Computers, printers, and other IT equipment for new staff, and other infrastructure as required. • Equipment for surveys like Total Station, GPS, etc. • Workshops, training and accreditation materials. 	<ul style="list-style-type: none"> • Contracting of International Consultant Firm for institutional development and, operational activities to implement changes to structure, procedures, operations, and capacity building of staff. • Contracting of Survey, Design and Monitoring activities to National Consulting Firms in a phased manner • Contracting of International Consultants (6-8) for procurement, contract finance, technical experts, and 140 national consultants (95 existing staff + 45 new staff as part of scaling up) plus support staff.
<p>Objective 3: Institutional strengthening, program development and management.</p>	<ul style="list-style-type: none"> • Equipment and materials. • Computers, printers, and other IT equipment for new staff, and other infrastructure as required. • Equipment for Research Unit. • Workshops, training and accreditation materials. 	<ul style="list-style-type: none"> • Contracting of International Consultant Firm for institutional development (National Road Agency/Road Authority, Research Unit and Road Fund) and capacity building to develop the necessary tools for improvement and scaling up of the program. Additionally, to improve the structure, procedures, operations, and capacity building of staff. • Contracting of International consultant individual/firm for technical audit, financial audit, midterm review and impact evaluation of the project. • Contract 16 national technical experts and consultants (10 existing staff + 2 new staff as part of scaling up) plus support staff.

Financial Management, Disbursement and Audit: Financial management and audit functions for the proposed project utilize country systems centralized in the Ministry of Finance and will be undertaken through the financial management and audit agents contracted under the ongoing Public Administration Capacity Building Project. This project is the primary instrument for continuing to strengthen Afghanistan’s country systems and other fiduciary measures that have been put in place for ensuring the transparency and accountability of funds provided by the

Bank and other donors. The Financial Management Agent is responsible for helping the MoF maintain the accounts for all public expenditures, including ARTF-funded projects, and for building capacity within the government offices for these functions.

At the project level, both the implementing line ministries, MoPW and MRRD, will use the Implementation Consultant/financial agent to perform the key financial management functions. During preparation and appraisal missions, the Bank will assess the capacity of the finance departments of both ministries, and if this is found satisfactory, they will assume full responsibility for the financial management functions. To help achieve this aim, the financial management capacity of both ministries will be strengthened from the start of the project by the recruitment of financial management professionals, regular training, and provision of a financial management system. The IC will use a computerized accounting system, satisfactory to ARTF, to maintain relevant accounting records and generate the required periodic reports on project activities.

Quarterly financial monitoring reports will be prepared by the IC/MRRD/MoPW’s finance departments. Consolidated project reports will be prepared, reviewed, and approved by the MoF and supported by the Financial Management Agent.

Fund Flows and Disbursement: Fund management for the project will follow existing procedures, which allows for the advance of the project Float Account managed by the Implementation Consultant/Financial Management Agent. As with all public expenditure, all payments under the project will be routed through MoF. The Financial Management Agent will assist the MoF in executing and recording project payments. The Designated Account (DA) will be operated by the Special Disbursement Unit (SDU) in the Treasury Department of MoF and the Float Account will be managed by the IC. MRRD/MoPW will request the SDU for payments from Designated Account funds. In addition to payments from DA funds, MRRD/MoPW will be able to request the SDU to make direct payments to consultants or consulting firms and advances to the Float Account, and to request special commitments for contracts covered by letters of credit. Such requests will follow World Bank procedures. All withdrawal applications to ARTF will be prepared and submitted by the MoF.

Disbursement management arrangements for the proposed project will follow standard World Bank procedures and be based on the best funds-flow arrangements possible while working within the government’s centralized payment system. The ongoing NERAP experience shows that continued improvement in communication, planning, and troubleshooting between MRRD, Finance and Treasury, and the Special Disbursement Unit remains a priority, while for MoPW, basic disbursement capacity building is a priority. While the SDU will retain final authority over payment approvals, so as to ensure a smooth flow of funds., MRRD will need to be more proactive in managing its disbursements, ensuring better communication links with Treasury and World Bank counterparts, and improving transaction monitoring (except for reporting). The building blocks of basic disbursement capacity will have to be built within MoPW.

IX. CHALLENGES, CONSTRAINTS, AND SOLUTIONS

REGULATORY CONSTRAINTS	RESPONSE PLAN
<ul style="list-style-type: none"> ➤ The major factors constraining the improvement of capacity within the respective Ministries is the lack of key policies such as staff rules and regulations, financial management, asset management, and clear strategies 	<ul style="list-style-type: none"> ➤ Develop and issue clear guidelines and policies on Staff Rules and Regulations, Financial Management, Asset Management and Procurement should be promulgated by the respective ministries under the Government of Afghanistan.

<p>to enable the institutionalization of NRAP so that it can be eventually fully managed by Afghans.</p>	
<ul style="list-style-type: none"> ➤ There are governance constraints and limited anti-corruption measures. 	<ul style="list-style-type: none"> ➤ In Afghanistan, corruption in the road sector is caused by poor fiduciary practices, but also by the extremely thin road construction industry, which creates an enabling environment for collusion. The chief actions to be taken will be to continue to engage a ‘third party’ to monitor and report to all stakeholders’ corruption and fiduciary management, and to increase competition and improve best business practices within the road construction industry. The sector will develop a number of new ways to oversee and counteract corruption through mechanisms such as mentoring and training construction industry in probity and contractual law requirements, public oversight of procurement, output-based payments, and increased use of physical auditing to maintain checks on quality.
ORGANIZATIONAL CONSTRAINTS	RESPONSE PLAN
<ul style="list-style-type: none"> ➤ Inability to attract qualified ministry counterparts to the program. 	<ul style="list-style-type: none"> ➤ This problem cannot be solved through the ministry alone. Mechanisms such as the MCP program and possibly outsourcing some activities may partially offset the problem but a longer term solution for attracting core government staff to managerial positions and building long-term capacity is badly needed.
SUPPLY CONSTRAINTS	RESPONSE PLAN
<ul style="list-style-type: none"> ➤ Weak contracting capacity and lack of supply of well-qualified contractors, relative to international norms as far as business excellence in regards to procurement of goods and works. There is also a weak understanding of 	<ul style="list-style-type: none"> ➤ Ministries and NRAP will develop a clear capacity building program for contractors to provide more technical assistance for enhancing their understanding of various contracting aspects.

procurement, financial management and contract condition from the contractor's side.	
HUMAN CAPITAL CONSTRAINTS	RESPONSE PLAN
➤ The scarcity of qualified engineers, fiduciary specialists, and technical support staff is proving increasingly difficult due to a crowding out effect from the emerging private sector and other generously funded donor projects. The pool of qualified and employable personnel is limited due to the post-conflict nature of the country.	➤ There is an increased focus on the vocational, educational and trade skills enhancement through the cluster approach, and an internship program will be considered as noted.

X. MONITORING AND EVALUATION PLAN

An effective monitoring and evaluation (M&E) system has been established under NERAP to provide information to the relevant stakeholders on project implementation performance, process, outputs, and outcomes. The monitoring information is also being used as a decision-making tool. The system will be further developed during the implementation of the proposed project. To track whether the proposed project is meeting its objectives, key performance indicators have been developed. Regular supervision and a mid-term review will be conducted to measure the achievements against these key indicators. The project's M&E system will be based on the following six aspects: (a) implementation monitoring, (b) post-implementation monitoring, (c) community participatory monitoring, (d) baseline survey and impact evaluation, (e) midterm review and (f) an external evaluation study at the end of the project.

The MoPW's PIU will be responsible for monitoring the implementation of Component A, while MRRD's PIU will monitor Components B and NCU will monitor Component C. The M&E focal points of NCU, in close coordination with both PIUs, will be responsible for coordinating the M&E tasks, liaising with the IC, as well as regional M&E staff and provincial engineers in the collection and reporting of the required data. The monitoring data will be continuously updated and consolidated quarterly for provision to the Bank and will be made available to coincide with the World Bank implementation support missions of the project.

Community Participatory Monitoring: Focus will be placed towards community-led management and maintenance and community participatory monitoring will be introduced. The Social Inclusion Unit will ensure the participation of beneficiary communities in the implementation and monitoring of Level 1 contracts.

Baseline Survey and Impact Evaluation: A baseline study carried out with the help of the Vulnerability Assessment Unit (VAU) of MRRD in early 2009. The baseline survey collects household-level information on transport and travel needs, income and expenditures patterns, asset ownership, cropping patterns (including opium poppy cultivation), employment as well as access to markets, health and education services. In order to identify the effects of NERAP projects on

outcomes and to generate evidence-based recommendations on how the structure of the program may be adapted to more efficiently meet program goals; a rigorous impact evaluation of project effects and related interventions will be implemented across the life-cycle of the project and the first follow up survey will be conducted in first half of 2011. The impact evaluation will focus on estimating two core effects: (i) Project Effects; and (ii) Effect of Complementary Input Interventions (CII).

Mid-term Review: A mid-term review (MTR) will be conducted during the second year of the project. The steering committee, through the NCU, will be responsible for preparing the necessary documentation for the review and for planning the MTR meeting. The review will evaluate progress in reaching the project and program objectives, and will identify measures to improve performance, if needed. Prior to the midterm review, a new capacity assessment of technical and fiduciary management capacities of the ministries will be carried out by the World Bank in order to assess the options to transfer additional responsibilities to the ministries. As appropriate, the Government will contract a consultant (from grant proceeds) to review and assess progress in implementing the project and to assist in preparing the necessary documentation for the review. Specialists will review the community-based contracting and participatory processes and assess the environmental and social impacts of investments, both individually and cumulatively, and the adequacy of safeguard procedures agreed for the project. The MTR will also review efforts to ensure good governance and reduce the risk of corruption.

Whilst recognizing that reductions in opium poppy cultivation will depend on a number of different factors outside the scope of this program, consideration will be given to looking at the impact the completion of road works has on agricultural and income diversity in areas where opium poppy is currently grown.

External Evaluations: At the end of the third year and as input to the Project Implementation Completion and Results Report, an external evaluation will assess the project's impact and provide program-wide recommendations. The evaluation will specifically assess whether the targets set for the project will be achieved at the end of the project, based on findings from the analytical works, the impact evaluation and monitoring records during the project. An independent external evaluation will also be carried out to evaluate the performance of the Implementation Consultant.

Annex 1: Results Framework Implementation Plan

Annex 2: Summary of Staffing Needs for Scale Up

Annex 3: Program Detail Costing and Budget

Annex 4: List of prioritized secondary & tertiary roads for scale up

Objective 2: To rehabilitate, construct and maintain 5,950 kilometers of tertiary rural roads that will provide year round access to the remote village to basic services, such as markets, health care center and schools.

