



Afghanistan Rural Access Project (P125961)

SOUTH ASIA | Afghanistan | Transport & ICT Global Practice |
IBRD/IDA | Emergency Recovery Loan | FY 2012 | Seq No: 11 | ARCHIVED on 26-Jun-2017 | ISR28001 |

Implementing Agencies: Ministry of Finance, Ministry of Public Works, Ministry of Rural Reconstruction and Development, Ministry of Finance

Key Dates

Key Project Dates

Bank Approval Date:26-Jun-2012

Effectiveness Date:12-Aug-2012

Planned Mid Term Review Date:15-Jan-2015

Actual Mid-Term Review Date:15-Sep-2015

Original Closing Date:31-Mar-2018

Revised Closing Date:31-Mar-2018

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The project development objective is to enable rural communities to benefit from all-season road access to basic services and facilities.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

Yes

Board Approved Revised Project Development Objective (If project is formally restructured)

The PDO is to enable (a) rural communities to benefit from all-season road access to basic services and facilities and (b) an early emergency response in the event of an eligible crisis or emergency.

Components

Name

Component A - Improvement and maintenance of secondary roads:(Cost \$291.00 M)

Component B - Improvement and maintenance of tertiary roads:(Cost \$168.00 M)

Component C- Program Planning and Development, Institutional Strengthening and Program Coordination Support:(Cost \$28.00 M)

Component D: Contingency Emergency Response

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Satisfactory	● Satisfactory



Overall Implementation Progress (IP)	● Satisfactory	● Satisfactory
Overall Risk Rating	● High	● High

Implementation Status and Key Decisions

- 1 . Overall, the project is progressing well with physical progress on average above 90% and disbursement of 84% as of end of March 2017.
- 2 . PDO is still relevant to entire country development priorities. The Afghanistan Rural Access Project (ARAP) is follow-on project to the series of Bank's supports made in the last ten years to the government through National Rural Access Program (NRAP). NRAP used to be one of the 23 National Priority Programs (NPP) of the country and now under the infrastructure priority program. The project's development objective, (PDO) "to enable rural communities to benefit from all-season road access to basic services and facilities access to basic services and facilities in rural areas of Afghanistan" derived from the NRAP's overarching program objective, as strong contributor to local economy is still in high priority of the government.
- 3 . The designed components are still relevant to the PDO. The project consisted of three main components A, B and C: Component A worth US\$ 186 million for improvement of collectively 1250 Km consisted of 1000km unpaved and 250 km paved surface secondary/district roads and construction of 1000rm bridges as well as routine and periodic maintenance of 1000 km of pre-rehabilitated of same class maintainable roads. Component B worth US\$ 128 million is allocated to improve 1300Km gravel surfaced village roads and construction of 1600rm bridges as well as routine/ periodic maintenance of 2000km of Pre-rehabilitated network in maintainable condition of the same class. While component C worth US\$ 18 million is allocated for program planning, developing, institutional strengthening and program coordination support. All these components directly deal with the shortages of road infrastructure and focus on the capacity gaps of the country.
- 4 . Overall project progresses very well. The project was approved on June 26 and made effective on August 12, 2012. Unpaved roads in the project were selected by taking into account several economic, social and geographical factors, e.g. population, network functions, with/without markets, etc. Paved roads are selected based on economic analysis with ERR greater than 22%. Initial activities including survey, design and procurement are mostly completed. As of March 30th 2017, nearly all of the survey, design work and procurement had been completed. Also, physical progress of road construction / rehabilitation works stands at 561 km (56%) for secondary gravel roads, 236kms (94%) for secondary asphalt roads, and 1376 km (106%) for tertiary roads. Meanwhile, bridge construction of 1388 liner meter (139%) on secondary roads and 1492 linear meter (94%) on tertiary roads have been completed and opened to traffic. In the meantime, the baseline survey report has been completed and disseminated. The client has launched the follow up survey for results and is planned to be completed in the next 3 months. The capacity building activities are progressing well and major activities including setting up a GIS based rural road networking have already been started and progressing well. The data collection for road inventory and condition survey has been 70% completed and the rest will be completed in the next six months. The construction of regional offices and labs has been completed and inaugurated by ministry officials.
- 5 . The team successfully completed the Negotiation for additional fund of \$US 105 million. The preliminary activities such as survey, design, and procurement has already been started and the client is committed to take full advantage of the construction season.
- 6 . Implementation capacity has been considerably improved. Despite the uncertainties in the political environment, both ministries were able to implement their planned targets in the last six months and their capacity in project management, financial management, procurement management and contract management has been improving continuously. For example, MPW was able to process contractors' payment within average 11 days.
- 7 . Legal, Fiduciary and Safeguards aspects: All legal covenants have been fulfilled and financial and audit reports submitted to the Bank timely with good quality. Fiduciary management has been rated "Satisfactory"
- 8 . Safeguards have been rated " Moderately Satisfactory" due to some issues identified during mission and recorded in the AM. These issues are mainly related to quality of safeguard documentations and the consultation process with project beneficiaries including women and also land acquisition specifically the process for land donation. The Grievance Redress Mechanism (GRM) has been found working well. Gender development is another good achievement with new Gender Focal Points now onboard at two PIUs.





Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	--	● High	● High
Macroeconomic	--	● Substantial	● Substantial
Sector Strategies and Policies	--	● Substantial	● Substantial
Technical Design of Project or Program	--	● Moderate	● Moderate
Institutional Capacity for Implementation and Sustainability	--	● Substantial	● Moderate
Fiduciary	--	● Substantial	● Substantial
Environment and Social	--	● Substantial	● Moderate
Stakeholders	--	● Moderate	● Substantial
Other	--	● High	● Substantial
Overall	--	● High	● High

Results



Project Development Objective Indicators

► Percent reduction in travel time by a 4-wheel drive vehicle along roads improved under the project (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	30.00
Date	15-Dec-2012	30-Jun-2016	21-Jun-2017	31-Mar-2020

► Increased frequency of trips to nearest essential services (including town markets, schools, and health facilities) connected by the roads improved under the project (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	15.00
Date	15-Dec-2012	30-Sep-2017	21-Jun-2017	30-Sep-2019

▲ Female: Increased frequency of trips to nearest essential services (including town markets, schools, and health facilities) connected by the roads improved under the project (Percentage, Custom Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	15.00

► Share of rural population with access to an all-season road (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	58.00	63.00	--	65.00
Date	01-Oct-2012	30-Oct-2016	21-Jun-2017	31-Mar-2020

▲ Number of rural people with access to an all-season road (Number, Custom Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
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Value	13,500,000.00	14,660,000.00	--	151,200,000.00
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Overall Comments

The client has launched the follow up survey to measure the status of the outcome indicators . It is expected to be completed and available in the next 6 months.

Intermediate Results Indicators

► Improved Network Management system in place (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No system in place	--	System in Plance	--
Date	01-Oct-2012	01-May-2016	21-Jun-2017	01-Sep-2015

► Design standards developed and adopted (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	In complete design standard	--	Design standard in place	--
Date	01-Oct-2012	30-Apr-2013	21-Jun-2017	01-Oct-2016

► Cost estimation system developed and fully functional (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No reliable system in place	--	Cost estimation system in place	--
Date	01-Oct-2012	30-Apr-2014	21-Jun-2017	01-Oct-2014



► Financial Management System in MRRD and MPW developed and functional (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No reliable system	--	system in place	--
Date	01-Oct-2012	30-Apr-2014	21-Jun-2017	01-Oct-2014

► Roads constructed, Rural (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	2,138.00	2,173.00	2,670.00
Date	01-Jan-2012	30-Oct-2016	21-Jun-2017	15-Mar-2020

► Complete Road Inventory (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	68.00	70.00	100.00
Date	01-Oct-2012	30-Oct-2016	21-Jun-2017	30-Jun-2019

► Km of gravel surfaced secondary roads rehabilitated (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	561.00	561.00	1,000.00
Date	01-Jan-2012	30-Oct-2016	21-Jun-2017	15-Mar-2020



► Km of asphalt surfaced secondary roads rehabilitated (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	232.00	236.00	250.00
Date	01-Oct-2012	30-Oct-2016	21-Jun-2017	15-Mar-2020

► Construction of bridges on secondary roads (Meter(m), Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1,351.00	1,388.00	1,351.00
Date	01-Oct-2012	30-Oct-2016	21-Jun-2017	15-Mar-2020

► Km of secondary roads under routine and periodic maintenance scheme (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1,870.00	1,994.00	1,870.00
Date	01-Oct-2012	30-Oct-2016	21-Jun-2017	15-Mar-2020

► Km of tertiary roads rehabilitated (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1,341.00	1,376.00	1,420.00
Date	01-Oct-2012	30-Oct-2016	21-Jun-2017	15-Mar-2020



► Construction of bridges on tertiary roads (Meter(m), Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1,800.00	1,492.00	1,800.00
Date	01-Oct-2012	30-Oct-2016	21-Jun-2017	15-Mar-2020

► Km of tertiary roads under routine and periodic maintenance scheme (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	3,750.00	4,270.00	3,750.00
Date	01-Oct-2012	30-Oct-2016	21-Jun-2017	15-Mar-2020

