



UNHCR OCM Afghanistan, P.O.Box 3232, Kabul, Afghanistan

October 1st, 2003
Issue: 42

RETURN

Information Update

15 – 30th September 2003

Contents of the Current Issue

- | | |
|---|--|
| 1. Announcements to Refugees (1 - 3) | 4. Security, Areas of Concerns (6 – 7) |
| 2. Nation Building (NSP in Western Region, 3 – 4) | 5. Roads (7 – 13) |
| 3. State building (DDR, 4 – 6) | |

1. Announcements to Returnees

- Returnees have the free choice of either returning to their village (location of origin) or to any other place in Afghanistan – but not to the IDP camps.
- **Iris Validation Centres:** All refugees returning from Pakistan to Afghanistan with UNHCR assistance must go through an iris machine, a computer-based technology that examines the eye and can detect if someone has been tested before. The machine does not take the picture of the eye, but registers a number that is similar to a fingerprint. Iris Recognition Centres are located at Hayatabad in Peshawar, Alizai in Kurram Agency, Balochistan (in Balili), and in Khost in Afghanistan. But Chaman Iris Recognition Centre is closed as of August 31st, 2003.
- Women returnees have the discretion to present their pictures without Burka, with Burka, or no picture at all. Their UNHCR assistance will not be affected in any case. But they must go through the Iris screening; otherwise they will not receive their entitlements.
- Returnees are advised to have their VRFs with them while travelling in the host country and Afghanistan. Anyone who is discovered to have received assistance before will not receive assistance. The entire family will be checked against the VRFs at the encashment centre. Returnees should not approach just any Distribution Centre, but only the one marked on their VRFs; otherwise they will not receive assistance.
- **Transport Assistance:** Returnees will receive cash assistance at the following encashment centres in Afghanistan located in Pul-I-Charkhi, Ghazni, Mohmand Dara, Zaranj, Daman, Mazar-I-Sharif, Pul-I-Khumri, Kunduz, Herat, Gardez and Khost. The DC's in Mazar and Kunduz are assisting only the returnees from the Central Asian



republics – those returning to northern provinces (Kunduz, Takhar, Badakhshan, Samangan, Balkh, Jawzjan, etc) should receive their entitlements at the first EC or in Pul-I-Khumri.

- Returnees are also advised to have theirs and their children vaccination and health records with them for medical uses in clinics on the way to return and in Afghanistan. Children under 5 years of age will be vaccinated.
- The Returnees' personal belongings are exempt from all customs duties. But please note that returnees can take neither commercial amounts of any item nor can they export the governments proscribed items. Returnees should also advise their truck drivers not to carry business goods on returnee trucks in order to avoid delay at the border and undesired consequences at the customs.
- IOM has established a Transit Centre in Shibar district to provide overnight facilities for returnees and IDPs travelling from the south and central regions to the north. But the Centre has no food provision yet.

Safety Message: Returnees are advised to refrain from smoking while travelling with their luggage, and to ensure the safety of their inflammable items. They should also avoid sitting dangerously on the top of trucks. Returnees are solely responsible for their own safety and that of their belongings. UNHCR assumes no responsibility for accidents while travelling.

Shelter: To help returnees in their initial phase of reintegration, UNHCR is providing shelter for 52,000 families in 2003. The shelter project is NOT for every returnee family but only for the most vulnerable, who have been identified from returning IDPs and refugees, as well as the returnee receiving communities. The beneficiaries are selected with the help of local Shuras, local authorities and UNHCR partners. They have to build the shelter on their own land or property, in their places of origin. Shelter (a standard two-room, one corridor and one latrine unit) programme is self-help assistance, and while building material (timbers, lintels, doors, windows and tool kits) is provided by UNHCR, the beneficiaries are responsible for the construction work. The recipients are also entitled to a sum of money or food for work for standard and domed type shelters.

Note on Land: UNHCR has learned about the existence of fraudulent schemes which extracts money from refugees in return for a promise to get them government land for housing. As far as UNHCR is aware there is no government programme at present to distribute land. The general freeze on land distribution ordered by the President's decree is still enforced. UNHCR would like to advise refugees not to pay any money for fraudulent land schemes and to check the authenticity of any land scheme with the Representatives of the Ministry of Refugees and Repatriation in Pakistan (Peshawar, Islamabad, and Quetta) or with UNHCR offices.



