

Priority Road Rehabilitation Projects

Project Summary

Subsector	Transportation
Location	Nationwide
Project Cost	\$305.0 Million
Project Type	Road Rehabilitation
Project Executing Firm/Agency	Ministry of Public Works
Financing Agency	Various
/Procurement Agency	Afghan Assistance Coordination Authority (AACCA)



Project Outline

The overall objective of the proposed Priority Road Rehabilitation Project is to contribute to the economic and social recovery of the country. Years of neglect and wars have not only devastated Afghanistan's existing transport infrastructure, but prevented new investment from taking place. Major transport bottlenecks will need to be removed in order to stimulate early economic recovery and growth and assist the movement of humanitarian aid, returning refugees, and trade-related traffic. This will be achieved by providing equipment and technical assistance related to planning, maintenance, and supervision of works, thereby building capacity in management, implementation, and subsequent maintenance, and by assisting in the establishment of an institutional and policy framework for the sector for sustainable future service delivery in the transport sector. Additionally, the civil works and subsequent maintenance financed through the project will provide opportunities for employment through the engagement of the local population in rehabilitation activities.

Technical Description

The proposed projects (listed under Project Site below) will finance activities in highway rehabilitation 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 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 identified by the Ministry of Public Works are as follows:

1. Kabul to Jalalabad to Turkan (224 kms)
2. Doshi to Sheberghan (250 kms)
3. Pul-e Khumri to Mazar-e Sharif (220 kms)
4. Mazar-e Sharif to Sheberghan to Herat (760 kms)
5. Herat to Dugharan (121 kms)

Project Status/Timeline

All these projects have identified financing or are very close to being financed by possibly the Asian Development Bank, European Union, World Bank and various other countries. These projects are in various stages of design at this point and it is anticipated that tendering will be initiated from the fourth quarter of 2003 onwards.

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. 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 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 policy reform and 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 and crawler)
- Loader (front end, pneumatic, and track)
- Asphalt pavement plant
- Asphalt paver
- Asphalt distributor
- 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, equipment, and in the low range in civil works construction.

Project Financing

Each individual contract will be financed by individual donors. The list below identifies the relevant donors for each project and an estimated project value.

No.	Road Segment	Donor Agency	Project Amount*
1.	Kabul to Jalalabad to Turkan	EU/Swedish	\$40.0 million
2.	Doshi to Sheberghan	World Bank	\$25.0 million
3.	Pul-e Khumri to Mazar-e Sharif	ADB & Iran intent	\$40.0 million
4.	Mazar-e Sharif to Sheberghan to Herat	Iran & Uzbekistan	\$130.0 million
5.	Herat to Dugharan	Iranian Grant	\$20.0 million

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

Conclusion

These projects should be 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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