► Job opportunities created via the intervention (Days, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	2,500,000.00	2,800,000.00
Date	30-Jun-2016	30-Jun-2016	21-Jun-2017	15-Mar-2020

► Number of People trained or re trained (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	--	833.00	833.00	830.00
Date	30-Jun-2016	30-Oct-2016	21-Jun-2017	15-Mar-2020



Female: Number of people trained or retrained (Number, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	45.00	47.00	47.00	45.00
Date	30-Jun-2016	30-Oct-2016	21-Jun-2017	15-Mar-2020

Overall Comments

Data on Financial Performance

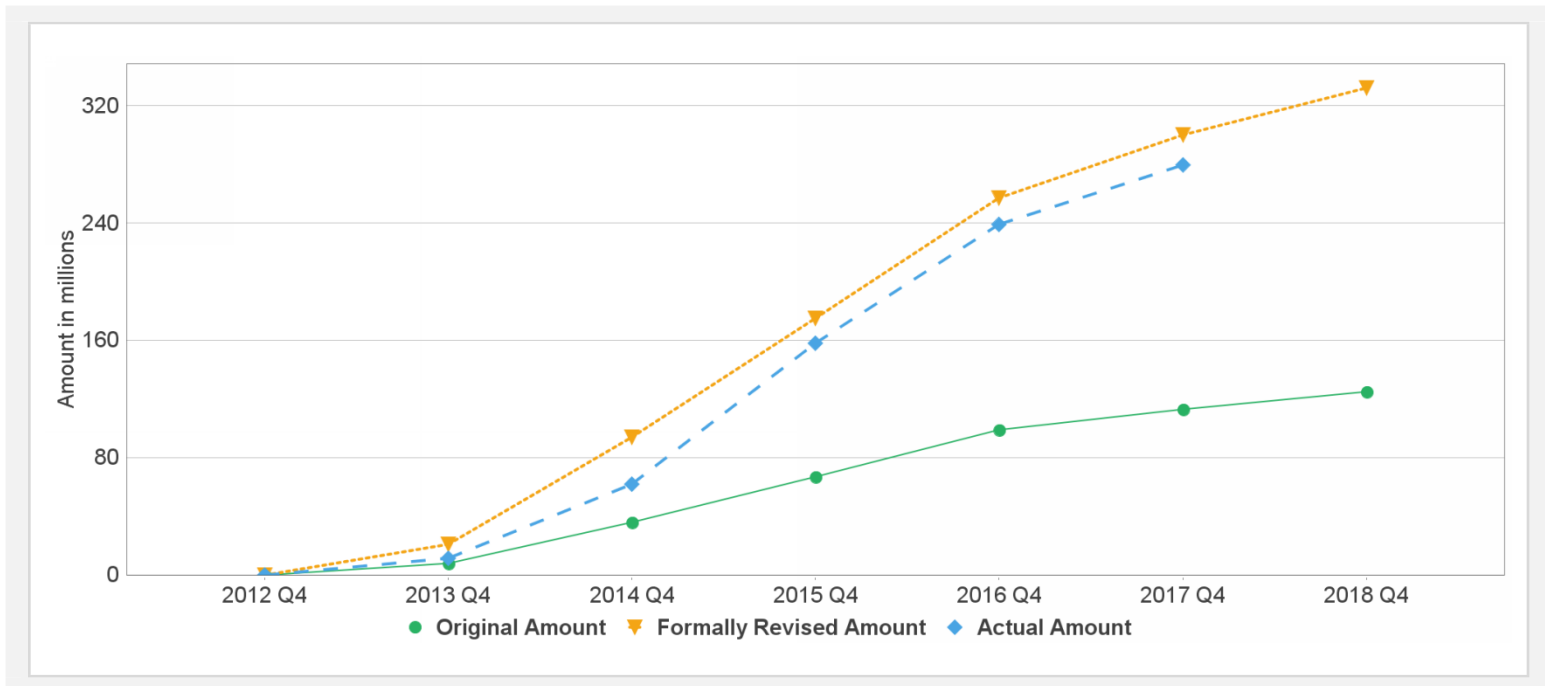
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P125961	IDA-H7920	Effective	USD	125.00	125.00	0.00	121.62	0.00	97%
P125961	TF-13093	Effective	USD	207.00	207.00	0.00	157.86	49.14	76%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P125961	IDA-H7920	Effective	26-Jun-2012	22-Jul-2012	12-Aug-2012	31-Mar-2018	31-Mar-2018
P125961	TF-13093	Effective	15-Sep-2012	15-Sep-2012	15-Sep-2012	31-Mar-2018	31-Mar-2018

Cumulative Disbursements



Restructuring History

There has been no restructuring to date.

Related Project(s)

P149597-Additional financing for Afghanistan Rural Access Project