Deliverable 2.1: Rehabilitation and reconstruction of about 2,350 kilometers of tertiary rural roads

1	Activity 2.1.1 : Identification Stage(No of Contracts/Sub-projects)	323	413	493	568	643	718	756									
2	Activity 2.1.2 : Project support team : Total Development Stage(Contracts/Sub-projects)	276	323	353	389	425	461	497	533	569	605	641	677	713	753		
3	Activity 2.1.3(a) : In-house by project support team : Development Stage(Contracts/Sub-projects) & % of total scope (km & rm)			23 (78%)	28 (78%)	20 (56%)	20 (56%)	20 (56%)	20 (56%)	12 (34%)	12 (34%)	12 (34%)	12 (34%)	5 (12%)	5 (12%)		
4	Activity 2.1.3 (b): Gradual Outsourcing : Development Stage(Contracts/Sub-projects) & % of			7 (22%)	8 (22%)	16 (44%)	16 (44%)	16 (44%)	16 (44%)	24 (66%)	24 (66%)	24 (66%)	24 (66%)	31 (88%)	35 (88%)		
5	Activity 2.1.4 : Procurement Stage(Contracts/Sub-projects)	246	276	323	353	389	425	461	497	533	569	605	641	677	713	753	
6	Activity 2.1.5 : Delivery Stage(1753 km of Tertiary Road)					53	106	159	212	380	548	716	884	1094	1304	1514	1700
7	Activity 2.1.6 : Delivery Stage for current NERAP (647 km of Tertiary Road remained target of NERAP)	595	671	796	878	939	1037	1137	1197	DLP			Will be completed				
8	Activity 2.1.7 : Outsourcing for External Monitoring					100%			100%			100%					
9	Generation of Labor-Days for scaling up	49,865	134,081	272,595	363,459	489,784	657,108	826,649	951,865	1,138,027	1,324,189	1,510,351	1,696,514	1,929,216	2,161,919	2,394,622	2,659,459

Deliverable 2.2: Implementation of 3,600 (1,200 NERAP + 2,400 Scaling up) kilometers of tertiary rural road maintenance of recently constructed or rehabilitated rural roads and periodic maintenance

1	Activity 2.2.1: Identifications of road (km)	1200				1200				1200			3600				
2	Activity 2.2.2: Development stage (km)	1200				2400				3600			3600				
3	Activity 2.2.3: Procurement km	1200				2400				3600			3600				
4	Activity 2.2.4: Routine Maintenance of 2400 km tertiary roads																3600
5	Activity 2.2.5: Delivery Stage for current NERAP (3600 km Routine maintenance of Tertiary Road)	1200			2400			3600									
6	Generation of Labor-Days for scaling up	50895	101790	152685	203580	261495	319410	377325	435240	522113	608985	695858	782730	869603	956475	1043348	1130220

Deliverable 2.3: Emergency repair of the already rehabilitated tertiary rural road and bridges which may damaged by natural disaster

1	Activity 2.3.1: Identifications & Development of the sub-project as per percentage of the budget.	43%	49%		55%	61%		65%	69%			73%	80%			88%	100%
2	Activity 2.3.2: Procurement of the sub-project .as per percentage of the budget.	43%	49%		55%	61%			69%				80%				100%
3	Activity 2.3.3: Delivery of the sub-project as per percentage of the budget.								10%	20%			40%	50%			90%
4	Activity 2.3.4 : Delivery of the sub-project as per percentage of the budget of emergency maintenance-2.8 million	70%	80%		90%	100%											
5	Generation of Labor-Days for scaling up	8400	16800		41300	65800			81550	88300			119800	126550			189550

Deliverable 3.5 : Develop a research unit responsible for maintaining and developing academic technical notes and standards base on first hand research.																												
1	Activity 3.5.1: Define the Terms of Reference for the Research Unit																											
2	Activity 3.5.2: Recruitment of the core faculty and the consultants both full time & part time																											
3	Activity 3.5.3: Define the research plan based on the existing secondary findings for initiating primary research																											
4	Activity 3.5.4: Pilot phase research project																											
5	Activity 3.5.5: Data collections and recording	This activity may extend to 5 years																										
6	Activity 3.5.6: Initiate intensive primary research on road standards etc																											
7	Activity 3.5.7 : Suggest ongoing options on material use, cost norms, etc																											
8	Activity 3.5.8 : Document the findings scientifically for confirming the road standards																											
Deliverable 3.6 : Data base and MIS system																												
1	Activity 3.6.1: Assessment of the existing database systems in both the ministries																											
2	Activity 3.6.2: Unification of the existing database system of both ministries into one uniform system																											
3	Activity 3.6.3: Verification of the revised uniform system in terms of affectivity by an International Consultant																											
4	Activity 3.6.4: Uploading the national network data base into the system for regular updating																											
5	Activity 3.6.5 : Ongoing updating and review at regular intervals																											
6	Activity 3.6.6 : Refining & fine tuning the system as per need by IC and the research unit																											
Deliverable 3.7 : Outline a roadmap for the institutionalization of a rural road authority/ rural road agency, and fund																												
1	Activity 3.7.1: Revise the concept paper for National road Authority & present to cabinet for approval																											
2	Activity 3.7.2: Secure the Presidential decree to establish the task force & appoint task force																											
3	Activity 3.7.3 : Conduct the meeting of the task force members to nominate the Technical Working Group																											
4	Activity 3.7.4 : Technical working group to develop the base document, constitution, structure, reforms in MoPW and mandate of the road authority																											
5	Activity 3.7.5: Working group to present the document to Task Force, cabinet & parliament for approval																											
6	Activity 3.7.6 Develop proper institutional structure for managing the overall road network																											
7	Activity 3.7.7 Develop & recommend appropriate financing mechanism to fund maintenance & future rehabilitation																											
8	Activity 3.7.8 Develop appropriate legal instruments to institutionalize the system																											
9	Activity 3.7.9 Define the mission, core functions & organizational structure including transition plan for MoPW																											
10	Activity 3.7.10 Recommend appropriate instruments and regulatory framework for private sector involvement etc																											

Annex 2: Summary of Staffing Needs for Scale Up

AGRICULTURE AND RURAL DEVELOPMENT CLUSTER NATIONAL PRIORITY PROGRAM NATIONAL RURAL ACCESS PROGRAM (NRAP)

STAFF LIST FOR SECONDARY ROADS

I. MPW PIU Personnel List

S/N	Description	No. of Position
1	Head of PIU	1
2	Deputy Head of PIU	1
3	Secretary	1
4	Senior Road Design Engineer	1
5	Road Design Engineer(Geometric / Highway)	3
6	Geotechnical Engineer	2
7	Hydrology / Engineer	2
8	Costing Estimated Engineer	1
9	Auto CAD/Design Engineer	2
10	Senior Bridge Design Engineer	1
11	Bridge Engineer	1
12	Bridge/Auto CAD Design Eng.	1
13	Senior Surveyor	1
14	Surveyor	3
15	Sr. Road Maintenance Engineer	1
16	Maintenance Engineer	1
17	Materials QA/QC Engineer	1
18	S.r Lab Engineer	1
19	Lab Technician	1
20	Assistant Lab technician	1
21	Lab Admin Assistant	1
22	Safeguard Senior Officer	1
23	MIS / GIS Planning Coordinator	1
24	Database Annalist/ Developer	1
25	Database Reporting Associate	1
26	MIS Assistant	1
27	M&E Associate	1
28	M&E Assistant	1
29	Planning Associate	1
30	Planning Assista	2
31	GIS Specialist	1
32	GIS Assistant	1
33	S.r Media Assistant	1
34	Jr. Media Assistant	1
35	Procurement Associate	1
36	Procurement Assistant	3
37	Procurement Clerk	1
38	Procurement Assistant (goods & services)	1
39	Contract Associate	1
40	Contract Engineer	1
41	Contract Assistant	1
42	Operations Support Officer	1
43	Admin Assistant	1
44	Logistics/Assets Management Assistant	1
45	Jr. HR Associate	1
46	Finance Officer	1
47	Finance Assistant	1
48	Gender ESMF Assistant	1
Regional Personnel		
49	Associate Engineer	2
50	Maintenance Engineer	9
51	Field Engineer	10
52	Surveyor	9
53	Admin	1
54	ESMF Assistant	9
Total PIU MoPW		98

II. IC Personnel List

S/N	Description	No. of Position
1	Team Leader	1
2	Deputy Team Leader	1
3	Finance Manager	1
4	Procurement Specialist	1
5	Contracts Supervisor & QA Specialist	1
6	Project Manager / CTA	1
7	Programme Operations Analyst	1
8	Bridge Engineer	1
9	Short Term Consultants (Planning)	1
10	QA/QC Specialist	1
11	Short Term Consultants (ESM)	1
12	QA/QC Coordinator - shared	1
13	Program Assistant	1
14	TAX Accountant/Compliance Accountant	1
15	Sr. Finance Officer	1
16	Finance Assistant	1
17	Sr. HR Associate	1
18	HR Assistant	1
19	Procurement Associate (goods & services)	2
20	Procurement Clerk (goods & services)	1
21	Logistics/Assets Management Associate	1
22	Logistics/Assets Management Assistant	1
23	Electrician	1
24	IT Associate	1
25	Sr. IT Assistant	1
26	Jr. IT Assistant	1
27	Print Shop Operator	1
28	Jr. Archives Assistant	1
29	Messenger	2
30	Cleaner	7
31	cook	1
32	Sr. Security Guard Supervisor	1
33	Security Guard	17
34	Transport Supervisor	1
35	Dispatcher	1
36	Driver	16
Regional Personnel		
1	Regional Senior Engineer	9
2	QA/QC Engineers	9
3	Regional Engineer	1
4	Admin/Finance Associate	9
5	Sr. Driver	3
6	Driver	31
7	Security Guard	25
8	Cleaner	9
Total IC Staff		171

III. MPW Counterparts to NRAP

S/N	Description	No. of Position
1	Procurement Director	1
2	Procurement Officer specialist	1
3	Admin / Finance Director	1
4	Media manager	1
5	Finance Assistant	2
6	Admin/Finance Assistant	1
7	Admin/Finance Counterpart	1
8	Admin Assistant	1
9	Procurement Officer	1
10	Procurement Assistant	1
11	Sr. Field Monitoring Engineer	1
12	Lab. Technician	1
13	Lab. Engineer	1
14	GIS Assistant	1
15	ESMF Focal Point	1
16	MIS Assistant	1
17	Logistics assistant	1
18	Archives Assistant	1
19	GARDENER	7
20	DRIVER	8
21	GUARD	4
PIU Regional Counterparts		
22	Regional Engineer	8
23	Regional Monitor	1
24	Field Engineer	29
25	Program Assistant	8
26	Admin/Finance Assistant	8
27	Surveyor	1
28	Driver	23
Work Shop Unite		
29	Workshop Head	1
30	Work Shop Engineer	2
31	Mechanic Engineer	1
32	Sr. Machinery Operator	1
33	Machinery Operator	3
34	Machinery Facilities Guard	2
Total MPW Counterparte		126

Summary

PIU MoPW Staff +IC	Existing	Proposed	Total
Technical Staff	135	57	192
Support Staff	183	20	203
Total	318	77	395

**AGRICULTURE AND RURAL DEVELOPMENT CLUSTER
NATIONAL PRIORITY PROGRAM
NATIONAL RURAL ACCESS PROGRAM (NRAP)
STAFF LIST FOR TERTIARY ROADS
MRRD PIU Personnel List**

S/N	Descriptions	No. of Position	S/N	Descriptions	No. of Position
A	HQ STAFF		A	HQ STAFF CONTD	
1	Head of PIU	1	61	Archive Assistant	2
2	Deputy PIU	1	62	Store Keeper	1
3	Program Advisor (International)	1	63	Transport Officer	1
4	Senior M&E Officer	1	64	Transport Assistant	0
5	Program Support Officer	1	65	Mechanic	1
6	Legal Advisor	1	66	Driver	15
7	PR Communication Officer	1	67	Security Officer	0
8	Planning and Design Manager	1	68	Security Assistant	1
9	Planning and Design Assistant	1	69	Security Guard	3
10	Planning Specialist	1	70	Receptionist	1
11	Planning Engineer	1	71	Building Site Assistant	1
12	GIS Specialist	1	72	Messenger	1
13	GIS Officer	1	73	Electrician	1
14	Survey Specialist	0	74	Office Assistant/ Photo Copier	1
15	Road Senior Survey Engineer	1	75	Support Staff (Cleaner)	5
16	Structure Senior Survey Engineer	1	76	Reporting Manager	1
17	Design Specialist	1	77	Senior Reporting Officer	0
18	Road Senior Design Engineer	2	78	Reporting Officer	1
19	Structure Senior Design Engineer	2	79	Reporting Assistant	1
20	Maintenance Engineer	1	80	Senior MIS Officer	1
21	Cost Analysis Engineer	1	81	MIS Officer	1
22	Environmental and Socio Economic Manager	1	82	Programmer/Web Developer	0
23	Environmental and Socio Economic Assistant	1	83	MIS Assistant	1
24	Gender Officer	1		Total HQ Staff	106
25	Community Development, Gender inclusion & safe guard Specialist	1	B	Regional Staff	
26	Community Development/ Training Officer	1	1	Regional Manager	9
27	Safeguard Specialist	-	4	Planning and Mapping Engineer	9
28	Socio Economic Officer	1	5	Surveyor Engineer	9
29	Environmental Officer	1	11	Safeguard Officer	9
30	Implementation Manager	1	14	Maintenance Engineer	9
31	Implementation Assistant	1	16	Material/ Quality Control Engineer	9
32	Procurement Specialist (International)	1	18	Construction Engineer	34
33	Senior Procurement Officer	1	19	Field Supervisor	60
34	Procurement Officer	1	20	Admin/ Finance	9
35	Procurement Goods/ Services Officer	1	21	IT Technician	9
36	Procurement Assistant	2	23	Driver	44
37	Contract Specialist (International)	1	25	Security Guard	27
38	Senior Contract Officer/ Engineer	1		Sub Total Kabul Regional Management	237
39	Contract Officer/ Engineer	1			
40	Contract Assistant	2			
41	Maintenance Specialist	1			
42	Senior Maintenance Engineer	1			
43	QA/ QC Coordinator	1			
44	QA/ QC Senior Engineer	1			
45	QC/ Monitoring Engineer	6			
46	Admin/ Finance Manager	1			
47	Admin/ Finance Assistant	1			
48	Finance Specialist (International)	1			
49	Senior Finance Officer	1			
50	Finance Officer	1			
51	Finance Assistant/casher	2			
52	Senior HR Officer	1			
53	HRD Officer	1			
54	HR Assistant	1			
55	Senior IT Officer	0			
56	IT Officer	1			
57	IT Assistant	1			
58	Admin officer	1			
59	Logistic Officer	1			
60	Logistic Assistant	0			
				Summary	
				PIU MRRD Staff	Existing Proposed Total
				Technical Staff	95 45 140
				Support Staff	70 133 203
				Total	165 178 343