UNHCR/BBC Radio Programme: There is a joint BBC/UNHCR radio programme specifically aimed at Afghan refugees, IDPs and returnees. The programme deals with the situation in Afghanistan, including security, development activities of the Afghan government, United Nations and other aid agencies, and the challenges that the Afghans, especially returnees, are facing. The BBC radio programme is part of UNHCR's efforts to provide an accurate account of the situation in Afghanistan to those wishing to return home, and to offer a forum for a wider debate on all aspects of repatriation and reintegration.

The programme is broadcast from Saturday to Wednesday (5 Days a week):

- 1st edition: 0730 to 800 GMT = 1100 to 1130 Iran time, 1200 to 1230 Afghan time, and 1230 to 1300 Pakistan time.
- 2nd edition: 12.00 to 1230 GMT = 1530 to 1600 Iran time, 1630 to 1700 Afghan time and 1700 to 1730 Pakistan time.

The programmes are broadcast on Short wave frequencies of 15420 kHz (19-meter band, and 17870 kHz (16-meter band).

The programme has a section for the listeners' letters. If you have any comments or questions please write to the following addresses. The BBC will include them in the programme:

- Afghanistan: BBC, Post Box No. 1, Central Post Office, Kabul, Afghanistan.
- Pakistan: BBC, Post Box 255, University Town, Peshawar, Pakistan.
- Iran: UNHCR (BBC) – P.O.Box No. 91775 – 1876, Mashhad, Iran.

UNHCR/ARTV Radio Programme: UNHCR has also a joint radio programme with Afghanistan Radio and TV, "Coming Home", as part of its efforts of information to refugees. The programme is broadcast on Sundays and Fridays (2 days a week) at 9:00pm for 30 minutes in Dari and Pashto languages.

2. Nation Building: Reintegration and Development

National Solidarity Programme (NSP) in the Western Region:

Introduction: The NSP project for Afghanistan aims to improve the ability and capacity of communities to plan, manage, finance, and monitor their own development projects at village level.

The programme lays the foundation for long-term local governance and aims at rebuilding social capital and leadership within villages. It seeks to assist both women and men by establishing community institutions in villages of the provinces, and to create a conducive environment for community participation in the meetings, decision-making, and agreements on projects at the village level.



Selection of the villages for the NSP in the region was done in consultation with DRRD, District Administrator, and community representatives. At present, 72 villages will be selected in three districts of each province. Each village would receive around \$20,000 to spend on its preferred and collectively agreed development project. UN-Habitat conducts NSP in Hirat and Farah provinces, Afghan Aid in Ghor, and DACAAR in Badghis.

Project Selection Procedure for the NSP:

1. Contact key people (social organizers)
2. Selection of local facilitators (and their recruitment and training)
3. Data collection/problem analysis
4. Large community meetings (Community Development Councils “CDC” section)
5. Endorsement of CDC’s terms of reference.
6. Election of CDC’s members and establishment of the institution within the community registered with the government.
7. Community feasibility study and local resources assessment through community meetings.
8. Reporting
9. Election of project’s design team
10. Submission of the project

UN-Habitat: Gozarah, Enjil, and Zinda Jan districts in Hirat, and Pusht-e-Rod, Markaz and Bala Bulok districts in Farah were selected for NSP. UN-Habitat inaugurated the programme in June 2003; but it organized orientation training on NSP objectives and principles, security guidelines, finance, recruitment and management procedures, reporting, logistic management, and leadership earlier in May 2003.

UN-Habitat has managed to complete the above NSP procedure. The development councils have been elected and they are now busy studying their community problems and finding solutions.

DACAAR: Qadis, Ab Kamari and Jawand districts are selected for NSP in Badghis, but due to DACAAR’s heavy workload it will at present only work on the district of Qadis which contains 50 villages. DACAAR is in step 6 of the NSP procedure.

Afghan Aid: It is responsible for the implementation of NSP in Ghor province and has selected Cheghcharan and Shahrak districts (48 villages) so far. The third district will be selected in the future. Afghan Aid is in step 3 of the NSP procedure. Afghan Aid had organized a 7-day orientation workshop from 7 to 14 September 2003.



