



D093-AF

ISLAMIC REPUBLIC OF AFGHANISTAN

November 14, 2015

International Development Association
1818 H Street, N.W.
Washington, DC 20433
United States of America

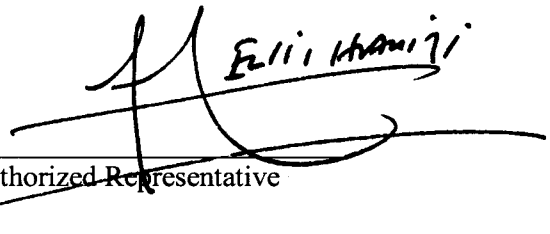
**AFGHANSTAN: Grant No. D093-AF
(Trans Hindukush Road Connectivity Project)
Performance Monitoring Indicators**

Dear Sirs and Mesdames:

We refer to Section II.A. of Schedule 2 of the Financing Agreement between the Islamic Republic of Afghanistan (the Recipient) and the International Development Association (the Association), of even date herewith, for the above-captioned Project.

Unless agreed otherwise with the Association, the Recipient shall monitor and evaluate implementation of the Project in accordance with the Performance Monitoring Indicators attached to this letter.

Very truly yours,
ISLAMIC REPUBLIC OF AFGHANISTAN

By 
Authorized Representative

Attachments

Earthworks completion rate on B2B road (Percentage)	0.00	0.00	30.00	90.00	100.00								90.00
Pavement Completion Rate on B2B road (Percentage)	0.00	0.00	0.00	0.00	50.00	100.00							100.00
Roads constructed, non-rural (Kilometers) - (Core)	0.00	0.00	0.00	50.00	152.00	152.00	152.00	152.00	152.00	152.00	30.00		152.00
Roads rehabilitated, Non-rural (Kilometers) - (Core)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	30.00			30.00
Salang tunnel repair works completed, including tunnel safety aspects (Yes/No)	No	No	No	No	No	No	No	No	No	Yes			Yes
Mechanism for Management, Maintenance and Operation of both the B2B road and the Salang Pass established and functioning (Yes/No)	No	No	No	No	No	No	No	No	No	Yes			Yes
Fiber Optic Cable duct installed along B2B road (Kilometers)	0.00	0.00	0.00	0.00	75.00	152.00	152.00	152.00	152.00	152.00			152.00
Grievances Redress System operational with registry of complaints and recording of response times (Yes/No)	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes
Road Safety Audit of Engineering Design done and recommendations implemented during civil works (Yes/No)	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes
Consultations with civil society and project-affected persons, with at least 30% of consultations focused on women (Number)	0.00	0.00	3.00	6.00	9.00	12.00	15.00	18.00	18.00	18.00			18.00

Compliance with Performance indicators for MPW project implementation capacity (Number)	0.00	0.00	3.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
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Indicator Description

Project Development Objective Indicators

Indicator Name	Description (indicator definition etc.)	Frequency	Data Source / Methodology	Responsibility for Data Collection
Average travel time for trucks on Baghlan to Bamiyan road (Dushi to Shibar)	No description provided.	Annual	MPW	MPW
Average number of days per year when road crossing of Hindukush mountain range is not possible	Today, the Salang Pass is closed during 20 days per year on average due to weather-related reasons, or due to repair work on the road, tunnel or snow galleries. The B2B road is not operable during rains and during much of the winter season. After the completion of civil works on the B2B road, and the repair of the Salang Pass, the number of days when neither of the two roads can be used should go down to less than 7 days per year on average. It is noted that closures due to military, security or political reasons should be excluded from the calculation of the average number of days.	Annual, after completion of civil works on both the B2B road and the Salang Pass.	MPW	MPW
Direct project beneficiaries	Direct beneficiaries are people or groups who directly derive benefits from an intervention (i.e., children who benefit from an immunization program; families that have a new piped water connection). Please note that this indicator requires supplemental information. Supplemental Value: Female beneficiaries (percentage).	Once, at the end of the project, when the project roads are completed.	MPW. The population from at least 11 provinces will benefit directly from the improved Trans-Hindukush roads (Parwan,	MPW

