ADB ASIAN DEVELOPMENT BANK

# Afghanistan: Regional Airports Rehabilitation Project Phase I

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| Project Name | Regional Airports Rehabilitation Project Phase I |
| Project Number | 37136-013 |
| Country | Afghanistan |
| Project Status | Closed |
| Project Type / Modality of Assistance | Loan |
| Source of Funding / Amount | **Loan 2105-AFG: Regional Airports Rehabilitation Project Phase I**<br>Asian Development Fund — US$ 30.00 million |
| Strategic Agendas | Inclusive economic growth |
| Drivers of Change | Governance and capacity development |
| Sector / Subsector | **Transport** - Air transport - Transport policies and institutional development |
| Gender Equity and Mainstreaming | No gender elements |
| Description | The objective of the Project is to assist the Government in the reconstruction and rehabilitation of the country by rehabilitating regional airports damaged during two decades of conflict and neglect. The Project is to (i) rehabilitate 4 regional airports at Chaghcharan, Ghor Province, Faizabad, Badakshan Province, Maimana, Faryab Province and Qalai-Naw, Badshis Province ; (ii) provide human resources development program to strengthen the capacity of the Ministry of Civil Aviation and Tourism; (iii) provide postconstruction operations assistance after completion of airport rehabilitation; (iv) provide administrative support to set up and operate the project steering committee and the project implementation unit; and (v) engage a project management consultant. |
| Project Rationale and Linkage to Country/Regional Strategy | Improvement of regional airports was considered one of the urgent needs by the comprehensive needs assessment of the transport sector conducted by ADB in 2002. The nature of the terrain of Afghanistan makes internal air transportation a basic necessity for access to extremely remote areas. The continuous conflict and strife for over two decades had almost completely destroyed the civil aviation infrastructure. Many of these airports are merely gravel tracks with hardly any landside facilities. The reconstruction/rehabilitation of the important regional airports has become an urgent priority of the Government. |
| Impact | Sustainable economic growth. |

| **Project Outcome** | |
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| Description of Outcome | Improve air transport services in the project area. |
| Progress Toward Outcome | -- |
| **Implementation Progress** | |
| Description of Project Outputs | Reconstruction of runways, taxiways, and aprons of seven regional airports.<br>New construction or widening of runway strips of seven regional airports.<br>New construction or renovation of terminal building of seven regional airports and ancillary facilities<br>Equipment for precision approach path indicators and automatic weather observation systems in seven regional airports<br>Strengthened capacity in MCAT for civil aviation sector management |

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| Status of Implementation Progress (Outputs, Activities, and Issues) | Project Completed.<br>Runways, taxiways, aprons, and runways strips of 4 airports have been widened and rehabilitated. Other 3 airports were dropped due to cost overrun which other donors committed to undertake.<br>Runways strips of 4 airports have been widened and rehabilitated. Other 3 airports were dropped due to cost overrun which other donors committed to undertake.<br>Four airports teminal buildings are constructed in accordance wtih specification. Other 3 airports were dropped due to cost overrun which other donors committed to undertake.<br>PAPI Installed in all four airports. Other 3 airports were dropped due to cost overrun which other donors committed to undertake.<br>Completed. MoTCA staff trained in India on civil aviation management |
| Geographical Location | Faizabad, Badakshan Province,Chaghcharan, Ghor Province,Qalai-Naw, Badshis Province,Maimana, Faryab Province |

| **Safeguard Categories** | |
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| Environment | B |
| Involuntary Resettlement | B |
| Indigenous Peoples | C |

| **Summary of Environmental and Social Aspects** | |
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| Environmental Aspects | All environmental impacts were temporary and mitigation measures were manageable which were managed accordingly. Mitigation measures during the construction stage incorporated into contractors' job assignments, therefore the IEE report was made available to contractors. |
| Involuntary Resettlement | Land Acquisition and Resettlement Plan (LARP) document was prepared and approved by the cabinet of Afghanistan that was properly implemented in close consultation with all involved stakeholders. |
| Indigenous Peoples | Social analysis revealed that no indigenous people live in the project area. None of the ethnic communities were<br>observed to be marginalized because of a dominant community in the region or because of project development. |
| **Stakeholder Communication, Participation, and Consultation** | |
| During Project Design | During the project design, the Ministries involved are as follow: Ministry of Finance (MoF), Ministry of Transport & Civil Aviation (MoTCA). Most of the rehabilitation work will be carried out on land already owned by the Ministry of Civil Aviation and Tourism (MCAT), but will involve some minimal acquisition of residential structures, and a few households currently cultivating Government land will suffer temporary losses of income. The study included the 90 meters width required to establish a graded runaway strip for assessing the Project's social impacts. All the structures and land within this width were examined and a detailed socio-economic survey was conducted. The social assessment and public consultation has been carried out for all seven airports in phase I and a sample socioeconomic survey was conducted at three regional airports, namely, Bamyan, Faizabad, and Qalai-Naw. |
| During Project Implementation | During project preparation, five levels of consultations were undertaken using a public information consultation tool. The first level was in Kabul at the national capital level with various funding agencies, research agencies, relevant international and local nongovernment organizations, and relevant ministries and Government departments. The second level was at the provincial level with provincial heads, local administrations, municipalities, agriculture departments, legal departments, airport authorities, cadastral departments, and relevant international and local nongovernment organizations. The third level was with community leaders and local educated people primarily to solicit information about natural resources, community facilities, and likely impacts of the Project. The fourth level was with affected communities. The fifth level included consultation with people potentially affected by the Project,<br>including women members of affected families on an individual level. Prior to these consultations, relevant information, such as a description of the Project and its objectives and an explanation of possible adverse effects of the proposed Project, were disseminated in a form and language meaningful to the groups consulted.<br>Major perceived benefits as identified during the community consultations were (i) reduced travel time; (ii) better access to public amenities; (iii) significant economic opportunities resulting from increased access to markets; (iv) benefits to local businesses from increased air traffic; and (v) increased regional development in terms of industry, tourism, and development of crafts industries. The major perceived losses included (i) loss of residential and agricultural properties; (ii) safety risks posed by increased numbers of aircraft; (iv) children's loss of playing areas following the fencing of airports; and (v) increased noise pollution. The results from the community consultation were taken into account during project planning and were incorporated into the preparation of the resettlement plan as well as the preparation of mitigation measures. |