3. State Building

President Karzai's Decree on new Appointments at the Defense Ministry (as published in Kabul Times Weekly, 21 September 2003):

1. Four-star General Abdul Raheem Wardak son of Abdul Ghani, from Wardak Province, as First Deputy Minister, Ministry of Defence.
2. Three-star General Bismillah son of Ghausuddin, from Parwan, as Chief of Army Staff.
3. Maj. General Muhebullah son of Rehmatullah, from Badakhshan, as Deputy Defence Minister in Policy and Strategy Affairs.
4. Maj. General Baz Mohammad Jauthari son of Aziz, from Bamyan, as Deputy Minister, Material and Technical Procurements.
5. Brig. General Mohammad Humayun Fauzi son of Hyatullah, from Faryab, Deputy Minister, Personnel and Standby Officers Sphere.
6. Four-star General Gulzarak Zadran son of Malik Khan, from Paktya, Deputy Minister, Standby Forces.
7. Maj. General Mohammad Ishaq Noori son of Mohammad Akbar, from Wardak, Deputy Chief of Army Staff.
8. Brig. General Murad Ali son of Shir Hussain, from Ghor, Head of Personnel Affairs Department.
9. Brig. General Abdul Khaleq son of Bismillah, from Kabul, Head of Analysis and Intelligence.
10. Maj. General Shir Mohammad Karimi son of Mohammad Karim, from Khost, Head of the Operation Department.
11. Three-star General Azizuddin son of Tajuddin, from Nimroz, Head of Logistics and Technical Department.
12. Colonel Mehrab Ali son of Mahram Ali, from Wardak, Head of Communications Department.
13. Maj. General Mohammad Zahir Azimi son of Mohammad Azam, from Hirat, Head of Parliamentarian and Social Affairs Department.
14. Maj. General Sardar Mohammad Abul Fazel son of Dad Mohammad, from Kabul, Head of Inspection Department.
15. Brig. General Abdul Samad Khulmi son of Qurbanshah, from Samangan, Head of the Emergency Department.
16. Maj. General Mohammad Amin Nooristani son of Abdul Muhammad, from Nooristan, Head of the Law Department.
17. Maj. General Abdullah son of Ghulam Habib, from Kunar, Head of the Inspection Department.
18. Khushal Pashton, Head of Finance and Budget Department.
19. Brig. General Shir Mohammad son of Talib, from Paktya, Head of the Law Department.
20. Maj. General Ahmad Zia Yaftali son of Abdul Salam, from Badakhshan, Head of the Health Department.
21. Colonel Mohammad Amin son of Mohammad Sharif, from Kapisa, Head of the Belief and Cultural Affairs Department.



DDR and the National Army:

The above decree on reforms in the Ministry of Defence is expected to open the door to the implementation of the long awaited Demobilization, Disarmament, and Reintegration process. According to General Shir Mohammad Karimi, Assistant to the Head of the Disarmament Process and the Construction of the National Army, the DDR is in its final stage of preparation. A total of 860 officers involved in the DDR process have been recently invited through a radio announcement to receive their ID cards from UNAMA.

Disarmament will start in Kunduz province, and as a pilot case 1,000 armed men will be disarmed. Later, the process will be extended, in turn, to Paktia, Bamyan, Mazar-i- Sharif, Kabul, Parwan, Kapisa, Wardak and other provinces.

The DDR process was put on hold awaiting reforms in the Ministry of Defence. After the reforms were announced, DDR activities have intensified. General Karimi considers the impact of the reform on the DDR process and the construction of National Army (NA) to be positive because the Ministry is now ethnically balanced and is no longer ruled by one particular group or party.

With regards to the NA, the 12th regiment is now being trained, bringing the personnel of the NA to more than 6,000. Voluntary recruitment process in close consultation with the people and youth themselves is going on in all provinces. A delegation from the Ministry of Defence will travel to various provinces and explain the importance of the NA, encouraging volunteers to the NA.

Military recruitment commissioners are active in all provinces, and the OMC (Office for Military Cooperation) led by the US and supported by 28 other countries is assisting the recruitment centers logistically. OMC recently carried out a need assessment survey of the centers. So far, it has extended its support to two of the centers in Paktia and Nangarhar, and will eventually cover all military recruitment centres in all provinces.

4. Security

Areas of Concern:

Faryab Province, Almar District:

UNHCR repeats its concern over returns to Faryab province in general and Almar district in particular. Local commanders continue to hold sway over all districts in Faryab, and extortion and illegal taxation is widespread. Reports of occasional physical abuses against civilians have been reported in Gurziwan, Almar and Shirin Tagab. Fighting broke out in Arab Aqsoi of Pashtoon Khot district creating high insecurity in the area. Almar district is particularly problematic, where ongoing competition between rival Jumbesh and Jamiat commanders has led to systematic taxing of the civilian population, forced recruitment of young men, with the possibility of violence or discrimination against minority ethnic groups remaining high. UNHCR has suspended returns of displaced persons to Almar from within the country, and advises refugees in Iran and Pakistan originating from this district not to return until further notice.



