

**Proposed National Emergency Rural Access Project  
Preparation (Pre-Appraisal) Mission**

**June 13 to 24, 2007**

**AIDE MEMOIRE**

**A. Introduction**

1. A preparation mission for the proposed National Emergency Rural Access Project (NERAP) took place from June 13 to 24, 2007. The mission wishes to thank the Government's preparation team for their dedication and important contributions during this period. The monthly donor meeting for the National Rural Access Program (NRAP) took place on June 28, 2007 and the mission briefed the donors on agreements reached with the Government. Informal discussions with the donors have taken place during the mission. Given the progress made, particularly on institutional and implementation arrangements, it was decided to upgrade this mission from a preparation to a pre-appraisal mission. This report documents the mission's discussions and the agreements reached. The mission wishes to acknowledge the support and courtesies extended to the team by officials from the ministries and by the staff of the Program Development and Coordination Unit (PDCU), as well as other stakeholders.

**B. Project Size and Components**

2. The IDA grant allocation of the proposed project is US\$112.0 million which will be implemented over a three year period (four World Bank fiscal years). The project will co-fund the Government's National Rural Access Program (NRAP) and will continue the World Bank's support to this very important and successful priority program. It is expected that the project will be presented to the World Bank Board towards the middle of November 2007. This delivery date is still subject, however, to various actions on the side of the Government and specifically the core team of NRAP. The project will be implemented throughout the country and allocation will be equitable amongst the provinces. Geographical allocation will take into account preferenced funding that donors plan to make available through the ARTF, for example if the NRAP requirements for the southern provinces are substantially met through that trust fund, NERAP will be providing less resources to those areas.

3. The proposed NERAP will include three components (Annex 1 provides a detailed project cost table including each component and sub-components):

- (a) Improvement of secondary roads, implemented by MPW, US\$53.9 million,
- (b) Improvement of tertiary roads, implemented by MRRD, US\$51.9million, and
- (c) Institutional strengthening, capacity building, project management and program development, US\$6.3 million.

<i>Components (In US\$ million)</i>	<i>Category</i>	<i>Cost including contingencies (US\$ m)</i>	<i>Percent of total</i>	<i>IDA financing (US\$ m)</i>
A. Improvement of secondary roads (MPW)	Physical/Institution building	53.9	48%	53.9
B. Improvement of tertiary roads (MRRD)	Physical/ Institution building	51.9	46%	51.9
C. Institutional strengthening, project management and program development	Policy/ Institution building	6.3	6%	6.3
<b>Total</b>		<b>112.0</b>	<b>100%</b>	<b>112.0</b>

### C. Detailed Component Description

4. **Component A. Improvement of secondary roads** (US\$53.9 million equivalent including contingencies and taxes). This component implemented by MPW includes four sub-components. Sub-component 1 (US\$43.9 million) is for rehabilitation and reconstruction of about 650 kilometers of secondary rural roads. MPW has presented the investment sub-projects summarized below, which are 70% confirmed, a part of which are now proposed to be financed under retroactive financing. US\$ 12 million have been earmarked by the Government for the high priority Pol-e-Matak to Bamyan road. This 132 km road will receive primarily treatment of choke points and improvement of structures. The final list of sub-projects will be agreed upon during appraisal. The proposed detailed sub-projects are presented in Annex 2-1. The road selection was based on discussed and agreed criteria but it has become clear that these criteria need to be further refined and selection needs to become more transparent. The multiple changes to the proposed investment program since the preparation mission in February 2007, clearly illustrate that prioritization is not entirely based on fixed criteria. IDA funding complements The Government's ongoing rural road program and takes into account as much as possible global equity parameters to ensure balanced investment proposals between the secondary and tertiary roads and equity amongst regions, provinces and districts.

5. Sub-component 2 (US\$2.8 million) addresses emergency repair works to roads and bridges following natural disasters such as heavy snow, rocks falls, landslides, heavy rains and flooding. Specific eligibility criteria that are simple and realistic will have to be defined by appraisal (covering e.g. proven exceptional event, re-opening of roads to link isolated areas, blockage of heavy traffic road without possibility of road deviations and to some extent proven imminent risks). These criteria will be included in the Development Financing Agreement to trigger this type of investment.

6. Sub-component 3 (US\$0.3 million) will finance the environmental and social management plan, monitoring and evaluation; this includes provisions for monitoring the updated Environmental and Social Management Framework (ESMF) and social inclusion activities.

7. Sub-component 4 (US\$6.9 million) consists of project implementation support to finance the services of an implementation consultant (IC) to implement the works, financial contribution to incremental operating expenses required to run MPW's project implementation unit (PIU) and support to implement the non-works part of component A.

8. **Component B. Improvement of tertiary roads (US\$51.9 million equivalent including contingencies and taxes).** This component will be implemented by MRRD and includes five sub-components. Sub-component 1 (\$32.3 million) is for rehabilitation and reconstruction of about 850 kilometers of tertiary rural roads. The delivery mechanism will be tailored to the security situation of the area, i.e., in the less secure areas community-based contracting will be promoted while in the more secure areas, works will be carried out by contractors. The project will aim at providing basic rural access and promoting the development of a professional labor-based contracting industry. The current investment levels per kilometer are considered to be very high and an effort should be made during this project to adopt a basic access approach. MRRD has presented the investment sub-projects summarized below, which are 70% confirmed, a part of which has been now proposed be financed under retroactive financing. The final list of sub-projects will be agreed upon during appraisal. The proposed detailed sub-projects are presented in Annex 2-2. The road selection was based on discussed and agreed criteria. As is the case for MPW, the criteria needs to be refined and investment decisions need to be supported by decision making tools and become more transparent. IDA funding complements The Government's ongoing rural road program and takes into account as much as possible global equity parameters to ensure balanced investment proposals between the secondary and tertiary roads and equity amongst regions, provinces and districts.

9. Sub-component 2 (US\$2.8 million) will address emergency repair works to roads and bridges following natural disasters such as heavy snow, rocks falls, landslide and rocks blockage, heavy rains and flooding. Specific eligibility criteria that are simple and realistic will have to be defined by appraisal (covering e.g. proven exceptional event, re-opening of roads to link isolated areas, blockage of heavy traffic road without possibility of road deviations and to some extent proven imminent risks). These criteria will be included in the Development Financing Agreement to trigger this type of investment.

10. Sub-component 3 (US\$8.9 million) will launch a routine maintenance program mainly on the already rehabilitated roads under the NRAP and will cover the initial estimated financing need for a period of twelve to eighteen months. MRRD is currently carrying out a maintenance pilot operation consisting of eight roads covering 53 km. This includes routine, periodic and emergency maintenance and the results obtained so far appear to be promising. Communities were contracted to carry out routine and periodic maintenance works and contractors were hired for the emergency works. At this stage of project preparation, MRRD approached the National Solidarity Program (NSP) and is exploring the option of using the NSP mechanism using the Facilitating Partners (FP) to provide technical advice to the communities and using the Community Development Councils (CDC) as the entry point for community contracting for routine maintenance works of this sub-component; it is possible to agree on two implementation

modalities to test the approach in conjunction with the Impact Evaluation:: out-sourcing to NSP and direct management by MRRD.

11. Sub-component 4 (US\$0.4 million) makes provisions for the environmental and social plan, monitoring and evaluation; this includes provisions for monitoring the updated Environmental and Social Management Framework (ESMF) and social inclusion activities.

12. Sub-component 4 (US\$7.4 million) includes project implementation support: services of an implementation consultant to implement the works and financial contribution to incremental operating expenses required to run the project implementation unit of MRRD and implement the non works part of component B.

13. **Component C. Institutional strengthening, project management and program development (US\$6.3 million equivalent including contingencies and taxes).** Three sub-components are envisaged at this stage. Sub-component 1 (US\$1.5 million) foresees setting up a rural roads management system including support for: (a) the formulation of a rural access strategy and its implementation through a national prioritized investment program and proposed institutional and financial systems for the next five years to be presented to the donors by the project's Mid Term Review (MTR); and (b) the setting up of maintenance mechanism, maintenance programming for the short and medium term and support for its implementation, in complement to the routine and emergency maintenance works foreseen under component A and B.

14. Sub-component 2 (US\$3.1 million) will finance capacity building activities for staff who will be tasked to manage the rural road sector, it will also include rural road management, e.g. road network management (identification of a core rural road network, definition of appropriate service levels, data collection and analysis, training on most adapted cost benefit analysis models), public procurement, financial management, upgrading of engineering skills, reporting, community contracting and social inclusion tools, and geographic information systems. The project will continue to finance internships for at least 100 engineering and 10 social inclusion/community development students with NRAP. It is also planned to develop a program for managerial level staff who would receive on-the-job training in roads agencies in other countries. This sub-component will also include capacity building for contractors (national works contractors and engineering firms) which would target on-the-job training and business skills (bidding, contract management and community contract management, works organization, and technical aspects).

15. Sub-component 3 (US\$1.7 million) will cover project management support, financing the operating costs of the National Coordination Unit (NCU), support to monitoring and evaluation, audits and fiduciary support services for MPW and MRRD, preparation of the Mid Term Review and technical expertise to support the Steering Committee.

## **D. Implementation Arrangements**

16. The Government has expressed a strong interest to take over the responsibility for program and project implementation from the Implementation Partner. Transition arrangements are needed to empower staff and improve their decision-making capacity. Furthermore, in the interest of establishing the presence of the Government throughout the country, Ministries consider it essential that they are given greater visibility. As announced in the previous preparation mission (February 2007), and based on the functions and responsibilities the ministries proposed to carry during project implementation, World Bank specialists carried out in-depth assessments (procurement and financial management for both ministries and overall project management assessment for MRRD). Based on the results of these assessments which are summarized below, the proposed implementation arrangements were agreed upon:

17. *For works*: the services of an Implementation Consultant (IC) (to be recruited on a competitive basis prior to project effectiveness) will be required to ensure the smooth, rapid and efficient implementation of works for components A and B. For both ministries, the IC will have primary responsibilities on the technical (technical studies, quality control and contract management) and fiduciary aspects (procurement and financial management) as per detailed tables in Annex 3. The ministers will sign the contracts for works and disbursements will be implemented on a co-signature principle. Not later than prior to the mid term review of the project, a new assessment of the ministries' capacities will be carried by the World Bank specialists and partial or total transfer of responsibilities from the IC to the ministries could be decided during the MTR based on the detailed results of these assessments.

18. *For non works*: non works activities (goods, consultants, training, incremental operating costs) will be implemented by the ministries with the support of: (i) for MPW, technical assistance to be recruited under the ongoing PPF and/or the support of the IC (in an advisory position) after the retroactive financing period once the project has become effective; (ii) for MRRD, a procurement specialist and a financial management specialist, with qualifications and experience in World Bank guidelines and procedures are in the process to be recruited (financed under the ongoing PPF) to support the actual and newly recruited staff in order to continue improving the ministry capacities.

19. *Reporting requirements* are the responsibility of the ministries. Each PIU is expected to prepare progress reports and the Interim Un-audited Financial Reports (IUFRs), formerly known as Financial Management Reports (FMRs). The mission recommends that the Implementation Consultant will consolidate the reports (see section on Institutional Arrangements). The reports will be analyzed and transmitted by the National Coordination Unit.

20. *Governance and anti-corruption measures*. Afghanistan is considered one of the two high risk fiduciary countries in South Asia, the other one is Bangladesh. The World Bank has acknowledged the negative impact of corruption on development and is currently preparing an Anti-Corruption Study as part of its Economic and Sector Work.