**AGRICULTURE AND RURAL DEVELOPMENT CLUSTER
NATIONAL PRIORITY PROGRAM
NATIONAL RURAL ACCESS PROGRAM (NRAP)**

**Component C
NCU Staff List**

S/N	Description	No of Position
1	Program Coordinator	1
2	Deputy Program Coordinator	1
3	Advisor (International)	1
4	Admin/Finance Officer	1
5	Reporting Officer	1
6	PR Communication Officer	1
7	Media Officer	2
8	Secretary for NC	1
9	Monitoring and Evaluation Senior Officer	1
10	MIS Specialist	1
11	Head of Reseach Unit	1
12	Experts for Research of Road	2
13	Experts for Research of Road (Part time)	2
14	Legal advisor of research unit (Part time)	1
15	Drivers (2 Back up drivers)	7
16	Support Staff (Messenger, Cleaner, ...,ect)	4
Total NCU		28

Summary

NCU Staff	Existing	Total
Technical Staff	10	16
Support Staff	8	12
Sub-Total NCU		18
PIU MoPW Staff +IC	Existing	Total
Technical Staff	135	192
Support Staff	183	203
Sub-Total PIU MoPW		318
PIU MRRD Staff	Existing	Total
Technical Staff	95	140
Support Staff	70	203
Sub-Total PIU MRRD		165
NRAP Summary		
NRAP Staff	Existing	Total
Technical Staff	240	348
Support Staff	261	418
Total NRAP		501
		766

NOTE: The proposal for NRAP includes requirements for technical staff (348 total: 240 existing + 108 proposed) and support staff needed; however, this annex includes an even further breakdown of the support staff required for NRAP resulting in a total to 766 personnel for the program.

Annex 3: Program Detail Costing and Budget Overall Costing Summary

Cluster Name [AGRICULTURE AND RURAL DEVELOPMENT]																							
Program Name [NATIONAL RURAL ACCESS PROGRAM]																							
For the Years 1390 -1393																							
Codes	Ministry/Agency	SC, or D Number Identifiers	Cost Description (Component-wise)	Available Fund, IDA & ARTF				Proposed Budget, ARTF				Proposed Budget, ARTF				Proposed Budget, ARTF				Total cost for 3 years			
				IN	Day/Mon	1390 Unit Cost	1390 Qty	Total Costs Unit x Qty	IN	Day/Mon	1391 Unit Cost	1391 Qty	Total Costs Unit x Qty	IN	1392 Unit Cost	1392 Qty	Total Costs Unit x Qty	IN	1393 Unit Cost		1393 Qty	Total Costs Unit x Qty	
	NRAP/MPW		TOTAL Component A					77,892,835						82,444,430				99,223,836			96,192,273	355,753,374	
			Less AMOUNT SECURED from EXISTING FUNDS					43,732,224														43,732,224	
				TOTAL REQUESTED					34,160,611						82,444,430				99,223,836			96,192,273.01	312,021,150
	NRAP/MRRD		TOTAL Component B					53,217,063						49,707,999				58,267,184			75,068,091.29	236,260,337	
			Less AMOUNT SECURED from EXISTING FUNDS					47,170,000							4,020,000				0				51,190,000
				TOTAL REQUESTED					6,047,063						45,687,999				58,267,184			75,068,091.29	185,070,337
	NRAP/NCU		TOTAL Component C					7,566,300						4,951,900				4,021,300			3,603,836	20,143,336	
			Less AMOUNT SECURED from EXISTING FUNDS					7,566,300															7,566,300
				TOTAL REQUESTED					0						4,951,900				4,021,300			3,603,836	12,577,036
GRAND TOTAL REQUESTED																					612		
Less Amount Secured																					102		
Total Request for 3 Years																					510		
GRAND TOTAL COMMITED																					300		
GRAND TOTAL SHORTFALL																					210		

Detailed Costing Summary

Cluster Name [AGRICULTURE AND RURAL DEVELOPMENT]																				
Program Name [NATIONAL RURAL ACCESS PROGRAM]																				
For the Years 1390 - 1393																				
Codes	Ministry/Agency	SC, or D Number Identifiers	Cost Description (Component-wise)	IN	Proposed budget 1391			Proposed budget 1392			Proposed Budget 1393			Total cost for 3 years						
					1390Qty	Total Costs Unit x Qty	IN	Day/ Mon	1391 Unit Cost	1391 Qty	Total Costs Unit x Qty	1392 Unit Cost	1392 Qty		Total Costs Unit x Qty	1393 Unit Cost	1393 Qty	Total Costs Unit x Qty		
	NRAP/MPW		TOTAL Component A			77,892,835					82,444,430				99,223,836			96,192,273	355,753,374	
			Personnel Total			7,000,525						9,848,014				10,349,293			7,904,201	35,102,032
			Travel Total			133,320						97,284				97,284			97,284	425,172
			Communications Total			357,600						251,922				251,922			251,922	1,113,366
			Contractual Services Total			181,944						193,116				176,418			193,116	744,594
			Repair and Maintenance Total			683,640						586,971				586,971			586,971	2,444,553
			Utilities Total			937,080						994,620				994,620			994,620	3,920,940
			Fuel Total			860,000						508,200				508,200			508,200	2,384,600
			Tools and Materials Total			1,401,211						111,320				2,133,360			2,133,360	5,779,251
			Assets Total			62,187,268						65,630,015				78,981,880			78,870,048	285,669,212
			Other Total			4,150,247						4,222,969				5,143,887			4,652,551	18,169,654
			Less AMOUNT SECURED from EXISTING FUNDS			43,732,224														43,732,224
			TOTAL REQUESTED			34,160,611						82,444,430				99,223,836			96,192,273	312,021,150
		NRAP/MRDD		TOTAL Component B			53,217,063					49,707,999				58,267,184			75,068,091	236,260,337
			Personnel Total			6,593,199						8,593,202				9,412,920			10,209,010	34,808,332
			Travel Total			249,999						251,997				277,200			304,920	1,084,116
			Communications Total			250,000						252,000				277,200			304,920	1,084,120
			Contractual Services Total			325,000						325,200				239,620			241,952	1,131,772
			Repair and Maintenance Total			340,080						340,800				374,880			412,368	1,468,128
			Machinery & Equipment > 50,000 AFN			700,000						3,285,700				1,160,280			973,808	6,119,788
			Fuel Total			650,400						691,200				767,891			843,923	2,953,414
			Tools and Materials Total			18,840						18,400				1,320			1,452	40,012
			Assets Total			43,981,544						35,835,500				45,630,473			61,637,798	187,085,315
			Other Total			108,000						114,000				125,400			137,940	485,340
			Less AMOUNT SECURED from EXISTING FUNDS to be deducted			47,170,000						4,020,000								51,190,000
			TOTAL REQUESTED			6,047,063						45,687,999				58,267,184			75,068,091	185,070,337
	NRAP/NCU/MPF			TOTAL Component C			7,566,300					4,951,900				4,021,300			3,603,836	20,143,336
21			Personnel Total			532,700						992,400				1,089,540			1,146,274	3,760,915
221			Travel Total			72,000						48,000				52,800			58,080	230,880
			Communications Total			102,000						480,000				330,000.00			352,792	1,264,792
223			Contractual Services Total			6,106,000						620,000				470,000			1,129,190	8,325,190
			Repair and Maintenance Total			18,000						60,000				58,000.00			56,300	192,300
			Utilities Total			36,000						18,000				19,200.00			20,520	93,720
			Fuel Total			43,200						72,000				79,200.00			87,120	281,520
			Tools and Materials Total			12,000						531,900				112,000			163,000	818,900
252			Assets Total			601,100						2,120,000				1,800,000			580,000	5,101,100
			Other Total			43300						9,600				10,560.00			10,560	74,020
			Less AMOUNT SECURED from EXISTING FUNDS			7,566,300														7,566,300
			TOTAL REQUESTED			0						4,951,900				4,021,300			3,603,836	12,577,036

Detailed Costing for Component A

Cluster Name [AGRICULTURE AND RURAL DEVELOPMENT]

Program Name [NATIONAL RURAL ACCESS PROGRAM]

For the Years 1390 - 1393

PIU Ministry of Public Works (MPW)

Codes	Ministry/Agency	SC, or D Number Identifiers	Cost Description (Component-wise)	Available Budget, IDA & ARTF				Proposed Budget, ARTF				Proposed Budget, ARTF				Total cost for 3 years									
				IN	Day/Mon	1390 Unit Cost	1390 Qty	Total Costs Unit x Qty	IN	Day/Mon	1391 Unit Cost	1391 Qty	Total Costs Unit x Qty	IN	Day/Mon		1392 Unit Cost	1392 Qty	Total Costs Unit x Qty						
			TOTAL Component A					77,892,835										96,192,273	355,753,374						
			Personnel Total					7,000,525										7,904,201	35,102,032						
			IC Personnel LUCA Contract		12	252,504.635	1	3,030,056		12	289,656.694	1	3,475,880		12	289,656.694	1	3,475,880		12	264,394.734	1	3,172,737		
			PIU Personnel		12	172,549.164	1	2,070,590		12	270,780.401	1	3,249,365		12	271,479.932	1	3,257,759		12	225,168.312	1	2,702,020		
			IC Personnel CTG Contract		12	52,555	1	630,660		12	145,475.333	1	1,745,704		12	165,934.00	1	1,991,208		12	58,824.00	1	705,888		
			PIU Conterparts		12	89,250.746	1	1,071,009		12	97,392.05	1	1,168,705		12	103,120.45	1	1,237,445		12	92,379.70	1	1,108,556		
			Budget for Contract Changes		12	16,517.50	1	198,210		12	17,363.333	1	208,360		12	32,250	1	387,000		12	17,916.667	1	215,000		
			Travel Total					133,320					97,284					97,284						425,172	
			Field Monitoring Visit travels- air ticket		12	3,000	1	36,000		12	2,178	1	26,136		12	2,178	1	26,136		12	2,178	1	26,136		
			Field Monitoring Visit travels- Program staff Perdiem		12	5,000	1	60,000		12	4,235	1	50,820		12	4,235	1	50,820		12	4,235	1	50,820		
			Field Monitoring Visit travels- Operation staff Perdiem		12	2,100	1	25,200		12	968	1	11,616		12	968	1	11,616		12	968.00	1	11,616		
			Field Monitoring visit-Sr. Management and Donors		12	1,010	1	12,120		12	726	1	8,712		12	726	1	8,712		12	726.00	1	8,712		
			Communications Total					357,600					251,922					251,922						251,922	1,113,366
			Internet connection Charges		12	16,000	1	192,000		12	11,495	1	137,940		12	11,495	1	137,940		12	11495	1	137,940		
			Communication Charges- Top up cards		12	5,000	1	60,000		12	3,630	1	43,560		12	3,630	1	43,560		12	3630	1	43,560		
			Networking and upgrades		12	8,000	1	96,000		12	5,445	1	65,340		12	5,445	1	65,340		12	5445	1	65,340		
			Land line - PBX		12	800	1	9,600		12	423.5	1	5,082		12	423.50	1	5,082		12	423.5	1	5,082		
			Contractual Services Total					181,944					193,116					176,418						193,116	744,594
			Stationeries & Printing		12	9,120	1	109,440		12	9,680	1	116,160		12	9,680	1	116,160		12	9,680	1	116,160		
			General Office Supplies including toileitary papers etc		12	3,420	1	41,040		12	3,630	1	43,560		12	3,630	1	43,560		12	3,630	1	43,560		
			Refreshment for business and other allowed costs		12	2,622	1	31,464		12	2,783	1	33,396		12	1,391.50	1	16,698		12	2,783	1	33,396		
			Repair and Maintenance Total					683,640					586,971					586,971						586,971	2,444,553