Balkh, Jawzjan and Saripul provinces: Forced Recruitment and illegal taxation continues in many other parts of Northern Afghanistan. UNHCR recently monitored such abuses in Qaraqin (Jawzjan), Charbolak, Shortepa (Balkh), and Suzmaqala (Saripul)

Dai Kundi District, Urozgan Province: On 26 August, fighting again broke out in Kohsak valley of Dai Kundi district between rival Hezbi-Wahdat factions, resulting in the displacement of 60 civilian families. Fighting has continued sporadically into the month of September. The situation in Sharistan and Dai Kundi districts has remained unstable for the last two years, with UNHCR receiving reports of abuses against civilians including illegal taxation, forced recruitment, and occasional looting by armed militias.

Kapisa Province, Koh-band district: In early September, fighting between local commanders continued in Koh-band district of Kapisa province. Fighting in Kohband is linked to the Nawabad village of Kohistan II, where commanders are continuing to occupy the land of displaced minority civilians.

Road Safety: Road robberies have been reported. Returnees should exercise particular caution when travelling on the following roads:

- The road from Kunduz city to Shirkhan border
- Recent reports indicate that returnees or the drivers of the vehicles are asked to pay at the various checkpoints (at the entry to Shiberghan, at the entry to Mazar, at the exit from Mazar and on the way to Samangan, and near Dara Samangan).
- The route from Hirat to Farah and Kandahar (Shindand to Dilaram)
- Abuses of returnees especially extortion of money has been reported on the Herat-Aybak road
- Roads in the districts of Farsi, Gulistan and Ghormach (on route to Bala Morghab)
- Main road from Nili to Tirinkut, Uruzgan
- Road between Ghazni centre and Malistan district and the connecting road between Malistan and Nawur
- The road from Ghazni to Kabul, especially in Saalar area of Said Abad district of Maidan/Wardak province
- Main road between Qalat and Ghazni
- The road linking Qalat to Lashkargah, Helmand Province

The Afghan and Coalition forces have established joint check-posts on the main Kandahar-Spin Boldak road to inspect all traffic for security purposes.

Note: All returnees are advised NOT to travel during the night hours, and should seek shelter in one of the major settlements.



UNHCR has noted the presence of illegal check-posts in certain villages (Hassan Khil and Gojar Khil) in Bagram district allegedly practising extortion on returnees and intimidating the local population. UNHCR will be approaching the authorities on this issue, but returnees traveling through Bagram are advised to avoid these areas, especially at night.

5. Roads

Modern road construction in Afghanistan began during King Amanullah's reign in 1923. Previously, traditional and undesignated routes for animal transportation existed in the country. Starting in the 1950s, Afghanistan's transportation infrastructure received major attention. Kabul-Jalalabad road was the first to be paved in 1956. Subsequently other major highways—Kabul-Kandahar, Kandahar-Herat, Kabul-Mazar (including the Salang Tunnel), and others—were constructed and paved.

Afghanistan's transportation infrastructure suffered severely from the two decades' conflict and lack of maintenance. The present Transitional Islamic State of Afghanistan sees road rehabilitation and construction as one of its major priorities.

As part of the Afghan Government job creation program, in 2002 the government managed to gravel 400km roads all over the country, construct and rehabilitate 255 bridges and culverts, and 10 protection walls. This program provided jobs to 2,481,000 people in communities where the road rehabilitation work was carried out. Daily unskilled laborers were paid \$2 per day, whereas skilled workers received \$5. The program was financially supported by UNDP, World Bank, DFID, and the Governments of Japan, US, and UK.

Central Region:

Highways Connecting Kabul with other Provinces:

- Rehabilitation of the 500km long Kabul-Kandahar road is underway and will be completed by the end of December 2003. Kabul-Kandahar trip used to take over 16 hours and travellers often had to stay overnight on the journey. Now the whole journey takes 8 hours and will take even less when the road is completed.
- The leveling phase of Kabul-Jalalabad road is completed and the graveling phase began on 8 September 2003.
- Rehabilitation of the Salang Tunnel started in June and should be completed by November 2003. The Tunnel is currently closed to traffic and vehicles have to use the Shibar Pass route. However, the Tunnel is expected to reopen for traffic only **at nights** in two weeks time.