The design of each project is called upon to make adequate arrangements to minimize the risk of corruption and promote the establishment of governance systems in the concerned line ministries. The public works sector is generally considered a high risk environment and the project team has carried out interviews with staff and contractors to learn lessons from the ongoing projects, funded by the World Bank and other donors. The interviews confirmed that corruption is a problem, particularly when sign-offs by ministry staff are required, for example signing of invoices and final works reception. Furthermore a review of project management capacity in MRRD highlighted the absence of a governance system in the ministry.

21. The proposed project will put in place anti-corruption mitigation measures. These include: (i) outsourcing of key steps in the procurement and contract management process to an Implementation Consultant is seen as an important check-and-balance, (ii) technical and financial audits, and (iii) community information and reporting back. In the past, communities have received little or no information on the cost of sub-projects and it is proposed to provide them with information on costs and material quantities. The team will investigate possibilities of communities reporting back on irregularities which is made difficult by the remoteness and lack of phone connections in the villages.

### **E. Institutional Arrangements**

22. *Project oversight.* An inter-ministerial Steering Committee (SC), chaired by the Minister of Finance (or his representatives) and comprising ministers (or their delegates) of Public Works, Rural Rehabilitation and Development and line ministries involved as the main beneficiary ministries in the project (agriculture, basic education, health), will be responsible for the overall policy, strategic planning and project oversight and for integration with other rural development programs. Observers such as representatives of the Parliament working group on transport, local authorities, and donors could be invited to attend the SC as required. The SC will meet regularly, at least once per semester and on an ad hoc basis when required. To facilitate the work of the SC a small secretariat will be put in place at the Ministry of Finance that would be responsible for coherence of the NRAP and for reporting to the Government and the donors involved in the sector. Annex 4 presents a diagram of the proposed institutional arrangements.

23. *Project coordination and monitoring.* Given the emergency nature of the project, the strategic importance of the project, which is seen as an initial step to a multi-donor program, the large number of activities, to be completed within a short time frame, and the still limited capacity of the Government on coordination and monitoring aspects, the following institutional arrangements have been agreed to ensure that funds can disburse quickly, multisectoral objectives are reached, and absolute transparency is maintained.

24. A lean and light national coordination unit (NCU) will be set up by ministerial decree within the Ministry of Finance and will be responsible for overall coordination of the entire NERAP project and program. The NCU will in particular ensure donor coordination which will be a key element of a sustainable and smooth multi year programmatic approach. It will be headed by a full-time project administrator (a high level senior officer to be appointed or a project management specialist to be recruited)

will be responsible for day-to-day coordination of the project. The NCU works in coordination with the Project Implementation Units (PIU) of MPW and MRRD and the other relevant ministries and agencies involved in rural development. It has the main function of monitoring the overall project implementation and of reporting the consolidated progress to the SC and the donors. It is also responsible for (a) assuring steady progress of execution in accordance to an implementation schedule reviewed and approved by the World Bank, (b) regular reporting to the SC and the donors, (c) monitoring implemented activities included in the contracts of the international implementation consultant (IC) and capacity building consultant (CBC) to ensure adequate and smooth transfer of skills to the national staff, and (d) ensuring that a high ethical standard and transparency is maintained throughout the process.

25. To ensure better coordination, a Technical Committee chaired by the NCU and composed of the focal points of beneficiary ministries and implementing bodies (IC and PIU in the case of MPW, DRR and IC in the case of MRRD) will be established prior to project effectiveness. The Coordination Committee will meet on a regular basis, and at least monthly, in order to ensure adequate technical coordination and communication between ministries and implementing entities at the implementation level.

26. *Project management and implementation.* At this stage and based on the assessments of ministries capacities, it is now proposed that: (i) MPW will implement component A. For the works part, it will delegate most of its implementation responsibilities to an IC (to be selected and recruited prior to project effectiveness) which will be in charge of and responsible for the implementation of the investments under the overall responsibility of MPW. Non works activities will be implemented by MPW with the support of the required expertise (to be recruited under PPF financing); (ii) MRRD will implement activities under component B and C. For the works part, it will delegate its technical and fiduciary responsibilities to an IC (to be selected and recruited prior to project effectiveness) which will be in charge of and responsible for the implementation of the investments under the overall responsibility of MRRD. Non works activities will be implemented by the functional departments of MRRD with the support of the required expertise (to be recruited under PPF financing) and training of the newly recruited staff.

## **F. Retroactive Financing**

27. NRAP faces an acute shortage of operational funds. This situation has arisen because the National Emergency Employment Project for Rural Access (NEEPRA) is already fully committed and ARTF funding became available later than expected while staff payments had to be made throughout. The mission and the PDCU agree that it is vital for the Government's reconstruction efforts to rehabilitate as many rural roads as possible during 2007 and to retain the qualified project staff that is currently engaged. Ministry of Finance has indicated its readiness to provide pre-financing for the IDA grant and has made a budget inscription of \$25 million for MRRD and \$16 million for MPW (of which \$12 million are earmarked for the Pol i Matak -Bamyan Road). The mission has advised that retroactive financing could only be made available on the condition that the implementation arrangements are acceptable to the World Bank. The only feasible solution would be to use the current Implementation Partner, UNOPS and this

arrangement has been agreed with the Deputy Minister of Finance. The World Bank would need to receive a formal request from the Ministry of Finance for retroactive financing, including the amount, period, and nature of the activities (works, services, operating expenses). This request should be sent to the Bank as soon as possible because operational funds for NRAP are running out at the end of June 2007. Once the request is received, the Bank's team can prepare the submission to World Bank management for amendment of the UNOPS contracts.

28. The mission expects that the new provision on retroactive financing will be applied to this project. This means that the eligibility period is extended to 12 months and the amount can reach up to 40 percent. For NERAP it is expected that the required period will be seven months and the amount will be around US\$18 million or 15 percent of the proposed grant.

29. As part of the NEEPRA supervision mission an analysis was carried out on the staff costing to ensure that the criticism which the program has received for its high delivery cost is being addressed as part of preparation. The information was already provided in the NEEPRA aide-mémoire but it is being repeated here because it is of immediate relevance for the retroactive financing period and of course for delivery cost of the proposed project. Currently the NEEP cluster pays for approximately 700 staff (including operational allowances to approx 300 civil servants). In addition MRRD has bilateral projects funded by the EC and DFID (Helmand). The mission does not have detailed information on staffing for these projects but the proposal for Helmand totaled 93 staff. There is definite concern about over-staffing and high salary levels which the Government would not be able to afford on its own.

30. The 700 staff on the payroll of the NEEP cluster include international consultants, national consultants, and civil servant, and range from gardeners to deputy ministers. Over time, several layers of project management were created, for example MPW and MRRD program coordinators, chief and deputy chief coordinators of the Program Management and Coordination Unit (PDCU), director and deputy directors of the project implementation units of MRRD and MPW. The national consultants in the central and regional PIUs have national counterparts who presumably are there for capacity building purposes. Some staff work full time on the program, some work part time, and other do not contribute at all (WATSAN). In the case of MRRD's Rural Infrastructure Technical Service (RITS) it is not clear if they contribute or not but they are being paid for. In April 2006 an agreement was reached with the PDCU that the ministries would transfer staff who do not directly contribute to the program off the payroll. So far this has not been done and in all likelihood more staff has been added in the past year. Apparently UNOPS is not in a position to refuse including people on the roster. The details are:

- There are around 34 UNOPS International Consultants working for the program in all. These mostly consists of Technical Advisors, while a few provide specific inputs in human resources, administration, and finance;
- For MRRD, there are 72 national consultants in the center and 108 national consultants in the regions. In addition there are 28 RITS consultants, 18 RITS

staff and 44 WATSAN staff. Overall 118 civil servants receive project allowances;

- For MPW, there are 62 national consultants at the center and 43 national consultants in the regions. 150 civil servants receive project allowances;
- In addition to the above mentioned technical staff, both ministries charge non-technical staff against the program, such as security guards, drivers, gardeners, etc.; and
- The total monthly payroll is \$592,983 of which \$354,779 is for international and \$238,204 for national staff.

31. The current arrangement where UNOPS pays for all staff, with the exception of five personnel working for the PDCU, is efficient and reliable but presents a potential conflict of interest and accountability problem. The very people who are supposed to monitor the performance of the IP are being paid by them. The mission is particularly concerned that Deputy Ministers, in their capacity as program coordinators, are on the payroll of the IP. While this might be mitigated by the fact that the IP is a UN agency, it would be inconceivable if the IP was a consulting firm.

32. The mission recommends that under the proposed project staff levels be adjusted to the requirement of the actual workload. Only staff contributing to the program should be on the payroll. This latter principle should already be applied to the retroactive financing period which will have modest disbursements. Thus the ratio of staff cost to works risks to be substantial.

### **G. Disbursement**

33. Disbursement management arrangements on the NERAP will follow standard World Bank procedures and be based on the most optimal fund flow arrangements possible, still while working within the Government's centralized payment system. Drawing from the ongoing NRAP and NSP experience, improvement in communication, planning and troubleshooting between MRRD/Finance and Treasury/SDU is a priority. While SDU will retain final authority over payment approvals, to ensure a smooth flow of funds, MRRD will need to more pro-active in managing their disbursements, ensure better communication linkages with Treasury and World Bank (LOA) counterparts and improve transaction monitoring (exception reporting). The actual details of disbursement arrangements will be determined once a fuller picture of detailed implementation arrangements is established.

### **H. Procurement**

34. The proposed project will mainly finance rehabilitation and reconstruction of around 1,500 km of secondary and tertiary rural roads and rural roads maintenance. In addition it will focus on institutional strengthening, capacity building and implementation assistance. Civil works program will cover reconstruction/rehabilitation/maintenance of

rural roads, small scale road construction with community participation and emergency road works.

35. The mission met with the officials of the MPW/MRRD and the project preparation consultants. The proposed project will be implemented by MPW and MRRD separately. A procurement capacity assessment questionnaire was shared with the implementing agencies. MRRD and MPW made individual presentation on the procurement steps in the process for procuring civil works which constitute around 80 % of the cost of the proposed project. These steps have been introduced recently as a result of follow up discussions with IDA on the findings of the ex-post reviews and recommendations to improve the transparency of the procurement process. It was noted that MRRD issues bidding documents and accept bids at both central/regional level, while MPW accepts bids only at the central level. One of the issues MRRD facing is to get the bids from regional offices to the center in a timely manner to carryout bid evaluations. Mission suggested to carry out a pilot initiative to build the capacity at the regional level to handle decentralized procurement to accept bids, schedule and evaluate below a certain threshold. Currently the time taken from receipt of bids to contract award recommendations varies from 60 days to 120 days. The delay in getting the bids to the center for evaluation and the multi-tier bid evaluation process including the number of members in evaluation committees may be contributing to such delays. Mission informed the implementing agencies that the internal control system of procurement decision making should facilitate finalize bid evaluations and make contract award recommendations within 30 days of opening of bids. Based on the early experience of repetitive re-invitation of bids due to in accurate pre-bid estimates was discussed and mission re-iterated the fact that all efforts should be taken to prepare more realistic estimates. Mission noted the existence of a contractor registration system for contractors in the road and building sector developed by MRRD is now being used by MPW/UNOPS and other agencies. In addition a data base has been created by MRRD to carryout computerized unit rate analysis work items. The unit rates for different work items can be updated dynamically based on the current market rates of labor/machinery and, materials.

36. The mission also informed the implementing agency to establish a service standard to complete the steps from identification of the proposed construction/rehabilitation of roads up to the preparation of the bidding documents. This should help the IAs to plan to complete the proposed project where around 230 contracts (around 200 under MRRD and have to be awarded to within a period of three years. Such action will facilitate the IAs to identify the resource requirements for smooth implementation and the requirement for additional resource requirements. Due consideration should be given to the weather conditions in preparing plans.