		Experience sharing visit- airticket return	12	7,000	1	84,000	12	5,445	1	65,340	12	5,445	1	65,340	12	5,445	1	65,340	
		Experience sharing visit- Peridium	12	9,500	1	114,000	12	9,075	1	108,900	12	9,075	1	108,900	12	9,075	1	108,900	
		Professional Training- Airticket	12	3,000	1	36,000	12	2,420	1	29,040	12	2,420	1	29,040	12	2,420	1	29,040	
		Professional Training- Peridiums	12	5,000	1	60,000	12	3,630	1	43,560	12	3,630	1	43,560	12	3,630	1	43,560	
		Scholar ship - Masters program	12	6,500	1	78,000	12	6,050	1	72,600	12	6,050	1	72,600	12	6,050	1	72,600	
		Financial Management Training- Air ticket return	12	2,500	1	30,000	12	1,815	1	21,780	12	1,815	1	21,780	12	1,815	1	21,780	
		Financial Management Training- Peridium	12	500	1	6,000	12	332.75	1	3,993	12	332.75	1	3,993	12	332.75	1	3,993	
		Procurement management Training- Air ticket	12	2,100	1	25,200	12	1,815	1	21,780	12	1,815	1	21,780	12	1,815	1	21,780	
		Procurement management Training- Peridium	12	600	1	7,200	12	332.75	1	3,993	12	332.75	1	3,993	12	332.75	1	3,993	
		Personnel and Administration- Airticket return	12	2,000	1	24,000	12	1,815	1	21,780	12	1,815	1	21,780	12	1,815	1	21,780	
		Personnel and Administration- peridium	12	500	1	6,000	12	332.75	1	3,993	12	332.75	1	3,993	12	332.75	1	3,993	
		Training Materials and production costs- Programs	12	3,500	1	42,000	12	3,025	1	36,300	12	3,025	1	36,300	12	3,025	1	36,300	
		Trainers fees and costs	12	3,500	1	42,000	12	2,783	1	33,396	12	2,783	1	33,396	12	2,783	1	33,396	
		Travel costs- tickets, taxi, train or any other costs (if not included in Perdiem)	12	150	1	1,800	12	968	1	11,616	12	968	1	11,616	12	968	1	11,616	
		Perdiem for training- employees	12	1,200	1	14,400	12	968	1	11,616	12	968	1	11,616	12	968	1	11,616	
		Contractors and community Elders training/orientation- Facilitation	12	3,500	1	42,000	12	3,025	1	36,300	12	3,025	1	36,300	12	3,025	1	36,300	
		Training Materials and production costs- Programs	12	2,500	1	30,000	12	1,452	1	17,424	12	1,452	1	17,424	12	1,452	1	17,424	
		Trainers fees and costs	12	1,710	1	20,520	12	1,815	1	21,780	12	1,815	1	21,780	12	1,815	1	21,780	
		Travel costs- tickets, taxi, train or any other costs (if not included in Perdiem)	12	1,026	1	12,312	12	1,089	1	13,068	12	1,089	1	13,068	12	1,089	1	13,068	
		Perdiem for training	12	684	1	8,208	12	726	1	8,712	12	726	1	8,712	12	726	1	8,712	
		Utilities Total				937,080				994,620				994,620				994,620	3,920,940
		Office Rent	12	11,172	1	134,064	12	11,858	1	142,296	12	11,858	1	142,296	12	11,858	1	142,296	
		Office Repair and Maintenance-Building, electric cables, gas pipes etc	12	7,410	1	88,920	12	7,865	1	94,380	12	7,865	1	94,380	12	7,865	1	94,380	
		Security Guards including uniforms, meals or drinks allowance	12	25,080	1	300,960	12	26,620	1	319,440	12	26,620	1	319,440	12	26,620	1	319,440	
		Security Upgrading	12	11,400	1	136,800	12	12,100	1	145,200	12	12,100	1	145,200	12	12,100	1	145,200	
		Escort Army Guards	12	1,368	1	16,416	12	1,452	1	17,424	12	1,452	1	17,424	12	1,452	1	17,424	
		Office Utilities (Electricity, gas, Water and fuel for generator)	12	21,660	1	259,920	12	22,990	1	275,880	12	22,990	1	275,880	12	22,990	1	275,880	
		Fuel Total				860,000				508,200				508,200				508,200	2,384,600

		Vehicle, Motor bike Fuel	12	33,333.33	1	400,000	12	22,990	1	275,880	12	22,990	1	275,880	12	22,990	1	275,880	
		Vehicle or motor bike Servicing and spare parts	12	26,666.67	1	320,000	12	14,520	1	174,240	12	14,520	1	174,240	12	14,520	1	174,240	
		Vehicle, motor bike or other means of transport rent costs	12	11,666.67	1	140,000	12	4,840	1	58,080	12	4,840	1	58,080	12	4,840	1	58,080	
		Tools and Materials Total				1,401,211				111,320				2,133,360				2,133,360	5,779,251
		Lab Equipments		15,000	10.395	155,925		15,000	6.05	90,750		15,000	12	180,000		15,000	12	180,000	
		Desktop		1,200	87.50	105,000		1,200	12.10	14,520		1,200	12	14,400		1,200	12	14,400	
		UPS 1 KVA		500	82.08	41,040		500	12.10	6,050		500	12	6,000		500	12	6,000	
		UPS 3 KVA		1,500	6.84	10,260						1,500	12	18,000		1,500	12	18,000	
		Laptops		2,500	11.40	28,500						2,500	12	30,000		2,500	12	30,000	
		KVM Switch with monitor		2,200	1.14	2,508						2,200	12	26,400		2,200	12	26,400	
		Work Station		3,200	15.96	51,072						3,200	12	38,400		3,200	12	38,400	
		Degetal Sender		4,980	5.70	28,386						4,980	12	59,760		4,980	12	59,760	
		Power Edge (Server		3,500	4.56	15,960						3,500	12	42,000		3,500	12	42,000	
		Color Printer Good Qyilitty Latest Version		7,000	2.28	15,960						7,000	12	84,000		7,000	12	84,000	
		Software (Staad Pro, Asset mangemtn Auto CAD)										15,000	12	180,000		15,000	12	180,000	
		Copiar Machine										8,000	12	96,000		8,000	12	96,000	
		ADP Hardware										1,500	12	18,000		1,500	12	18,000	
		Air Conditioners for Regions										700	12	8,400		700	12	8,400	
		Soft Vehicale		33,000	14	462,000						33,000	12	396,000		33,000	12	396,000	
		Survey Equipement		13,000	14	182,000						13,000	12	156,000		13,000	12	156,000	
		GPS		25,000	6	150,000						25,000	12	300,000		25,000	12	300,000	
		Generator		18,000	2.28	41,040						18,000	12	216,000		18,000	12	216,000	
		Furniture		10,000	3.42	34,200						10,000	12	120,000		10,000	12	120,000	
		Goods Lumsum		12,000	6.447	77,360						12,000	12	144,000		12,000	12	144,000	
		Assets Total				62,187,268				65,630,015				78,981,880				78,870,048	285,669,212
		Improvements to roads				54,000,000				52,847,746				68,199,612				68,546,175	
		Constructions of roads				4,115,602				9,115,602				287,347.28				7,115,602	7,657,207
		Emergency Repair Works				1,405,000				1,000,000				*0.1/6/4				1,000,000	
		Maintainance Work				2,666,667				2,666,667				2,666,667				2,666,667	
		Other Total				4,150,247				4,222,969				5,143,887				4,652,551	18,169,654
		PIU staff insurance and education allowance	12	17,784	1	213,408	12	14,026.903	1	168,323	12	16,880.115	1	202,561	12	14,026.903	1	168,323	
		Survey consultancy, daily wages etc	12	9,166.67	1	110,000	12	4,235	1	50,820	12	4,235	1	50,820	12	4,235	1	50,820	
		Advertizment costs	12	2,280	1	27,360	12	2,420	1	29,040	12	2,420	1	29,040	12	2,420	1	29,040	
		Finance costs- bank charges, Hawal payments	12	1,710	1	20,520	12	1,815	1	21,780	12	1,815	1	21,780	12	1,815	1	21,780	
		Corporate allocable charges (med insurance, UNDP advisory)	12	2,280	1	27,360	12	2,420	1	29,040	12	2,420	1	29,040	12	2,420	1	29,040	
		Allocable and Indirect Costs From UN Partner Agencies		90,000	1	90,000						94,409	1	94,409					
		F&A Works		1,579,682	1	1,554,682		1,640,750	1	1,640,750		1,999,547	1	1,974,547		1,971,751	1	1,971,751	
		F&A ESM																	
		F&A Non-Works		2,106,917	1	2,106,917		2,283,216	1	2,283,216		2,741,690	1	2,741,690		2,381,797	1	2,381,797	
		Less AMOUNT SECURED from EXISTING FUNDS				43,732,224													43,732,224
		TOTAL REQUESTED				34,160,611				82,444,430				99,223,836				96,192,273	312,021,150

Detailed Costing for Component B

Cluster Name [AGRICULTURE AND RURAL DEVELOPMENT]

Program Name [NATIONAL RURAL ACCESS PROGRAM]