	Based on the assessment and definition of direct project beneficiaries, specify what proportion of the direct project beneficiaries are female. This indicator is calculated as a percentage.		Bamiyan, Baghlan, Samangan, Balkh, Jazjan, Sar-i-Pul, Faryab, Kunduz, Takhar and Badakhshan).	
Female beneficiaries	Based on the assessment and definition of direct project beneficiaries, specify what percentage of the beneficiaries are female.	Once, at the end of the project when project roads are completed.	MPW	MPW

Intermediate Results Indicators

Indicator Name	Description (indicator definition etc.)	Frequency	Data Source / Methodology	Responsibility for Data Collection
Earthworks completion rate on B2B road	Earthworks are measured in cubic meters and the completion rate is stated in the construction supervision reports as a percentage of the total volume.	Annual	MPW, based on the reports from the supervision engineers.	MPW
Pavement Completion Rate on B2B road	The pavement is the last major construction item completed for a road. Pavements consist of several layers and pavement works are typically measured in cubic meters of asphalt concrete, or concrete. Progress is measured as a percentage of the total. A 100 percent completion rate is essentially equivalent to the completion of the road.	Annually	MPW, based on reports from the supervision engineers.	MPW
Roads constructed, non-rural	Kilometers of non-rural roads constructed under the project. Non-rural roads are roads functionally classified in various countries as Trunk or Primary, Secondary or Link roads, or sometimes Tertiary roads. Typically, non-rural roads connect urban centers/towns/settlements of more than 5,000 inhabitants to each other or to higher classes of road, market towns and	annually	MPW	MPW

Roads rehabilitated, Non-rural	urban centers. Urban roads are included in non-rural roads. Kilometers of all non-rural roads reopened to motorized traffic, rehabilitated, or upgraded under the project. Non-rural roads are roads functionally classified in various countries as Trunk or Primary, Secondary or Link roads, or sometimes Tertiary roads. Typically, non-rural roads connect urban centers/towns/settlements of more than 5,000 inhabitants to each other or to higher classes of road, market towns and urban centers. Urban roads are included in non-rural roads.	At the end of the project.	MPW	MPW
Salang tunnel repair works completed, including tunnel safety aspects	The Salang Tunnel is to be repaired. The repair works will address structural issues, drainage, tunnel lining, pavement, lighting, ventilation, electricity supply and various safety aspects. After the completion of the repairs, the tunnel should comply with those key aspects of EU Directive 2004/54/EU on the Minimum Safety of Road Tunnels that are relevant, technically feasible (given the characteristics of the existing tunnel and its location) and realistic in the Afghan context.	Annually	MPW	MPW
Mechanism for Management, Maintenance and Operation of both the B2B road and the Salang Pass established and functioning	As part of the project, there will be a study to define the most suitable mechanism for the management, maintenance and operation of the two project roads. By the end of the project, such a system should be in place. This should include a sustainable funding mechanism, an asset management system and a communication/information system for road users.	Annually, after the completion of civil works on both project roads.	World Bank Aide-Memoires.	World Bank team.
Fiber Optic Cable duct installed along B2B road	No description provided.	annual monitoring	MPW	MPW

Grievances Redress System operational with registry of complaints and recording of response times	No description provided.	Recurrent	MPW	MPW
Road Safety Audit of Engineering Design done and recommendations implemented during civil works	The engineering design of the B2B road and the Salang Pass will be subject to a road safety audit and the final design will incorporate the recommendations coming from the audit as much as feasible and realistic given the financial and other constraints of the project.	At the end of the project.	MPW	MPW
Consultations with civil society and project-affected persons, with at least 30% of consultations focused on women	On average, 3 consultations will be carried out every year, starting from year 2 until project completion.	annual monitoring	MPW	MPW
Compliance with Performance indicators for MPW project implementation capacity	There are eight indicators. MPW will gradually increase the number of indicators it is complying with.	Annual monitoring	World Bank team	World Bank team