37. The proposed project shall follow World Bank's Procurement Guidelines and Consultant's Guidelines for all procurement actions. Civil works and goods following National Competitive Bidding (NCB) procedures shall be procured using the agreed Standard Bidding Documents (SBDs) for Afghanistan. A procurement manual will be developed to cover all the procurement actions under the project including procedures for community and emergency contracting.

38. Both MRRD and MPW are handling procurement under the ongoing program under the oversight of the Implementation Partner. The staff of the program is aware of World Bank Procurement Guidelines. The staff of the contract units of the agencies is having limited knowledge of using the SBD for civil works following NCB procedures. Therefore the staff of the contract unit and other member involved in the procurement process need to intensive and extensive exposure to procurement.

39. Based on the findings of procurement assessment it will be necessary for both MRRD and MPW, that the Implementation Consultant (IC) take primary responsibility for the works component: design and supervision, bid evaluation, contract management and quality control. Ministry staff should be deputed to work with the IC to strengthen their capacity. Prior to mid-term review a new assessment will be carried out and it is hoped that the support of the IC could be changed to a secondary role. It can be agreed the both ministries be responsible for their respective non-works components with the assistance of ARDS. It is also recommended that international, individual consultants be recruited to strengthen the procurement departments of MPW and MRRD. The findings of the capacity assessment and action plan for procurement risk mitigation will be detailed in the procurement annex of the PAD.

40. *Procurement Plan and Draft Bidding documents:* Mission discussed the progress made by both units with regard the above activities: MPW: The ministry has identified 21 road rehabilitation projects and 10 bridge contracts to be financed under the project. The procurement plan was prepared for 14 contracts (9 road packages and 5 bridge packages) to be considered for retroactive financing. There were several gaps in the plan including packaging of contracts. MPW has submitted the revised plan on June 20, 2007. IDA will review and provide clearance. MPW has prepared a sample bidding document which was reviewed by IDA. No objection has been given, including comments that need to be incorporated into the final bidding document. MRRD: The procurement plan for contract to be financed under the retroactive financing was reviewed by IDA. 65 contracts have been identified of which 15 are to be carried out by communities. The remaining 50 contracts will be procured following competitive bidding procedures. Mission discussed the gaps in the sample draft bidding document prepared for the construction for Pashtoon Zarghoon to Tahcha Road. MRRD will submit the revised documents for IDA review early. IDA has already provided comments on the sample contract for community contracting.

41. The Bank will prior review all contracts under retroactive financing and will arrange for the technical review of three contracts per ministries (selected on a random basis) to ensure that the shortcomings of the previous project are not repeated (high incidence of variation orders and time extensions).

42. *Ongoing Projects under ARTF funding:* MPW: Completion of eight bridge contracts and 18 roads contracts are spilling over the date June 30, 2007 of which there is a likelihood of completion dates under seven contracts getting spilled over March 31, 2008. MRRD: At present there are 36 contracts which spill over the date of June 30, 2007. Seven contracts are yet to be awarded. 23 contracts may spill over the March 31,

2008. For those contracts which are likely to continue beyond March 31, 2008 provisions need to be made in the terms of reference of the implementation consultant.

43. *Lessons learned from early project implementation:* Mission re-iterated that all efforts should be taken to: (i) allow realistic time periods for project completions including the working seasons, security and other constraints; (ii) minimize variations by carrying out proper surveys and designs. Also to see the possibility of planning to award contracts by the beginning of the working season to ensure that contractors can make the maximum benefit of the working season.

## **I. Financial Management**

44. A Financial Management (FM) assessment of NERAP implementing agencies FM arrangements were carried out by the Bank during this mission.

45. The FM arrangements proposed to be utilized for the implementation of NERAP by the two implementing agencies – Ministry of Rural Rehabilitation & Development (MRRD) and Ministry of Public Works (MPW) were as follows:

*MRRD* – Finance department of MRRD will take full responsibility for the financial management of both the works and non-works components of the NERAP. For this purpose, it will assign/recruit five national staff and engage one international FM Consultant; it will also acquire computerized accounting software to strengthen the current FM system.

*MPW* – Will engage the services of an Implementation Consultant (IC) to take responsibility for the financial management of the works component and the planning department of MPW will take responsibility for the financial management of the non-works component of NERAP. The MPW planning department will recruit an FM Consultant that will work with its current staff to strengthen the FM capacity, system and meet up with the FM requirements of NERAP.

### **FM Assessment Outcomes:**

46. *MRRD* – Proposed FM arrangements are not adequate because of the qualification and experience of the assigned/recruited staff. There are two options available to resolve this deficiency:

- (i) Engage an Implementation Consultant for one year or one and half year (up to mid-term review) to handle the FM arrangements of the works component while MRRD Finance department handles the non-work component. During the PPF period, MRRD will hire the required qualified and experienced staff, acquire the relevant capacity and be able to take full responsibility for the FM arrangements, if found satisfactory after Bank's reassessment.
- (ii) MRRD to recruit the required qualified and experienced staff before appraisal or negotiations and take full responsibility for the project's FM arrangements from inception. This will imply provision of negotiation or disbursement condition for

MRRD component in the Financing Agreement of the project as a risk mitigating measure.

Because of Bank's new guideline for emergency operations, which discourages the provisions of negotiations, disbursements and effectiveness conditions in the Financing Agreements, and also because of delays in project implementation that may arise if MRRD fails to put the required staffing in place on time and may need to engage an IC as the last resort, the preference is for the adoption of option (i).

47. *MPW* – The proposed FM arrangements are acceptable to the Bank: engage an Implementation Consultant to handle the FM arrangements of the works component while MPW Finance department handles the non-work component. During the PPF period, MPW will hire the required qualified and experienced staff, acquire the relevant capacity and be able to take full responsibility for the FM arrangements of the non-works component. If MPW has not been able to recruit the required staff, then an alternative arrangement needs to be agreed upon.

#### **J. Capacity Building**

48. Through interactions with the participants from both the MRRD and MPW teams, it was agreed that there were five broad areas of training needs within both ministries: (i) technical capacity, (ii) environmental and social safeguards, (iii) capacity in social inclusion and community based contracting, (iv) contractor training, and (v) general skills in Computer and English literacy.

49. *Technical Capacity*: The mission identified the need for short- and long-term training in building technical capacity within both the ministries, although it was acknowledged that since MRRD focused mostly on secondary and tertiary rural roads requiring less technical capacity, much of the training under this category would be focused on roads being built by MPW. For the MRRD type roads it was agreed that lower level training might be all that is required, with some emphasis being given to the building of culverts, etc., and that this can be done through lower levels of training. For the higher level training it was agreed that this can be done through two ways: (a) short-term intensive training followed by OJT with engineering firms and (b) longer-term, master's levels training in specific trades. The mission also identified the need to develop laboratory capacities in the area of strength of materials testing in key faculties of engineering in select universities across Afghanistan.

50. *Environment and Social Safeguards*: Both ministries noted that few staff in either of the ministries would have an idea regarding environment and social safeguards. It was agreed that it was important to sensitize as many of the key staff in these areas as soon as possible. It was also agreed that staff in specific cells will receive longer-term and more intensive training in these areas.

51. *Social Inclusion and Community Based Contracting*: Routine capacity building is required for staff working with beneficiaries in community based contracting, best practices; community mobilization and participatory monitoring of activities for L1

contracts and routine maintenance. Such skills can easily and cost-effectively be acquired within the country or region and social inclusion staff should be pro-active in identifying areas that they need routine capacity building in and training providers.

52. *Contractor Training:* The mission identified that contractor training is a key drawback in attempting to develop and implement infrastructure projects in Afghanistan. Contractor training programs needed to be strengthened specifically in the areas of financial management, procurement procedures, preparation of bid documents, and contract management. It was agreed that this training could be sourced out to an entity like the National Skills Development Program (NSDP) that has a legitimate mandate to facilitate such training through private, public and NGO sector entities. It was also agreed that the NSDP could also play a critical role in the setting of standards and in the facilitation of training for the ministries.

53. *General Skills of Ministry Staff:* Both ministries also acknowledged the need to build in a more general way, the English Language Skills and Computer Literacy Skills of its staff in general. It was suggested that the way to achieve this was to use the mushrooming private sector for English language and Computer literacy training, instead of running these programs through in-house efforts. Mission members agreed that such general skills could easily be acquired, and perhaps most cost-effectively, but identifying private training providers of reasonable quality and then through the provision of a voucher type program, encourage staff to build their capacities in these areas.

### **K. Social Inclusion and Community Participation**

54. The NERAP preparation mission conducted field visits to meet with various Community Development Councils (working on road, culvert, drains and bridge construction and maintenance), held meetings with the project team and MRRD Social Inclusion Unit (SIU) to report on (i) progress since the last WB supervision mission; (ii) ensure that any Level-1 contracts that were dropped under previous projects due to lack of funding are reinstated, and (iii) to assess the scope of community-level contracting (Level-1) and social inclusion under NERAP.

55. Since the last mission in December 2006, the MRRD and the SIU have been active in the preparation and monitoring of 11 sub-projects across 3 regions and have completed 2 additional social audits. The targeting of the poorest households is being carried out successfully at the rate of 92% in the Central, NE and SE regions.

<b>PROGRESS JAN-MAY 2007</b>	<b>Central</b>	<b>Northeast</b>	<b>Southeast</b>	<b>East</b>	<b>North</b>	<b>Total</b>
No. of Sub Projects	3	4	4	0	0	<b>11</b>
No. Of L1 contracts	3	10	11	0	0	<b>24</b>
Households covered	3,361	3,483	3,400	0	0	<b>10,244</b>
Planned Labor Days	13,575	42,260	49,344	0	0	<b>105,179</b>
Labor Days Generated to date	10,053	15734	27,220	0	0	<b>53,007</b>
No. of Labors employed	700	5,198	1,134	0	0	<b>7,032</b>
% of poorest Households Targeted	89%	91%	95%	0%	0%	<b>92%</b>

56. An area of concern remains the number of Level 1 sub-projects that have been suspended or cancelled primarily due to funding constraints<sup>1</sup>. Under the 1384 work-plan and during the period 1384 (March 21<sup>st</sup>, 2005) to 1385 (2006), a total of 37 Level 1 contracts were awarded under NEEpra then later suspended due to funding constraints. 7 L1 suspended contracts will be covered by savings from PSIB while the remaining will be considered under NERAP for completion by MRRD PIU. The mission strongly recommends that the MRRD PIU consider the remaining 30 L1 contracts suspended and explore other avenues of funding such as savings from other programs like DFID.

57. At the request of the World Bank, the SIU has completed an analysis of the incomplete contracts with cost estimation for completing these works<sup>2</sup> and priority contracts that need to be funded. During the mission MRRD PIU re-aligned the PSIB savings to fund 7 L1 contracts and will consider doing so with the remaining suspended L1 contracts soon. (The budget estimated for completing the 37 suspended L1 & L2 contracts was US\$1,174,888.) The mission will follow-up on this closely.

58. The mission fully supports the reorientation from community based social targeting to an integrated approach for community empowerment through the creation and maintenance of rural access. Accessibility is not desirable in itself but for the benefits it brings to rural poor in terms of employment, access to health and education, to markets for income generation and increased mobility especially for women. There clearly remains a scope for community-level participation, contracting (Level-1 and for unskilled labor in L2 contracts) and targeting of the poorest households.