For the Years 1390 - 1393

PIU Ministry of Rural Rehabilitation and Development (MRRD)																								
Codes	Ministry/Agency	SC, or D Number Identifiers	Cost Description (Component-wise)	IN	Proposed Budget, ARTF				IN	Proposed Budget, ARTF				IN	Proposed Budget, ARTF				IN	Proposed Budget, ARTF				Total cost for 3 years
					Day/Mon	1390 Unit Cost	1390 Qty	Total Costs Unit x Qty		Day/Mon	1391 Unit Cost	1391 Qty	Total Costs Unit x Qty		Day/Mon	1392 Unit Cost	1392 Qty	Total Costs Unit x Qty		Day/Mon	1393 Unit Cost	1393 Qty	Total Costs Unit x Qty	
			TOTAL Component B				53,217,063				49,707,999							58,267,184				75,068,091	236,260,337	
			Personnel Total				6,593,199				8,593,202							9,412,920				10,209,010	34,808,332	
21	MRRD		Regional Level staff		12	3,499.575	100	4,199,490		12	1,371.271	362	5,956,801		12	1,563.094	362	6,790,080		12	1,719.403	362	7,469,087	
			Central Level/HQ		12	3,499.575	57	2,393,709		12	2,072.642	106	2,636,401		12	2,061.981	106	2,622,840		12	2,154.03	106	2,739,924	
			Travel Total				249,999				251,997							277,200				304,920	1,084,116	
			Domestic Travels		12	132.696	157	249,999		12	45.454	462	251,997		12	50	462	277,200		12	55	462	304,920	
			Communications Total				250,000				252,000							277,200				304,920	1,084,120	
			Telecommunications and internets		12	1,736.11	12	250,000		12	1,750.00	12	252,000		12.00	1,925	12	277,200		12	2,117.50	12	304,920	
			Contractual Services Total				325,000				325,200							239,620				241,952	1,131,772	
			Translations and advertising		1	30,000	1	30,000		1	30,000	1	30,000		1.00	30,000	1	30,000		1	30,000	1	30,000	
			office rents and set up the systems		1	145,000	1	145,000		1	145,200	1	145,200		1.00	59,620	1	59,620		1	61,952	1	61,952	
			Trainings and Seminars		1	150,000	1	150,000		1	150,000	1	150,000		1.00	150,000	1	150,000		1	150,000	1	150,000	
			Repair and Maintenance Total				340,080				340,800							374,880				412,368	1,468,128	
			Repairing Vehicles		12	28,340.00	1	340,080		12	28,400	1	340,800		12	31,240	1	374,880		12	34,364	1	412,368	
			Machinery & Equipment > 50,000 AFN				700,000				3,285,700							1,160,280				973,808	6,119,788	
			Procurement of vehicles							1	51,200	25	1,280,000											
			Computers and office equipments		1	7,000	100	700,000		1	6,171.38	325	2,005,700		1	6,171.70	188	1,160,280		1	6,202.60	157	973,808	
			Fuel Total				650,400				691,200							767,891				843,923	2,953,414	
			Fuel for vehicles and generators		12	54,200	1	650,400		12	57,600	1	691,200		12	63,990.92	1	767,891		12	70,326.92	1	843,923	
			Tools and Materials Total				18,840				18,400							1,320				1,452	40,012	
			Computers, office equipments and supplies		1	120	157	18,840		1	50	368	18,400		1	50	26	1,320		1	50	29	1,452	
			Assets Total				43,981,544				35,835,500							45,630,473				61,637,798	187,085,315	
			Construction of Regional Offices Buildings							1	250,000	3	750,000		1	275,000	3	825,000		1	302,500	3	907,500	
			Rehabilitation and construction of Roads		1	65,752	647	42,541,544		1	75,668	450	34,050,500		1	78,501	550	43,175,348		1	83,141	703	58,448,123	
			Road routine maintenance		1	1,200	1,200	1,440,000		1	863	1,200	1,035,000		1	906	1,800	1,630,125		1	951	2,400	2,282,175	
			Other Total				108,000				114,000							125,400				137,940	485,340	
			Miscellaneous or not els where clasified		12	9,000	1	108,000		12	9,500.00	1	114,000		12.00	10,450.00	1	125,400		12	11,495	1	137,940	
			Less AMOUNT SECURED from EXISTING FUNDS to be deducted.					47,170,000				4,020,000											51,190,000	
			TOTAL REQUESTED				6,047,063				45,687,999							58,267,184				75,068,091	185,070,337	

Detailed Costing for Component C

Cluster Name [AGRICULTURE AND RURAL DEVELOPMENT]

Program Name [NATIONAL RURAL ACCESS PROGRAM]

For the Years 1390 - 1393

NCU Ministry of Finance (MoF)

Codes	Ministry/Agency	SC, or D Number Identifiers	Cost Description (Component-wise)	IN	Available Budget, IDA & ARTF				IN	Proposed Budget, ARTF				IN	Proposed Budget, ARTF				Total cost for 3 years					
					Day/Mon	1390 Unit Cost	1390 Qty	Total Costs Unit x Qty		Day/Mon	1391 Unit Cost	1391 Qty	Total Costs Unit x Qty		Day/Mon	1392 Unit Cost	1392 Qty	Total Costs Unit x Qty		Day/Mon	1393 Unit Cost	1393 Qty	Total Costs Unit x Qty	
			TOTAL Component C					7,566,300					4,951,900					4,021,300					3,603,836	20,143,336
21	NRAP/NCU		Personnel Total					532,700					992,400					1,089,540					1,146,274	3,760,915
			Personnel		12	3,591.690	11	474,103		12	3,016.67	24	868,801		12	3,311.04	24	953,580		12	3,484.432	24	1,003,516	
			Support Staff (drivers and cleaners)		12	610.385	8	58,597		12	605.88	17	123,600		12	666.471	17	135,960		12	699.794	17	142,758	
221	NRAP/NCU		Travel Total					72,000					48,000					52,800					58,080	230,880
			Domestic Staff Travel Cost and DSA		12	5,000	1	60,000		12	300	10	36,000		12	330	10	39,600		12	363	10	43,560	
			Transportation of Technical working group		12	1,000	1	12,000		12	1,000	1	12,000		12	1,100	1	13,200		12	1,210	1	14,520	
			Communications Total					102,000					480,000					330,000					352,792	1,264,792
			Communications Assets and Publication		12	3,500	1	42,000		1	100,000	1	100,000		1	100,000	1	100,000		1	100,000	1	100,000	
			Program publicity, spot telecasting, radio through media		12	1,000	1	12,000		1	200,000	1	200,000		1	90,000	1	90,000		1	90,000	1	90,000	
			Translation and Training Materials		12	2,000	1	24,000		1	80,000	1	80,000		1	70,000	1	70,000		1	70,000	1	70,000	
			Conference, Workshop and seminar		12	2,000	1	24,000		1	100,000	1	100,000		1	70,000	1	70,000		1	92,792	1	92,792	
223	NRAP/NCU		Contractual Services Total					6,106,000					620,000					470,000					1,129,190	8,325,190
			Verification of Rural Road Network Master Plan			40,000	1	40,000												1	200,000	1	200,000	
			Revision of Rural Road Investment Plan			40,000	1	40,000												1	100,000	1	100,000	
			Training Internal and External			40,000	1	40,000		1	100,000	1	100,000		1	50,000	1	50,000		1	100,000	1	100,000	
			Conduction of Impact Evaluation Survey			224,000	1	224,000		1	400,000	1	400,000							1	449,190	1	449,190	
			Technical and Financial Audit			202,000	1	202,000		1	120,000	1	120,000		1	120,000	1	120,000		1	280,000	1	280,000	
			Mid Term Review			180,000	1	180,000							1	150,000	1	150,000						
			Capacity building Consultancy			2,800,000	1	2,800,000																
			Network planning, ..., and road standard development			2,400,000	1	2,400,000																
			Preparation Consultancy			180,000	1	180,000							1	150,000	1	150,000						

			Repair and Maintenance Total				18,000				60,000				58,000			56,300	192,300				
			Office rent and additional facilities		12	500	1	6,000		12	2,500	1	30,000		12	2,750	1	33,000	12	3,025	1	36,300	
			Office Assets and its services		12	500	1	6,000		1	5,000	1	5,000		1	5,000	1	5,000	1	5,000	1	5,000	
			Office setup and maintenance		12	500	1	6,000		1	25,000	1	25,000		1	20,000	1	20,000	1	15,000	1	15,000	
			Utilities Total					36,000					18,000				19,200					20,520	93,720
			Office operations		12	2,000	1	24,000		12	1,000	1	12,000		12	1,100	1	13,200	12	1,210.00	1.00	14,520	
			Support Technical Working Group		12	1,000	1	12,000		12	500	1	6,000		12	500	1	6,000	12	500.00	1.00	6,000	
			Fuel Total					43,200					72,000				79,200					87,120	281,520
			Fuel for vehicle and generator		12	600	6	43,200		12	600.00	10	72,000		12	660	10	79,200	12	726	10	87,120	
			Tools and Materials Total					12,000					531,900				112,000					163,000	818,900
			Computer, printer, and accessoires		12	1,000	1	12,000		1	2,100	14	29,400		12	1,000	1	12,000	12	1,000	1	12,000	
			Photo copy Machine																				
			Research Equipment							1	500,000	1	500,000		1	100,000	1	100,000	1	150,000	1	150,000	
			Digital Camera							1	500	5	2,500						1	500	2	1,000	
252	NRAP/NCU		Assets Total					601,100					2,120,000				1,800,000					580,000	5,101,100
			Soft Skin Vehicles							1	40,000	3	120,000						1	40,000.00	2	80,000	
			Armor Vehicle					-		1	150,000	2	300,000										
			Research unit demonstration work					500,000					1,000,000				1,000,000					500,000	
			Office and Computing Equipment		12	8,425	1	101,100															
			Program new Office Construction							1	700,000	1	700,000		1	800,000	1	800,000		1			
			Other Total					43,300					9,600				10,560					10,560	74,020
			Miscellaneous		12	3,608.33	1	43,300		12	800	1	9,600		12	880	1	10,560	12	880	1	10,560	
			Less AMOUNT SECURED from EXISTING FUNDS					7,566,300															
	NRAP/NCU		TOTAL REQUESTED					0					4,951,900				4,021,300					3,603,836	20,143,336

List of Secondary Roads identified & surveyed

SECONDARY ROADS LIST FOR SCALING UP, PIU, MoPW

Region	Province	District	Discription	Surface Option	Km	Rm	Status of the work
Kabul	Parwan	Sorkh Parsa	Rehabilitation of Road From Lolange District to Dara-e-Turkman	Gravelling	30.84		Surveyed
North	Saripul	Balkhab	Rehabilitation of Road From Sangcharak to Balkhab Sec 1	Gravelling	37.50		Under Survey
North	Jowzjan	Khamyab	Rehabilitation of Road From Khom Ab to Andkhoy	Gravelling	95.00		Under Survey
Central HL	Bamyan	Sayghan	Rehabilitation of Road From Saighan to Kamard	Gravelling	42.00		Planned
West	Hirat	Pashton Zarghon	Rehabilitation of Road From Hirat City to Pashton Zarghan District Center	Asphalt	46.00		Surveyed & Designed
North	Saripul	Balkhab	Rehabilitation of Road From Sangcharak to Balkhab Sec 2	Gravelling	45.00		Under Survey
West	Ghor	Lal Wa Sarjangal	Rehabilitation of Road From Garmab to Karman	Gravelling	54.00		Planned
Central HL	Daykundi	Nilli	Rehabilitation of Road From Nilli to Ishtarlay Sec 1	Gravelling	47.00		Surveyed
Central HL	Daykundi	Waras	Rehabilitation of Road from Waras District Center to Kotal-e-Qanaq	Gravelling	50.00		Planned
North	Jowzjan	Shiberghan	Rehabilitation of Shiberghan Andkhoyee to Khoja Do Koh District Center road and Construction of Drainage Structures	Asphalt	3.10		Under Survey
Central HL	Bamyan	Waras	Rehabilitation of Road From Pol-e-Warzag to Bandi Bota	Gravelling	25.00		Preliminary Survey
North East	Baghlan	Khost Fring	Rehabilitation of Road From Nahrin to Khost wa Fring After Jilga Road Sec B	Gravelling	30.00		Planned
Central HL	Bamyan	Shibar	Rehabilitation of Road From Dahn-e-Bagh to Sarkanday	Gravelling	35.00		Under Survey
North	Jowzjan	Darzab	Rehabilitation of Road From Shiberghan to Darzab Phase 2	Gravelling	49.00		Planned
South East	Paktia	Ahmad Khel	Construction of Hassan Khel Bridge	RCC		28.00	Surveyed
Central HL	Daykundi	Shahristan	Construction of Tagab Lawar Bridge	RCC		40.00	Planned
North East	Kunduz	Chardara	Rehabilitation of Road From Chardara to Qala-e-Zal District	Asphalt	50.00		Preliminary Survey
Kabul	Kabul	Musahi	Construction of Sang-e-Nawshta Bridge over Logar River at change 0+030 Km of Musahi Road	RCC		60.00	Surveyed & Designed
Kabul	Panjsher	Unaba	Constraction of Bridge over Panjsher River Ch0+00 in Deh Manjor Road	RCC		90.00	Surveyed & Designed
Kabul	Logar	Pol-e-Alam	Construction of Matni RCC Girdder Bridge over Logar River	RCC		30.00	Surveyed & Designed
	A		1		639.44	248.00	
Central HL	Wardak	Chack	Chack to Daymirdad	Asphalt	55.00		
Kabul	Logar	Baraki Barak	Rehabilitation of Road from Baraki Barak Pol-e-Dishekh to Qala-e-Shaghasy and Charkh RCC Bridge	Asphalt	18.00		
North	Faryab	Maymana	Mimana Sari House to Lolash	Gravelling	35.00		
South East	Ghazni	Ghazni	Construction of road from Naw burja to Rashedan	Asphalt	32.00		
South East	Khost	Nader Shah Kot	Construction of road from Ismail Khel to Nadir shah kot	Asphalt	13.00		
North East	Kunduz	Archi	Kunduz Archi Main road to Archi District	Asphalt	42.00		
South East	Ghazni	Ghazni	Rehabilitation of road from Ajristan to Nahwar and Shahristan (From Raqul Pass)	Gravelling	70.00		
West	Hirat	Farsi	Kandahar Hirat Highway to Farsi District	Gravelling	100.00		
West	Ghor	Shahrak	Tahat Bridge to Dorahi Monar Jam	Gravelling	40.00		
South	Nimroz	Zaranj	Road Rehabilitation from Chaghansoor to Zaranj (Zaranj to Sarshila 12 Km) Lot 1	Asphalt	12.00		
South East	Paktia	Sayed Karam	Rehabilitation of road from Gardiz to Said Karam	Asphalt	30.00		
South	Zabul	Qalat	Qalat Bazaar to suiry district	Asphalt	6.00		
South East	Paktika	Orgon / Angor Ada	Rehabilitation of road from Orgon to Angor Ada	Asphalt	50.00		
North East	Baghlan	Khost Fring	Nahrin to Khost wa Fring After Jilga Road Sec A	Gravelling	35.00		
South	Nimroz	Kang	Rehabilitation of Road from Sarshila to Kang District	Asphalt	20.00		

