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INFRASTRUCTURE AND REHABILITATION PROGRAM (IRP)

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PHOTO: ATAGUL, 10 FEB 09



PHOTO: CRAIG STEFANIC, 16 FEB 09



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Clockwise from upper left: Excavation for catch drain between km 7+200 and km 7+550 on the Keshim-Faizabad road. Asphalt paving from km 61+900 to km 60+380 of the Southern Strategy Road. A ditch digger is loaded aboard an Mi-26 helicopter, the largest in the world, for transport to Kajakai. Snow covers the switchyard area at the Kabul 100 MW power plant. A recently aligned coupling on Engine 5 in Block A of the 100 MW power plant.

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ABBREVIATIONS AND ACRONYMS

ACI	American Concrete Institute
AEIC	Afghanistan Energy Information Center
AIMS	Afghanistan Information Management Services
AISC	American Institute of Steel Construction
CDO	Community Development Organizer
DABM	Da Afghanistan Breshna Moassessa (Afghanistan Electricity Authority)
DABS	Da Afghanistan Breshna Sherkat (Afghanistan Electricity Enterprise)
FDI	Foreign Direct Investment
FTE	Full-Time Equivalent
G-G	Gardez-Ghanzi
ICE	Inter-Ministerial Commission for Energy
IR	Intermediate Result
IRP	Infrastructure and Rehabilitation Program
K-F	Keshim–Faizabad
K-G	Khost-Gardez
K-K-H	Kabul-Kandahar-Herat
KV	Kilovolt
KVA	Kilovolt-Ampere
kW	Kilowatt
kWh	Kilowatt hour
M&E	Monitoring and Evaluation
MoFA	Ministry of Foreign Affairs
MPW	Ministry of Public Works
MW	Megawatt
MWH	Megawatthour
NEPS	North East Power System
O&M	Operations and Maintenance
OSHA	Occupational Safety and Health Administration
PMP	Performance Management Plan
PPA	Purchase Power Agreement
SEPS	South East Power System
SO	Strategic Objective
TO	Task Order
USEA	United States Energy Association
VOC	Vehicle Operator Cost
ZOI	Zone of Influence

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SYNOPSSES OF PERFORMANCE INDICATORS

Energy

Indicator	Type of Indicator	Data Source	Reporting Frequency
IR 1.2: Increase Incomes through Economic Growth			
FTE Afghan jobs created	Output	TO Manager	Semi-annually
Household income	Outcome	AEIC	Annually
IR 1.3: Expand and Improve Access to Economic Infrastructure			
Number of people trained in technical energy fields	Output	TO Manager	Semi-annually
Number of people trained in management	Output	TO Manager	Semi-annually
Capacity constructed or rehabilitated (MW)	Output	AEIC	Semi-annually
Capacity maintained (MW)	Output	AEIC	Semi-annually
Number of people with increased access to modern electric energy services	Outcome	AEIC/DABS	Annually
Average hours of daily electricity service	Outcome	Household/Business Surveys	Post-Project
Weighted average cost of electric energy supplied to the grid	Outcome	AEIC/DABS	Semi-annually
Unique visits to AEIC website	Outcome	AEIC	Monthly

Transport

Indicator	Type of Indicator	Data Source	Reporting Frequency
IR 1.1: Rehabilitate the Rural Economy			
Cost of food staples	Outcome	Business surveys	Pre- and Post-Project
Markets where goods sold	Outcome	Household surveys	Pre- and Post-Project
IR 1.2: Increase Incomes Through Economic Growth			
FTE Afghan jobs created	Output	TO Managers	Semi-annually
Number of businesses	Outcome	Business surveys	Pre- and Post-Project
Shopkeeper monthly sales	Outcome	Business surveys	Pre- and Post-Project
Household income	Outcome	Household surveys	Pre- and Post-Project
IR 1.3: Expand and Improve Access to Economic Infrastructure			
Effective kilometers of transportation infrastructure constructed or rehabilitated	Output	TO Managers	Semi-annually
Kilometers of transportation infrastructure maintained	Output	TO Managers	Semi-annually

Indicator	Type of Indicator	Data Source	Reporting Frequency
Number of people benefitting from transportation infrastructure projects	Output	TO Managers	Semi-annually
Number of people trained in transportation technical fields	Output	TO Managers	Semi-annually
Number of people trained in management	Output	TO Managers	Semi-annually
Travel times	Outcome	Driver/passenger surveys	Pre- and Post-Project
Vehicle operator costs	Outcome	Driver/passenger surveys	Pre- and Post-Project
Annual average daily traffic count	Outcome	Traffic counts	Semi-annually
Passenger fare costs	Outcome	Driver/passenger surveys	Pre- and Post-Project
Cost of freight transport	Outcome	Freight company surveys	Pre- and Post-Project
Volume of freight	Outcome	Freight company surveys	Pre- and Post-Project
Cost of informal payments for road use	Outcome	Driver/passenger surveys	Pre- and Post-Project
Number of security incidents	Outcome	TO Managers	Semi-annually
Staff capability with technical equipment	Outcome	TO Managers	Semi-annually
Staff capability in report writing	Outcome	TO Managers	Semi-annually
Kilometers of effectively maintained roads	Outcome	TO Managers	Annually
Roughness of road	Outcome	TO Managers	Annually
IR 3.1: Increase Access of Women and Children to Basic Health Services			
Travel time to health clinics	Outcome	Household surveys	Pre- and Post-Project
Frequency of visits to health clinics	Outcome	Household surveys	Pre- and Post-Project
IR 3.2: Increase Access to Quality Teaching and Suitable Learning Environments			
Rates of school attendance	Outcome	Household surveys	Pre- and Post-Project

The indicators addressed in this PMP are those above shaded in grey. The other indicators will be addressed in various socio-economic studies conducted by IRP.

INTRODUCTION

The USAID/Afghanistan 2005-2010 Strategic Plan¹ focuses on three primary Strategic Objectives (SO)². The purpose of this plan is to encourage activities and programs to promote economic growth, inclusive governance, and improved social institutions.

- SO1: Thriving economy led by the private sector
- SO2: Democratic government with broad citizen participation
- SO3: Better educated and healthier population

USAID is funding a variety of programs to support these objectives; ranging from capacity building in government ministries to infrastructure projects such as construction of power plants, schools, clinics, roads, and a national electric power system.

Afghanistan Infrastructure Rehabilitation Program (IRP) is a five-year infrastructure-based program. The primary mission of this program is to not only enhance and improve Afghanistan's backbone but also to undertake works that will expand this structure. To accomplish this IRP has been tasked with energy, transportation, water, and capacity building. IRP's Energy sector is devoted to increasing power generation capacity, the enhancement of interregional energy trades, and the development of domestic energy resources, while improving general control and communications of Afghanistan's power transmission networks. Inclusive in the IRP's Energy Sector activity is the need to assist in enhancing the self sustainability of Da Afghanistan Breshna Sherkat (DABS), the nascent national utility. The Transport sector is involved in the extension of roads, as well as rehabilitation and maintenance operations. Further, each Task Order brings an institutional element of capacity building, which supports the underpinnings of each of USAID's SOs.

IRP seeks to directly benefit targeted populations through generation of employment during the infrastructure construction / rehabilitation phase (e.g., road construction) as well as maintenance works. Capacity building of Afghan nationals in these areas will create both direct and indirect sustainable employment opportunities. As the economic status of Afghans improves, the economy, in general, will grow. The supply of improved transport and energy infrastructure will reduce costs for businesses and farmers transporting goods, bolster demand for affordable public transport thereby increasing access and mobility, and provide reliable energy to businesses, households and government. These benefits will increase productivity, create new markets, and attract both private and Foreign Direct Investment (FDI) in Afghanistan.

The Performance Management Plan's (PMP) objective is to measure IRP's progress and, specifically, the outcomes of each task order and how it supports USAID's Strategic Objectives. As part of the PMP implementation, this report is IRP's first semi-annual monitoring report.³ The focus of this report is on measuring project outputs. Where possible some outcome measurements are included in order add nuance to these outputs. It should be noted that while every effort was made to obtain the most accurate data, in some cases the data proved to be incomplete. Incomplete data is a result of the delay in approving the PMP⁴ thus, data collection systems were not in place for each indicator. The IRP is now in the process of instituting a more systematic data collection process for each indicator. Additional data collection and analysis for

¹ USAID/Afghanistan Strategic Plan, May 2005.

