



Afghanistan: Road Network Development Project I (Bala Murghab to Leman)

Project Name	Road Network Development Project I (Bala Murghab to Leman)		
Project Number	40333-022		
Country / Economy	Afghanistan		
Project Status	Active		
Project Type / Modality of Assistance	Grant		
Source of Funding / Amount	Grant 0081-AFG: Road Network Development Project I (Bala Murghab to Leman)		
	Asian Development Fund		US\$ 176.00 million
Strategic Agendas	Environmentally sustainable growth		
Drivers of Change	Knowledge solutions		
Sector / Subsector	Transport / Road transport (non-urban)		
Gender	No gender elements		
Description	The Project will help complete the improvements to the national ring road by constructing a 143 km section from Laman to Bala Murghab.		
Project Rationale and Linkage to Country/Regional Strategy	Due to the terrain and the pattern of human settlement, road transport is the only technically and economically feasible mode of transport in many parts of Afghanistan. Since 2002, the international community has provided over \$2 billion to improve and pave 96% of the regional road network (the Ring Road and links from it to the international borders) and 35% of the national road network (roads connecting provincial capitals). ADB has contributed \$1 billion towards this objective. However, without the road from Bala Murghab to Laman, the Ring Road is unable to fully perform its intended role as the backbone of the national transportation system and principal conduit for national and international passenger and freight traffic. This is part of ADB's road infrastructure development strategy in Afghanistan, and the road is the remaining link to connect to western Afghanistan to major regional trade corridors.		
Impact	Increased domestic and international trade and personal travel.		
Project Outcome			
Description of Outcome	a. Higher level of mobility and increase in freight volumes and passenger transport services. b. Increased reliability and level of service on section of regional road network in northern Afghanistan.		
Progress Toward Outcome	The outcome will be assessed upon completion of road construction. The work suspension and subsequent termination of the previous contractor hindered the timely achievement of the project outcome. However, the civil work contracts for section 1 and 2 were signed on 16 September 2017 and Notice to Proceed (NTP) were issued on 22 Jan 2018. The actual progress at Section 1 (34km) is at 52.94%. The actual progress at Section 2 (48 km) is 44%. The slow progress in both sections is due to unstable security situation in the area, restricted access to certain section of the road and LARP implementation. The new PMSC, VisionRI Connexion Services Private Limited sub-consultant with SODEV Consult International Limited and Hi-tech International was recruited and the contract was signed on 30 June 2020. The PMSC was appointed at ADB's insistence despite of EA's intention to continue the services of the appointed individual consultants. Extension of grant closing date to 31 December 2022 was approved on 28 September 2020.		
Implementation Progress			
Description of Project Outputs	Construction of part of the last missing link of the regional Ring Road Emergency and ancillary works on Andkhoy-Qaisar road completed.		
Status of Implementation Progress (Outputs, Activities, and Issues)	Construction of Sections 1 and 2 is ongoing. Works suspension and contract termination hindered timely achievement of targets/results. Completed the emergency and ancillary works on Andkhoy-Qaisar road.		
Geographical Location	Andkhoy, Andkhoy, Bala Murghab, Balkh, Hairatan, Kaldar, Khulm, Laman, Murghab, Naibabad, Pul-e Khumri, Puli Khumri, Qaisar, Qala i Naw, Qala-i-Naw, Sangalak-i-Kaisar, Shibirghan, Shibirghan		
Safeguard Categories			
Environment			B
Involuntary Resettlement			B
Indigenous Peoples			C
Summary of Environmental and Social Aspects			
Environmental Aspects	The Project has been classified according to ADB's Environment Policy (2002) as category B. An environment management plan (EMP) was prepared for the road. The plan will defines measures to mitigate the minimal short-term environmental impacts expected from civil works and maintenance. Sufficient funding has been allocated for mitigating potential short-term impacts. MPW will monitor implementation of environmental management plans through its own staff and supervision consultants, and report to ADB on a quarterly basis. Potential long-term negative environmental impacts (including changes in land-use, emission levels, and natural resources usage) due to the Project is addressed during implementation.		