- Rehabilitation work has also recently started on the 175km Kabul-Doshi road.
- Rehabilitation is also planned to begin soon on the road between Maidan Shahr and Bamyan.

The Ministry of Public Work and UNOPS road rehabilitation is implemented in two phases: the first phase, which began in 2002, includes structuring, designing, and gravelling—preparing the road for the second phase of paving. During the first five months of phase one, 50,000 workers were employed for \$2 per day. Workers are selected by local *Shura* from the same areas where the roads are being rehabilitated.

During the first phase of road rehabilitation, 248km of roadway was levelled in Wardak province, 148km in Ghazni, 25km in Bamyan, 160.2km in Kabul, 166.4km in Logar, 54.1km in Kapisa, and 166.4km in Parwan. Phase two, in addition to pavement, includes construction of culverts, bridges, and ditches on the roadsides. Almost 1,417kms of roadway have been surveyed for phase two. Phase two will also cover rehabilitation and construction of roads between remote areas and provincial cities.

Kabul City: Rehabilitation work of city-roads in Kabul started in April 2002 with the technical and financial support of Germany, Japan, and some UN agencies. At that time, UNDP started 94 road projects in Kabul City and surrounding districts, providing 18,154 people with job opportunities. Some major road rehabilitation and construction works are:

- Reconstruction of 1.2km road in the west of Kabul, between Pul-e-Artal and Gozargah is presently underway.
- Reconstruction of 4.5km long, 70 meters wide road between Kabul International Airport and Dekepak. Qawyash Construction Co., an Afghan private company is implementing this project.
- Qawyash would also start working on the rehabilitation of Dehmazang–Darulaman road in the near future.
- Repair work has been done on the Kabul-Begram and Qargha road.
- Roads in Karta-e-Parwan, Taimani, New City, Qala-e-Fathullah and Macroroyan areas are under rehabilitation.

Northern Region:

According to the Department of Public Work (DPW), the Northern region's roads are not in good condition and need to be reconstructed or rehabilitated. Nearly 67% of roadways in Mazar-e-Sharif, the largest city in the north, are unpaved. Roads joining Mazar to other districts and provinces are paved but need to be rehabilitated.

- The 80km long Mazar-Hairatan road connects Afghanistan to Uzbekistan (Termez), and is one of Afghanistan's main conduit to international market for export and import goods. Occasionally, this important highway is blocked by sandstorms and



unusable for transportation. A private company contracted by DPW is going to clean the highway in the near future.

- DPW has also contracted two Indian and Turkish construction companies to rehabilitate the Pul-e-Khumri–Mazar-Andkhoy road.
- UN Habitat has since 1995 rehabilitated nearly 250km of roadway (4 to 8m widths) and 30 small bridges in Mazar City. This year Habitat is rehabilitating 6km more roadway in the City.
- UNOPS rehabilitated 24 main and small roads in the five provinces of Balkh, Sar-i Pul, Samangan, Jawzjan, and Faryab last year. These projects provided 220,950 labourers with jobs. UNOPS also plan to begin the rehabilitation of 5 out of 25 main roads connecting regional provinces and districts.

Baghlan: Rehabilitation of the Sachi pass in “Khost and Farang” district of Baghlan province was completed recently and the route is now open to traffic. This project was implemented by UNOPS and funded by the World Bank and UN.

Last year, the Baghlan-Nahrin district 43km long road and the Dushi-Shibar 80km long road in Baghlan province were rehabilitated by ACTED, providing 1,540 people with jobs. These projects were funded by OFDA.

Samangan: WFP is supporting the rehabilitation of 120-km road in this province, providing 1,900 people with jobs.

Faryab: ECHO is currently funding the graveling of 30km road in this province.

Southern Region:

The rehabilitation of roads is vital to the people of this region. Plans and works are underway to rehabilitate the roads and highways of this region and to facilitate commerce and communication within Afghanistan.

Highways: The Kandahar–Spin Boldak (Pakistan) road rehabilitation contracted to an Indian company has recently started and is scheduled to be completed by the end of 2004.

Work on the Kandahar-Herat highway is planned to start on 1 January 2004. The first 130km is under study by JICA for rehabilitation.