	C		2		558.00	-
North	Samangan	Dara-e-Suf	Rehabilitation of Road from Dara-e-Suf to Andarab	Asphalt	60.00	
Badakhshan	Badakhshan	Zibak	Gulkhana Bridge	RCC		60.00
North	Saripul	Kohistanat	Second Bridge in Main Road (Pul-e-Da sorkh)	RCC		35.00
North	Saripul	Kohistanat	Thired Bridge in Main Road (Pul wel Pasni)	RCC		45.00
North	Balkh	Sholgara	Aqa Kbrak Bridge	RCC		40.00
North	Faryab	Maymana	Rehabilitation of Road From Mimana to Bilchiragh District	Gravelling	30.00	
East	Nuristan	Nuristan	Rehabilitation of Road from Hamj Gul Village to Waygal Village, to Jawad Kotal, and Chatras Village	Gravelling	40.00	
Kabul	Kabul	Paghman	Rehabilitation of Road from Paghman District Center to Kabul Parwan Highway Road	Asphalt	15.00	
Central HL	Bamyan	Waras	Rehabilitation of Road from Center of Waras to Qonaq Pass	Gravelling	53.00	
South	Kandahar	Kandahar	Spin Boldak road to Panjwai District Road	Asphalt	45.00	
Badakhshan	Badakhshan	Wakhan	Rehabilitation of Road From Wakhan to Pamir Phase 2	Gravelling	50.00	
South	Helmand	Lashkarga	Lashkarga - Nawa distract	Asphalt	23.00	
Central HL	Bamyan	Waras	Urzaq to Warzang Bridge Road	Gravelling	50.00	
West	Farah	Farah	Farah to Lash Wa Juwayn Lot 1	Gravelling	60.00	
Kabul	Kapisa	Tagab	Rehabilitation of Road From Tagab to Alasya District	Gravelling	20.00	
South East	Khost	Khost	Construction of Zako khel Bridge	RCC		150.00
North	Balkh	Sholgara	Sholgarab Bridge	RCC		60.00
Badakhshan	Badakhshan	Kishim	Khishim Fayzabad road to Zibak	Gravelling	5.00	
Kabul	Logar	Mohammad Agha	Rehabilitation of Road from Pol-e-Qandary to Khoshy District	Asphalt	25.00	
Kabul	Kabul	Khak-e-Jabar	Lataband to Khak-e-Jabar	Asphalt	10.00	
West	Ghor	Tulak	Road Rehabilitation from Dolina District to Paspand District	Gravelling	60.00	
North	Faryab	Bilchiragh	Bilchiragh to Qorchy Village	Gravelling	54.00	
Kabul	Logar	Kharwar	Charkh Bazar to Kharwar District Center	Asphalt	18.00	
West	Ghor	Tulak	Road Rehabilitation from Charahi Tulak District to Farsi District	Gravelling	40.00	
South East	Ghazni	Ghazni	Construction of bridge at entrance of ghazni near to Moe Mubarak	RCC		45.00
South East	Paktia	Ahmad Khel	Construction of road from Mehlan to Usman khel	Asphalt	15.00	
North	Balkh	Zari	Zari District to Gosphandi	Gravelling	45.00	
Central HL	Daykundi	Miramor	Construction of Akla Bridge	RCC		90.00
Central HL	Daykundi	Shahristan	Construction of Warzal Bridge	RCC		75.00
Kabul	Logar	Mohammad Agha	Rehabilitation of road from Zahid Abad to Madan-e-Mas-e-Aynak	Asphalt	18.00	
South East	Khost	Khost	Construction of (Sege)Tangi Bridge	RCC		110.00
South East	Khost	Khost	Construction of Matoon bridge	RCC		50.00
South East	Khost	Khost	Construction of Bagh Form Bridge	RCC		80.00
South East	Khost	Dowamanda	Construction of Road from Dowamanda Mangal to Qalander	Gravelling	20.00	
Central HL	Wardak	Jaghato	Rehabilitation of road from Jaghato to Chak	Gravelling	65.00	
North East	Kunduz	Khanabad	Rehabilitation of Khanabad Road	Asphalt	10.00	
North East	Kunduz	Khanabad	Rehabilitation of road from Aqtash Bridge to Darwaza Viillage	Gravelling	20.00	
North East	Kunduz	Khanabad	Construction of Bridge in Dawlat Yar Kyla Chy	RCC		90.00
North East	Kunduz	Imam Sahib	Rehabilitation of road from Amam Sab to Khwaja Ghar	Asphalt	40.00	
North East	Kunduz	Qala-e-Zal	Rehabilitation of road from Sherkhan Bandar - main road to Qala Zal district	Asphalt	36.00	
North	Saripul	Kohistanat	First Bridge in Main Road (Pul-e-khamdan)	RCC		30.00
West	Badghis	Qala-e-Naw	Qala-e-Now to Abkamari District Road	Asphalt	16.00	
Central HL	Bamyan	Sayghan	Construction of first bridge in Aqrabat Pass to Center	RCC		60.00
Central HL	Bamyan	Sayghan	Construction of Second bridge in Aqrabat Pass to Center	RCC		60.00
	D		3	2013	943.00	1,080.00
					2,140.44	1,328.00

List of Tertiary Roads identified & surveyed

Status of current projects (Part of Scale Up) IDA (Remaining Replaced Two Sub projects)							
Sl. No.	Sub-project Title	Region	Province	District	Length Km	Length rm	Remarks
1	Remaining work of Construction of 20 km Gravel Road and Drainage Structures from Mengajik to Qizilayaq village, Ch. 0+000 to 20+000, Jawzjan Province (16 community contracts)	North	Jawzjan	Mingajic	20		Under Evaluation
1	Construction of 20m RCC Bridge ,Qarya Salim Khan ,Farza District , Kabul province	Kabl	Kabul	Farza		20	Under Evaluation
Total					20	20	
ARTF - I							
Sl. No.	Sub-project Title	Region	Province	District	Length Km	Length rm	Remarks
1	Dahane Rah Qule Chajen Bridge	Central	Bamyan	Waras		12	Under Evaluation
2	Sangi Takht to Khedir Road (19.2 Km Drainage structure and gravelling, ch 18+000 to 37+200) 1 Lot	Central Highlands	Daikundi	Sangi Takht	19.20	1,012	Contract signed
3	Chelbakhtoo to Sherdagh (2nd part Malistan) – 10 Km Drainage structure and gravelling 1 Lot	South East	Ghazni	Malistan	10		Contract signed
4	Construction of DBST 11.5km from 0+000 to 11+500 Band-e-Ghazi to Chakari .	Kabul	Kabul	Khaki Jabbar	11.50	116	Contract signed
5	Sang-i-atash to Bala Murghab. Construction of 30 km of Gravel road and construction (from ch 0+000 to 30+000)	West	Badghis	Balamurghab	30	40	Contract signed
6	Sang-i-atash to Bala Murghab. Construction of 30 km of Gravel road and construction (from ch 30+000 to 61+000)	West	Badghis	Balamurghab	30.10	20	Contract signed
7	Miana Guzar to Qali Sahara road (Corner of Bagh-i-Wakil) to Guzari Payan Village. Construction of 5 km gravel Road and drainage Structures (from Ch 0+000 to 6+000)	Kabul	Parwan	Jabalussaraj	5	-	Contract signed
8	Kabul Maidan Wardak Highway to Murgh Geran Village. Construction of 3 km gravel road and drainage structures (0+000 to 3+000)	Kabul	Kabul	Paghman	3	-	Contract signed
Total					109	1,200	
ARTF - II							
Sl. No.	Sub-project Title	Region	Province	District	Length Km	Length rm	Remarks
1	Rehabilitation of Road and Construction of Drainage Structures (Lot-1), Ch. 2+050 to 16+000 Waras to Safid Gaw, Bamian province.	Central Highlands	Bamyan	Waras	14	831	Contract signed
2	Rehabilitation of Road and Construction of Drainage Structures (Lot-2), Ch. 16+000 to 34+000 Waras to Safid Gaw, Bamian province.	Central Highlands	Bamyan	Waras	18	839	Contract signed
3	Sangar to Kotal-e-Khoon Drainage Structures and Graveling (6.5 Km, from 0+000 to 6+500)	South East	Ghazni	Ajristan	6.5		Under Evaluation
4	Gul Bahar Main Road to Khwaja Khel and Khwaja Said Graveling and Road Structuring (3 community contracts)	Kabul	Parwan	Gulbahar	1.5		Contract signed
5	Balabagh to Kushkak ,Graveling and Road structuring	East	Nangarhar	Surkhrud	10		Documents received on 28-12 -2010
6	Graveling & Road Structuring from Khas Tapa to Teshkan	Badakhsha	Badakhshan	Kishm	20		Under Evaluation
7	Graveling & Road Structuring of Temor Saray Road (4 community contracts)	North	Balkh	Balkh	2.5		Contract signed
8	Graveling & Road Structuring from Sheberghan Andkhoy Highway to Eid Mahala Road (5 community contracts)	North	Jawzjan	Sheberghan	3		Contract signed
9	Graveling & Road Structuring from Kabul Mazar Highway to Eid Darah-i-Walyan Road	North East	Baghlan	Khinjan	15		Under Evaluation
10	Graveling & Road Structuring from Kutai Sangi to Baghbanan Village (3 community contracts)	Kabul	Kabul	Paghman	3		Contract signed
Total NERAP ARTF Phase II sub-projects					94	1,670	
IDA Additional							
Sl. No.	Sub-project Title	Region	Province	District	Length Km	Length rm	Remarks
1	Bridge Construction in Mohammad Khel Village	Kabul	Kabul	Paghman	-	14	Contract signed
4	UTRCP & Road Structuring from Kabul-Parwan Highway to Shakar Dara River	Kabul	Kabul	Mir Bacha Kot	3		Contract signed
5	Graveling & Road Structuring from Sayed Khel Bazaar to Sayed Khelo Star Kalay (8 community contracts)	South East	Khost		3		Contract signed
6	UTRCP & Road Structuring from Kabul-Parwan Highway to Village	Kabul	Kabul	Shakar Dara	0.8		Contract signed
7	Construction of Dahane Layly Bridge	Highlands	Bamyan	Waras	-	15	Contract signed
8	Construction 5.8 Km Road from Manjor to Kohe Manjor	Kabul	Panjsher	Bazarak	5.8		Under Evaluation
9	Shahri Buzurg to Khwahan (Construction of 3 km New Road) 5 Community Contracts	Badakhshan	Badakhshan	Shahri Buzurg	3		Contract signed
10	Maymay to Nusay (Construction of 4 km New Road) 6 Community Contracts	Badakhshan	Badakhshan	Maymay	4		Contract signed
11	Nusay to Shiki (Construction of 3 Km New Road) 5 Community Contracts	Badakhshan	Badakhshan	Nusay	3		Contract signed
12	Shiki to Nusay (Construction of 3 km New Road) 5 Community Contracts	Badakhshan	Badakhshan	Shiki	3		Contract signed
13	Khwahan to Shahri Buzurg (Construction of 3 km New Road) 8 Community Contracts	Badakhshan	Badakhshan	Shiki	3		Contract signed
14	Shighnan to Ishkashim (Construction of 3 km New Road) 3 Community Contracts	Badakhshan	Badakhshan	Shighnan	3		Contract signed
15	Construction of 500 m Approach Road to 100 m Long Ghajai Foot Suspension Bridge and 170 m Retaining Wall	Kabul	Panjshir	Bazarak	0.5	170	
16	Construction of 50 m Wing Walls for Takaghal Bridge	Highlands	Ghor	Sarjantal	-	50	
17	Construction of 50 m Wing Walls for Asiagak Bridge	Highlands	Ghor	Sarjantal	-	50	
18	Construction of 50 m Wing Walls for Kham Shor Bridge	Highlands	Ghor	Sarjantal	-	50	
19	Construction of 15 m Bridge at 3+150	Kabul	Panjshir	Rukha	-	15	
20	Construction of 30 m Bridge at 3+800	Kabul	Panjshir	Rukha	-	30	
21	Construction of 20 m Bridge in Dahane Qole Sabz	South East	Ghazni	Malistan	-	20	Contract signed
22	Construction of 25 m Bridge in Shewaki Village on Logar River	Kabul	Kabul	Bagrami	-	25	
23	Kabul-Kandahar Highway to Murgh Geran Village (Construction of 1 km Gravel Road and Drainage Structures, 3+000 to 4+000)	Kabul	Kabul	Paghman	1		-
24	Graveling and Construction of Drainage Structures from Baghi Pul to Massaw Village	West	Farah	Push Road	9		
Total IDA Additional Financing Sub-projects					42.1	439	