² These Strategic Objectives were submitted with the approved Performance Management Plan (Revision 1) of March 2009. Strategic Objective 1 has been changed to Strategic Objective 5, however for continuity; the original SOs have been maintained in this report.

³ Information collection that was dependent on outside sources was, at times, difficult to obtain. These issues are discussed in the body of the report.

⁴ The PMP Rev. 1 was approved in March 2009.



outcome indicators will be provided over the course of the IRP as planned socio-economic surveys are implemented, as well as other supplementary studies as required by USAID.

Organization. The indicators covered in this report fall under two Intermediate Results (IRs) of Strategic Objective I:

- IR 1.2: Increase incomes through economic growth
- IR 1.3: Expand and improve access to economic infrastructure

The indicators are organized under these two IRs. IR 1.2 has one indicator, “Full-time Afghan Jobs Created,” which applies to both the energy and transport sector. The remaining indicators for both the energy and transport sectors are discussed under IR 1.3. An Appendix follows, which includes additional, detailed data on IRP employment.



II. INCREASE INCOMES THROUGH ECONOMIC GROWTH

The Infrastructure works undertaken by IRP are creating both direct and indirect employment in Afghanistan. Exhibit I illustrates the total number of Afghans directly employed by IRP; 532 Afghans since inception⁵, this employment is also broken down by task order. The total number of Afghans employed, while interesting, is not a good indicator of economic impact; therefore, the next section discusses Afghan employment in terms of FTE.

Exhibit I:

Total AIRP Afghan Jobs Created by Task Order

Inception - 31 Mar 2009

Task Order	Total Jobs Created
TO 1	232
TO 2	23
TO 3	19
TO 4	77
TO 5	14
TO 6	8
TO 7	32
TO 8	25
TO 9	33
TO 10	0
TO 11	8
TO 12	5
TO 13	1
TO 14	21
TO 15	0
TO 16	0
TO 17	0
TO 18	30
TO 19	6
TO 20	0
TO 21	0
Total Positions	532

⁵ Total number of Afghans hired is tracked only for IRP direct hires because this data is not required of sub-contractors, who report in terms of LOE, which is useful in calculating FTE but not in identifying the total number of Afghans employed.

II.1 FULL-TIME EQUIVALENT AFGHAN JOBS CREATED

This indicator measures employment in terms of Full-Time Equivalent's (FTE) jobs. FTE is defined as one person employed for 260 days per year. This is a more meaningful measure of the economic impact of IRP. Exhibit 2 illustrates the number Afghan FTE jobs created directly by IRP, by security sub-contractors, and all other sub-contractors⁶. It disaggregates this data by gender and task order. To date, the IRP has created a total of 463 FTE jobs. Security sub-contractors have created 2,585 FTE jobs, and an additional 3,529 have been created by all other first-tier sub-contractors.

Intermediate Result 1.2 is supported by the enhancement and rehabilitation of Afghanistan's infrastructure. The construction and rehabilitation of infrastructure requires both the direct employment of Afghans by IRP, as well as the participation of local contractors to carry out much of the work. In the short-term, this will provide employment opportunities for many Afghans in regions where works are underway. Furthermore, it will also increase local contractor capabilities and expand the skill sets of those working on the projects.

The FTE reflected in Exhibit 2 functions to enhance the Afghan workforce in two primary ways: 1) In providing short-term employment opportunities, income reaches households that may not otherwise have had such opportunity; and 2) Providing capacity building of the Afghan labor force (See Section IV.6). Furthermore, it can be inferred that the multiplier effect is at work in Afghanistan. While the exact multiplier effect cannot be known, Afghan incomes earned by IRP created-jobs go into the Afghan economy.⁷ Therefore, IRP is increasing the amount of money in the general economy of Afghanistan. Some effects may be immediate, such as Afghans substituting higher quality goods for inferior goods, or an increase in seeking of social services (e.g., health care, education, etc.).

While the employment of women is not an indicator, it is worth noting that a total of 29 FTE have been created by Afghan women. The overwhelming majority is women employed directly by the IRP 26 or 93 percent are in skilled positions.

⁶ The data is easily collected for first-tier sub-contractors, however; due to the informal nature of the Afghan labor force, it is very difficult to track second and third sub-contractor labor. Most of this labor is day labor or on-demand labor and many times controlled by village elders so that all households receive some direct monetary benefit from IRP's infrastructure projects. Staffing plans, which report LOE by position in monthly reports, were used as a proxy for employment created by second and third-tier subs.

⁷ Due to the endemic poverty affecting Afghanistan and its citizens, it is highly likely that the monies earned are monies spent on consumer goods.

Exhibit 2:

Afghan Jobs Created by Task Order

Inception - 31 Mar 2009

Full-Time Equivalent (FTE)

Task Order	AIRP Jobs Created			Security Jobs Created			Sub-Contractor Jobs Created		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
TO 1	144	18	161	645	0	645	418	0	418
TO 2	22	2	24	232	0	232	29	0	29
TO 3	10	0	10	140	0	140	0	0	0
TO 4	93	0	93	262	0	262	1288	0	1288
TO 5	21	0	21	188	0	188	37	0	37
TO 6	8	1	9	378	0	378	0	0	0
TO 7	12	1	12	57	0	57	0	0	0
TO 8	56	3	58	210	0	210	337	0	337
TO 9	22	2	24	21	0	21	533	0	533
TO 10	1	0	1	0	0	0	0	0	0
TO 11	6	1	8	0	0	0	0	0	0
TO 12	6	0	6	0	0	0	0	0	0
TO 13	1	0	1	0	0	0	4	1	6
TO 14	15	1	15	85	0	85	767	0	767
TO 15	0	0	0	8	0	8	3	0	3
TO 17	0	0	0	0	0	0	0	0	0
TO 18	17	0	17	361	0	361	111	0	111
TO 19	3	1	4	0	0	0	0	0	0
Total	434	29	463	2585	0	2585	3527	1	3529



Exhibit 3:

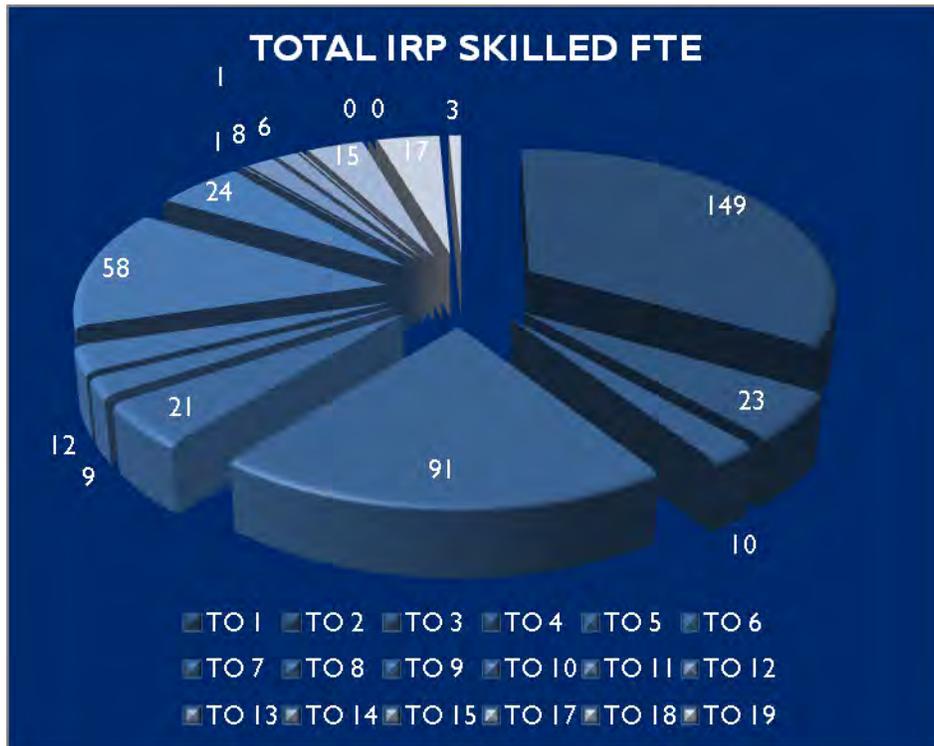


Exhibit 4:

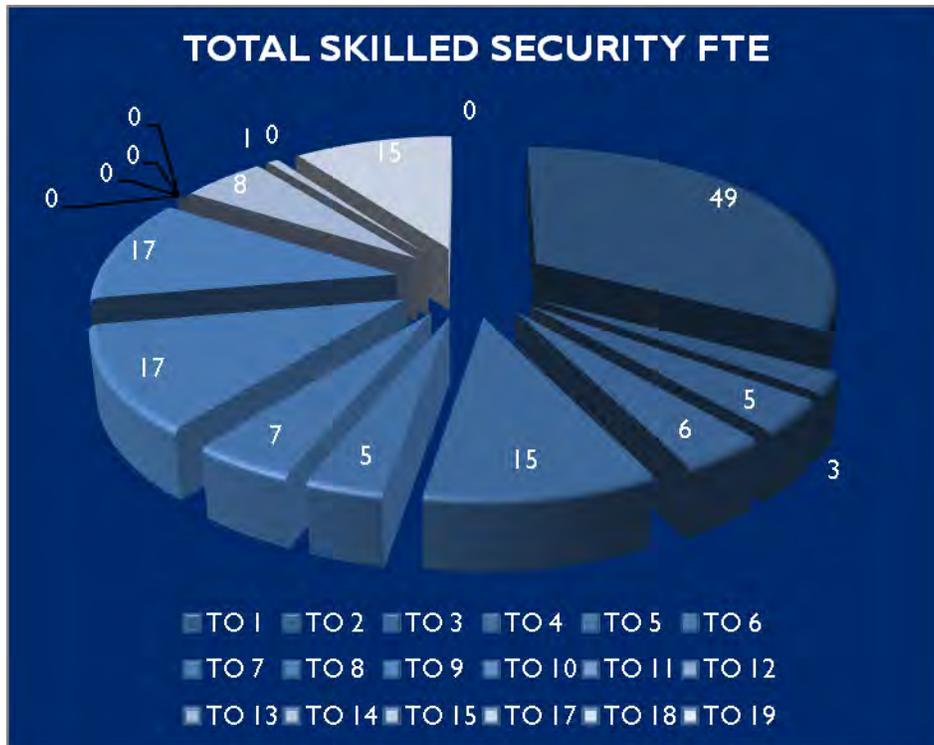
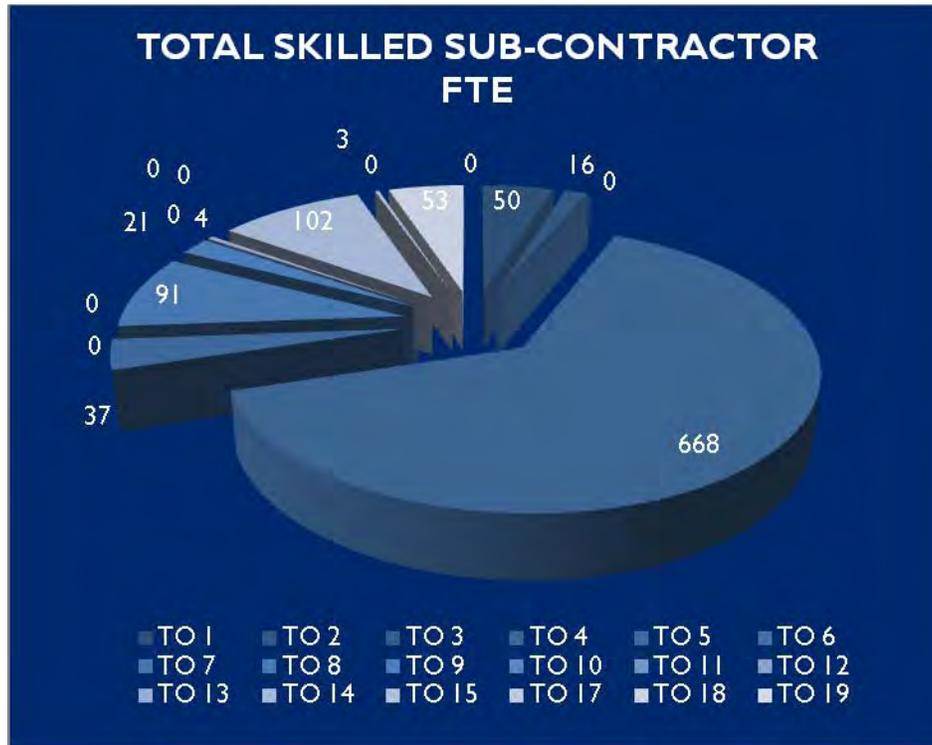


Exhibit 5:



The exhibits above illustrate the number of skilled Afghans employed directly by the IRP, in security positions, and other sub-contractors. In total, 1,642 skilled FTE have been created: 447 IRP; 150 Security; and 1,045 by other sub-contractors; this equates to approximately 25 percent of all FTE. Both skilled and unskilled labor are necessary for the advancement of Afghanistan and her ability to not only build and maintain infrastructure, but create markets that will sustain economic growth and, to aid in the governance of Afghanistan.

II.2 HOUSEHOLD INCOME

The energy produced by the capacity rehabilitated, operated, maintained, or enabled by USAID through the IRP results in a significant economic impact for Afghanistan. Over the six-month reporting period from September 2008 to March 2009, the IRP directly and indirectly supported over 100 MW of capacity, including operating and maintaining 63 MW and facilitating the import of 42 MW through the NEPS line. This capacity produced 150,000 MWh, which, based on the analysis of the Afghan Energy Information Center, served over 70,000 households (420-700,000 people) and generated an estimated economic impact of \$38.1 million, see Exhibit 3 below.

Exhibit 6:
Estimated Economic Impact of Generation Enabled by IRP

September 2008 - March 2009

Plant	Capacity (MW)	Energy Production (MWh)	Households Served*	Estimated Economic Impact (Million USD)**
O&M Suport				
NW Kabul	44.0	79,312	29,333	20.1
Kandahar	15.0	15,387	10,000	3.9
Lashkar Gah	1.5	1,038	1,000	0.3
Qalat	2.6	1,826	1,733	0.5
Subtotal	63.1	97,563	42,067	24.7
Import Facilitation				
NEPS Imports	42.0	52,824	28,000	13.4
Total	105.1	150,387	70,067	38.1

*Based on plant capacity and average household peak load of 1.5 KW.

**Impact over period indicated based on calculated energy/GDP ratio of \$3,043 per MWh phased in over six years.

It is important to note that since the IRP is not responsible for procuring fuel for these plants or paying for the imports, this economic impact is more of an indirect outcome of the IRPs activities rather than a direct output. In fact, since the GIROA has been unable to supply adequate fuel to the power plants, especially in the south, the output of these plants and the resulting economic impact has been significantly lower than it might otherwise have been.

The O&M activities were provided under task order #5, while the NEPS imports were facilitated and enabled by several IRP activities, including the Inter-ministerial Commission for Energy (TO #13), supporting imported power agreements (TO #11), reactive power compensation (TO #17), and the Afghan Energy Information Center (TO #5).

III. ENERGY SECTOR INDICATORS

The IRP Energy Sector program centers on increasing power generation, expanding the transmission infrastructure, and building institutional capacity. The direct result of the IRP projects will be an increase in the access, availability, and reliability of electric power to the household, industrial, commercial, and agricultural sectors at reasonable prices.

IRP is accomplishing this through the construction and rehabilitation of Afghanistan's electricity generation and transmission infrastructure. IRP also provides O&M and commodity support while building O&M capacity for thermal power plants in Kabul and diesel power plants in Kandahar and in other provincial towns in southern and northern Afghanistan. The program will increase the accessibility and reliability of electric power to large segments of the Afghan population, which, in turn, will spur both economic growth and human development.