| **Business Opportunities** |
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| Consulting Services | Consulting services will be required to assist the Executing Agency in implementation of the Project. The consulting services will involve (i) overall project management as part of Project Implementation Unit; (ii) assistance in procurement of civil works; (iii) supervision of construction and installation of equipment; (iv) testing and certifying completed works; (v) implementation and supervision of the training component; (vi) designing of accounting systems for project implementation and airport operation; (vii) provision of assistance for institutional capacity building of the Ministry of Civil Aviation and Tourism (MCAT); (viii) provision of postconstruction operations assistance and provision of on-the-job training for airport operations and maintenance; and (xi) benefit monitoring and evaluation.<br>The consultants will be selected and appointed by the quality- and cost-based selection method using full technical proposals in accordance with ADB's Guidelines on the Use of Consultants and arrangements satisfactory to ADB for engaging domestic consultants. The consulting services will require about 301 person-months of international consultants and about 152 person-months of domestic consultants. For designing of accounting system, individual consultants will be engaged separately for 24 person-months of international and 24 person-months of domestic. |
| Procurement | Procurement of goods, services, and civil works to be financed under the Project will be carried out in accordance with the ADB's Guidelines for Procurement. Due to the emergency nature of implementing the Project, the Government requested flexible application of such guidelines. This involves, among others, shorter bidding period for international procurement if required. The Government Procurement Unit of Afghanistan Reconstruction and Development Services (ARDS) will undertake all international procurements, including recruitment of project management consultants. All contracts for civil works and supply of equipment will be divided into suitable contract packages. The civil works contracts are packaged as design-build to ensure delivery within the project implementation period. The civil works contracts will be awarded following international competitive bidding procedures. The contracts for navigational aid equipment will be procured using international shopping procedures in view of the fact that (i) limited number of suppliers are available; (ii) purchase of equipment needs to be expedited in consideration of the emergency nature of the Project. All ICAO-certified manufacturers and suppliers of concerned navigational aid equipment will be invited in the course of international shopping. Some of the project airports are located in the western part of the country, where ADB non-member countries, particularly in the Gulf region, are competitive sources of materials, especially bitumen, required for runway pavement. In order to maximize the benefits of the proposed assistance to Afghanistan, the Mission will seek ADB Management's and Board's consideration for relaxation of eligibility criteria for procurement of bitumen from non-member countries in the Gulf region. |

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| Responsible ADB Officer | Witoon Tawisook |
| Responsible ADB Department | Central and West Asia Department |
| Responsible ADB Division | Afghanistan Resident Mission |
| Executing Agencies | *Ministry of Transport_and Civil Aviation*<br>*Raz Mohammad Alami*<br>*alami_mot@yahoo.com*<br>*Ansari Watt, Kabul,Islamic*<br>*Republic of Afghanistan* |

| **Timetable** | |
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| Concept Clearance | - |
| Fact Finding | 02 Aug 2004 to 14 Aug 2004 |
| MRM | 08 Sep 2004 |
| Approval | 23 Nov 2004 |
| Last Review Mission | - |
| PDS Creation Date | 14 Nov 2006 |
| Last PDS Update | 24 Sep 2014 |

**Loan 2105-AFG**

| Milestones | | | | | |
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| Approval | Signing Date | Effectivity Date | Closing | | |
| | | | Original | Revised | Actual |
| 23 Nov 2004 | 07 Apr 2005 | 08 Jul 2005 | 31 Dec 2014 | - | 18 Dec 2014 |

| Financing Plan | | Loan Utilization | | | |
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| | Total (Amount in US$ million) | Date | ADB | Others | Net Percentage |
| Project Cost | 30.10 | Cumulative Contract Awards | | | |
| ADB | 30.00 | 23 Nov 2004 | 25.96 | 0.00 | 96% |

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| Counterpart | 0.10 | Cumulative Disbursements | | | | |
| Cofinancing | 0.00 | 23 Nov 2004 | 27.03 | 0.00 | 100% | |

| Status of Covenants | | | | | | |
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| Category | Sector | Safeguards | Social | Financial | Economic | Others |
| Rating | Satisfactory | Satisfactory | Satisfactory | Satisfactory | - | Satisfactory |

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| Project Page | http://www.adb.org/projects/37136-013/main |
| Request for Information | http://www.adb.org/forms/request-information-form?subject=37136-013 |
| Date Generated | 14 February 2016 |

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