ARTF Additional							
Sl. No.	Sub-project Title	Region	Province	District	Length Km	Length m	Remarks
1	Dahane Kuf to Khwahan (Construction of 4 km New Road) 6 Community Contracts	Badakhshan	Badakhshan	Ab	4		Contract signed
2	Yawan to Amu River (Construction of 5 km New Road) 6 Community Contracts	Badakhshan	Badakhshan	Yawan	4		Contract signed
3	Joy Bar Bridge (Shorab) construction	Kabul	Kabul	Kalakan	-	60	
4	Tarkhuch to Andarab Road (Construction of 22 km Gravel Road and Drainage Structures, Lot 1: 15+000 to 30+000; Lot 2 from 30+000 to 49+000)	North	Saripul	Balkhab	22		Contract signed
5	Construction of Naseeme Bahar Bridge	Kabul	Kapisa	Kohistan-I	-	90	Under NOL
6	Jalalabad -Torkham Highway to Garday Kace, gravelling and road structuring	East	Nangarhar	Bihsud	13		Under Evaluation
7	Gravelling & Road Structuring from Bazar Ghojor to Hosa Bridge	South East	Ghazni	Jaghory	14		LOA under process
8	Cheghcharan to Garmab (Construction of 15 km Gravel Road and Drainage Structures, 0+000 to 15+000)	Central Highlands	Ghor	Chaghcharan	15		-
9	Construction of 12 Km road from Kotali Shigate to Jujary Spoke Village	Highlands	Day Kundi	Miramor	12		-
10	Bridge Construction over Ghorband River (200 Long Anchoy Bridge)	Kabul	Parwan	Sayed Khel	-	200	Under NOL
11	Construction of 30m Tarkha Bridge	Kabul	Panjshir	Dara	-	30	
12	Gravelling & Road Structuring from Shinwari to Dar-i-Namakab	Kabul	Parwan	Shinwari	6		Contract signed
13	Warghah to Syah Sangi Sangarkish in Kotal-e-Darwaza (Construction of 900 m Retaining Wall, 0+000 to 10+175)	Central Highlands	Day Kundi	Shahristan	-	900	
14	Construction of 2 km Approach Road to 60m Long Orrow Suspension Jeep able Bridge on Panjsher River (4 community contracts)	Kabul	Panjsher	Rukah	2		-
15	Ishkamish to Khost Wa Firing (Construction of Road Drainage Structures, 0+000 to 8+500)	North East	Takhar	Ishkamish	-	500	
16	Ishkamish to Khost Wa Firing (Construction of 14.5 km Gravel Road and Drainage Structures, 8+500 to 23+000)	North East	Takhar	Ishkamish	16		-
17	Surkhi Pari to Suchi Village (Construction of 2.5 km Gravel Road and Drainage Structures, 14+600 to 17+100)	North East	Baghlan	Khost Wa Firing	2.5		Under Extension process
18	Construction of 20 m Esh Bridge in Khwahan District	Badakhshan	Badakhshan	Khwahan		20	Under Evaluation
19	Qalatak to Du Ab (Construction of 3.5 Km Gravel Road and Drainage Structures, 16+000 to 19+500).	Kabul	Parwan	Salang	3.5		-
20	Chuqur Qeshlaq to Kobhi Road gravelling and road structure	North East	Kunduz	Kunduz	8.76		-
21	Deh Qazi to Ayar Khel Village (Construction of 1 km Retaining Wall)	Kabul	Kapisa	Nijrab	-	1,000	
22	Omari Ibni Khetab Bridge	Kabul	Panjsher	Hisa-i-Awali Panjshere	0	20	
23	Ultra Thin Reinforcement Concrete Pavement and Construction of Dainage Structures from Parwan-Panjshir Highway to Wazeer Village	Kabul	Parwan	Said Khail	2		Contract signed
Total ARTF Additional Financing Sub-projects					124.76	2820	

List of NRAP Proposed Sub-projects for the first Year of NERAP-Up Scaling (August 2011 to July 2012)

S.No.	Region	Province	No	District	From	To	Surface Option	Road KM	Bridge RM	Remarks	
1	Badakhshan	Badakhshan	28	Maymay	Maymay	Nusai	New Road & Road Structure	4.00			
2			29	Nusai	Nusai	Shiki	New Road & Road Structure	4.00			
3			30	Shiki	Shiki	Kuf Ab	New Road & Road Structure	4.00			
4			31	Kuf Ab	Dahane Kof	Khwahan	New Road & Road Structure	4.00			
5			32	Khwahan	Khwahan	Ragh-Yawan	New Road & Road Structure	4.00			
6			33	Khwahan	Khwahan	Shahre Buzurg	New Road & Road Structure	4.00			
7			35	Shighnan	Shighnan	Maymay	New Road & Road Structure	4.00			
8			37	Ragh	Gurger Bridge		Bridge Construction			25.00	
9			38	Ragh	Zer Shapo Bridge		Bridge Construction			32.00	
10			59	Yaftal Payan	Khwaja Almas	Qagh Dasht	Gravelling & Road Structure	20.00			
11			76	Kohistan	Maydan/ Tangshew	Qeshlaq Kalan Alga	Gravelling & Road Structure	13.00			
12			102	Tagab (Kishmi Bala)	Namedesta Bridge		Bridge Construction			24.00	
13			105	Yaftal Payan	Dara-e-Rast Bridge		Bridge Construction			27.00	
Badakhshan Sub Total								61.00	108.00		
14	Central Highlands	Bamyan	16	Kahmard	Khargoshak	Dehqan Qala	Gravelling & Road Structure	7.00			
15			17	Panjab	Siabomak	Targhay	Gravelling & Road Structure	15.00			
16			37	Waras	Dahane Bastok	Khalachak	Gravelling & Road Structure	8.00			
Bamyan Sub Total								30.00	0.00		
17		Daykundi		36	Miramor	Aspelan	Safid Ghaw Ulya	New Road & Road Structure	13.00		
18				45	Kijran	Surkh Sarak Bridge		Bridge Construction		50.00	
19				55	Ishtarlay	Bridge Over Merasy River		Bridge Construction		10.00	
20				58	Miramor	Watan-e-Gero Bridge		Bridge Construction		50.00	
21				65	Nili	Meshe Bala Bridge		Bridge Construction		8.00	
Daykundi Sub Total								13.00	118.00		
22		Ghor		1	Dawlat Yar	Khal Gerdak	Takht Kalan	Gravelling & Road Structure	15.00		
23				27	Chaharsada	District Center	Guldara	Gravelling & Road Structure	10.00		
24				40	Dawlat Yar	Laka Mazar Foot Bridge	Over Harirod River	Bridge Construction		25.00	
Ghor Sub Total								25.00	25.00		
25		East	Nangarhar	4	Bati Kot	Jalalabad-Torkham Highway	Ambar Khana	Gravelling & Road Structure	6.50		
26				8	Nazyan	District Center	Sorobi	Gravelling & Road Structure	6.00		
27	15			Nazyan	Bara Khel Road		Gravelling & Road Structure	6.00			
28	22			Bati Kot	Markoh	Aratona	Gravelling & Road Structure	10.00			
29	23			Dara-e-Noor	Sher Qala Road		Gravelling & Road Structure	3.00			
Nangarhar Sub Total								31.50	0.00		
30	Nuristan			46	Waygal	Jamamesh Road		Gravelling & Road Structure	8.00		
31				61	Waygal	Bela	Waygale Sufia	Gravelling & Road Structure	10.00		
32				62	Waygal	Bela	Jamamesh	Gravelling & Road Structure	8.00		
33				63	Waygal	Hamshoz	Ada Gul	Gravelling & Road Structure	10.00		
Nuristan Sub Total								36.00	0.00		
34	Kunar			1	Chawkay	Bargar	Loy Kalay	Gravelling & Road Structure	5.00		
35				3	Nurgal	District Center	Aret and Shomash	New Road & Road Structure	5.00		
36				4	Assadabad	Hadwal Road		New Road & Road Structure	5.00		
37				9	Nurgal	Nurgal Road		New Road & Road Structure	5.00		
38				18	Assadabad	Dam Bridge		Bridge Construction		35.00	
39				19	Assadabad	Shado Khel Bridge		Bridge Construction		50.00	
40				20	Sarkany	Bridge Over Barabad River		Bridge Construction		10.00	
41				29	Khas Kunar	Walay/ Shagay Road		Gravelling & Road Structure	5.00		
Kunar Sub Total								25.00	95.00		

