

## National Roads Rehabilitation Projects

### Project Summary

<b>Subsector</b>	Transportation
<b>Location</b>	Afghanistan-wide
<b>Project Cost</b>	\$410.0 Million
<b>Project Type</b>	Road Rehabilitation
<b>Project Executing Firm/Agency</b>	Ministry of Public Works
<b>Financing Agency</b>	Not Identified
<b>Procurement Agency</b>	Afghan Assistance Coordination Authority (AACCA)



## Project Outline

In the past two decades almost the entire road infrastructure in Afghanistan was destroyed. Afghanistan had 18,000 kilometers of road prior to the outbreak of war. These pre-war roads are in poor condition and require comprehensive reconstruction work. An additional 6,000 kilometers of access roads were built during the war, mainly from districts to villages – these roads are technically unsound and unprofessionally built. Rough estimates indicate that a total of more than 30,000 kilometers of road will need to be built in post-conflict Afghanistan. As part of road reconstruction, some demining efforts will be required. Both the highway and secondary roads need equipment-intensive efforts. Tertiary roads need labor-intensive efforts.

The present road network in Afghanistan consists of the following:

- **National Highway:** This was originally paved and connects Afghanistan with neighboring countries. The system includes the following key routes:

- Torkham to Kabul (230 km)
- Kabul to Mazar-e Sharif (420 km)
- Mazar-e Sharif to Maimana (300 km)
- Mazar-e Sharif to Hairatan (75 km)
- Kandahar to Toorghundy (700 km)
- Herat to Islam Qualm (60 km)
- Kandahar to Buldak (120 km)
- Provinces to Districts: These are secondary unpaved (shingle) roads.
- Districts to Villages: These are tertiary roads, not paved, and in most cases are actually routes, not roads. They need to be converted to proper roads to facilitate aid, trade, and communication.

The projects listed in this profile are high-priority (as identified by the Ministry of Public Works) but have not yet received funding pledges from any of the donors. The Ministry and the Government of Afghanistan as a whole will continue to work with the Donor Consortium to get these projects financed.

## **Technical Description**

The proposed projects (listed under Project Site below) will support activities in highway rehabilitation for the roads in the following areas:

- Civil works and related technical assistance for design and supervision
- Use of electromechanical equipment
- Temporary Bailey Bridges and bridge rehabilitation
- Complete winter maintenance equipment package
- Technical assistance/training package for maintenance of rehabilitated roads
- Post-repair support for operation and maintenance
- Related technical assistance for institutional, policy, and other studies
- Rehabilitation of related secondary (and tertiary) roads using labor-based methods where appropriate
- Transport sector review to develop institutional and policy framework

The projects will be implemented under the overall coordination of the AACA, but the various components of the proposed assistance program are to be implemented through the Ministry of Public Works.

## **Project Site**

The project sites identified by the Ministry of Public Works are as follows:

- Jalalabad to Ashkabad-Bargamator (Turkmenistan) (440 kms)
- Kunduz to Faisabad (255 kms)

- Faisabad to Wakhan (China) (300 kms)
- Kabul to Babhayal Charchara to Herat (Central Road) (824 kms)
- Mazar-eSharif to Bamiyan (400 kms)

## **Project Status/Timeline**

As indicated above, none of these projects have any identified financing yet, but are still high priority roads that will contribute to the reconstruction effort. These projects are in the preliminary stages of design and feasibility, and it is anticipated that tendering for them will be initiated after funding commitments from the donor community are made.

## **Equipment and Services**

Procurement of works, goods, and services and contract disbursements will be done through the AACA, but monitoring of technical assistance, physical components, and project administration will be undertaken by the Ministry of Public Works. The Government has retained the services of an international procurement agent to contract works and services on behalf of the ministries. Suitable contractual arrangements for each component are to be worked out but they are likely to include larger civil works contracts (International Competitive Bidding) for the roads to be financed and a smaller turn key contract (Limited International Bidding - LIB) for the rehabilitation of the identified roads.

The road rehabilitation projects will require the following equipment and services:

### Services:

- Engineering construction supervision and advisory services
- Civil works construction services
- Technical assistance for on-going maintenance

### Equipment:

- Graders, compacting equipment, pneumatic, steel wheel, vibratory, etc.
- Trucks, dump, off road, concrete mixer, asphalt transport, etc.
- Bulldozers
- Earthwork hauling equipment
- Cranes, rubber tire, crawlers
- Loaders, front end, pneumatic, and track
- Asphalt pavement plants
- Asphalt pavers
- Asphalt distributors
- International signs

## U.S. Competitiveness

U.S. firms should be in the highly competitive range in construction supervision, in the medium range in signing and marking, and in the low range in civil works construction.

## Project Financing

The list below gives an estimated project value. Currently no financing has been identified.

NO.	ROAD SEGMENT	PROJECT VALUE*
1.	Jalalabad to Ashkabad-Bargamator	\$75 million
2.	Gardesh to Doshi	\$20 million
3.	Kunduz to Faisabad	\$43 million
4.	Faisabad to Wakhan (China)	\$50 million
5.	Kabul to Babhayal Charchara to Herat (Central Road)	\$136 million
6.	Mazar-eSharif to Bamiyan	\$66 million

\* This column is an estimate based on the current USAID funded REFS Project construction cost from Kabul to Kandahar to Herat.

## Conclusion

These projects are extremely attractive to U.S. engineering and design companies, and U.S. firms should be extremely competitive in the design and construction/supervision aspects of these projects.

## Key Decision Makers

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