IRP is also involved in long-term technical assistance to the Inter-Ministerial Commission for Energy (ICE) to ensure the most effective development and implementation of NEPS as well as support for SEPS and Kabul's electric power supply. Over its five-year life cycle, the IRP program will undertake a comprehensive approach to address the power supply constraints on the country's economic growth and in assisting in the enhancement of DABS sustainability as a commercial entity.

For the Semi-Annual Monitoring Reports, IRP will provide data for several output and outcome indicators. Every effort was made to use the best possible data, but, as previously noted, for some of the indicators, IRP relies on data from DABM/S which experience has shown is not always capable of providing the most reliable data. The indicators included in this report will measure project outputs and outcomes in the following areas:

- **Economic:** Household Income⁸;
- **Capacity Building:** Number of People Trained in Energy Technical Fields; Number of People Trained in Management (Energy);
- **Generation Capacity:** Capacity Constructed or Rehabilitated (MW); Capacity Maintained (MW);
- **Access:** Number of People with Increased Access to Modern Energy Services;
- **Cost:** Weighted Average Cost of Electricity Supplied to the Grid; and
- **Stakeholder Empowerment:** Unique Visits to AEIC Website.

These indicators will be supplemented over time with data that is gathered in a series of planned household and commercial energy use surveys that intend to capture more fully the outcomes of the significant increases in power generation that result from IRP's efforts.

III.1 NUMBER OF PEOPLE RECEIVING TRAINING IN TECHNICAL ENERGY FIELDS

The sustainability of the energy supply expansion, which is one of IRP's tasks, depends on the presence of technically capable Afghans for the effective operation and maintenance of the power grid. This indicator

⁸ Data on "FTE Afghan Jobs Created" by IRP is provided in the first section of this report.

measures the number of people that have received formal or on-the-job training from IRP in technical energy fields.

Training highlights from this past monitoring period (Oct. 2008 – Mar. 2009) include the following:

- GPS training for two AEIC staff under TO 5 (January 2009).
- TO 13 provided training for a MofFA official who gave a presentation at the Energy Charter Conference in Athens, Greece (November 2008).
- VSAT training for 30 DABM employees under TO 19 (January 2009).
- TO 13 helped coordinate several senior-level formal training workshops sponsored by USAID and USEA:
 - Four DABM staff and CEO of DABS attended a transmission systems operation workshop in Istanbul, Turkey (October 2008);
 - Five DABM staff and the Deputy Minister of MEW attended a distribution workshop in Delhi, India (30 December 2008 – 7 January 2009).
 - Four DABM staff attended a transmission system protection workshop in Almaty, Kazakhstan (February 2009).
- Two-day USAID training for TO 13 staff member on USAID's TraiNet program in order to maintain a database of DABM and DABS employees receiving USAID-sponsored training on Transmission and Distribution Systems.
- Continued on-the-job training under TO 5 of 48 DABM staff at various generating stations (Kandahar, NW Kabul, Aybak, Musa Qala, Lashkar Gah, and Qalat). The training program has provided DABM staff sufficient competencies in order to operate and maintain the generating stations. There has also been training on computer use at the NW Kabul plant. Engineering and Management skills continue to be the areas with the most significant deficiencies.
- Continued on-the-job training under TO 2 of 48 DABM staff at Kajakai Dam as the rehabilitation of turbine 3 is completed.
- Continued on-the-job training under TO 15 of two senior managers in planning, monitoring, and reporting methods; continued training of two administrative personnel in management and processing of duty-free imports and exports of donor-supplied equipment and materials.
- TO 9 conducted formal classroom training for 6 Civil and Electrical Engineer Interns as well as Site Engineers. The training included OSHA courses, the use of ACI and AISC video modules as well as "Design and Characteristics of High Voltage Substations" modules.
- Continued on-the-job training at TO 9 for 6 people included Practical Safety Inspections, Design Drawings and Analysis, and Equipment installation.

Exhibit 7 provides data for the number of people trained in energy technical fields since the inception of IRP. It includes training of IRP staff as well as of sub-contractors and ministry management and staff. It shows both informal and formal training, and it disaggregates this data by gender and task order. Cumulative totals for training are provided at the bottom.

Exhibit 7:
NUMBER OF PEOPLE TRAINED IN ENERGY TECHNICAL FIELD

Inception - 31 Mar 2009

Training Type	Task Order	IRP Staff			Sub-Contractors			Afghan Ministry Staff			Grand Total
		Male	Female	Total	Male	Female	Total	Male	Female	Total	
Formal	TO 2	0	0	0	0	0	0	0	0	0	0
	TO 5	0	0	0	7	0	7	0	0	0	7
	TO 9	12	1	13	0	0	0	0	0	0	13
	TO 13	0	0	0	1	0	0	11	2	13	13
	TO 19	0	0	0	0	0	0	30	0	30	30
	Total		12	1	13	8	0	8	41	2	43
Informal	TO 2	0	0	0	0	0	0	45	0	45	45
	TO 5	3	0	3	4	0	4	48	0	48	55
	TO 9	9	0	9	0	0	0	0	0	0	9
	TO 19	3	0	3	3	0	3	0	0	0	6
	Total		15	0	15	7	0	7	93	0	93
Grand Total		27	1	28	15	0	15	134	2	136	179

III.2 NUMBER OF PEOPLE RECEIVING TRAINING IN MANAGEMENT (ENERGY)

The sustainability of the energy supply expansion and the potential for future expansion depend on a cadre of technically capable Afghans for the energy sector's effective management. While energy sector management training, thus far, has been modest in scope, it has involved training at very senior levels. A couple of highlights are listed below:

- Peer training under TO 11 of four MEW/DABM senior staff, including HE Minister Ismail Khan, as they participated in power trade negotiations in Turkmenistan (Feb. 1-5, 2009).
- Continued training of the TO 13 Deputy Task Order Manager, who is responsible for coordinating the ICE meeting with the Chairman of ICE and with Afghan energy-sector related ministries and with embassies. Currently, training is focusing on report writing, budgeting, and cost control. He is also being trained in USAID procurement rules.
- Continued on-the-job training of the Deputy Task Order Manager for TO 17 (Reactive Power Compensation) and 19 (National Load Control Center), who is responsible for assisting the Task Order Manager and focusing on report writing, coordination of technical staff, reviewing system information required for the implementation of the Task Order and the scope of work in the various alternatives in the Task Order required for an integrated application.

Exhibit 8:

NUMBER OF PEOPLE TRAINED IN ENERGY (MANAGEMENT)

Inception - 31 Mar 2009

Training Type	Task Order	IRP Staff			Sub-Contractors			Afghan Ministry Staff			Grand Total
		Male	Female	Total	Male	Female	Total	Male	Female	Total	
Formal	TO 3	0	0	0	0	0	0	3	2	5	5
	TO 5	0	0	0	1	0	0	0	0	0	0
	TO 9	0	0	0	0	0	0	0	0	0	0
	TO 11	0	0	0	0	0	0	1	1	2	2
	TO 13	0	0	0	0	0	0	2	0	2	2
	TO 19	0	0	0	0	0	0	3	0	3	3
	Total		0	0	0	1	0	1	9	3	12
Informal	TO 3	0	0	0	0	0	0	0	0	0	0
	TO 5	0	0	0	1	0	0	0	0	0	0
	TO 9	4	0	4	0	0	0	0	0	0	4
	TO 11	0	0	0	0	0	0	7	1	8	8
	TO 13	0	0	0	0	0	0	1	0	1	1
	TO 15	0	0	0	4	0	4	0	0	0	4
	TO 19	0	0	0	1	0	1	0	0	0	1
Total		4	0	4	6	0	6	8	1	9	19
Grand Total		4	0	4	6	0	6	16	4	20	30

III.3 CAPACITY CONSTRUCTED OR REHABILITATED

The IRP completed significant rehabilitation work on diesel generating units in Kandahar. During the reporting period, the IRP diesel technicians completed an aggressive schedule of overhauling seven generators at the Kandahar Diesel Power Plant # 1 (“DPPI”), including two intermediate and three major overhauls on site and preparing and managing two major overhauls in Dubai. These overhauls successfully restored 4.9 MW of operating capacity to Kandahar. Exhibit 9 illustrates the overhaul schedule below.

