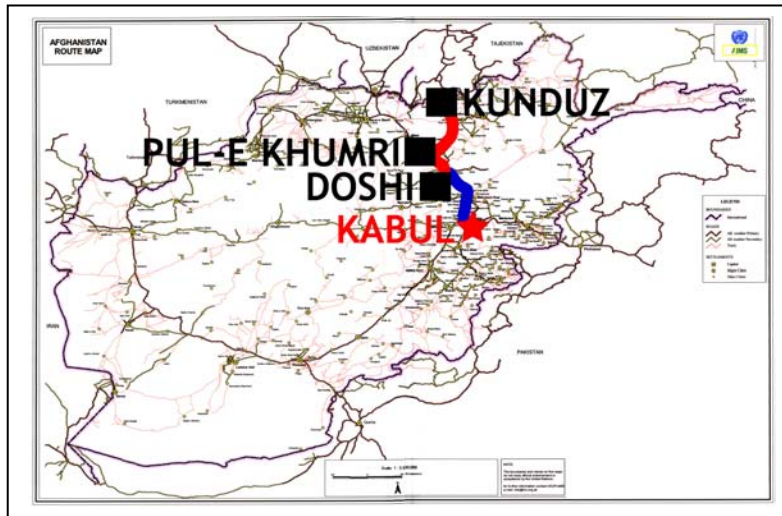


Kabul-Doshi Road and Salang Tunnel Rehabilitation Project

Project Summary

Subsector	Transportation
Location	Kabul-Doshi Road and Salang Tunnel and Other Rural Roads
Project Cost	\$108.4 Million
Project Type	Road, Tunnel, and Bridge Rehabilitation
Project Executing Firm/Agency	Ministry of Public Works
Financing Agency	World Bank
Procurement Agency	Afghan Assistance Coordination Authority (ACA)



Project Outline

Roads provide the principal means of transport for both domestic and international traffic in Afghanistan network. The network comprises about 6,000 kilometers of national roads, of which 3,300 kilometers are primary highways including 2,400 kilometers that were originally paved. The national primary road network largely consists of the Ring Road (Herat-Kandahar-Kabul-Mazar -e Sharif-Sheberghan-Maimana-Herat) and six international links to neighboring countries. The remaining network of 2,700 kilometers of secondary national roads and 15,000 kilometers of provincial roads is either gravel or earthen. More than two decades of conflict combined with a prolonged lack of maintenance has resulted in damages to long sections of roads and critical structures such as bridges and retaining walls.

Technical Description

In assessing the rehabilitation requirements and the scope of the project, the focus has been on restoring the road to its former state rather than on improving the standards of the road. The existing alignment has therefore been followed, except on short sections liable to flooding, where the road is likely to be elevated. The proposed project will also require equipment and training related to winter road maintenance in the Salang area. The project would also require the necessary technical assistance to establish permanent self-financing arrangements for road maintenance and operation of the Salang tunnel and mountain roads from road users. The Emergency Community Empowerment and Public Works Project would finance up to US\$3.5 million worth of road related expenditures on the Kabul–Salang–Doshi road. The Norwegian Agency for International Development has agreed to finance construction supervision of the Salang Tunnel contract.

The Secondary and Tertiary Roads component will finance the rehabilitation of selected secondary and tertiary roads serving rural populations in the area of influence of the main road corridor being rehabilitated under the Project. These would primarily be roads linking the communities to the major network. Two secondary roads have been identified by the Afghan Government and co-financing has been discussed and agreed with two donors. These are the Talaqan–Faizabad section of the Kunduz–Faizabad road, and the Charikar–Bamiyan road. A planning process has been initiated in expectation that these roads will be eligible for financing under the project. The rehabilitation design and standards will be adjusted to match the available funding and the internal rate of return requirement of 12 percent.

For the tertiary rural roads, labor-based methods would be used where appropriate. The methodology for the screening and selecting of the roads will be carried out through a participatory process, and will serve as a pilot approach for screening and selecting rural road improvements in the future. Implementation support will consist of short-term technical assistance and training for developing a methodology for subproject screening, selection, design and project implementation.