The work on Kandahar-Kabul highway has already begun. This 500km highway is scheduled to be completed by the end of 2003. From the Kandahar side, a 50km stretch of road (up to Zabul) is already leveled and graveled and is awaiting pavement.

The roads connecting districts: In Dand district, the 13km road from Zeyaber (or Lora) to Rohrabat has been graveled, while the road from Kandahar City to Panjwayee was rehabilitated.



Also, the road connecting Kandahar City with Arghandab district (30km) is currently under study and will be rehabilitated in the future. Surveys for Zerai, Shawalikot, Takhtapul, Maroof, and Ghorak districts roads have been completed and their rehabilitation is planned to begin in the near future.

Roads inside the cities: Kandahar municipality estimates that 40km of inner-city roads have been rehabilitated to date. The total number of local labourers exceeded 4200 with salary ranging from \$2 to \$5 a day, depending on skill level. Also, 45,000 meters of side-ditches have been rehabilitated, while 110 culverts were constructed. Eighteen kilometers of road have so far been paved, with further paving in the city planned. The paving of roads in district 6, Shahr-e-naw, is almost finished.

A by-pass road stretching for 6km from the stadium to Durrahee (intersection) was paved by JICA. A 2.3km road has also been paved from Mirwais Hospital to Herat bazaar. In addition, rehabilitation of 4.5km road has already started from the gate of Duraee to Herat bazaar and from Duraee to Kootal-e-Murcha, a distance of 5km. The local government has requested JICA to build a ring road which will run for 50km all around Kandahar City. The scheme is under study by JICA.

In Lashkargah city (Helmand), about 5km road has been rehabilitated by the local government. The work is on-going on another 1km. In Zaranj, Nimroz province, work has begun on only one major road in the city.

Southeastern Region:

Introduction: Except the Kabul–Gardez road and nearly 50% of the Khost-Gardez road which are paved, other roads in the region are in very poor condition, though significant work on roads rehabilitation has been carried out in the last two years.

Paktia Province: 13 roads (157km long) in the districts of Gardez, Said Karam, Zurmat, Jani Khel, and Jaji Ahmad Khel were leveled in the first phase of rehabilitation in 2002. These projects provided 1,925 workers with jobs.

Also, the rehabilitation of 4 roads (53km long) and a bridge located in Laka Teza on the main Gardez–Khost road is going on, while rehabilitation of 3 roads (44km long) is planned to begin in the near future. The World Bank, UNOPS, UNAMA and EU funded these projects through CARE, UNOPS and DoPW.

Khost Province: 16 roads (257.8km long) have been gravelled and levelled in Alisher, Tani, Jaji Maidan, Baak, Gorbuz, Qalandra, and Mosa Khel districts and Khost centre, providing 3,250 people with jobs. The project was supported by World Bank, WFP, USAID and UNOPS, and implemented by UNOPS, DoPW, ARD and IMC. Rehabilitation of 12 roads (239km long) will begin in different districts of the province in the near future.

Paktika Province: A total of 11 roads (206km long) has been rehabilitated in Zeruk, Yusokhi, Khairkot, Sar Hawza, and Urgon districts, providing 1,925 workers with jobs. The project was



supported by the World Bank and implemented by UNOPS and DoPW. The future plan is to rehabilitate 5 more roads (66km long) in the province.

Ghazni Province: DoPW and UNOPS rehabilitated 9 roads (148km long) in Zanakhan, Gero, Mira, Ander, Ghazni, Janda, and Jaghri districts. World Bank and WFP funded this project which provided temporary employment to 1,325 people. A 95km road is under rehabilitation in the province, and the rehabilitation of 9 others (1,706 km) is planned.

Government's role: local government is cooperating with the road construction projects in terms of providing security, selection of labour, and implementation of projects through DoPW.

Eastern Region:

Highways and roads rehabilitated and/or constructed last year

- Relief International (RI) rehabilitated the Jalalabad–Chaparhar–Agam 46km road. The project provided 1,000 labourers with a daily wage of \$2 for three months.
- The 20km-long road between Shinwar and Nazian districts was rehabilitated with WFP support. Workers received 8kg (including 6kg wheat) of food.
- The local government paved 5km road between Jalalabad City and Surkhrod district, 0.4 km road in Jalalabad City, and the 0.5km long Jalalabad Airport runway.
- The 45km long road connecting Barikot with Kamdish in Nooristan province was rehabilitated by DFID. The project employed 500 labourers for six months, paying each worker 100 Pakistani Rupees per day.
- WFP funded several road rehabilitation projects for two and a half months in the region under the “food for work” programme. These projects included a 160km road network in Chaparhar, Rodat, Kot, De-bala, Khoogyani, Achin, Hisarak, and Darai Noor districts of Nangarhar; 54km roadway in different districts of Kunar; 82km of roads in different districts of Laghman; and the 36km long Barikot-Jalali road in Nooristan province.