Exhibit 9:

REHABILITATION OF KANDAHAR AGREKKO PLANT UNITS (MW)

Unit	Sep 08	Oct 08	Nov 08	Dec 08	Jan 09	Feb 09	Mar 09
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							

Intermediate Overhaul on Site
Major Overhaul in Dubai
Major Overhaul on Site

In addition to rehabilitating the units at DPP-I, the IRP staff also provided significant technical support for the construction and commissioning of the QSK-60 plant in Kandahar. The QSK-60 plant was constructed adjacent to DPP-I out of five surplus generators from Kabul. It was commissioned in December 2008 and nearly doubled the operating capacity in Kandahar from 8 to 15 MW. The total capacity constructed or rehabilitated during the reporting period under TO 5 is summarized in Exhibit 10 below.

Exhibit 10:

Capacity Constructed or Rehabilitated (MW)		
Activity	Units	Capacity
Intermediate Overhaul on Site	2	1.4
Major Overhaul on Site	3	2.1
Major Overhaul in Dubai	2	1.4
Commissioning QSK-60 Plant	5	7.0
Total	12	11.9

As of this writing, TO 9's 100 MW Plant under is under construction and has completed the testing of Engine 6 but no capacity is being added to the grid. This will occur when permission is granted to begin generating and supplying power to Kabul.

III.4 CAPACITY MAINTAINED

The IRP is responsible for maintaining energy production capacity at diesel generating plants in Kabul and southern Afghanistan. During the reporting period, the IRP provided direct operation and maintenance (O&M) support at two plants in Kandahar and the plant in Lashkar Gah. These plants have an operating capacity of 16.5 MW. The Kandahar-based diesel technicians provided O&M support on an as-needed basis to the plant in Qalat, which has a capacity of 3.4 MW. The technicians also provide periodic technical support to the diesel plants in Musa Qala, Tirin Kot, Aybak, and the NW Kabul power plant. Direct O&M involved diesel technicians managing the daily operations of the plants, performing routine and preventative maintenance on the generating units, and running continuous, hands-on training with local staff. Technical support included periodic trouble shooting, providing spares and consumables, and training operating staff. The total capacity supported by O&M activities was 66.2 MW. Exhibit 14 illustrates the works completed under TO 5.

Exhibit 11:

Summary of Generating Capacity Operated and Maintained

September 2008 - March 2009

Plant	IRP Role	Operating Capacity (MW)
NW Kabul	Technical Support	44.0
Kandahar--Agrekko	Direct O&M	8.0
Kandahar--QSK-60	Direct O&M	7.0
Lashkar Gah	Direct O&M	1.5
Qalat	As-Needed O&M	2.6
Musa Qala	Technical Support	0.9
Tirin Kot	Technical Support	0.4
Aybak	Technical Support	1.8
Total		66.2

III.5 NUMBER OF PEOPLE WITH INCREASED ACCESS TO MODERN ENERGY SERVICES

IRP does not directly affect the number of people with increased access to electricity, since it is not currently building distribution systems and connecting customers. However, the IRP supports and enables increased access to electricity by maintaining and increasing available generation capacity through its O&M, construction, and rehabilitation projects. While DABM has shown a propensity for adding new customers without any increase in the capacity available to serve them, the recent significant increase in residential customers in Kabul may fairly be seen as at least partially enabled by the pending increase in capacity from the 100 MW plant. This is illustrated by the fact that over the past few years DABM has added about 20,000 residential customers per year in Kabul without any increase in capacity, while this past year they added over 47,000 customers. The customer additions in provinces where the IRP is maintaining and expanding capacity are shown in Exhibit 12.

Exhibit 12:

DABM RESIDENTIAL CUSTOMERS IN SELECTED PROVINCES

Province	Year over Year Change			
	1386	1387	Number	Percent
Kabul	172,297	219,700	47,403	27.5%
Kandahar	33,533	36,659	3,126	9.3%
Helmand	14,602	17,919	3,317	22.7%

Source: DABM. Data for 1387 (year ending March 21, 2009) is provisional.

The work facilitating NEPS Uzbek power imports has also significantly increased power availability in Kabul. While the provisional customer data for 1387 (year ending March 21, 2009) do not reflect customer additions since NEPS imports began at the end of January, there are anecdotal and empirical indicators that the imports have significantly increased access to electricity in Kabul. For example, people in the areas of the city

connected to the substations that are fed by NEPS power report that they now have nearly 24-hour power. There have also been reports that TV and appliance sales in Kabul spiked up shortly after the NEPS power arrived.

The NEPS imports were facilitated and enabled by several IRP activities, including the Inter-ministerial Commission for Energy (TO #13), supporting imported power agreements (TO #11), reactive power compensation (TO #17), and the Afghan Energy Information Center (TO #5).

III.6 AVERAGE HOURS OF DAILY ELECTRICITY SERVICE

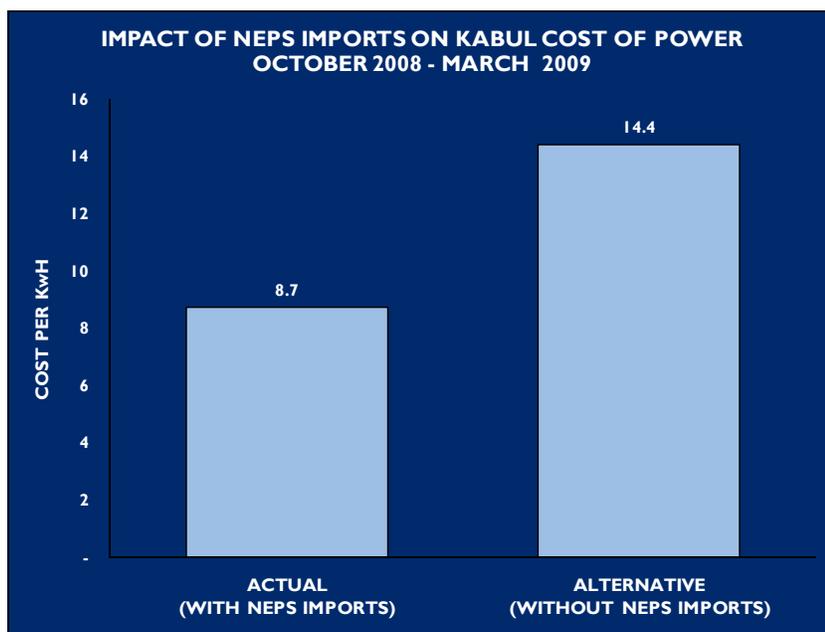
It is difficult to quantify this number, IRP in Section II.2, Exhibit 6 shows that 70,067 Households were served between October 2008 and March 2009. IRP's planned socio-economic study on electricity and its impacts later this Spring should shed more light on this topic.

III.7 WEIGHTED AVERAGE COST OF ELECTRIC ENERGY SUPPLIED TO THE GRID

The weighted average cost of power is an important indicator of DABM's prospects for sustainable, unsubsidized operation. DABM's current cost of power is significantly greater than its average revenue collected per KWh. If DABM/S is to become a viable commercial entity, it must both increase its revenue collection and reduce its cost of power.

During the reporting period, the IRP contributed significantly to lowering the average cost of power in Kabul by facilitating the NEPS imports. Over the six-month reporting period, Kabul consumed about 340,000 MWh of electricity at a cost of generation of about \$30 million, or an average cost of about 8.7 cents per KWh. This included about 53,000 MWh of Uzbek power at a cost of 6.0 cents per KWh that was imported after the NEPS was energized on January 20. This cheap imported power effectively displaced generation from the NW Kabul power plant that is much more expensive (42.5 cents per KWh in fuel costs alone at a diesel price of \$0.85 per liter). As a measure of the impact of these NEPS imports, if this energy had been produced by NW Kabul, the average cost of generation would have been 14.4 cents per KWh and the same energy would have cost an additional \$19 million.