59. The entry point for NERAP L1 sub-projects should be the CDC and the project should work with the Operations and Maintenance committee within the CDC structure for maintenance purposes. Discussions are ongoing as to how funds will be provided to communities for maintenance purposes. It is advisable that this be done directly with the CDC and should be a performance based grant that requires community contribution in terms of labor and monitoring of such activities. When designing the maintenance component and provision of grants it should be done in a manner that does not negatively affect current incentives and the traditional systems in place for maintenance. There are existing traditional systems in rural Afghanistan for villages to maintain infrastructure (*"Hashar," A community based volunteer system for clearing snow and basic maintenance of various infrastructure.*) which should be leveraged upon, when providing grants for maintenance purposes.

60. Similarly lessons from project implementation have demonstrated that increased participation of communities in all stages of the program cycle (for L1 & L2 contracts) can optimize delivery, reduce unnecessary delays in the implementation of contracts and conflicts within and between communities and contractors, and reduce design flaws through incorporating local knowledge. Under NERAP concerted effort should also be made to ensure that women are further involved in activities such as gabion

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<sup>1</sup> In a few cases contracts have been suspended due to property disputes, winter conditions and the security situation.

<sup>2</sup> See Social Inclusion annex for complete list and explanation of pending/suspended contracts under NEEpra.

weaving, watering stone masonry for Level 2 works, gravel crushing or pipe shaping. Of particular importance is the involvement of women during the planning process and the transect walk. Where female CDC are active, these bodies are the best entry point. In their absence, an effort should be made to consult with women through the local female teachers.

## **L. Safeguards**

61. In preparation of the proposed project, the Government commissioned an assessment of the implementation of the social and environmental safeguards framework in NEEPRA, and a representative sample of 8 projects were selected for study, including several stakeholder workshops. The Assessment report concluded that there has been no serious effort put in by the PIUs to mainstream social safeguards management with an operational manual and project specification documents.

62. *Social Safeguards Issues:*

- while land acquisition has indeed taken place in NEEPRA, it is not possible to estimate the scale of it, since no proper record is kept of it;
- no surveys have been conducted of the socio-economic situation of PAPs before and after the land acquisition and no assessments of the impact of the land acquisition has taken place;
- all land acquisition seems to have taken the form of donations, but there are no documentation of consultations with PAPs, of negotiations and agreements reached; and
- no formal process of land transfer has been adopted, and donations seem to rely on verbal agreements only.

63. The consultant observed on the basis of community consultations that there has been voluntary transfer of assets even by vulnerable groups. It is assumed that along majority of the road corridors, the average land width required for donation has been small without marginalizing any of the landowners. However, lack of documentation lead to unavailability of even tentative information on average land width acquisition on voluntary donation. Furthermore, the consultant observed that in fertile areas of lower hills and valleys, farmers are reluctant to part with their land unless they are subjected to community pressure, and that resistance of local community donating land for the project roads is an issue of concern.

64. Additionally, the consultant report raises issues regarding weak community consultations - i.e. lack of community involvement in planning of road alignment and width, damage to community structures due to improper alignments - and hence no documentation of community concerns and agreed mitigation measures. Further emphasis is needed to ensure that communities are involved in the assets that are being created for them and on their land, (both L1 and L2 - contracts and at all stages from design, implementation to maintenance).

65. *Environmental Safeguards:* The mission noted that technical provisions often have a positive effect on the environment, such as improved drainage and erosion control. Appearance of dust during construction is mitigated by spraying of water. Dust is often cited as a troublesome side effect of improved roads, affecting health and agriculture, and it would be worthwhile to introduce low-cost surface treatments, particularly for village crossings. During supervision of the current project, the following short comings were noted: lack of proper placement of excavated material in cut and fill activities, lack of rehabilitation of borrow pits and quarry areas, indiscriminate mining of gravel from washes and lack of measures for slope stabilization and prevention of siltation of canals and water courses. Such problems should be mitigated.

66. *Mine Risk Management:* Sub-projects will not be undertaken without appropriate mine-risk management. A procedure for mine risk management was developed under the ongoing project and will be included into the ESMF. All risk assessment and clearance tasks shall be implemented in coordination with the United Nations Mine Action Center for Afghanistan (UNMACA).

67. *Disclosure of the Environmental and Social Management Framework (ESMF):* The Government is currently in the process of preparing the ESMF for the proposed project which will be disclosed in English, Dari and Pashtoo before the appraisal mission. Experience from the ongoing program, which already has an acceptable ESMF, shows that it is not the framework but the implementation that gives difficulties. It is therefore recommended that each ministry appoint a focal person who will be trained in safeguards and who will be tasked with a systematic follow-up of these issues.

## **M. Results Framework**

68. The objective of this project and further on the rural roads program is to enable the rural population to benefit from year-round access to basic services and facilities in the rural areas of Afghanistan covered by the project. This will be achieved through contracting with the private sector and, to a lesser extent, with communities for the rehabilitation and maintenance of rural access infrastructure. The achievement of PDO will contribute to enhance well being and promote equitable economic growth in the country. The PDO is derived from the overarching program objective of NRAP.

69. The proposed key performance indicators are:

- Beneficiaries will be within a 2 km or 30 minutes of walking distance to an all-weather road. This indicator is closely aligned with the IDA-14 indicator for rural accessibility (20 minutes walking to an all-season road) and Afghanistan's National Development Strategy of providing access to 40% of all villages by 2009.
- After completion of a sub-project, travel time of beneficiaries living along the improved road to district centers would be reduced by 30%.
- After completion of a sub-project, the number of trips taken by beneficiaries living along the improved road to district centers would increase by 50%.
- Price of key consumption and production commodities at beneficiary villages would be within 15% of the price in the nearest town.

70. These indicators will be further discussed because the core preparation team has expressed an interest to broaden the monitoring of the project to include aspects, such as improvement in agricultural products sold and increased school enrollment.

## **N. Impact Evaluation**

71. Impact evaluation is aimed at providing feedback to help improve the design of programs and policies within programs. In addition to providing for improved accountability, impact evaluations are a tool for dynamic learning, allowing policymakers to improve ongoing programs and ultimately better allocate funds across programs. NRAP has so far not carried out an impact evaluation and has relied on anecdotal evidence to argue that interventions are positively impacting the rural population. To remedy this situation it has therefore been decided to include a rigorous impact evaluation in the proposed project.

72. The evaluation team is currently working with the NRAP core team to explain the proposed methodology and core effects. Agreement will be reached before appraisal on the content of the impact evaluation. It is proposed that the baseline study will be carried out with the help of the Vulnerability Assessment Unit (VAU) of MRRD, which has extensive experience from the administration of the National Risk and Vulnerability Assessment and from participation in the NSP impact evaluation. It is planned that the data collection for the baseline study will take place between September and November of 2007.

73. In order to identify the effects of NERAP projects on outcomes of interest 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. The evaluation will incorporate best-practice methodologies prescribed by the prospective evaluation framework and will seek to limit the contamination of estimated program and intervention effects by selection bias and will ensure that samples are of sufficient size to estimate the effects of interest. The impact evaluation will focus on estimating three core effects: (1) Program Effect; (2) Effect of Complementary Input Interventions (CII); and (3) Effect of Sub-Treatment Interventions (STI).

74. *Project Evaluation:* The Project Evaluation seeks to provide evidence-based recommendations to The Government and donors on the efficacy of project activities. In accordance with the prospective evaluation framework, the methodology for the Project Evaluation will focus on construction of control (communities which do not receive sub-projects through NERAP) and treatment groups (communities which do receive sub-projects through NERAP) prior to the start of works. In order to limit contamination of estimated effects by selection biases, it is important that the communities of the treatment and control groups face, on average, an identical probability of being included in the project. Given that the investment plan for NERAP is mostly fixed and that randomized selection and other 'intrusive' methodologies to limit selection bias are potentially precluded, a control group shall be composed using algorithms for statistical matching, such as propensity-score matching or synthetic-matching. In order to ensure adequate

balance between covariates in the treatment and control groups and avoid ‘marriages-of-convenience’ between matched units, it is envisaged that the baseline survey will be significantly larger than subsequent follow-up surveys. Following the completion of the planned survey program, project effects will be identified by comparison of difference-in-difference estimators of the treatment and control groups.

75. *Complementary Input Intervention (CII) Evaluation:* The CII Evaluation seeks to provide evidence-based recommendations to The Government on the efficacy of bundling complementary interventions with road rehabilitation projects. The NERAP CII Evaluation will focus specifically on interventions related to Intermediate Means of Transport (IMTs). It is envisaged that the Evaluation Team will partner with organizations involved in micro-credit, in-kind transport provision, and/or in the provision of technical assistance to transport providers to randomly allocate such IMT investments to units receiving NERAP projects and areas not receiving NERAP projects. This does not mean that IMTs will be included in the proposed project but the Evaluation Team will try to identify partners who are interested in working in parallel with the project. The CII Evaluation will then employ difference-in-difference estimators to identify whether improvements in accessibility in rural areas are conditional on the provision of road rehabilitation schemes, IMT-related investments, or both.

76. *Sub-Treatment Intervention (STI) Evaluation:* The STI Evaluation seeks to provide evidence-based recommendations to The Government on the efficacy of competing strategies for project activities. The NERAP STI Evaluation will focus specifically on the efficacy of various competing institutional structures for management of road rehabilitation and road maintenance activities. In order to conduct the STI Evaluation, the Evaluation Team will assign units receiving rehabilitation or maintenance funds under NERAP to one of a series of different management structures, such as decentralized management by Community Development Councils (CDCs), specialized decentralized management by maintenance sub-committees of CDCs, management by Ministry authorities at the district or provincial level, or management by private sub-contractors. The STI Evaluation will identify which management structure is most effective in meeting rehabilitation and/or maintenance targets using difference-in-difference estimators, evidence which can inform management structures for subsequent programs.

77. *Data Collection:* The principal source of data for the evaluations will be a series of three or four large-scale household surveys, to be conducted at one-year intervals before, during, and after the implementation of program activities in areas selected to receive NERAP projects (treatment group) and areas not selected to receive NERAP projects (control group). Due to the data-hungry demands of the matching procedure to be deployed in constructing the control group, it is envisaged that the baseline survey will cover a larger number of units than subsequent follow-up surveys. In addition to the baseline and follow-up surveys, further data on road quality and transport indicators shall be collected through monitoring structures and ‘spot surveys’ at regular intervals. It is envisaged that such indicators will include local price levels, traffic counts, passability, proxies for vehicle operating costs, transit times, corrugations, potholes, rutting, loss of surface material, incidence of loose stones, and drainage capability.

## O. Economic Analysis

78. *Purpose:* Currently selection and prioritization of road projects is informed by community participation and cost-effectiveness criteria, but different approaches are adopted by the two main ministries – MPW and MRRD. Political influence is fairly dominant in project selection. There are also overlaps in the network responsibilities of the two ministries which further cloud selection certainties.

79. Investments for NERAP will take place under OP 8.0 conditions and so do not formally require an economic appraisal. Nonetheless preparations are being made to conduct an economic appraisal as part of a mid-term evaluation. This is deemed sensible for a number of reasons. First it will strengthen the evidence-base of investment decision making by exposing the benefits as well as cost consequences. Second the preparations for economic appraisal have exposed weaknesses in the basic data collection procedures of both MRRD and MPW. These extend to traffic classification and counting; traffic forecasting; road maintenance costing; and knowledge of vehicle operating, safety reduction and time costs. Steps to address these weaknesses are underway and will be further addressed as part of project capacity building measures in NERAP. Third it has become apparent that ministry staff has little knowledge of economic appraisal concepts and procedures. These weaknesses too are being addressed as part of ongoing and planned capacity building measures under NERAP. Fourth the preparations for economic appraisal have revealed inconsistencies in the procedures and standards used by the two ministries. These will be addressed as part of project coordination arrangements so that there are a single national set of procedures and standards.

