



Kabul Urban Transport Efficiency Improvement Project (P131864)

SOUTH ASIA | Afghanistan | Transport Global Practice |
Recipient Executed Activities | Investment Project Financing | FY 2014 | Seq No: 11 | ARCHIVED on 23-Dec-2019 | ISR40144 |

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-2020

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 progressing well. The likelihood of achieving the project development objective (PDO) and implementation progress are rated as "Satisfactory" and "Moderately Satisfactory" respectively.

The status of implementation of the project components is summarized below.

Component A. Road Infrastructure (US\$68.94 million): This component finances the improvement of 40 km of roads in four priority corridors of Kabul city, and reconstruction of 6.95 km of Wazir Abad drainage canal.

As of December 20, 2019, from the total 11 roads rehabilitation contracts (40 km), 8 contracts have been completed for a total of 31.09 km, and roads are opened to the traffic. The construction for the remaining 3 ongoing road contracts for a total of 9.00 km with a value of US\$9,25 million will resume on April 10, 2020 after the rainy season.



The implementation progress for the construction of 6.95 km drainage canal stands at 90%. The contract implementation is lagging the original schedule, it's expected that the contract may require a time extension.

The project also financed application of Thermoplastic road marking and installation of traffic signs over 30.62 km roads for Kabul city. The contract is under implementation and progress stands at 14%.

All ongoing civil works contracts are expected to be completed by June 30, 2020.

There is a small works activity (US\$400,000) for junction channelization targeting four separate locations. This activity would be initiated soon and would be implemented during 2020.

Component B. Capacity Building (US\$13.71 million): This component provides technical assistance to KM in various areas. The *consultancy for Design and Review of 40km* was awarded on October 23, 2018 with a total value of US\$ 694,623.00. The consultant was mobilized, and the contract was successfully implemented. KM has 40km of priority roads design ready for financing.

The project carried two rounds of procurement process for *Consultancy for Area Accessibility & Street Function Optimization in Kabul City Center*, but the process failed to hire a consultant due to lack of qualified consultants and inefficient procurement process and low client capacity, therefore, the decision is made to drop this activity.

KM has completed the first round of process for procurement of assorted road routine maintenance equipment and only one lot was awarded. The goods were delivered to the O&M Department of Kabul Municipality. It was planned that for the remaining assorted road routine maintenance equipment, KM will initiate another round of procurement. This is proposed to be dropped due to insufficient time and partial cancellation of project funds.

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.

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	31-Dec-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	58,977.00	58,977.00	5,000.00
Date	01-Sep-2013	31-Dec-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	95.00	95.00	94.00
Date	31-Oct-2014	31-Dec-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



Most of the end targets are already achieved for the PDO indicators. The data will be further updated during the next mission.

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	31-Mar-2019	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.			

Road infrastructure				
▶Roads rehabilitated, Non-rural (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	5.00	31.09	31.09	32.00
Date	30-Jan-2013	31-Dec-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	31-Mar-2019	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 data would be updated during the next mission in January 2020.

Data on Financial Performance

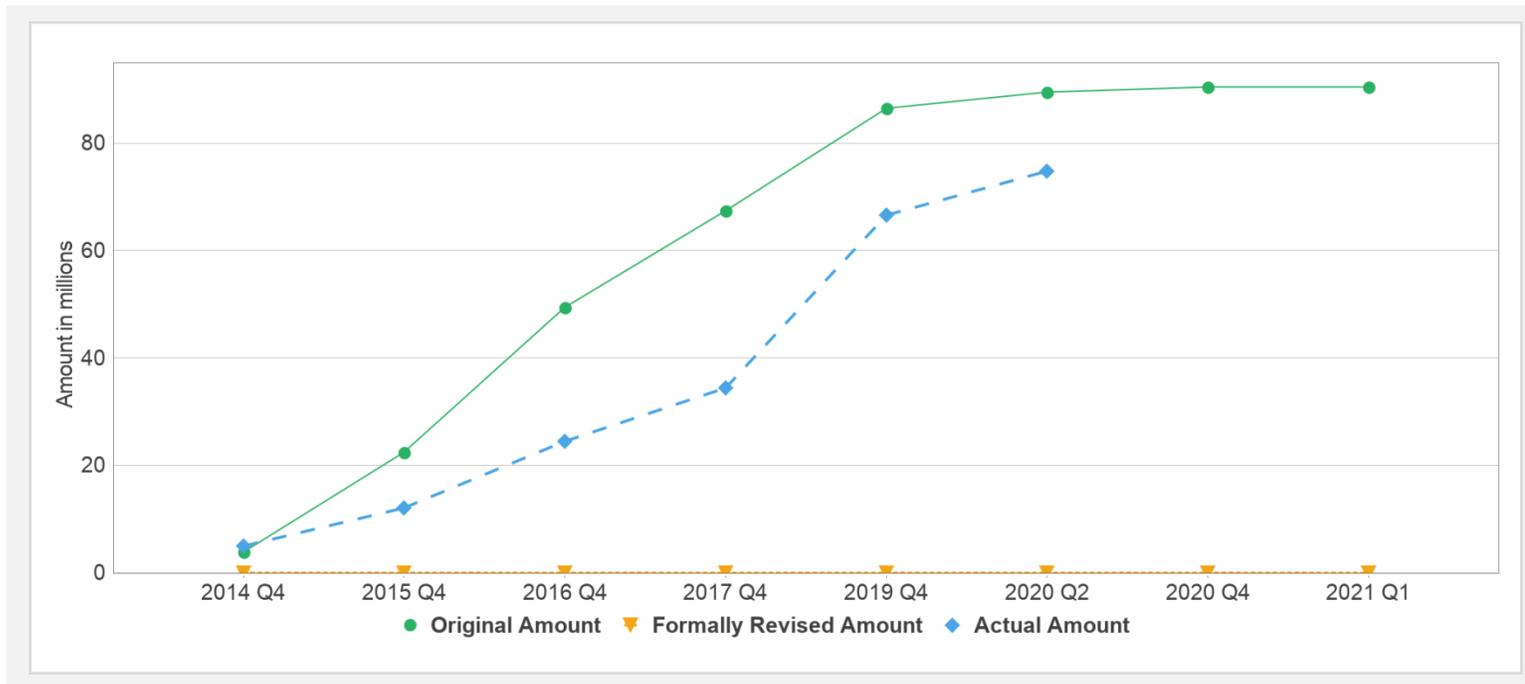
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P131864	TF-17061	Effective	USD	90.50	80.50	10.00	74.79	5.71	93%

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-2020

Cumulative Disbursements





Restructuring History

Level 2 Approved on 08-Dec-2019

Related Project(s)

There are no related projects.