	Budgeted Amount
A.1 Kabul–Doshi Road	
- Kabul-Doshi road rehabilitation	\$34.0 million
- Temporary bridge structures	\$1.0 million
- Construction supervision	\$1.0 million
- Salang Tunnel and snow galleries	\$5.0 million
- Tunnel equipment	\$500,000
- Construction supervision	\$500,000
- Maintenance equipment	\$1.5 million
- Technical assistance/training	\$400,000
- Operations/tolling and cost recovery	\$1.0 million

A.2 Pol-e Khomri–Shirkhan Road

- Road reconstruction and bridge works	\$18.5 million
- Pothole repairs and resealing contract	\$5.0 million
- Technical assistance for design	\$300,000
- Technical assistance for supervision	\$1.2 million

C.1 Rehabilitation and Upgrading of Roads

- Taloqan–Faizabad 120 km (proposed)	\$36.0 million
- Charikar–Bamiyan 160 km (proposed)	
- Rural roads	

C.2 Implementation Support

Design and supervision \$2.3 million

The proposed project will finance a highway component and a rural roads component.

Highway Component

- The proposed project would support the rehabilitation of existing road along its current alignment. It will also finance equipment and training related to winter road maintenance in the Salang area. The project includes two key road sections, the Kabul–Salang–Doshi Road and the Pol-e Khomri–Kunduz Section of the Kabul–Kunduz–Shir Khan corridor, which is the main artery between the capital and the Northern Region, and international link to neighboring Tajikistan and Uzbekistan. In addition to linking Kabul to the north, rehabilitation of the Pol-e Khomri–Kunduz section will also ensure a dependable link between Kunduz and the border town of Shir Khan, as well as the road to Mazar-e Sharif.

Rural Road Component

- This component will support the rehabilitation of selected secondary and tertiary roads, linking them to the major network. The implementation will consist of technical assistance for design and construction supervision, subproject screening, selection, and project implementation.

This component will lay the foundation for sustainable management of a transportation sector study including a Transport Sector Review to develop Institutional and Policy Framework and pre-feasibility studies for potential future investments.

The project will be implemented under the overall coordination of the Afghan Assistance Coordination Agency (AACCA), but the various components of the proposed assistance program are proposed to be implemented through the Ministry of Public Works.

Project Site

The project sites are the Kabul–Salang–Doshi Road, Pol-e Khomri–Kunduz section, as well as rural roads in the Northern Region.

Project Status/Timeline

Tendering for this project is scheduled for the third quarter of 2003. The World Bank has selected the Louis Berger Group, Inc. as the design/supervision consultant for the Kabul-Doshi road segment. Louis Berger is responsible for preparing the detailed tender documents and engineering specifications for the actual construction phase.

Equipment and Services

The project will be implemented by the Ministry of Public Works (MPW) over 33 months, starting in April 2003. The AACA will facilitate a transparent procurement process and financial management. 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 implementing ministries and their Planning and Implementation Groups. The project will provide support for the MPW in undertaking implementation by financing international consultants to be in charge of design and construction supervision of the road contracts, the Salang Tunnel contract, and the financing of rural road rehabilitation. There will be a small permanent maintenance unit established for the Salang area from existing staff within MPW. This unit will be responsible for contracting out winter road maintenance including tunnel operation on the road across the Salang mountain.

The Afghan 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 for the roads to be financed; a smaller turn key contract (Limited International Bidding - LIB) for the rehabilitation of the Salang tunnel and snow galleries including nominated sub-contractor for ventilators, lighting, and generators; an equipment and training contract for winter maintenance equipment for the Salang pass road; arrangements for temporary bridges; National Competitive Bidding (NCB) for labor-based road works; and quality-and-cost-based (QCB) selection of consultants, unless single source is used where appropriate.

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

Services:

- Engineering construction supervision and advisory services
- Civil works construction services

Equipment:

- Asphalt pavement plant
- Asphalt paver
- Asphalt distributor
- Trucks (dump, off road, concrete mixer, asphalt transport, etc.)
- Compacting equipment, pneumatic, steel wheel, vibratory, etc.
- Cranes (rubber tire and crawler)
- Loaders (front end, pneumatic, and track)
- Bulldozer
- Earthwork hauling equipment
- 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

Contracts will be financed with the proceeds of a loan from the World Bank. They will be subjected to the World Bank's policies and rules, and will be open to firms from any country.

Conclusion

This project is an extremely attractive opportunity for U.S. engineering and design companies.

Key Decision Makers

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