80. *Implementation:* The approach to economic appraisal is to seek to apply accepted international norms and procedures. Cost-effectiveness assessments will be re-examined so that they are applied only to roads with traffic levels below 50 vehicles per day (vpd) and not to all investments as at present. There also needs to be consistency between the cost-effectiveness criteria used by the two ministries. Currently MPW uses an influence area, and thus population, that is three times that used by MRRD and well above international norms. This issue will also be addressed as part of project coordination arrangements. Formal economic analysis will be initiated on all roads suitable for appraisal using the simplified Road Economic Decision (RED) model, which is recommended for roads with an average daily traffic (ADT) in the range of 50-200 vpd. This is likely to cover most of the projects proposed by MRRD and some of those in the portfolio of MPW. Appraisal can be done using default values, but efforts are underway to source Afghan parameters as far as this is practicable in the time available.

81. For roads carrying more than 200 vpd RED is not normally recommended and HDM4 would be substituted. At present it is not envisaged that the scale of investment in roads carrying more than 200 vpd under NERAP justifies the expense of calibrating HDM4 for conditions in Afghanistan. As a default procedure use will be made of the HDM4 results from the MPW road master plan study, which yielded a simple graphical indication of thresholds of economic viability (IRR) against AADT for different road

improvement options.<sup>3</sup> Low volume gravel, minor gravel and minor paved options gave IRR's > 15% above 125, 150 and 200 vpd respectively.

82. Site visits have been carried out for sample MRRD and MPW roads. These visits and close interaction with ministry staff have confirmed the inability of the ministries to carry out economic evaluation of sub-projects in time for appraisal. It is therefore proposed that systems will be put in place in the ministries so that an economic evaluation of some roads can be carried out in time for the mid-term review.

#### **P. Project Preparation Facility (PPF)**

82. The PPF was approved by the World Bank on December 27, 2006 and co-signed by the Minister of Finance on January 8, 2007. The first disbursement into the PPF account was made on February 12, 2007. The account is being managed by MRRD's Finance Department on behalf of MRRD and MPW. MRRD's Procurement Department is also assisting.

83. So far six consultant contracts have been issued for the PDCU, two individual international consultants and one international firms has been recruited. There have been a number of problems in the procurement processes, including poor technical evaluations, incomplete documentation sent to the Bank, changes to the TORs/duration after obtaining a letter of no objection. These shortcomings have been discussed with the team and the mission has received reassurances regarding future transactions.

84. There have also been problems with disbursements and delayed payments to both national and international consultants. These problems are being addressed. The mission highlighted the negative image that such payment delays bring to the program.

#### **Q. Proposed Conditions**

85. The mission recommends that there will be no Appraisal and no Board conditions. The signature of the contract with the Implementation Consultant is proposed as an effectiveness condition. Disbursement conditions will be procurement, operations and financial management manuals acceptable to the World Bank. The mission recommends that the remaining months of project preparation be used to substantially updated these manuals which can then be finalized by the Implementation Consultant.

#### **R. Next Steps**

86. The project is still targeted for delivery to the Board by mid November 2007. If timely preparation of the project documentation and internal decision process goes well, appraisal is now planned for the second week of August 2007 and negotiations in Kabul for early September 2007. This tight timetable will depend largely on the speed and quality of input on the side of The Government and specifically the core preparation team. A detailed processing schedule is included in Annex 6.

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<sup>3</sup> Ministry of Public Works (2006): *Master plan for road improvement project*. Final Report, April.

## Annex 1-A

Summary costs with Taxes and without contingencies				
		-		
Components	(US\$ million)	% Total Costs	IDA proposed financing	% Total IDA financing
<b>A. Improvement of secondary roads (MPW)</b>				
1. Secondary road works for some 650 km	47.7	49%	47.7	49%
2. Emergency maintenance works	38.6	39%	38.6	39%
3. Environmental and social plan, monitoring and evaluation	2.6	3%	2.6	3%
4. Implementation support (IC and PIU staff)	0.2	0%	0.2	0%
	6.3	6%	6.3	6%
<b>B. Improvement of tertiary roads (MRRD)</b>				
1. Tertiary road works for some 850 km	44.9	46%	44.9	46%
2. Emergency maintenance works	27.8	28%	27.8	28%
3. Routine maintenance works	2.6	3%	2.6	3%
4. Environmental and social management plan, monitoring and evaluation	7.5	8%	7.5	8%
5. Implementation support (IC and PIU staff)	0.3	0%	0.3	0%
	6.7	7%	6.7	7%
<b>C. Institutional strengthening, project management and program development</b>				
1. Rural Roads management system	5.5	6%	5.5	6%
2. Institutional capacity building	1.3	1%	1.3	1%
3. Project management support	2.7	3%	2.7	3%
	1.5	2%	1.5	2%
<b>Total Baseline costs</b>		<b>100%</b>	<b>98.1</b>	<b>100%</b>
Physical Contingencies		3%	3.3	3%
Price Contingencies		11%	10.5	11%
<b>Total Project Costs</b>		<b>114%</b>	<b>112.0</b>	<b>114%</b>

Note: Figures may not add up to total due to rounding

## Annex 1-B

<b>Proposed National Emergency Rural Access Project-NERAP</b>				
<b>Summary costs with Taxes and contingencies</b>				
<b>Components</b>	<b>(US\$ million)</b>	<b>% Total Costs</b>	<b>IDA proposed financing</b>	<b>% Total IDA financing</b>
<b>A. Improvement of secondary roads (MPW)</b>				
1. Secondary road works for some 650 km	43.9	39%	43.9	39%
2. Emergency maintenance works	2.8	3%	2.8	3%
3. Environmental and social plan, monitoring and evaluation	0.3	0%	0.3	0%
4. Implementation support (IC and PIU staff)	6.9	6%	6.9	6%
<b>B. Improvement of tertiary roads (MRRD)</b>				
1. Tertiary road works for some 850 km	32.3	29%	32.3	29%
2. Emergency maintenance works	2.8	3%	2.8	3%
3. Routine maintenance works	8.9	8%	8.9	8%
4. Environmental and social management plan, monitoring and evaluation	0.4	0%	0.4	0%
5. Implementation support (IC and PIU staff)	7.4	7%	7.4	7%
<b>C. Institutional strengthening, project management and program development</b>				
1. Rural Roads management system	1.5	1%	1.5	1%
2. Institutional capacity building	3.1	3%	3.1	3%
3. Project management support	1.7	2%	1.7	2%
<b>Total Project Costs</b>	<b>112.0</b>	<b>100%</b>	<b>112.0</b>	<b>100%</b>

Note: Figures may not add up to total due to rounding

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**List of MPW Subprojects for IDA Grant**

S.No	Region	Province	District	From	To	RoadType	Surface Option	Duration	No of Villages	KM	RM	COST	
1	Badakhsan	Badakhsan	Iskashim	District Center	Sorkh Dara	District Center to Village	Gravelling						
2	Badakhsan	Badakhsan	Darwaz	Jerf	Nosal	District Center to Village	Gravelling						
3	Badakhsan	Badakhsan	Rooh	District Center	Kandum Paskhakan	District Center to Village	Gravelling			2143	8	450,000	
4	Badakhsan	Badakhsan	Wakhan	Wakhan	Panar	District Center to Village	Gravelling			2143	7.6	450,000	
<b>Badakhsan Total</b>													
5	Central Highlands	Bamyan	Waras	Sarfid Gaw Ula Road	Waras	District to Main Road	Gravelling						
6	Central Highlands	Dakand	Shahrstan	Gro-i-Lija	Gro-i-Sirba	District to Main Road	Gravelling						
7	Central Highlands	Dakand	Shahrstan	Shahrstan	Korah Darwaza	District to Main Road	Gravelling						
8	Central Highlands	Dakand	Ishtaray	Kharqul	Dakand	Provincial Capital to	Gravelling			12	12,714	3,914,896	
9	Central Highlands	Chor	Lal Wa Sarfngal	Garnab	Chargh baran	District to Main Road	Gravelling						
10	Central Highlands	Chor	Chaqobaran	Chaqobaran	Chargh baran	District to Main Road	Gravelling						
11	Central Highlands	Chor	Lal Wa Sarfngal	Construction of 4 bridges	total 120 m, each 30 m	District to Main Road	Gravelling						
<b>Central Highlands Total</b>													
12	East	Kunar	Nart	Hezar Gal	Bridge	Village to Main Road	-			12,714	30.3	3,914,896	
13	East	Kunar	Cham Dara	Digul, Ghishak, Majid K or Jay Karah Village	Barkeol	Village to Main Road	Gravelling						
14	East	Kunar	Asnat	Asnat Road	Barkeol	District to District	Gravelling						
15	East	Laghman	Meharham	Meharham	Construction of 200 culverts	Village to Village	-						
16	East	Laghman	Almgar	Chanehar Bridge	Bridge Construction	Village to Main Road	Gravelling						
17	East	Laghman	Almgar	District Center	Shibkary	District Center to Village	Gravelling						
18	East	Laghman	Meharham	Meharham Baba District	Akshing District	Provincial Capital to	Double Bituminous			6	13,149	19	950,000
19	East	Laghman	Meharham	Deh Malakh Bridge	-	NI	-			3	4,286	8	64,000
20	East	Nangarhar	Goshia	Khugakhl, Amargay	Construction of protection Wall	Village to Village	-						
21	East	Nangarhar	Achin	District Center	Malakano	District Center to Village	Gravelling						
22	East	Nangarhar	Goshia	Zarawatark	Wall Karadu	Village to Village	-						
23	East	Nurstan	Wana	Sop	kanitwa	District to Main Road	Gravelling						
24	East	Nurstan	Waygal	Waygal	Jodl K coal	District to Main Road	Gravelling						
25	East	Nurstan	Waygal	Waygal	Hanshooz	District to Main Road	Gravelling						
<b>East Total</b>													
26	Kabul	Kabul	Dih Sulz	Serats Uthomi	Bakhitaran	Village to Main Road	Gravelling			17,435	19	1,014,400	
27	Kabul	Kabul	Paghman	Company Main Road	Fazel Big	Village to Main Road	WBV with bituminous						
28	Kabul	Kabul	Baqeran	District Center	Bekhsar	Village to Main Road	Hot mixed bituminous						
29	Kabul	Kabul	Paghman	Khwah Musafar	Qala-e-Ayam	District Center to Village	Gravelling			4	12,857	20	1,500,000
30	Kabul	Kapisa	Provintahl Capital	Provintahl Capital	Karatuz Village	District Center to Village	Gravelling						
31	Kabul	Lagar	Charth Bazar	Charth Bazar	Near to Kharpachak Pass	District Center to Village	WBV with bituminous						
32	Kabul	Lagar	Kharwar	District Center	Kander Khial	District Center to Village	-						
33	Kabul	Lagar	Baraki Barak	Barakbarak	Bridge Construction	District Center to Village	-			5	10,714	22	3,174,414
34	Kabul	Lagar	Charth	Bridge Between Ashahlk	Charth District	Provincial Capital to	Double Bituminous			4	28,571	20	1,600,000
35	Kabul	Lagar	Charth	Bridge Between Charth	-	NI	-			15	50,857	65	1,950,000
36	Kabul	Lagar	Azra	Koal Shinkar	Azra District, Hararak District	District to District	Gravelling						
37	Kabul	Panjsher	Hisa-LaAwil	Ahny Road	Village to Main Road	Village to Main Road	-						
38	Kabul	Panjsher	Hesa Sewom	Guchh Village	Foot Bridge (suspention)	Village to Main Road	-						
39	Kabul	Panjsher	Bazarak	Aorow Bridge	Shinal	District to District	Gravelling			4	14,286	25	750,000
40	Kabul	Panjsher	Shatal	Road Between Jalalsarai	Shatal	District to District	Gravelling			5	28,571	24	900,000
41	Kabul	Panjsher	Untra	Dorah Sark-e- Akhtra	Dah Malpior	District to District	Gravelling						
42	Kabul	Parwan	Shinwari	Nai Kama Village Bridge	-	District Center to Village	-						
43	Kabul	Salang	Qalatak	-	Du Ab	District Center to Village	Gravelling						
44	Kabul	Parwan	Ghoorhand	Pole-e- Marak	Bazar Sava Gard Ghoorhand	District to District	Gravelling			18	100,000	125	11,700,000
45	Kabul	Wardak	Hisa-i-Durwami	Shahre Jall Sangrak	Khushkhab	District to Main Road	Gravelling						
46	Kabul	Wardak	Day Marad	District Center	Tajik Market	District to Main Road	Gravelling			245,856	281	45	20,134,414
<b>Kabul Total</b>													

