



Kabul Urban Transport Efficiency Improvement Project (P131864)

SOUTH ASIA | Afghanistan | Transport Global Practice |
 Recipient Executed Activities | Investment Project Financing | FY 2014 | Seq No: 10 | ARCHIVED on 11-Apr-2019 | ISR36531 |

Implementing Agencies: Ministry of Finance, Islamic Republic of Afghanistan, Kabul Municipality (KM)

Key Dates

Key Project Dates

Bank Approval Date: 03-Apr-2014

Effectiveness Date: 11-Apr-2014

Planned Mid Term Review Date: 30-Jun-2016

Actual Mid-Term Review Date: 01-Aug-2017

Original Closing Date: 31-Dec-2019

Revised Closing Date: 31-Dec-2019

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

Improve road condition and traffic flows on selected corridors of Kabul city.

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

No

Components

Name

Road infrastructure:(Cost \$68.94 M)

Capacity Building:(Cost \$13.71 M)

Project Management Support:(Cost \$7.85 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Satisfactory	● Satisfactory
Overall Implementation Progress (IP)	● Moderately Satisfactory	● Moderately Satisfactory
Overall Risk Rating	● Substantial	● Substantial

Implementation Status and Key Decisions

Project implementation is proceeding broadly in line with the plans and schedules. Overall progress towards achievement of Project Development Objectives (PDO) is rated **Satisfactory (S)**, while Implementation Progress (IP) is still rated **Moderately Satisfactory (MS)**. The project implementation arrangements are mostly in place and functioning. The detailed implementation progress and key issues related to implementation of the three project components and activities are as follows:

Component A. Road Infrastructure (US\$68.94 million): This component finances the improvement of 32 km of roads in four priority corridors of Kabul city, and reconstruction of 6.5 km of Wazir Abad drainage canal.

As of March 31, 2019, the project implementation is progressing well, all planned roads rehabilitation contracts have been completed for a total of 31.09 km, and roads are opened to the traffic.



The project has recently awarded two priority roads contract under two NCB lots (Lot-11 & 13) for a total of 5.00km with a value of US\$ 5.36 million from the saving amount. The implementation of these two contracts will be carried out during the upcoming construction season and both contracts are expected to be completed before the project closing date.

KM is in the process of finalizing the contract award for Lot-12 (3.96km) which is expected to be signed by mid-April 2019 and will be implemented during the upcoming construction season.

The implementation progress for the construction of 6.95 km drainage canal stands at 70%. The contract implementation is lagging the original schedule, it's expected that the contract may require a time extension.

Component B. Capacity Building (US\$13.71 million): This component provides technical assistance to KM in various areas. The Consultancy for Design & Review of 40 Km Roads is awarded and the consultant is already mobilized. KUTEI also initiated the procurement for the Consultancy for Area Accessibility and Street Function Optimization in Kabul city. It is expected that all consultancy contracts would be awarded by end of April 2019.

Component C. Project Management Support (US\$7.85 million). Under this component, the project finances consultancy services to enhance KM's human resource capacity for KUTEI's implementation.

KM has mobilized a fully functional Project Management Unit (PMU) for the implementation of the project. The team consists of individual local and international consultants and KM civil servants.

Financial Management. A review of Financial Management (FM) arrangements was carried out during the last implementation support mission. The review covered aspects of FM staffing, budgeting, accounting, reporting, funds flow, internal controls, internal audit, external audit and a detailed transactions reviews which mostly covered the incremental operating costs. The designed financial management arrangements are in place, but the mission identified recoverable expenditures paid in the form of incentives to the civil servants and MoF controller which was not discussed and agreed with the Bank. The project's FM rating has been downgraded to *Moderately Satisfactory* because of recoverable expenditure and control weaknesses identified during the review.

Social and Environmental Safeguards. The compliances on social and environmental safeguard management are rated as moderately satisfactory. KUTEI has made significant progress with regards to GRM functionality and quality of social safeguard instruments. Environmental and Social Management Plans (ESMPs) and Abbreviated Resettlement Action Plans (RAPs) for project affected parcels have been prepared. However, cash compensation to the affected family under lot-3 is still pending due to land price issue.

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	● Substantial
Fiduciary	--	● Substantial	● Substantial
Environment and Social	--	● Moderate	● Moderate
Stakeholders	--	● Low	● Low
Other	--	● Moderate	● Moderate
Overall	--	● Substantial	● Substantial

Results

PDO Indicators by Objectives / Outcomes



Improve average vehicle speed				
▶Average vehicle speed on the selected corridors in the off-peak time. (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	18.00	35.78	35.78	0.00
Date	30-Apr-2013	30-Aug-2018	31-Dec-2018	31-Dec-2019
Comments:	The actual vehicle speed along all completed roads are determined during off peak hours. The current average speed is 35.78km/hr which means speed has improved by 17.78km/hr. Due to unavailability of sufficient information during project appraisal, the team did not specify the end target, but clearly, the project investment have had significant improvement on average vehicle speed. This is the latest data available from the actual survey carried out by KUTEI during December 2018. The frequency of the data is before and after the project intervention.			

Access to all-season roads within a 500 meter range				
▶Number of people in urban areas provided with access to all-season roads within a 500 meter range under the project (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	5,572.00	58,977.00	5,000.00
Date	01-Sep-2013	30-Aug-2018	31-Dec-2018	31-Dec-2019
Comments:	In 2013, a total of 58,977 people living in a range of 500m along 5 roads of the project did not have access to an all-season road. As of December 31, 2018, all planned roads contracts are completed and a total of 58,977 people have access to an all-season road. This is the latest data available from the actual survey carried out by KUTEI during December 2018. The frequency of the data is before and after the project intervention.			

“Fair” and above surface condition of major urban road network improved				
▶“Fair” and above surface condition of major urban road network improved (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	84.00	93.77	95.00	94.00
Date	31-Oct-2014	30-Aug-2018	31-Dec-2018	29-Mar-2019
Comments:	A survey was conducted by Operations and Maintenance Department of Kabul Municipality in 2013/2014. A total of 289 km of roads were classified as trunk roads. The total of 244.2km of Kabul city's trunk roads were identified to be in "Fair to Better" condition, so the baseline percentage of these roads was calculated as 84% in 2014. Assuming that all roads that were in "Fair or Better" condition in 2014 will still be in "Fair to Better" condition by end of KUTEI project in December 2019, it is anticipated that the percentage of Kabul City's trunk roads network in "Fair to Better" condition will increase by 10%. This is the latest data available from the actual survey carried out by KUTEI during December 2018. The frequency of the data is before and after the project intervention.			

Overall Comments



The actual values of the PDO indicators are updated based on the survey data collected by KUTEI in December 2018.

Intermediate Results Indicators by Components

Capacity Building				
▶All O&M equipments purchased, installed and KM staffs are capable to operate and maintain the equipment (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	31-Dec-2013	30-Aug-2018	31-Mar-2019	30-Jun-2018
Comments:	As part of improving the O&M productivity, contract for some equipment has been awarded, and procurement of the remaining equipment has started. KUTEI will procure equipment for KM's O&M directorate to strengthen implementation capacity.			
▶High volume public transport feasibility study and business plan finalized and ready for implementation (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	31-Dec-2013	30-Aug-2018	31-Mar-2019	30-Jun-2016
Comments:	During the project MTR, KM informed the bank that the demand study of public transport has been awarded to a consultant from KM's internal resources, and the feasibility study was expected to complete by March 2018. It was planned that KUTEI will hire a consultant to do the business plan and detailed engineering design for one or two public transport service corridors once the feasibility study is completed. Despite several reminders, this activity has been seriously delayed, and KM has not yet shared the results of the feasibility study with the Bank with no justifications. During the mission it was discussed and agreed to drop this activity from the project's procurement plan and inform the Bank through an official letter. The project will be closing by the end of this year and there is no time left to procure and complete this activity.			
Road infrastructure				
▶Roads rehabilitated, Non-rural (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	5.00	28.00	31.09	32.00
Date	30-Jan-2013	30-Aug-2018	31-Dec-2018	30-Jun-2016
Comments:	The project financed 32km roads in eight lots. All planned roads rehabilitation contracts have been completed for a total of 31.09 km, and roads are opened to the traffic			
▲Road rehabilitated by KM Dept of Works and Maintenance (Kilometers, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	12.00	12.00	12.00	36.00
►Junction channelization along 4 selected corridors (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	4.00
Date	31-Dec-2013	30-Aug-2018	31-Mar-2019	31-May-2019
Comments:	KM will finalize selection of the four intersections for junction channelization from the 20 most problematic intersections already identified. KM will prepare ToRs for consultants to develop detailed designs and bid documents, and send them to the Bank for review by April 30, 2019.			

Overall Comments

The actual values of the intermediate results indicators are updated based on the information provided by KUTEI in December 2019.

Data on Financial Performance

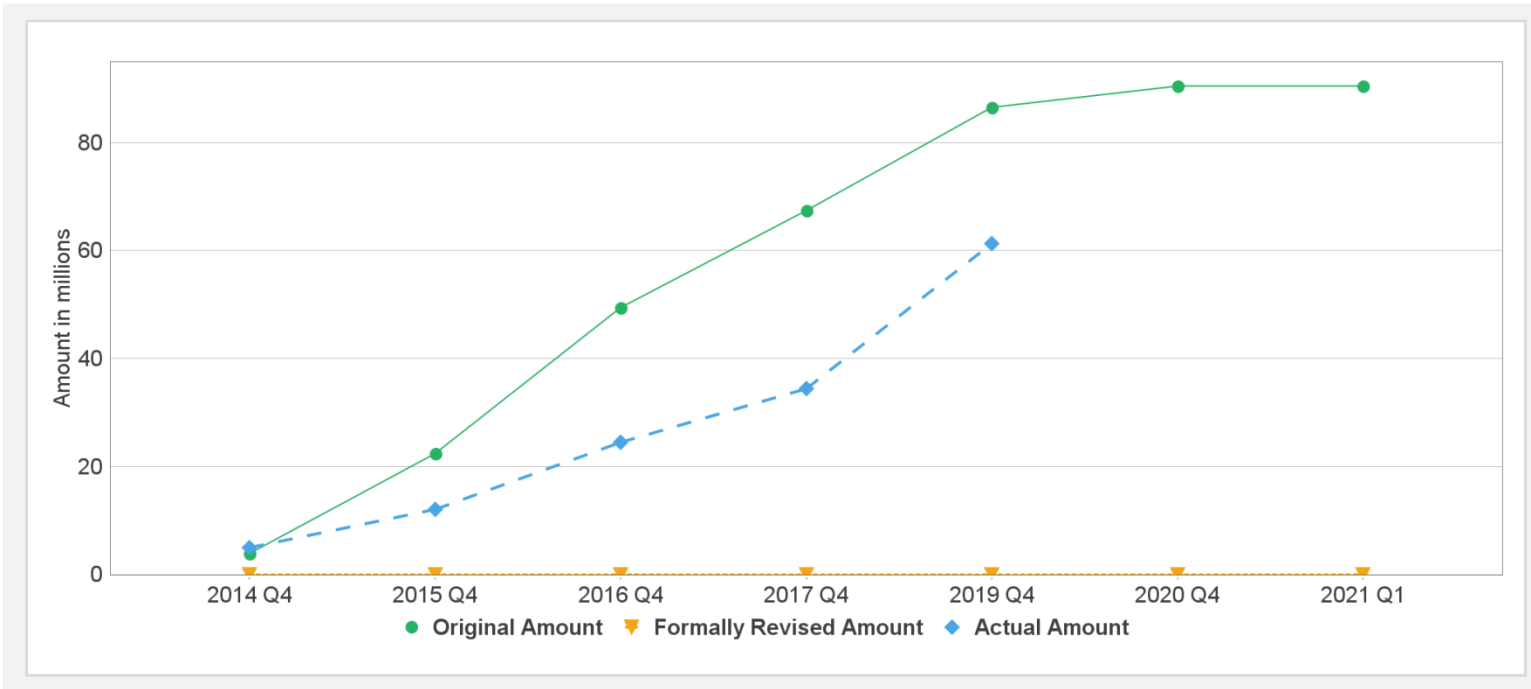
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P131864	TF-17061	Effective	USD	90.50	90.50	0.00	61.26	29.24	68%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P131864	TF-17061	Effective	11-Apr-2014	11-Apr-2014	11-Apr-2014	31-Dec-2019	31-Dec-2019

Cumulative Disbursements



Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.