Involuntary Resettlement	In accordance with ADB's Involuntary Resettlement Policy (1995), MPW prepared a draft resettlement plan for the strategically and economically important Bala MurghabLaman road, and disclosed this to persons that are likely to be affected. The resettlement plan does not fully meet the requirements of ADB's policy, partially due to incomplete data on affected persons, which was difficult to gather due to some security related restrictions in Bala Murghab area. Moreover, impacts cannot be fully ascertained until the final alignment of the road is established. MPW will, as the detailed design progress, gather specific socioeconomic data, update the resettlement plan, and take all actions sequentially outlined therein to ensure complete adherence to ADB's resettlement policy and national safeguard requirements. The updated resettlement plan will specify sections of the road where land acquisition and resettlement are required. ADB is working with MPW to ensure that (i) all compensation is paid before land acquisition and demolition of property occurs, and (ii) MPW's contracts with the design and construction firms contain specific clauses precluding commencement of physical works in sections with resettlement impacts until all key resettlement activities are completed. The supervision consultant's contracts will contain specific monitoring provisions, including (i) retaining resettlement specialists in the team, (ii) ensuring that contractors comply fully with the legal and policy requirements, and (iii) that the contractors' work programs are not approved unless schedules allow adequate time for resettlement activities to be completed. Adequate funds for land acquisition and resettlement are defined in the project budget. LARP implementation is ongoing.
Indigenous Peoples	An assessment of impact of the Project on indigenous peoples has been performed in accordance with ADB's Policy on Indigenous Peoples (1998). It has been found that there are no indigenous peoples in the project influence zone and that the Project in general will not have an impact on indigenous peoples. The Project is accordingly classified as category C.

Stakeholder Communication, Participation, and Consultation

During Project Design	In order to ensure the extensive participation of all types of stakeholders during project preparation, discussions were held with persons in the areas, particularly those below the poverty level, project affected persons, and other beneficiaries, local bodies, and government departments through consultative workshops, meetings, focus-group discussions, and structured interviews. MPW undertook consultations with local officials, villagers, and other stakeholders that raised the level of awareness, built local support, and enabled affected people to voice opinions and suggestions for project design and implementation. Household census surveys were conducted where security threats were low. Participation, consultation, and information dissemination was incorporated at several levels during planning of the Project. To ensure that community support is obtained and that the Project supports the needs of the people, public consultations were carried out as an integral component of project preparation.
During Project Implementation	Participation, consultation, and information dissemination is incorporated at several levels during implementation of the Project.

Business Opportunities

Consulting Services	Selection and engagement of consultants are in accordance with ADB's Guidelines on the Use of Consultants (2010, as amended from time to time) using the quality-cost based selection (QBS) method.
Procurement	All procurement activities are undertaken in accordance with ADB's Procurement Guidelines (2010), as amended from time to time, and as outlined in the procurement plan.

Responsible ADB Officer	ADB Disclosure
Responsible ADB Department	Central and West Asia Department
Responsible ADB Division	Transport and Communications Division, CWRD

Timetable

Concept Clearance	02 May 2007
Fact Finding	07 May 2007 to 20 May 2007
MRM	06 Jun 2007
Approval	28 Sep 2007
Last Review Mission	-
PDS Creation Date	18 Jan 2008
Last PDS Update	08 Dec 2020

Grant 0081-AFG

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
28 Sep 2007	06 Nov 2007	26 Nov 2007	30 Jun 2013	31 Dec 2022	-

Financing Plan			Grant Utilization			
	Total (Amount in US\$ million)		Date	ADB	Others	Net Percentage
Project Cost	180.00		Cumulative Contract Awards			
ADB	176.00		08 Dec 2020	168.55	0.00	96%
Counterpart	4.00		Cumulative Disbursements			
Cofinancing	0.00		08 Dec 2020	113.06	0.00	64%

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

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