The above projects provided food-for-work employment to 484,600 labourers.

Current Road construction and rehabilitation projects:

- WFP is funding 16km road construction between Omarzai and Siwich in Laghman province.
- UNOPS is funding the rehabilitation of the 70km road from Mehterlam to Alingar, and from Mehterlam to Alishang districts.
- UNHCR cash-for-work (\$2 per worker per day) programme supports the following road rehabilitation projects:
 - (a) Rehabilitation of Behsood–Abdulkhel 12km road in Nangarhar province, providing employment to 36 labourers for 125 days.
 - (b) Rehabilitation of Abdulkhel-Islampoor (20km) road in Nangarhar province, providing 45 labourers with jobs for 110 days.



- (c) Construction of 3.5km road in Kishridaka district of Laghman province; the project employs 135 labourers for 85 days.
- (d) Construction of 6.5km road in Senzelai district of Laghman province, employing 329 labourers for 85 days.

Future Road construction / rehabilitation Plans

- UNOPS plan to rehabilitate the 166km long road (including construction of culverts) connecting Surkhrod-Khoogyani, Khoogyani-Waziri, Khoogyani-Toto bazaar and De-bala in Nangrahar province.
- Paving of the 75km Torkham-Jalalabad road by the Pakistani government; paving of the 150km Jalalabad-Kabul road by the European Union is planned to start in December 2003 and continue for 2 years.
- Rehabilitation of 29km roads in rural Laghman.
- Construction and rehabilitation of a number of roads in the eastern region will be carried out under the soon-to-start National Solidarity Programme.

Western Region:

The government has planned to pave 3,000sqm road in Herat City and to rehabilitate and gravel 3,000sqm in the provincial districts (funded by UN/NGOs especially UNOPS) in 2002/2003.

Roads Rehabilitated: The roads rehabilitated are from Herat City to the Airport (10km), Shindand Airport to Azizabad, Shindand Airport to Mir Dawood, Kariz Sultan to Safid-Koh spring (20km), as well as 10 roads in the villages between Jawand and Qadis districts. Also, Sabzak Pass on the way from Hirat to Badghis was levelled and paved.

Roads Graveled: The roads graveled are Kort Bolandabad (0km) in Guzara; Khushk –Dashak, including construction of culverts; Shindand-Zavol (10km, done by the PRT); 9 roads between the districts; one road in Posht-e-Rod district (Farah); Khaja Kala-Pol-e-Hashimi (26km); and Darb-e-Kandahar-Sultan Aqa road extended up to Kabarzan village of Enjil district in Herat.

UNHCR supported,

- the rehabilitation of 1.5km road in Guzara, Barakzai; 10.5km road in Kalai Poshta village of Adresken in Herat City; Dohzak (3km), and Koky (6km) in Farah, and Pusht-e-Rod in Farah.
- the construction of 4km road in Ghoryan district, 3km road in Shindand, 2.7km road in Adresken district, 2km road in Mehrabadi, and Rodgaz villages of Adresken districts, and 2.5km road in Qala-e-Naw.

On-going road projects: These projects include gravelling of Obe-Chesht road, and Gulwafa-Pol-e-Hashimi (86km long) road in Guzara district (about 80% of the work on the latter is completed), Pashtoon Zarghon-Do Ab road, paving of Herat - Islam Qala 28km long road (funded by Iran), which also includes construction of culverts.

Future Plan:

- Rehabilitation of the already surveyed Musa Abad-Ghoryan road.



- A survey on the construction of a railway from Iran to Herat City is underway. The railway would enter Afghanistan through Sangane Khaf and will proceed to Herat City through Ghoryan. UNOPS has finalised a project of paving the road from Farah Rod to Farah City that will begin in the near future.
- UNOPS will also begin construction of Bayan Band including culverts, washes, and bridges from Dolaina up to Cheghcharan district of Ghor province.

*For More Information and Questions Contact
Abdul Qayyum Karim on (0093) 070280 565, E-mail: KARIMAQ@unhcr.org*