Exhibit 13:

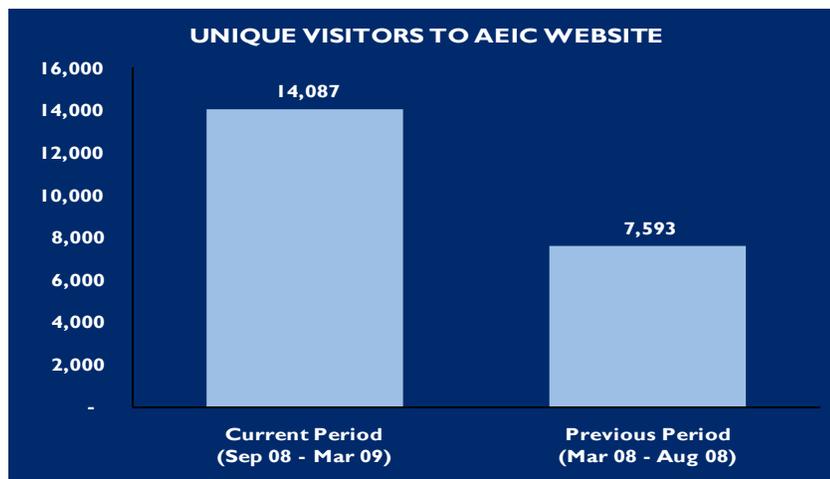


As noted previously, the NEPS imports that provided this significant benefit were facilitated and enabled by several IRP activities, including the Inter-ministerial Commission for Energy (TO #13), supporting imported power agreements (TO #11), reactive power compensation (TO #17), and the Afghan Energy Information Center (TO #5).

III.8 UNIQUE VISITS TO AEIC WEBSITE

The Afghan Energy Information Center (AEIC) serves as the central repository and distributor of information relating to the energy sector in Afghanistan. Its core mission is to gather, analyze, and distribute information to USAID, the Government of the Islamic Republic of Afghanistan (GIROA), the IRP, and other donors, implementers, and interested stakeholders. In addition to its physical library, the primary means for the AEIC to share and distribute information is through its website (www.AfghanEIC.org). Therefore, as one measure of the usefulness and success of the AEIC, we track and measure the number of unique visitors and visits to the AEIC website. As can be seen in Exhibit 14, there were 14,087 unique visitors to the AEIC website during the current reporting period, which is nearly double the number from the previous six-month period. The total number of visits also nearly doubled over the period to 20,190. This significant increase is largely attributable to the expanded GIS mapping capabilities utilizing Google Earth and Google Maps that we added to the site over the reporting period.

Exhibit 14:



IV. TRANSPORT SECTOR INDICATORS

Under the IRP, USAID selected roads for reconstruction, completion of reconstruction works, and rehabilitation. These road projects were selected based on various criteria including the project's role in meeting the country's needs for increased access to markets, improved import and export of goods, enhanced access to education and health facilities, improved security, and better connectivity between districts. In addition, IRP, under TO 14 is responsible for maintaining 1,500 kms of road built under REFS. TO 14 also has a capacity building component and is tasked with strengthening Afghanistan's capabilities to carry out future maintenance works both from within the government and through private contractors.

Basic project outputs and selected outcomes for each road are reported in this section. These outputs are:

1. Equivalent Kilometers of Transportation Infrastructure Constructed or Rehabilitated;
2. Kilometers of Transportation Infrastructure Maintained;
3. Kilometers of Road Effectively Maintained;
4. Roughness of Road;
5. Number of People Trained in Transportation Technical Fields;
6. Number of People Trained in Management (Transportation);
7. Staff Capability with Technical Equipment;
8. Staff Capability on Report Writing;
9. Number of People Benefitting from Transportation Infrastructure Projects;
10. Security Incidents; and
11. Annual Average Daily Traffic Count.

There are four indicators which directly measure IRP's capacity building efforts in the transport sector, numbers 5-8 above. While this is a primary component of TO 14 each TO engages in capacity-building. The last two indicators measure the effects of transport infrastructure projects as outcomes within the Zones of Influence (ZOI) for each road segment completed. Number of People Benefitting from Transportation Infrastructure Projects identifies the number of people in the ZOI for the segments of road completed. Security Incidents are in the Zone of Influence for each road project and will be obtained from ANSO data. Annual Average Daily Traffic Count measures how improvements to roads will effect traffic volume over time, while serving as a proxy for the road's economic and social impact.

While the indicators presented in the Semi-Annual Monitoring Reports provide a broad understanding of project outputs and some indicators, a deeper understanding of IRP's economic and social impacts is necessary. To further assess such impacts, regional roads will undergo the Monitoring and Evaluation over the course of the program's life-cycle. The data and analysis for these road projects will be provided in baseline and post-project socio-economic studies.

IV.1 EQUIVALENT KILOMETERS OF TRANSPORTATION INFRASTRUCTURE CONSTRUCTED OR REHABILITATED

This indicator measures the equivalent kilometers of road that have been rehabilitated or constructed. It is calculated by multiplying the percent of the road that is physically complete by the total length of the road project. Exhibit 15 provides cumulative data which is broken down by task order.

Exhibit 15:

EQUIVALENT KMs of TRANSPORTATION INFRASTRUCTURE CONSTRUCTED OR REHABILITATED

Task Order	Percent Physically Complete	Equivalent KMs Constructed or Rehabilitated
4	56.9%	58.6
8 [^]	24.0%	24.5
18	58.0%	12.0
Total		

[^] Note: As of this writing, while structures and base course layer are in place no part of TO 8 is considered complete.

IV.2 KILOMETERS OF TRANSPORTATION INFRASTRUCTURE MAINTAINED

This indicator is a basic output measure designed to track the kilometers of road that IRP is responsible to maintain. Exhibit 16 provides data for this period (Oct. 2008 – Mar. 2009) disaggregated by task order.

Exhibit 16:

KILOMETERS OF TRANSPORTATION INFRASTRUCTURE MAINTAINED

1 Oct. 2008 - 31 Mar 2009

Task Order	KMs
TO 8	101
TO 14	1,500
TO 18	13
Total	1,614

While TO 14's mission is to maintain road infrastructure constructed under REFS, IRP road sector projects also maintain the bypasses, diversions, conduct snow removal, and bridge repair while the main road alignment is under construction. This is to ensure that the flow of traffic is uninterrupted during the rehabilitation / construction phase of the project.

IV.3 KILOMETERS OF EFFECTIVELY MAINTAINED ROADS

Applying its performance-based management system, TO 14 (Road O&M/Capacity Building Program) regularly monitors the roads under its supervision to see how well provincial MPW staff and local contractors are conducting maintenance works. As defined in the PMP (March 2009), this outcome indicator will measure how many kilometers of road are being effectively maintained by applying the criteria the TO 14 management team has established. These criteria serve as the basis for sub-contractor compensation.

The success of contractors and MPW staff in effectively maintaining the road is a function of both their internal capacity as well as the external factors (e.g., weather, insurgent acts) affecting the condition of the road. For the period under consideration, a gradual increase in the percentage of road effectively maintained is observed even in the midst of the challenging conditions that winter brings.

Exhibit 17 provides the monthly measures of the kilometers of road effectively maintained from the beginning of Phase II.⁹

Exhibit 17:

KILOMETERS OF EFFECTIVELY MAINTAINED ROADS TO 14 (Phase II)

Year	Month	Kilometers of Road Maintained	Kilometers of Road Effectively Maintained	Percentage of Road Effectively Maintained
2008	Nov	1500	1097.7	73.2%
	Dec	1500	1204.1	80.3%
2009	Jan	1500	1264.5	84.3%
	Feb	1500	1300.5	86.7%
Average			1216.7	81.1%

IV.4 ROUGHNESS OF ROAD

TO 14 focuses on both maintaining rehabilitated roads and building local capacity to maintain these roads. Successful O&M of rehabilitated roads will ensure that roads maintain a specific level of quality over time. This indicator is designed to provide an objective measure to test whether maintenance efforts are actually resulting in well-maintained roads. To report on this indicator, TO14 will use the International Roughness Index. Since this is a new monitoring mechanism, at the time of this writing, the roughness of roads has not been measured.