42		Laghman	33	Qarghayi	Mandrawal	Shamsher Abad	Gravelling	8.00		
43			34	Qarghayi	Ghonday	Haji Amin Qala	Gravelling	7.00		
44			35	Qarghayi	Taran	Lamatay	Gravelling	4.00		
45			36	Qarghayi	Qala-e-Qazi	Shamsher Abad	Gravelling	3.00		
46			37	Qarghayi	Chahar Bagh	Kolalan	Gravelling	5.00		
47			38	Mihariam	Pashaye	Tergary	Gravelling	3.00		
48			39	Mihariam	Pule Jogy Road		Gravelling	5.00		
49			40	Mihariam	Qala-e-Mya Road		Gravelling	7.00		
50			41	Mihariam	Chahardehi Road		Gravelling	5.00		
Laghman Sub Total								47.00	0.00	
51	Kabul	Kabul	6	Qarabagh	Qala-i-Saman		Bridge Construction		10.00	
52			16	Dih Sabz	Kabul-Bagram Highway	Paymunar	5 cm Asphalt Layer	9.50		
53			19	Dih Sabz	Kata Khel	Khawaja Ghar	Gravelling & Road Structuring	6.20		
54			61	Guldara	Kabul-Parwan Highway	Qala-e-Akhodzada	5 cm Asphalt Layer	7.00		
55			66	Kabul	Baghe Chehel Soton	Gul Bagh	5 cm Asphalt Layer	6.50		
56			70	Surobi	Naghio Bridge	Construction of 2 Bridges	Bridge Construction		32.00	
57			71	Qarabagh	Kabul-Parwan Highway	Estearghach	5 cm Asphalt Layer & Road Structuring	9.00		
58			75	Mir Bacha Kot	Siawe Charmgar Road		Gravelling & Road Structuring	2.00		
59			81	Paghman	Kutub Khel Bridge	Construction of 2 Bridges	Bridge Construction		30.00	
60			88	Paghman	Omar Khan Road		UTRCP & Road Structuring	0.60		
61			90	Shakardara	Kabul-Parwan Highway	Boyzar	5 cm Asphalt Layer	4.00		
62			94	Chahar Asyab	Kakory Road		UTRCP & Road Structuring	0.15		
63			99	Shakar Dara	Hakim Khel Bridge		Bridge Construction		15.00	
64			100	Shakar Dara	Shakar Dara Bazaar	Behzadi	5 cm Asphalt Layer	3.00		
65			107	Paghman	Kabul-Kandahar Highway	Arghanday Sulfa	UTRCP & Road Structuring	3.10		
Kabul Sub Total								51.05	87.00	
66		Parwan	13	Chaharikar	Chahrikar-Sayed Khel Main Road	Dehi Qadzi	5 cm Asphalt Layer	13.00		
67			27	Bagram	Qala-e-Nasro Road		5 cm Asphalt Layer & Road Structuring	8.00		
68			40	Sayed Khil	Mir Khel	Monara	5 cm Asphalt Layer & Road Structuring	3.00		
69			42	Kohi Safi	Serkay	Wali Kalay	Gravelling & Road Structuring	6.50		
70			52	Siah Gerd	Dahane Maza Gerd Bridge		Bridge Construction		12.00	
71			76	Bagram	Bagram-Sayad Main Road	Nahre Prozha	Gravelling & Road Structuring	2.21		
72			77	Bagram	Bagram-Sayad Main Road	Qalandar Khel	Gravelling & Road Structuring	2.80		
73			78	Jabalussaraj	Mir Khan Road		UTRCP & Road Structuring	4.00		
Parwan Sub Total								39.51	12.00	
74		Logar	1	Mohammad Agha	Kaga Wonay (Khatol Qala) Road		Road Structuring	1.00		
75			10	Pule Alam	Ony Saydan Bridge		Bridge Construction		14.00	
76			11	Pule Alam	Shah Bridge		Bridge Construction		12.00	
77			35	Mohammad Agha	Kotob Khel Bridge		Bridge Construction		13.00	
78			36	Baraki Barak	Qala-e-Yahya	Qala-e-Babo	DBST & Road Structuring	5.00		
79			45	Baraki Barak	Padkhabe Roghani Bazaar	Baraki Rajan	Gravelling & Road Structuring	6.40		
Logar Sub Total								12.40	39.00	
80		Wardak	2	Nirrh	Mashi Khel		Bridge Construction		13.00	
81			25	Nirrh	Pule Surkh	Deh Pak	Gravelling & Road Structuring	14.00		
82			49	Maydan Shahr	Haji Qader Bridge		Bridge Construction		18.00	
83			51	Jalrez	Sanglakh Road		Gravelling & Road Structuring	19.00		
Wardak Sub Total								33.00	31.00	
84		Kapisa	3	Kohband	Dara-e-Kotali Road		Gravelling & Road Structuring	4.00		
85			13	Mahmud Raqi	Jamchey Road		Gravelling & Road Structuring	6.00		
86			15	Kohistan-I	Char Asiabe Khamzargar Road		UTRCP & Road Structuring	1.50		
87			23	Tagab	Main Road	Khamirdan	Gravelling & Road Structuring	17.30		
Kapisa Sub Total								28.80	0.00	

88		Panjsher	13	Paryan	Peshghor Bridge		Construction of Bridge		13.00			
89			25	Shutul	Lakare Gulbahar	Shal	Gravelling, Bridge and Road	3.00				
90			28	Dara	Pojawa Bridge	Suspension Bridge	Construction of Bridge		60.00			
91			33	Hissa Awale Panjsher	Dahane Rewot Bridge		Construction of Bridge		14.00			
92			36	Bazarak	Shaba-e-Astana Road		Gravelling & Road Structure	10.00				
93			41	Bazarak	Panjsher Main Road	Nawalej	Gravelling & Road Structure	3.00				
94			42	Hissa Awale Panjsher	Mir Beg Khel Bridge		Construction of Jeep able Suspension Bridge		190.00			
		Panjsher Sub Total						16.00	277.00			
95	North	Balkh	6	Sholgara	Baba Ewaz	River	Gravelling & Road Structure	2.00				
96			7	Chahar Bolak	Best Paikal		Bridge Construction		42.00			
97			8	Chimtal	Temorak (Shash Pekal Village)	Over Aqcha River	Bridge Construction		45.00			
98			17	Dawlatabad	Qarshi Gak High School	Masjide Jami Qaltaq	Gravelling & Road Structure	7.00				
		Balkh Sub Total						9.00	87.00			
99			Sari Pul	19	Sozma Qala	Kata Qala Bridge		Bridge Construction		34.00		
100				42	Sangcharak	District Center	Shabogan	Gravelling & Road Structure	10.00			
101				43	Sari Pul	Chahar Bagh	Nemadane Sheram	Gravelling & Road Structure	10.00			
102				44	Sangcharak	Langare Baba Quzi Bridge		Bridge Construction		15.00		
		Sari pul Sub Total						20.00	49.00			
103			Faryab	12	Shirin Tagab	Zahrudin Farabi Bridge		Bridge Construction		13.00		
104				25	Gurziwan	Qala-e-Eshan	Khwaja Ghar	Gravelling & Road Structure	10.00			
105				21	Pashton Kot	Mosesa	Qotor	Gravelling & Road Structure	10.00			
		Faryab Sub Total						20.00	13.00			
106			Samangan	24	Aybak	Dorahi Darya Khan	Dorahi Zuhrahi	Gravelling & Road Structure	6.00			
107				25	Khuram Wa Sarbagh	District Center	Kotale Surkhak	Gravelling & Road Structure	15.00			
		Samangan Sub Total						21.00	0.00			
108		Jawzjan	43	Qush Tapa	District Center	Shor Qodoq	Gravelling & Road Structure	10.00				
109			44	Khwaja Du Koh	District Center	Chahar dara	Gravelling & Road Structure	4.60				
110			52	Mardyan	Pule Besh Aregh	Hindu Kosh Turkmanya	Gravelling & Road Structure	7.50				
			46	Aqcha	District Center	Beshkapa	Gravelling & Road Structure	3.90				
		Jawzjan Sub Total						26.00	0.00			
111	North East	Kunduz	31	Khan Abad	District Center	Aqtash	Gravelling & Road Structure	20.00				
112			34	Kunduz	Shinwari Chella Mazar Bridge		Bridge Construction		28.00			
		Kunduz Sub Total						20.00	28.00			
113			Baghlan	1	Baghlani Jadid	Kuk Chenar		Gravelling & Road Structure	5.00			
114				7	Baghlani Markazi	Bankzaye Village	Hofyani Village	Gravelling & Road Structure	8.00			
115				15	Khost Wa Fring	Khosh Dara Road		Gravelling & Road Structure	7.00			
116				20	Dushi	Zard Sang Bridge		Bridge Construction		13.00		
117				28	Puli Khumri	Ahmadzai Payan Road		Gravelling & Road Structure	9.00			
		Baghlan Sub Total						29.00	13.00			
118			Takhar	1	Farkhar	District Center	Khurmab	Gravelling & Road Structure	14.00			
119				11	Rustaq	District Center	Shera Tala	Gravelling & Road Structure	5.00			
120				30	Warsaj	Deh Shahan Bridge		Bridge Construction		28.00		
121				46	Namakab	Madan Namak	Namakab Village	Gravelling & Road Structure	17.00			
122				72	Taluqan	Ochquduq	Chagabe Lalm	Gravelling & Road Structure	8.00			
123				73	Chal	Eshane Khalifa	Kuhna Qeshlaq	Gravelling & Road Structure	4.00			
124				74	Taluqan	Bodale Shorato Bridge		Bridge Construction		70.00		
125		76		Rustaq	Darwazaka	Qarablagh	Gravelling & Road Structure	3.50				
		Takhar Sub Total						51.50	98.00			

126	South	Nimroz	1	Chakhansur	Danoo Bridge		Bridge Construction	19.00		
127			4	Zaranj	Sare Shela	Kang District Center		Gravelling & Road Structuring	15.00	
128			13	Kang	Bridge Construction			Bridge Construction	12.00	
129			14	Zaranj	Bridge Construction			Bridge Construction	12.00	
Nimroz Sub Total								15.00	43.00	
130		Kandahar	3	Dand	Sarpuza	Belanday		Gravelling & Road Structuring	12.00	
Kandahar Sub Total								12.00	0.00	
134		Hilmand	11	Lashkar Cah	Lashkary Bazar Sharqi (Ramp, Jangal)	Abdul Rahman Klay		Gravelling & Road Structuring	13.00	
Hilmand Sub Total								13.00	0.00	
135		Zabul	19	Qalat	Province Center	Landay Kariz		Gravelling & Road Structuring	15.00	
Zabul Sub Total								15.00	0.00	
136		Uruzgan	19	Dihrawud	Dihzak	Bareeki		Gravelling & Road Structuring	10.00	
137			22	Dihrawud	Sikzee	Worjan		Gravelling & Road Structuring	16.00	
138			23	Tirin Kot	Siachow	Khairabad		Gravelling & Road Structuring	11.50	
				Gizab	Kandogak Bridge	Nekabad Bazar		Gravelling & Road Structuring	8.00	
			Gizab	Bazaare Kuhna	Dehghairo		Gravelling & Road Structuring	5.00		
Uruzgan Sub Total								50.50	0.00	
139	West	Hirat	25	Guzara	Behqji Road		Gravelling & Road Structuring	7.00		
140			33	Karukh	Pule hay Junobe Karukh	Construction of 2 Bridges		Bridge Construction	16.00	
141			34	Obe	Kalat Bridge			Bridge Construction	22.00	
142			41	Adraskan	Amorwdeh Bridge			Bridge Construction	25.00	
143			43	Guzara	Kandahar-Hirat Highway	Gabsepah		Gravelling & Road Structuring	10.00	
Hirat Sub Total								17.00	63.00	
144		Badghis	7	Qala-e-Naw	Kundulan Road			Gravelling & Road Structuring	7.00	
145			10	Qala-e-Naw	Ismail Khel Bridge			Bridge Construction	15.00	
146			39	Qala-e-Naw	Malmanji	Najak		Gravelling & Road Structuring	10.00	
Badghis Sub Total								17.00	15.00	
147	Farah	7	Farah	Regy Bridge	Over Farah Rod River		Bridge Construction	25.00		
148		12	Farah	Sultan Mir	Tayosak		Gravelling & Road Structuring	11.00		
149		13	Bala Buluk	Shahrake Gurji Road			Gravelling & Road Structuring	13.00		
Farah Sub Total								24.00	25.00	
150	South East	Ghazni	11	Nawor	Jerghgay Buigay Road		Gravelling & Road Structuring	15.00		
151			51	Qarabagh	Bazaare Qarabagh	Jangalak		Gravelling & Road Structuring	5.00	
152			55	Ghazni	Qala-e-Naw Bridge			Bridge Construction	25.00	
153			56	Ghazni	Perzada Bridge			Bridge Construction	32.00	
Ghazni Sub Total								20.00	57.00	
154		Khost	40	Gurbuz	Gurbuz Main Road	Tani Main Road		Gravelling & Road Structuring	5.00	
155			42	Tani	Sarferaz Kalay Road			Gravelling & Road Structuring	8.00	
156			46	Khost	Qalamwal Mena Road			Gravelling & Road Structuring	10.00	
Khost Sub Total								23.00	0.00	
157		Paktya	46	Gardez	Dawlatzai Road			Gravelling & Road Structuring	8.00	
158	47		Gardez	Gardez-Khost Highway	Zawu		Gravelling & Road Structuring	8.00		
159	49		Gardez	Hawa Shenasy	Mohammad Reza Khel		Gravelling & Road Structuring	8.00		
Paktya Sub Total								24.00	0.00	
160	Paktika	29	Sharana	Yarwar	Maswas		Gravelling & Road Structuring	15.00		
161		30	Sharana	Kotwal	Shahidan		Gravelling & Road Structuring	20.00		
Paktika Sub Total								35.00	0.00	
Grand Total								911.26	1,283.00	

