



# Draft Design and Monitoring Framework

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Project Number: 40333-01  
June 2007

## AFG: Multitranche Financing Facility Road Network Development Program

A design and monitoring framework is an active document, progressively updated and revised as necessary, particularly following any changes in project design and implementation. In accordance with ADB's public communications policy (2005), it is disclosed before appraisal of the project or program. This draft framework may change during processing of the project or program, and the revised version will be disclosed as an appendix to the report and recommendation of the President.

**Asian Development Bank**

## DESIGN AND MONITORING FRAMEWORK

Design Summary	Performance Targets/Indicators	Data Sources/Reporting Mechanisms	Assumptions and Risks
<p><b>Impact</b> Increased domestic and international trade and personal travel</p>	<p>Vehicles entering and exiting Afghanistan at the major border crossings<sup>1</sup> increased from 1800 per day in 2006 to 3600 per day in 2016</p> <p>Value of official trade with neighboring countries increase from \$4.7 billion in 2005 to \$12 billion in 2016</p>	<p>Border facility records National economic data</p>	<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• Foreign vehicles are allowed to enter and transit through Afghanistan</li> <li>• Return of more Afghans living in neighboring countries</li> </ul> <p><b>Risk</b></p> <ul style="list-style-type: none"> <li>• Conflict increases</li> <li>• Poppy cultivation is not successfully replaced by alternative crops</li> </ul>
<p><b>Outcomes</b></p> <p>1. Higher level of mobility and supply of freight and passenger transport services</p> <p>2. Parallel investments in agriculture and social sectors complemented by this Program</p> <p>3. Increased reliability, safety and connectivity of road network</p>	<p>1.1 Increase in average journey speed from 35 kmh to 50 kmh on the regional and national networks by 2012</p> <p>1.2 Increase in the number of registered bus operators from 165 in 2007 to 400 in 2016</p> <p>1.3 Increase in the number of registered goods vehicle operators from 400 in 2007 to 600 by 2012</p> <p>2.1 Increase in average annual household income from in Project areas increased from \$1100 to \$2000 by 2012</p> <p>3.1 Response time to emergency road failures and blockades of the</p>	<ul style="list-style-type: none"> <li>• Post-implementation surveys by MPW and supervision consultants</li> <li>• Facility and project performance management systems</li> <li>• ADB review missions and MPW's quarterly reports to ADB</li> </ul>	<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• Masterplan implemented as programmed</li> <li>• Tariff and licensing reforms undertaken by MOTCA before 2009</li> <li>• Donors agree to contribute to road maintenance financing facility</li> </ul> <p><b>Risks</b></p> <ul style="list-style-type: none"> <li>• Rise in fuel prices and vehicle taxes</li> <li>• Environmental clearances and resettlement activities are delayed</li> </ul>

<sup>1</sup> Torkham, Spin Baldak, and Islam Quala

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	<p>network lowered from 18 months to 6 months</p> <p>3.2 At least 70% of the network roads are improved to meet national road design criteria</p>		
<p><b>Outputs</b></p> <p>1. Roads constructed or improved to national standards and emergency works completed</p> <p>2. MPW restructured</p>	<p>1.1 At least 450 km of regional or national roads are in good condition (IRI &lt; 4.5) and road geometry in 400 km of road improved by 2015</p> <p>2.1 Public disclosure of minutes within 2 weeks of Working Committee meetings starting</p> <p>2.2 January 2009</p> <p>2.3 Regional and national paved road maintenance standards included in maintenance contracts by January 2009</p> <p>2.4 New departments and divisions of MPW are fully staffed and functional by 2010</p> <p>2.5 Percent of contracts with claims and variations reduced from 60% in 2007 to 30% in 2012</p> <p>2.6 Maintenance funding gap maintained at less than 20% by 2012</p>	<ul style="list-style-type: none"> <li>• Engineers' progress reports and audit reports submitted to ADB</li> <li>• Review missions and project completion reports</li> </ul>	<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• First two Projects are implemented according to schedule</li> </ul> <p><b>Risk</b></p> <ul style="list-style-type: none"> <li>• Shortage of contractors</li> <li>• Material prices increase at a higher rate</li> <li>• MPW's salary reforms inadequate to attract and retain professional staff</li> </ul>

<b>Activities with Milestones</b>	<b>Inputs</b>
<p>1.1 First works contract in Project 1 awarded before 31 December 2007</p> <p>2.1 Annual technical audits on at least one randomly selected externally and internally financed works or maintenance contract become standard practice by 2008</p> <p>2.2 Road maintenance standards become a standard Schedule in all maintenance contracts and first PBC awarded for maintenance of a Project road by 1 January 2009</p> <p>2.2 2.3 All MPW Departments and Divisions connected to the Management Information System operations by 1 January 2010</p> <p>3.1 Maintenance financing facility, with at least one full year of resources, is fully operational by 2010</p> <p>4.1 Last PFR submitted before 31 December 2012</p> <p>4.2 Handover by contractor of last component of last Project before 31 December 2016</p>	<ul style="list-style-type: none"> <li>• ADB \$400 million</li> </ul>

ADB=Asian Development Bank; IRI=international roughness index; MIS=management information system; PBC=performance-based contract; PFR=periodic financing request; MPW= Ministry of Public Works; and MOTCA=Ministry of Transport and Civil Aviation.