⁹ The March 2009 data, as well as Phase I data, are currently being tabulated and will be provided in the October 2009 Semi-Annual Monitoring Report.

IV.5 NUMBER OF PEOPLE TRAINED IN TRANSPORTATION TECHNICAL FIELDS

A sustainable transport sector depends on a cadre of effective technical staff. In order to build capacity, the IRP Transport Sector Program provides various formal and informal training opportunities. Since its inception IRP has trained a total of 667 people in transport technical fields, including 95 of its own staff, 104 sub-contractors, and 468 Afghan government staff workers.

Of the 95 IRP staff that have been trained, 44 were Afghan students who participated in IRP's successful internship program, which generally lasts four to six months. Students come from four universities—Kabul, Jalalabad, Kandahar, and Herat. In addition to field work training, 16 have also completed the IRP laboratory training program described below.

Since TO 14 is specifically directed toward capacity building, a more in-depth look at the kinds of training it provides will be discussed later in the report along with specific indicators that are being used to measure the effectiveness of its capacity building program. The narrative below provides two examples of formal training that IRP has conducted during the past monitoring period (Oct. 2008 – Mar. 2009).

Keshim–Faizabad Technical Workshop

During the winter, TO 4 conducted a technical workshop over the course of five days, focusing on practical issues that face engineers day to day. Content covered included pavement design; material engineering; QA/QC; drainage structure and bridge design; project work schedule/program; contract management and administration; project safety and security, personal protective equipment training, work ethics, and work systems in a multicultural environment. A certificate of completion was awarded to participants.

IRP Laboratory Training

This reporting period the six interns (including two energy interns) have completed the IRP Laboratory internship program and six are now beginning their training. Each training group attends lectures related to materials testing procedures and QA/QC implementation, as well as performs actual laboratory testing on different materials such as soil, aggregate, bitumen, asphaltic concrete, mortar, and Portland cement concrete. Their practical training also includes developing actual mix-designs and conducting trials on asphaltic concrete, mortar, and Portland cement concrete. Lab Interns also participate in field assignments to gain experience in on-site technical investigations, such as geotechnical investigations, pavement investigations, in-situ concrete testing, and pavement investigations.

In addition to this training, the IRP Lab is in the process of assisting Kabul University in developing a soils and materials laboratory. IRP has helped in conducting both, an inventory of current assets and developing a list of laboratory equipment needed. Two senior engineer interns that went through the IRP Lab program have developed laboratory manuals, procedures, and test forms to be used for the planned Kabul University Lab.

Cumulative Data

Exhibit 18 provides data for the number of people trained in transportation technical fields since the inception of IRP. It shows both informal and formal training, and it disaggregates this data by gender and task order. Cumulative totals for training are provided at the bottom.

Exhibit 18:

NUMBER OF PEOPLE TRAINED IN TRANSPORT TECHNICAL FIELD

Inception - 31 Mar 2009

		IRP Staff			Sub-Contractors			Afghan Ministry Staff			
Training Type	Task Order	Male	Female	Total	Male	Female	Total	Male	Female	Total	Grand Total
Formal	TO 1	3	1	4	0	0	0	0	0	0	4
	TO 3	0	0	0	0	0	0	0	0	0	0
	TO 4	26	0	26	3	0	3	0	0	0	29
	TO 7	7	0	7	0	0	0	0	0	0	7
	TO 8	13	0	13	0	0	0	0	0	0	13
	TO 14	22	0	22	102	0	102	468	0	468	592
	TO 18	1	0	1	0	0	0	0	0	0	1
	Total		72	1	73	105	0	105	468	0	468
Informal	TO 1	5	1	6	0	0	0	0	0	0	6
	TO 3	3	0	3	0	0	0	0	0	0	3
	TO 4	13	0	13	0	0	0	0	0	0	13
	TO 7	6	1	7	0	0	0	0	0	0	7
	TO 8	22	0	22	0	0	0	0	0	0	22
	TO 14	4	0	4	2	0	2	3	0	3	9
	TO 18	1	0	1	0	0	0	0	0	0	1
	Total		54	2	56	2	0	2	3	0	3
Grand Total		94	2	95	104	0	104	468	0	468	667

IV.6 OUTCOME INDICATORS FOR TASK ORDER 14

As stated earlier, Task Order 14 has a special focus on capacity building, this section intends will give more detail to on the types of training that is taking place. As discussed in the previous section, all of the Task Orders concerning transportation have engaged in some type of technical training be it formal or informal. IRP, under TO 14, conducts training specifically measured by three output indicators, Number of People Trained in Transport Management; Staff Capability with Technical Equipment; and Staff Capability in Report Writing. The program's initial focus was on Technical training, which is why you will see measures for those success rates. As the program builds and expands, more measures will be employed to test its effectiveness.

NUMBER OF PEOPLE TRAINED IN TRANSPORT MANAGEMENT

A sustainable transport sector depends on a cadre of people who can effectively manage it. To help build capacity, the IRP Transport Sector Program provides various formal and informal training opportunities. TO 14 (Road O&M/Capacity Building Program) has been the vehicle through which IRP has offered management training in the transport sector. Since its inception, it has provided training for a total of 630 Afghans, including 28 IRP staff, 548 sub-contractors, and 54 Afghan ministry staff.

Exhibit 19 provides a breakdown of Formal and Informal Training conducted under TO 14. Trainees are being tracked by gender, however; only males have taken part in the management training.

Exhibit 19:

Training Type	Task Order	IRP Staff			Sub-Contractors			Afghan Ministry Staff			Grand Total
		Male	Female	Total	Male	Female	Total	Male	Female	Total	
Formal	TO 14	28	0	28	548	0	548	54	0	54	630
Informal	TO 14	3	0	3	0	0	0	2	0	2	5
Grand Total		28	0	28	548	0	548	54	0	54	630

Transport Management requires a wide variety of skill and knowledge, thus far training under this TO includes:

- Preparing a monitoring program;
- Planning and scheduling;
- Preparing, delivering, and evaluating presentations;
- Creating strategies/policies for road improvements;
- Writing an effective proposal;
- Identifying project funding;
- Managing funding;
- Preparing of training manuals; and
- Conducting interviews.

STAFF CAPABILITY WITH TECHNICAL EQUIPMENT

Successful O&M of rehabilitated roads depends on the existence of effective technical professionals. Since one of the components of the Road O&M / Capacity Building Program is to train personnel in the use of various kinds of technical equipment (laptops, GPS devices, digital cameras, etc.), this performance indicator measures

the degree to which this formal training component has been effective by monitoring the success rate of equipment use in the field by IRP staff, MPW personnel, and local contractors.

As Exhibit 14 demonstrates, the success rates achieved by the program have been substantial. In the case of a relatively simple device like a digital camera, the program achieved a one hundred percent success rate. As technology increases in complexity, success rates decrease, as is expected with computer skills following digital cameras and, then in descending order of success rates, GPS devices and road inventory equipment. With all types of technology, success rates never fell below 80 percent. Interestingly, local contractors demonstrated the highest success rate across all technologies, enjoying a success rate of 100 percent for the three technologies they received training in.

STAFF CAPABILITY IN REPORT WRITING

Effective O&M of the rehabilitated roads also depends on a staff who can draft timely and informative reports. One of the components of the Road O&M / Capacity Building Program is to train monitoring personnel responsible in report writing. This performance indicator measures the degree to which this training has been effective by showing the success rate in satisfactorily writing different kinds of reports by IRP staff, MPW personnel, and local contractors. Report writing training achieved high success rates of 95 percent and above.

Exhibit 20 provides data about the number of people trained in each kind of training and, where applicable, the success rate achieved. It is not disaggregated by gender because, as of this writing, all trainees have been male.