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**List of MPW Subprojects for IDA Grant**

S.No	Region	Province	District	From	To	RoadType	Surface Option	IDA - Mopw/ Estimated					
								Duration	No of Villages	KM	RM	COST	
47	North	Balkh	Ahruz	Dashti Lalamakan	Garza Sufa	Village to Village	Graveling						
48	North	Balkh	Hararan	Hararan	Kakar Road	District Center to Village	Crushed Stone						
49	North	Balkh	Chantal	District Center	Mazar Sharif	District to Main Road	Hot mixed bituminous						
50	North	Balkh	Balkh	Balkh City Road	Main Road	District to Main Road	Graveling						
51	North	Balkh	Nahri Shahi	Nahri Shahi - Mamul	Chahr Kirt	District to District	Graveling	13	54,000	40		1,200,000	
52	North	Faryab	Ahmar	District Center	Tarik Village	District Center to Village	Crushed Stone						
53	North	Jawzjan	Mirgajik	District Center	Qazalyaq Qara Dook Village	District Center to Village	Crushed Stone						
54	North	Jawzjan	Fayzabad	Char Bagh	Mamlook & Shaibsalim	District Center to Village	Crushed Stone						
55	North	Samangan	Dara-I-Suffi Bala	Dara-i-Suffe	Aybak	Provincial Capital to							
56	North	Samangan	Ruvi Du Ab	District Center	Kukurkham	District Center to Village	Graveling						
57	North	Samangan	Aybak	Main Road	Teakbonak	District to District	Graveling	9	21,429	35		750,000	
58	North	Sart Pul	Kohistanat	District Center	Charas and Pagan	District Center to Village	Graveling						
59	North	Sart Pul	Karez	District Center	TBI	District Center to Village	Graveling	3	25,714	11		263,451	
60	North	Sart Pul	Sangcharak	Sangcharak District	Goz phandi	District to District	Graveling	6	21,429	28		427,917	
61	North	Sart Pul	Sangcharak	Sabzi Qala	Sang Charak	District to District	Graveling		<b>122572</b>	<b>1143</b>		<b>2,641,368</b>	
<b>North Total</b>													
62	North East	Baghlan	Puli Hisar	Tergeran	Kutali Paramdi	District to Main Road	Graveling						
63	North East	Baghlan	Khost Wa Firing	Surkh Pari	Sachi Village	District to Main Road	Graveling						
64	North East	Baighlan	Nahin	Nahin (Jilag)	Khost Wa Firing	District to District	Graveling	9	8,571	20		1,500,000	
65	North East	Kunduz	Qalvy-I-Zai	District Center	Halqa Gool	District to Main Road							
66	North East	Kunduz	Dashti Avehi	Saraki Afghani	Imam Sahab	District to Main Road							
67	North East	Kunduz	Charaha Dara	Charahara Steel Bridge	-	Nil		9	35,714	114		115,942	
68	North East	Kunduz	Qalvy-I-Zai	Qal-e-Zai Bridge	-	Nil		12	42,857	60		500,000	
69	North East	Takhar	Taluban	Taluban	Bridge	District to Main Road							
70	North East	Takhar	Farkhar	Zarkand	Bridge	District to Main Road							
71	North East	Takhar	Ishkamish	Ishkamish	Barika Road	District to Main Road							
72	North East	Takhar	Chal	Bridge Construction in	-	NI		12	28,571			200,000	
<b>North East Total</b>									<b>115713</b>	<b>20</b>		<b>25</b>	<b>2,315,942</b>
73	South	Kandahar	Arghistan	Arghistan	Marof	District to Main Road	Colloviun						
74	South	Kandahar	Reg	Center	Qaryai Sardar Mohd Khan	District to Main Road	Colloviun						
75	South	Kandahar	Maruf	Marof	Senki	District to Main Road	Colloviun						
76	South	Kandahar	Panjwazi	Shekarpour Durwaza	Belandri AND Panjwai Road	District to District	Double Bituminous	7	30,000	32		2,000,000	
77	South	Nimroz	Charbakh	Zarane	harbakh	District to Main Road							
78	South	Nimroz	Chakhanur	Chakhan	Ishegawen	District to Main Road							
79	South	Uruzgan	Khas Uruzgan	Center	Froz Kabay	District to Main Road							
80	South	Uruzgan	Khas Uruzgan	Pozay Bridge	Pozay Bridge	District to Main Road							
81	South	Uruzgan	Khas Uruzgan	Helmand Bridge	Bridge Construction	District to Main Road							
82	South	Uruzgan	Dihrawud	Dehrawood District	Mikhab	District Center to Village	Double Bituminous	6	21,429	5		250,000	
83	South	Zabul	Shinkay	District Center	Safid Aw	District to Main Road							
<b>South Total</b>									<b>51429</b>	<b>37</b>			<b>2,250,000</b>

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S.No	Region	Province	District	From	To	Road Type	Surface Option	IDA - MoPWEstimated)								
								Duration	No of Villages	KM	RM	COST				
84	South East	Ghazni	Maislan	Chekhakthoo	Sherdash (2 nd part Maislan)	District to Main Road	Graveling									
85	South East	Ghazni	Maislan	Albaik	Toka	District to Main Road	Graveling									
86	South East	Ghazni	Jaghuri	Alamato Bridge	-	Nil	-	2	29,636				8	64,000		
87	South East	Ghazni	Maislan	Road Between Maislan	Jaghori	District to District	Graveling	11	29,636	34				1,020,000		
88	South East	Khost	Qalandar	Sanda	Tour Khor	District to Main Road	Graveling									
89	South East	Khost	Dowamanda	Doya manda	Spera Road	District to Main Road	Graveling									
90	South East	Khost	Tani	Sor Koat	Wocha Mana	District to Main Road	Graveling									
91	South East	Khost	Dowamanda	Dowamanda Bridge	-	Nil	-	15	12,857					700,000		
92	South East	Paktika	Sharan	Koat Wali	Kaki Kahy	District to Main Road	Graveling									
93	South East	Paktiya	Wuza Zadran	Laka Teesa	Sarcoe	District to Main Road	Graveling									
94	South East	Paktiya	Lija Ahmad Khel	Sarkai Malang	Machalgho	District to Main Road	Graveling	5	28,571	20				600,000		
95	South East	Paktiya	Jani Khel	Chankami	Jani Khel	District to District	Graveling	4	71,486					128,000		
96	South East	Paktiya	Lija Ahmad Khel	Shiwat Bridge	-	Nil	-									
<b>South East Total</b>													<b>172186</b>	<b>54</b>	<b>184</b>	<b>2,512,000</b>
97	West	Badakhsh	Qala-I-Navw	District Center	Toora Shakh	District Center to Village	Graveling									
98	West	Badakhsh	Qala-I-Navw	Qala-e-Now City Bridge	-	Nil	-	10	21,429					320,000		
99	West	Badakhsh	Qadis	Qadis	Qala-e-Now	District Center to Village	Graveling	13	21,429	40				657,600		
100	West	Farah	Farah	Farah	Tawizak	Provincial Capital to	Graveling									
101	West	Farah	Push Rod	Dorah	Nali Dash	District Center to Village	Graveling									
102	West	Farah	Lash Wa Jiwayn	Marbaz	Park Hehala	District Center to Village	Graveling									
103	West	Hirat	Pashun Zarghun	Pashoon Zarghon	Tarq	District Center to Village	Graveling									
104	West	Hirat	Ghorvan	Gharvan	Zandalan	District to District	Graveling									
105	West	Hirat	Gulran	Kushk Kabal Sangi	Dahane Zulfegar	District to Main Road	Graveling	8	28,571	37				1,295,000		
106	West	Hirat	Pashun Zarghun	Airport	Pashun Zarghun district	Provincial Capital to	Graveling									
<b>West Total</b>													<b>71,429,000</b>	<b>77</b>	<b>40</b>	<b>2,252,600</b>
<b>Grand Total</b>													<b>811,477,000</b>	<b>640,2</b>	<b>476</b>	<b>37,485,220</b>

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List of MRRD Subjects for IDA Grant

S.No	Region	Province	District	From	To	RoadType	Surface Option	Duration	No of Village	KM	RM	COST	
1	Badakhshan	Badakhshan	Iskashim	District Center	Sorkh Dara	District Center to Village	Graveling	12	15	10	636	250,000	
2	Badakhshan	Badakhshan	Darwaz	Jert	Nosal	District Center to Village	Graveling	12	12	31	251	1,371,000	
3	Badakhshan	Badakhshan	Rauz	District Center	Kandam Pasakshan	District Center to Village	Graveling	12	10	13	49	300,000	
4	Badakhshan	Badakhshan	Wakhan	Wakhan	Pain	District Center to Village	Graveling						
<b>Badakhshan Total</b>													
5	Central	Bamyan	Waras	Safel Gaw Ulin Road	Waras	District to Main Road	Graveling	12	22	37	178.9	961,077	
6	Central	DaiKundi	Shahrison	Giroz-Ulin	Giroz-Sulha	District to Main Road	Graveling	12	20	6.8	73.8	278,005	
7	Central	DaiKundi	Shahrison	Shahrison	Koah Darwaza	District to Main Road	Graveling	12	20	10.55	73.8	442,544	
8	Central	DaiKundi	Ishtaray	Khatqul	DaiKundi	Provincial Capital to	Graveling						
9	Central	Ghor	Lal Wa Sarlangal	Garnab	Chagchikharan	District to Main Road	Graveling	12	16	19.3	143.1	400,000	
10	Central	Ghor	Chapchikharan	Chapchikharan	Chapchikharan	District to Main Road	Graveling	12	35	18.94	69.7	450,000	
11	Central	Ghor	Lal Wa Sarlangal	Construction of 4 bridges	total 120 m each 30 m	District to Main Road	Graveling	12	16		143.1	500,000	
<b>Central Highlands Total</b>													
12	East	Kunar	Nari	Hazar Gul	Bridge	Village to Main Road	-	12	4		110	180,000	
13	East	Kunar	Chapa Dara	Digul, Galsakle, Mihel Kot	Iry Karah Village	Village to Main Road	Graveling	12	15	11		330,000	
14	East	Kunar	Ashtar	Ashtar Road	Barkot	District to District	Graveling		8	10	299.7	440,618	
15	East	Laghman	Mithanham	Methanham	Construction of 200 culverts	Village to Village	-	10	61		216.7	412,480	
16	East	Laghman	Alingur	Chinchar Biage	Bridge Construction	Village to Main Road	Graveling		21		484.9	500,000	
17	East	Laghman	Alingur	District Center	Shikary	District Center to Village	Graveling		21	11.2	484.9	461,730	
18	East	Laghman	Mithanham	Methanham Baha District	Ahling District	Provincial Capital to	Double Bituminous						
19	East	Laghman	Mithanham	Deh Malakh Bridge	NI	-	-		3		200	45,554	
20	East	Nangrahar	Goshka	Khushkhal, Anarary	Construction of protection Wall	Village to Village	-	5	3		200	350,000	
21	East	Nangrahar	Achin	District Center	Milakono	District Center to Village	Graveling	12	6	11.06	284.3	350,000	
22	East	Nangrahar	Goshka	Zararwak	Wali Karahu	Village to Village	-	5	3	11.12	200	450,000	
23	East	Nurstan	Wama	Stop	Karawa	District to Main Road	Graveling	12	6	10		300,000	
24	East	Nurstan	Waygal	Waygal	Joda K Ghal	District to Main Road	Graveling	12	18	12		360,000	
25	East	Nurstan	Waygal	Waygal	Hanshoz	District to Main Road	Graveling	12	18	10		300,000	
<b>East Total</b>													
26	Kabul	Kabul	Dih Sabz	Sarakh Unomt	Bakharam	Village to Main Road	Graveling	9	26	9.5		350,000	
27	Kabul	Kabul	Paghman	Companry Main Road	Fazel Big	Village to Main Road	WBV with bituminous	4	1	1		15,000	
28	Kabul	Kabul	Bagrami	District Center	Behlsar	Village to Main Road	Hot mixed bituminous	9	17	12		300,000	
29	Kabul	Kabul	Paghman	Khwaha Minsifer	Qah-e-Alam	District Center to Village	Graveling		20			120,000	
30	Kabul	Kabul	Kapisa	Provincial Capital	Karuz Village	District Center to Village	Graveling	9	26	5		200,000	
31	Kabul	Kabul	Charik	Charik Bazar	Near to Khatechak Pass	District Center to Village	WBV with bituminous	9	26	12		360,000	
32	Kabul	Kabul	Khanwar	District Center	Kander Khanil	District Center to Village	-	9	12		15	100,000	
33	Kabul	Kabul	Loyar	Barak Barak	Barakbarik	District Center to Village	-						
34	Kabul	Kabul	Loyar	Pole Alam From Asphalt	Bridge Construction	District Center to Village	Double Bituminous						
35	Kabul	Kabul	Loyar	Charik	Church District	Provincial Capital to	-						
36	Kabul	Kabul	Loyar	Kotal Shikay	Azra District, Hisarak District	District to District	Graveling						
37	Kabul	Kabul	Pansheer	Hisa-I-Awali	Ahry Road	Village to Main Road	-			4		120,000	
38	Kabul	Kabul	Pansheer	Hesa Seowm	Ghuch Village	Village to Main Road	-	12	1		60	125,000	
39	Kabul	Kabul	Pansheer	Barzak	Aarow Bridge	District to Main Road	-	18	3		60	118,305	
40	Kabul	Kabul	Pansheer	Shindul	Road Between Jahalsai	District to District	Graveling						
41	Kabul	Kabul	Pansheer	Unaha	Dorohi Sarak-e-Akhana	District to District	Graveling	12	8			150,000	
42	Kabul	Kabul	Parwan	Shinwari	Nai Kamar Village Bridge	District Center to Village	-						
43	Kabul	Kabul	Parwan	Salang	Qalatak	District Center to Village	Graveling	12	30	29		300,000	
44	Kabul	Kabul	Parwan	Ghorband	Pol-e-Malak	District to District	Graveling						
45	Kabul	Kabul	Parwan	Hisa-i-Duwanni	Shinre Jall, Sarangak	District to Main Road	Graveling		3	4		120,000	
46	Kabul	Kabul	Parwan	Day Miradad	Day Miradad	District to Main Road	Graveling	9	3	13.6		408,000	
<b>Kabul Total</b>										<b>96.1</b>	<b>165</b>	<b>2,786,305</b>	
<b>IDA - MRRD (Estimated)</b>										<b>147</b>	<b>96.1</b>	<b>165</b>	<b>2,786,305</b>

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List of MRRD Subprojects for IDA Grant

S.No	Region	Province	District	From	To	RoadType	Surface Option	IDA - MRRD (Estimated)				
								Duration	No of Villages	KM	RM	COST
47	North	Balkh	Aburz	Dashti Lalamaidan	Guza Surfa	Village to Village	Graveling	12	10	12		340,000
48	North	Balkh	Haratun	Haratun	Kakar Road	District Center to Village	Crushed Stone	12	3	10	2	300,000
49	North	Balkh	Chinnal	District Center	Mazar Sharif	District to Main Road	Hot mixed bituminous	18	8	16.26		1,756,080
50	North	Balkh	Balkh	Balkh City Road	Main Road	District to Main Road	Graveling	12	3	10	3	200,000
51	North	Balkh	Nahri Shahi	Nahri Shahi - Marnul	Chahr Kirn	District to District	Graveling					
52	North	Fayyab	Amnar	District Center	Tajik Village	District Center to Village	Crushed Stone	12	7	15	21	450,000
53	North	Jawzjan	Mingajik	District Center	Qazahyang Qara Dook Village	District Center to Village	Crushed Stone	12	8	15	30	450,000
54	North	Jawzjan	Fayzabad	Char Bagh	Mamlook & Shalsahm	District Center to Village	Crushed Stone	12	3	15	50.5	450,000
55	North	Samangan	Dara-I-Sufi Bala	Dara-i-Sufe	Aytak	Provincial Capital to		12	13	20		600,000
56	North	Samangan	Ruyi Du Ab	District Center	Kuturkharm	District Center to Village	Graveling	12	21	14	112	350,000
57	North	Samangan	Aytak	Main Road	Teakhorak	District to District	Graveling					
58	North	Samangan	Kohistanat	District Center	Charas and Pogan	District Center to Village	Graveling	12	6	10	57	300,000
59	North	Sari Pul	Karez	District Center	TBI	District Center to Village	Graveling					
60	North	Sari Pul	Sangcharak	Sangcharak District	Goshlandi	District to District	Graveling					
61	North	Sari Pul	Sangcharak	Sabzi Qala	Sang Charak	District to District	Graveling					
<b>North Total</b>									<b>82</b>	<b>145.26</b>	<b>275.5</b>	<b>5,436,080</b>
62	North East	Baghlan	Puli Hissar	Tergeran	Kutali Parandi	District to Main Road	Graveling	6	7	10	638	300,000
63	North East	Baghlan	Khost Wa Firing	Surkh Pari	Suchi Village	District to Main Road	Graveling	6	10	10	129	300,000
64	North East	Baghlan	Nahm	Nahm (Ilgaa)	Khost Wa Firing	District to District	Graveling					
65	North East	Kunduz	Qalay-I-Zal	District Center	Hakia Gool	District to Main Road		7	8	20	296.2	300,000
66	North East	Kunduz	Dashti Arch	Sarakl Atygani	Imam Sahab	District to Main Road		4	5	20	42.3	120,000
67	North East	Kunduz	Chahar Dara	Charahara Steel Bridge	-	District to Main Road						
68	North East	Kunduz	Qalay-I-Zal	Qalay-e-Zal Bridge	-	District to Main Road						
69	North East	Takhar	Talqan	Talqan	Bridge	District to Main Road					30	150,000
70	North East	Takhar	Farkhar	Zinkard	Bridge	District to Main Road		6	2		30	150,000
71	North East	Takhar	Ishkamish	Ishkamish	Barika Road	District to Main Road		7	9	12.3		300,000
72	North East	Takhar	Chal	Bridge Construction in	-	District to Main Road						
<b>North East Total</b>									<b>41</b>	<b>72.3</b>	<b>1165.5</b>	<b>1,620,000</b>
73	South	Kandahar	Argaistan	Argaistan	Marof	District to Main Road	Colobium	12	20	30	109.2	300,000
74	South	Kandahar	Reg	Center	Qarvai Sardar Mohd Khan	District to Main Road	Colobium	12	7	20	86.1	300,000
75	South	Kandahar	Maruf	Maruf	Senki	District to Main Road	Colobium	12	30	8	122	240,000
76	South	Kandahar	Parjweyi	Shekarpoor Darwaza	Behindi AND Parjwai Road	District to District	Double Bituminous					
77	South	Nimroz	Charbak	Zarane	harbak	District to Main Road				10		300,000
78	South	Nimroz	Chakhanur	Chakhan	kshchawen	District to Main Road				10		300,000
79	South	Uruzgan	Khas Uruzgan	Center	Froz Kalay	District to Main Road				8.1		360,000
80	South	Uruzgan	Khas Uruzgan	Pozay Bridge	Bridge Construction	District to Main Road					60	300,000
81	South	Uruzgan	Khas Uruzgan	Helmand Bridge	Bridge Construction	District to Main Road					60	300,000
82	South	Uruzgan	Dharawud	Dharawud District	Mulkiab	District Center to Village	Double Bituminous			10		300,000
83	South	Zabul	Shinkay	District Center	Sairad Auw	District to Main Road						300,000
<b>South Total</b>									<b>57</b>	<b>96.1</b>	<b>437.3</b>	<b>2,700,000</b>

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**List of MRRD Subprojects for IDA Grant**

S.No	Region	Province	District	From	To	RoadType	Surface Option	IDA - MRRD (Estimated)					
								Duration	No of Villages	KM	RM	COST	
84	South East	Chazni	Malistan	Chebakthoo	Sherdagh (2nd part Malistan)	District to Main Road	Graveling	12	22	10		300,000	
85	South East	Chazni	Malistan	Akhtk	Toka	District to Main Road	Graveling	12	22	6		180,000	
86	South East	Chazni	Jaghuri	Almaro Bridge	-	Nil	-						
87	South East	Chazni	Malistan	Road Between Malistan	Jaghori	District to District	Graveling						
88	South East	Khost	Qalandar	Sardla	Tour Khor	District to Main Road	Graveling	12	13	8.9		330,000	
89	South East	Khost	Dowaramanda	Dowa amanda	Spera Road	District to Main Road	Graveling	12	70	17		450,000	
90	South East	Khost	Tani	Sor Koat	Woeha Mina	District to Main Road	Graveling	12	10	11.5		470,000	
91	South East	Khost	Dowaramanda	Dowaramanda Bridge	-	Nil	-						
92	South East	Paktika	Sharan	Koat Wal	Kaki Kabay	District to Main Road	Graveling	12	21	7.3		310,000	
93	South East	Paktya	Wuza Zadran	Laka Teeqa	Sarooe	District to Main Road	Graveling	12	10	10		300,000	
94	South East	Paktya	Lija Ahmad Khel	Sarkai Makang	Machalaho	District to Main Road	Graveling		10	10		200	
95	South East	Paktya	Jani Khel	Charnkani	Jani Khel	District to District	Graveling						
96	South East	Paktya	Lija Ahmad Khel	Shawat Bridge	-	Nil	-						
<b>South East Total</b>													
									<b>178</b>	<b>80.7</b>		<b>598</b>	<b>2,590,000</b>
97	West	Badehis	Qala-I-Naw	District Center	Toora Shaikh	District Center to Village	Graveling	12	4	14.2		221.5	350,000
98	West	Badehis	Qala E- Naw	Qala-e-Now City Brigade	-	Nil	-						
99	West	Badehis	Qadis	Qadis	Qah-e-Now	District Center to Village	Graveling						
100	West	Farah	Farah	Darabud	Tawizak	Provincial Capital to	Graveling	12		11		9.9	300,000
101	West	Farah	Push Rod	Dorah	Nal Dashk	District Center to Village	Graveling	12	14	13.3		18.8	240,000
102	West	Farah	Lash Wa Juwayn	Markez	Part Helbak	District Center to Village	Graveling	12	13	13.4		70.5	380,000
103	West	Hirat	Pashun Zarghun	Pashoon Zarghon	Taqh	District Center to Village	Graveling		45	21		550.3	720,000
104	West	Hirat	Chorayan	Pashoon Zarghon	Zandehlan	District to District	Graveling		14	22.1		4	450,000
105	West	Hirat	Gulnan	Kushk Rabat Samji	Daharake Zulfegar	District to Main Road	Graveling		6	13		100.9	300,000
106	West	Hirat	Pashun Zarghun	Airport	Pashun Zarghun district	Provincial Capital to	Graveling						
<b>West Total</b>													
									<b>96</b>	<b>108.00</b>		<b>975.90</b>	<b>2,740,000</b>
<b>Grand Total</b>									<b>953</b>	<b>831.43</b>		<b>7,516.10</b>	<b>26,955,393</b>

**Annex 3-a. IC/MPW detailed responsibilities distribution summary**  
**Works implementation mechanism component A**

<b>Responsibilities</b>	<b>MPW/PIU</b>	<b>IC</b>
day-to-day management of NERAP	X	
coordinate and supervise the implementation of the infrastructure works	(X)	X
sub-projects identification, prioritization and selection	X	(X)
Reviewing and/or preparing designs, cost-estimates and Bills of Quantities	(X)	X
Review and/or preparation of tender documents	(X)	X
Approval of tender documents	(X)	X
Issuing of tender documents	X	X
Evaluation of bids	(X)	X
Recommendation for awards	(X)	X
Pre-award review	(X)	X
Award	(X)	X
Signature of contract	X	
Implementation and supervision of sub-projects, including quality and quantity control and contract administration	(X)	X
Preparation of payment	(X)	X
Payment to contractors (co-signatures)	X	X
Certification of Completion of Work	(X)	X
Overall management of the ongoing works.	(X)	X
Technical and financial monitoring of the contracts in conformance with the project performance indicators	(X)	X
Monitoring of the environmental and social aspects by the sub-contractor	(X)	X
IC Staff Management and counterparts coordination	(X)	X
Counterparts and PIU staff involved with IC management	X	(X)
Operations	(X)	X
Contract and Project Financial Management	(X)	X
Reporting to the Bank	X	(X)

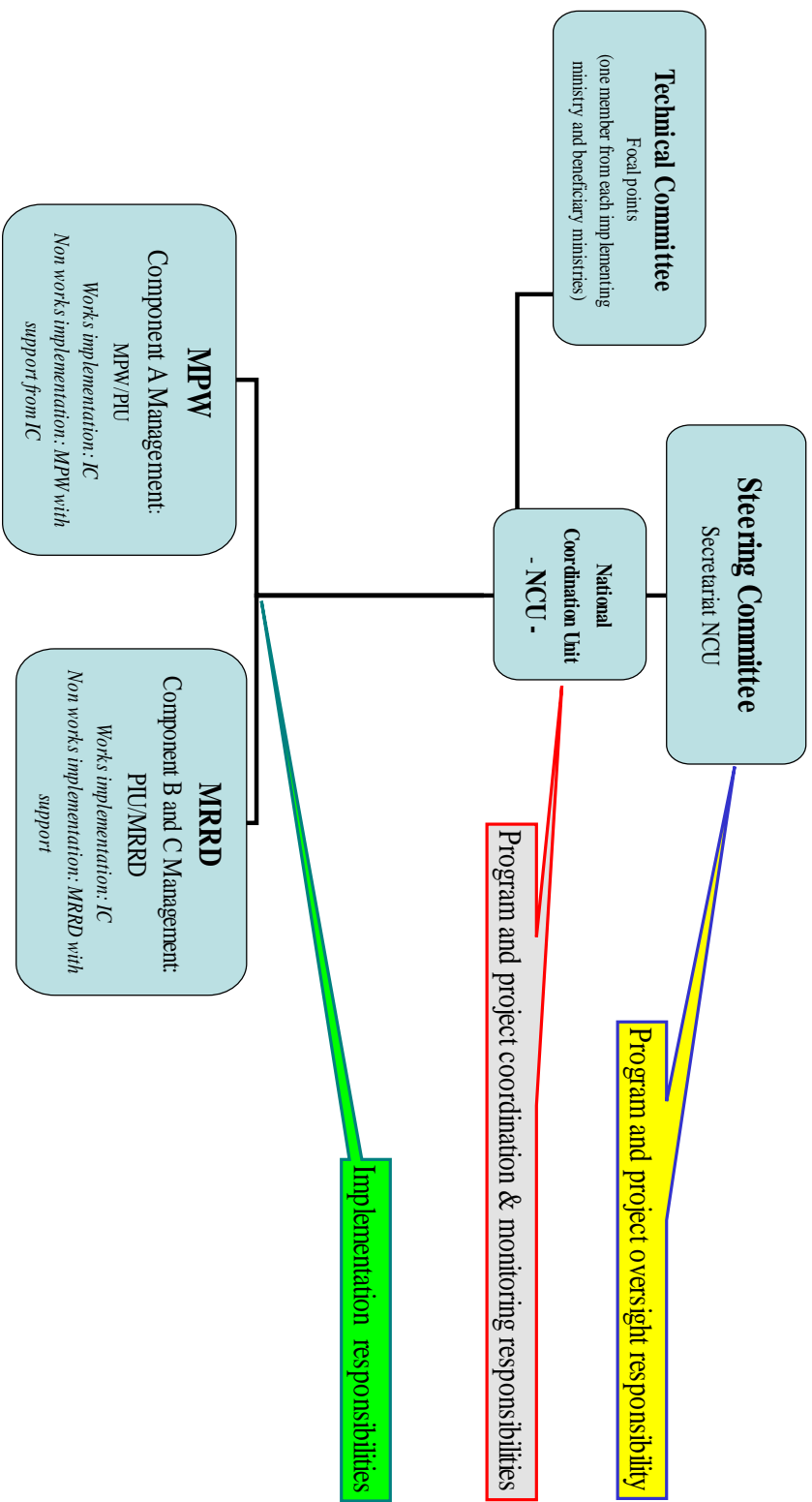
**Note: X Primary Responsibility**  
**(X) Secondary Responsibility**

**Annex 3-b. IC/MRRD detailed responsibilities distribution summary  
Works implementation mechanism component B**

<b>Responsibilities</b>	<b>MRRD/PIU</b>	<b>IC</b>
day-to-day management of NERAP	X	
coordinate and supervise the implementation of the infrastructure works	X	X
sub-projects identification, prioritization and selection	X	
Reviewing and/or preparing designs, cost-estimates and Bills of Quantities	(X)	X
Review and/or preparation of tender documents	X	(X)
Approval of tender documents	(X)	X
Issuing of tender documents	X	X
Evaluation of bids	(X)	X
Recommendation for awards	(X)	X
Pre-award review	(X)	X
Award	X	X
Signature of contract	X	
Implementation and supervision of sub-projects, including quality and quantity control and contract administration	(X)	X
Preparation of payment	(X)	X
Payment to contractors (co-signatures)	X	X
Certification of Completion of Works	(X)	X
Overall management of the ongoing works.	(X)	X
Technical and financial monitoring of the contracts in conformance with the project performance indicators	X	X
Monitoring of the environmental and social aspects by the sub-contractor (including recruitment and employment procedures)	X	(X)
IC Staff Management and counterparts coordination	(X)	X
Counterparts and PIU staff involved with IC management	X	(X)
Operations	(X)	X
Contract and Project Financial Management	(X)	X
Reporting to the Bank	X	(X)

**Note: X Primary Responsibility  
(X) Secondary Responsibility**

## Annex 4 Institutional Arrangements



<b>Project Management Services support for MPW and MRRD works implementation</b>				
<b>Timeline for recruitment of Implementation Consultant IC</b>				
		<b>GoA</b>		<b>WB (NO)</b>
	<b>Days Allowed</b>	<b>Date</b>	<b>Days Allowed</b>	<b>Date</b>
<b>1 Expression of Interest</b>				
1.1 Launching of EOI		<b>8-Feb-07</b>		
1.3 Evaluation Criteria for EOI		25-Feb-07	10	3/7/2007
1.2 EOI Received	<b>30</b>	10-Mar-07		
1.4 Evaluation of EOI (long list, short List)	8	18-Mar-07	8	3/26/2007
1.5 proposal of SL(long list, short List)	8	26-Mar-07	8	4/3/2007
<b>2 Preparation of RFPs</b>				
2.1 Draft ToRs		25-Jun-07	7	2-Jul-07
2.2 Draft RFPs	5	7-Jul-07	7	14-Jul-07
2.3 Final RFP	2	16-Jul-07	10	26-Jul-07
2.4 Floating of RFP (60days)		31-Jul-07		
2.5 Technical Evaluation detailed criteria and evaluation process		15-Aug-07	10	08/25/07
2.6 RFP received	<b>60</b>	<b>29-Sep-07</b>		
2.7 Technical Evaluation of RFP	14	13-Oct-07	10	23-Oct-07
2.8 Financial/consolidated Evaluation Report	10	2-Nov-07	10	12-Nov-07
2.9 Negotiations	14	26-Nov-07	14	10-Dec-07
2.10 Contract finalization	12	22-Dec-07		
<b>3 Contract Signature</b>	11	<b>2-Jan-08</b>		
<b>4 Mobilization</b>				
4.1 Mobilization Hypthesis 1 existing IP	<b>30</b>	<b>1-Feb-08</b>		
4.2 Mobilization Hypthesis 2 installed IP	60	2-Mar-08		
4.3 Mobilization Hypthesis 3 new IP not already in Afghanistan	90	31-Mar-08		

<b>Processing Schedule for Investment Operation</b>	
<b>WORLD BANK STEPS</b>	<b>Tentative Dates</b>
Identification Mission Aide memoire	<b>Saturday, December 16, 2006</b>
Concept Review Meeting	<b>Thursday, December 21, 2006</b>
Minutes of Concept Review Meeting	<b>Friday, January 05, 2007</b>
Send PID and Environmental Data Sheet to PIC	
Preparation Mission	<b>Tuesday, February 13, 2007</b>
Preparation Mission aide mémoire	<b>Wednesday, February 28, 2007</b>
Preparation/Pre-Appraisal Mission	<b>Wednesday, June 13, 2007</b>
Preparation/Pre-Appraisal Mission Aide memoire	<b>Sunday, June 24, 2007</b>
First Draft Technical Annex (TA)	<i>Friday, July 06, 2007</i>
Second Draft Technical Annex (TA)	<i>Monday, July 23, 2007</i>
Issue Decision Package on MOP and TA	<i>Monday, July 30, 2007</i>
Decision Meeting (DM)	<i>Thursday, August 09, 2007</i>
Minutes of Decision Meeting	<i>Friday, August 10, 2007</i>
Appraisal Mission (APR)	<i>Sunday, August 12, 2007</i>
Appraisal mission Aide-Memoire	<i>Thursday, August 23, 2007</i>
Draft Legal Document (DFA) (by World Bank Lawyer)	<i>Tuesday, August 21, 2007</i>
Finalize MOP and TA, DFA	<i>Friday, August 24, 2007</i>
Notice of Invitation to Negotiate	<i>Tuesday, August 21, 2007</i>
Negotiations (in Kabul)	<i>Sunday, September 02, 2007</i>
Minutes of Negotiations	<i>Thursday, September 06, 2007</i>
Fourth MOP and TA integrating negotiations conclusions	<i>Friday, September 14, 2007</i>
Distribution to the Board	<i>Monday, October 29, 2007</i>
Board Presentation	<i>Thursday, November 15, 2007</i>
Signing latest	<i>Saturday, March 22, 2008</i>
Effectiveness no later than	<i>Monday, March 31, 2008</i>