Exhibit 20:

AFGHAN CAPABILITY WITH TECHNICAL EQUIPMENT Inception - 31 Mar 2009
AND IN REPORT WRITING

Training Type	IRP Staff		MPW Staff		Local Contractors		Total Trained
	Number Trained	Success Rate	Number Trained	Success Rate	Number Trained	Success Rate	
Technical Equipment							
Computer skills	22	100%	48	90%	0	0	70
GPS devices	22	96%	48	83%	16	100%	86
Digital cameras	22	100%	48	100%	16	100%	86
Road inventory equipment	22	86%	48	83%	4	100%	74
Other	22	100%	48	100%	0	0	70
Total	22	N/A	48	N/A	36	N/A	106
Report Writing							
Weekly reports	22	100%	96	98%	38	0	156
Monthly reports	22	95%	48	100%	28	0	98
Field emergency reports	22	100%	96	95%	28	0	146
Other	22	100%	102	100%	310	0	434
Total	22	N/A	102	N/A	404	N/A	528
Data Collection & Analysis							
Traffic windshield surveys	20	90%	48	83%	0	0	68
Detailed road inventories	20	N/A	48	N/A	28	N/A	96
VOC surveys	3	N/A	0	0	0	0	3
Total	20	N/A	48	N/A	28	N/A	96
Grand Total	22	N/A	102	N/A	468	N/A	592

IV.7 NUMBER OF PEOPLE BENEFITTING FROM TRANSPORTATION INFRASTRUCTURE PROJECTS

The purpose of expanding transport infrastructure is to provide access to markets and social services to the population within the road's so-called "zone of influence." This indicator measures the number of people most directly benefitting from the road's rehabilitation or construction.

For the purpose of this indicator, a road is included when reaches a serviceable stage of completion thereby, creating a measurable benefit to its ZOI. IRP roads are categorized as National, Regional, or Provincial highways; the design of the road is to match the amount and type of traffic and should be built to specifications that will guarantee a 10-year life span¹⁰.

The Southern Strategy Road (TO 18)¹¹ has reached approximately a 73 percent serviceable stage and the zone of influence of this 21-km road has been set as a 15-km corridor from the center line of the road. The IRP Team calculated the population benefitting from the road by using the 2008-09 CSO data¹² combined with a map that AEIC produced using a USDMA topographic map and AIMS district boundary data, which outlined the road's zone of influence. IRP estimates the number of people benefitting from Southern Strategy Road to be 15,000 people.

IV.8 NUMBER OF SECURITY INCIDENTS

IRP made every effort to obtain this data from ISAF and other sources in Kabul. The IRP team met with ANSO to discuss security data and its availability. Currently, ANSO is in the process of categorizing Security Incidents by Districts and not at just the Provincial-level. This data should be available June 2009 and will be included in the next semi-annual PMP.

IV.9 ANNUAL AVERAGE DAILY TRAFFIC COUNT

The number of vehicles travelling on IRP project roads over the course of 7-days will be measured each quarter. This indicator will allow IRP to measure the effects of road rehabilitation on VOC's, travel times, general accessibility transportation, and specifically to markets and social services.

While the latest traffic count for Keshim-Faizabad was only conducted on the Keshim end of the road, Exhibit 21 illustrates that traffic has increased considerably since the baseline count. Exhibit 22 illustrates the baseline counts for Gardez-Khost, as can be seen here, Gardez-Khost has a much higher volume of vehicles than Keshim-Faizabad.

All IRP roads will undergo traffic counts this quarter.

¹⁰ Designed to meet MPW's and AASHTO standards.

¹¹ The SSR is an all weather asphalt concrete road based on MPW's standard for 12-ton single axle load for paved roads with an annual traffic growth rate of 10 percent and a 10-year lifespan.

¹² Afghan CSO population data is notoriously inaccurate since it is merely an extrapolation based on census data from the 1970s. Consequently, the data we provide for the number of people benefitting from the road must be taken as rough estimates based on the best data available.

Exhibit 21:

KESHIM - FAIZABAD TRAFFIC COUNTS BY VEHICLE TYPE

Direction	Passenger Vehicles								Trucks and Others											
	Light Cars, Mini-bus, Jeep				2- axle Truck				3+-axle Truck				Military Vehicles				Other			
	KF East	KF West	FK East	FK West	KF East	KF West	FK East	FK West	KF East	KF West	FK East	FK West	KF East	KF West	FK East	FK West	KF East	KF West	FK East	FK West
Baseline	104	110	133	122	2	2	2	2	45	47	51	47	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Q1 2009	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Q2 2009*	809	876			20	18			283	341							57	68		
Q3 2009																				
Q4 2009																				
Total 2009																				
Q1 2010																				
Q2 2010																				
Q3 2010																				
Q4 2010																				
Total 2010																				
Q1 2011																				
Q2 2011																				
Q3 2011																				
Q4 2011																				
Total 2011																				

*Note: Traffic Counts were only completed for Keshim as of this reporting period.

Exhibit 22:

GARDEZ - KHOST TRAFFIC COUNTS BY VEHICLE TYPE

Direction	Passenger Vehicles								Trucks and Others											
	 Light Cars, Mini-bus, Jeep				 2- axle Truck				 3+-axle Truck				 Military Vehicles				 Other			
	G-K East	G-K West	K-G East	K-G West	G-K East	G-K West	K-G East	K-G West	G-K East	G-K West	K-G East	K-G West	G-K East	G-K West	K-G East	K-G West	G-K East	G-K West	K-G East	K-G West
Baseline*	3,092	3,491	4,030	3,914	1,268	1,487	849	848	478	534	406	425	N/A	N/A	N/A	N/A	230	308	415	544
Q1 2009																				
Q2 2009																				
Q3 2009																				
Q4 2009																				
Total 2009																				
Q1 2010																				
Q2 2010																				
Q3 2010																				
Q4 2010																				
Total 2010																				
Q1 2011																				
Q2 2011																				
Q3 2011																				
Q4 2011																				
Total 2011																				

Note: * In the Baseline Counts Military Vehicles and Donkey travel were not counted separately, this will be differentiated in future counts.

APPENDIX

The exhibits in this Appendix serve to add more background to the FTE figures listed in Section II.1. As IRP continues to track and report this data, we will make every effort to report the context and implications of this data of the Afghan workforce.

Exhibit 23:

IRP Cumulative Skilled Full-Time Equivalent (FTE) Jobs Created Inception - 31 Mar 2009

Task Order	Male	Female	Total
TO 1	133	16	149
TO 2	21	2	23
TO 3	10	0	10
TO 4	91	0	91
TO 5	21	0	21
TO 6	8	1	9
TO 7	12	1	12
TO 8	56	3	58
TO 9	22	2	24
TO 10	1	0	1
TO 11	6	1	8
TO 12	6	0	6
TO 13	1	0	1
TO 14	15	1	15
TO 15	0	0	0
TO 17	0	0	0
TO 18	17	0	17
TO 19	3	1	3
Total	421	26	447



Exhibit 24:

**Full-Time Equivalent Security Jobs Created
Inception - 31 Mar 2009**

Task Order	Skilled	Unskilled	Total
TO 1	49	594	643
TO 2	3	229	232
TO 3	5	134	140
TO 4	6	256	262
TO 5	15	173	188
TO 6	5	373	378
TO 7	7	50	57
TO 8	17	192	210
TO 9	17	93	110
TO 10	0	0	0
TO 11	0	0	0
TO 12	0	36	36
TO 13	0	0	0
TO 14	8	75	83
TO 15	1	3	4
TO 17	0	0	0
TO 18	15	345	361
TO 19	0	0	0
Total	150	2554	2704



Exhibit 25:

**Afghan Sub-Contractor Jobs Created, Inception - 31 Mar 2009
Full-Time Equivalent (FTE)**

Task Order	Skilled	Unskilled	Total
TO 1	50	368	418
TO 2	16	14	29
TO 3	0	0	0
TO 4	668	620	1288
TO 5	37	0	37
TO 6	0	0	0
TO 7	0	0	0
TO 8	91	251	342
TO 9	21	511	533
TO 10	0	0	0
TO 11	0	0	0
TO 12	0	0	0
TO 13	4	1	6
TO 14	102	665	767
TO 15	3	0	3
TO 17	0	0	0
TO 18	53	58	111
TO 19	0	0	0
Total	1045	2489	3534

Exhibit 26:

