The bulletin covers infrastructure development activities this year, the bulletin is also publishing on the occasion of 17th establishment day of the department as well. It is a great pleasure for me to admire the department's performance and wish to perform even better in the coming days.

The ministry is assigning responsibilities of physical infrastructure development activities through the department to improve access to basic services, economic activities and many other social opportunities of the local people. In doing so, the ministry is supporting and facilitating to meet the target goal of poverty alleviation as set forth by the Government of Nepal. In this context, the ministry and local bodies are allocating substantial increment of funds for local infrastructure development which demands for improved and effective management to deliver quality of works. The ministry is committed to strengthen local bodies and the DoLIDAR's institutional capacity to provide qualitative infrastructure facilities to the citizens.

The bulletin covers infrastructure development activities carried out in fiscal year 2070/2071 with the cooperation and support of Government of Nepal, local bodies, various development partners, and other stakeholders. It is hoped that the bulletin will provide significant informative resource materials for individuals, organizations and/or development partners. I believe that the department's knowledge and expertise in the relevant areas will boost its performance in the broader perspective of development. I wish every success of the DoLIDAR bulletin published once a year by the Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR) which is a technical wing of the Ministry of Federal Affairs and Local Development (MoFALD) to facilitate local bodies (District Development Committee, Village Development Committee and Municipalities) in Nepal. This year, the bulletin is also publishing on the occasion of 17th establishment day of the department as well. It is a great pleasure for me to admire the department's performance and wish to perform even better in the coming days.

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Dr. Som Lal Subedi
Secretary

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We express our congratulations to Honorable Deputy Prime minister Prakash Man Singh for being appointed as Minister for Federal Affairs and Local Development for assuming the post of Secretary of Ministry of Federal Affairs and Local Development and wish for the great success of their tenure in leading the Ministry.

DoLIDAR Family

Messages

I would like to bring forward the 13th issue of the DoLIDAR bulletin on the occasion of 17th DoLIDAR establishment day with deep appreciation to DoLIDAR family, the ministry, bilateral and multilateral donor communities, local bodies and all other stakeholders for the support, cooperation and collaboration extended towards us to achieve success and completion of another challenging year.

With realization of the potentiality of MoFALD/DoLIDAR, the government has increased substantial budget every year. Likewise, in the initial stage of partnership, only the ADB was its development partner but now we are cordially working with multi donors and partners such as ADB, WB, SDC, DFID, OFID, Gov. of Finland, JICA, and DANIDA for local level development. This was only possible because of our dedication towards the quality works, coverage of all districts at least by one donor funded program and adherence to good governance practices.

Having expressed the positive notes, with my heart laden, I would like to state some overwhelmingly pertinent issues that are to be addressed for furthering enhanced performance of the department and ultimately the MoFALD as there are ample possibilities of improvement. Foremost one is the human resource management based on the two ratios of increased investment, which at present is highly lacking. Scientific investment based HRD plan provides incentives to all the responsible personnel by the provision of horizontal and vertical hierarchy during the entire course of service. In addition, creation of ambient working environment for the technical personnel with rightful accountability and responsibility based on professional standards that we have been abstrained from the entry of the organization. This helps in maintaining high morale of the technical personnel which in turn delivers quality of service.

It is state worthy here that we are successful in implementing rural infrastructure development projects with significant investment. Doing so, we were acknowledged for the best performing projects. However, the concerned authorities should think about continuation of such acknowledged successful projects in the donor communities' country papers. We hope that the responsible authorities will appropriately take future steps in this regard.

Once again, I express my sincere gratitude to all related stakeholders for their support, cooperation and encouragement and wish that the auspicious day will further energize us to do even better and to deliver quality of service.

Er. Jeevan Kumar Shrestha
Director General

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Water Supply & Sanitation Project - WN II
SNRTP
UNNATI- Inclusive Growth Programme in Nepal

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DoLIDAR Family
The Decentralized Rural Infrastructure and Livelihood Project- Additional Financing (DRILP-AF) is continuation of DRILP and is being implemented in same 18 very poor and remote hill and mountain districts of Taplejung, Solukhumbu, Okhaldhunga, Ramechhap, Lamjung, Gorkha, Myagdi, Baglung, Jajarkot, Dolpa, Humla, Jumla, Kalikot, Mugu, Baitadi, Bajhang, Bajura, and Darchula. The $ 66.45 million project is jointly funded by ADB ($ 25 million), OPEC fund for international development (OFID) ($ 20 million), Swiss Agency for Development and Cooperation (SDC) ($ 7.06 million), Government of Nepal ($ 13.29 million) and Project beneficiaries ($ 1.1 million). The Project duration is 5 years and scheduled to be completed by end December 2016.

The impact of the overall project will be reduced rural poverty in project districts. The overall project outcome will be widened access to social services and economic opportunities. The Project outcome will be achieved through the following overall project outputs: (i) rural livelihood improved, (ii) capacity and decentralized local governance enhanced, (iii) rural transport infrastructure extended and maintained, and (iv) project management improved. Department of Local Infrastructure Development and Agricultural roads (DOLIDAR) is the executing agency (EA). The implementing agencies are the DDC in each of the 18 project districts. Overall project implementation at the district level will be the responsibility of a DPO within the DTO of each DDC.

The DOLIDAR is responsible for overall project coordination and provide national direction in the project implementation. The Project Coordination Unit (PCU), established within DOLIDAR is responsible for overall project management and oversees the project implementation by the project districts. Central Implementation Support Consultant (CISC) team provides technical services and assists the PCU in overall project management and monitoring, and also advice project districts for project implementation and progress reporting. A National NGO (NNGO) supports PCU and districts in implementation of social development aspects including gender and social inclusion and microfinance activities of the Project.

The project aims to improve and construct around 260 Km of rural roads (200 km new and 60 km upgrading) following Labor based equipment supported (LBES) approach. The project targets to construct 6,500 m of trail bridges in 8 project districts. Only those civil works that cannot be executed by the communities are awarded to the contractors selected through national competitive bidding. The project activities will contribute to livelihood improvement by generating employment in road construction, providing skill trainings and facilitating income generating activities at local level. The project will provide livelihood related skills training to 3,000 beneficiaries from the project impact zones, of which at least 40% are women and 60%, are from poor and excluded groups. The social awareness raising training will be provided to 9,000 persons, of whom 80% are women, poor and from excluded groups. The project aims to maintain 1,200 km of rural roads in Project districts. The project will also improve community infrastructure (CI) in the road subproject area. This will include school buildings and health posts, foot/mule/link trails, water supply and irrigation schemes, micro-hydropower, rural market places, ropeways, and other infrastructure. CI will be based on the demand and identified priorities in the impact zones of the road subprojects. The community infrastructure subprojects will be typically implemented by local BGs.

The project will support BGs to implement a savings scheme among its members to improve their living conditions or to invest in productive assets. An income uplifting micro-plan for each subproject will be prepared to mobilize savings from the employment for the use of new sets of...
skills acquired from skills training and the enhanced capacity of beneficiaries. In nine pilot districts, the project will work with existing savings and credit groups, and assist BGs willing to form themselves into formal Savings and Credit Cooperatives (SCCs) and facilitate their access to credit from existing institutional suppliers.

The major outputs till FY 2070/71 are:

**Rural Road Construction (Km.):** 46.6 Km
**Rural Road Rehabilitation/Upgrading (Km.):** 11.6 Km.
**Rural Road Finishing Works (Km.):** 113 Km.
**Trail Bridges (Nos.):** 105 (6473 r.m.)
**Rural Road Maintenance (Km.):** 647
**Community Infrastructures (Nos.):** 27
**Direct Employment Generation (person-days):** 1.9 million (39% women)
**Awareness Trainings (Events/Person):** 207/7,856 (41% women)

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### Trail Bridge - Swap (TB-SWAP)

Trail bridge building in a planned and systematic manner started in the 1960s. Over the years, trail bridge building programme has established number of milestones to earmark continuous improvement e.g. standardization of design, developing SStB technology, application of demarcation of technology for LSTB and SSTB bridges, application of steel deck in lieu of wooden planks, preparation of policy, manuals and guidelines, turn-key approach for LSTB bridges, community approach for SSTB approach, involvement of NGOs, devolution of programme to local bodies, conceptualization and introduction of routine and major maintenance etc. and these paved the ground to move to sector-wide approach.

Since July 2009, trail bridge programme is implemented under the sector-wide approach (SWAP). It is a government-led programme supported by the ADB, DFID and SDC. The DDCs/DTOs implement the programme by procuring services from district based NGOs for construction and supervision.

Also there are other agencies like Suspension Bridge Division, Remote Area Development Committee, Poverty Alleviation Fund and Kadoorie Aid Agricultural Association contributing to this sector by constructing bridges. On behalf of SDC, HELVETAS/ TBSU provides technical assistance. The SWAP modality has significantly augmented bridge output. The average annual bridge completion was 86 before SWAp (1960 – 2009) while it is 284 per year after SWAp. In Last Fiscal Year 374 trail bridges have been constructed. The rate of trail bridge construction exceeds one bridge per day. By the end of 2013/014, a total of 5,735 trail bridges have been built in Nepal. Trail bridges are the hallmark of Nepal. The first phase of TB SWAP covered the period July 2009 to July 2014. With these encouraging achievements, it is agreed to continue TB SWAP Phase II covering the period July 2014 - July 2019.
Community Irrigation Project (CIP)

I. Introduction

Community Irrigation Project is a project being implemented under a grant assistance from the Asian Development Bank (ADB), and counterpart funding from Government of Nepal (GoN), and contributions from project beneficiaries. The goal of the project is to enhance farm incomes and reduce poverty through the development or improvement of small scale irrigation systems in selected Terai and hill districts, with a focus on locations where the poor and disadvantaged social groups are a high proportion of the population and will particularly benefit from project interventions. The total estimated cost of the project is 36.8 million US$. The project signed on 8 February 2014 and will be completed on 28 February 2017. Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR) is the executing agency for CIP supported subprojects. Project Coordination Unit (PCU) in DOLIDAR, coordinate all project activities. The PCU is being responsible for guiding and monitoring District Development Committees (DDCs) as they implement project components.

At the district level, project implementation will be the responsibility of the District Technical Office (DTO). To support DTO, a District Coordinator and VBFT from PMIS team is recruited. CIP has completed its three years and ADB fielded Midterm Review Mission (17 Feb-20 March 2014), and after review of the progress, suggested following amendments in the Project scope with Government concurrence.

I. Dropping of Ground water component.

In three years project period, it is observed that farmers demand in STW development is insignificant due to the zero subsidy in tubewell development and installation of pump. Considering the observations and consultation with experts, ground water component was dropped and the 4,000 ha area is being included in surface water irrigation system as per revised PAM.

2. Expansion of working area

Initially, project has planned to irrigate 17,000 ha (200 numbers from surface irrigation system (1300ha) and 4,000 ha from 100 numbers of ground water cluster). To cover 4,000 ha in surface irrigation systems and having lower command area per scheme in subprojects from Ilaka 1 & 2, it is agreed to expand working area by adding two more priority Ilakas in each district for subprojects implementation.

After the amendment, all 17,000 targeted area will be covered by surface irrigation system in 72 Ilakas (6 Ilakas in each district) where 16, 46,758 farmers living in 286 VDCs will get direct benefit. Revised scope of work estimated 434 irrigation subprojects will be constructed covering 17,000 ha. All districts have identified the additional two Ilakas for CIP.

II. Progress achievement

a. Infrastructure developments.

The activities undertaken within this three year period were concentrated mainly on demand collection, screening and site verification of farmers' demand, selection of subprojects for survey, design and implementation. Out of 630 demands received from 36 Ilakas (3 Ilakas of each districts), 329 subprojects were identified covering 10,339 ha. Till now 218 subprojects surveyed covering 7,180 ha. Out of which 60 subprojects managed by WUA are complete, 71 subprojects with WUAS contract and 10 NCB contract are under implementation.
b. Training

i. Agriculture Training
The agriculture training was conducted according the need of the farmers, which was coordinated by PMIS expert and District Agriculture Development Office. In this period following trainings were conducted from which 5123 farmers and 46 government officials (DADO, J/T and JTA) were benefited.

ii. Management Capacity Building
As per the capacity development plan of the project, several training were conducted in different period. Till now 341 officials and technical staff were benefited.

C. Microfinance.
Under the Community Irrigation Project the microfinance training component aims to facilitate access to micro-credit for agricultural inputs, irrigation equipment, and irrigation infrastructure operation and maintenance by enabling local microfinance organizations to offer savings and credit services to the project areas. The project component includes; (i) identification of new MFIs (Microfinance Institutions) in the project districts, (ii) capacity building and strengthening of potential MFIs, (iii) technical assistance to MFIs, (iv) provide training, organize interaction programs and exposure visits for MFIs.

The progress status of the Microfinance training component is as follows:

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स्थानीय यातायात पूर्वाधार क्षेत्रात अधिकृत कार्यक्रम (RTI-SWAP)

परिचय
ग्रामीण जनताको जीवनस्तरमा सुधार ल्याउन ग्रामीण क्षेत्रमा यातायात सुविधा पुण्याइ त्यस क्षेत्रको जनतालाई आर्थिक अवसर र सामाजिक सजावटको पहाँचमा अभिवृद्ध गरी गरीविच न्युनीकरणमा सहाय पुण्याउन उद्देश्यले स्थानीय विकास निर्माण समितिको नामावल शुरु भएको यस कार्यक्रम तल उल्लेखित विभिन्न आयोजनाको नामावल कार्यक्रम संचालन हुने आएको छ।

- स्थानीय विकास निर्माण समिति 2033 - 2046
- गोरेटो घोडेटो आयोजना 2046 - 2051
- स्थानीय विकास निर्माण आयोजना 2051 - 2056
- स्थानीय विकास निर्माण एवं कृषि सडक आयोजना 2058 - 2062
- कृषि तथा स्थानीय स्तरका सडक आयोजना 2062 - 2066
- स्थानीय यातायात पूर्वाधार क्षेत्रात कार्यक्रम 2066 देखि

हाल नेपाल सरकार, स्थानीय निकाय तथा बार्त निकाहरुको सहयोगमा स्थानीयस्तरमा संचालित स्थानीय यातायात पूर्वाधार विकास सर्वेक्षण कार्यक्रमहरू देखि एको विविधता तथा विभिन्न विकासको नीति अनुसार विकास प्रक्रिया र पद्धति आवश्यक गरी विस्तार, समाधान र विकाससँगृहीत कृषि र व्यवस्थापन गर्न सामाजिक, सांस्कृतिक र आभासमा संबंधित स्थानीय यातायात पूर्वाधार क्षेत्रात कार्यक्रम (RTI SWAP) को स्थापना गर्न नेपाल सरकार र संसद द्वारा निकाहरुको प्रतिबद्धताका साथै आयोजना अनुसार कार्यक्रम संरचना गर्ने क्रममा आ.व. २०६६/६७ देखि कृषि तथा स्थानीय स्तरका सडक आयोजनाको रूपमा संचालित कार्यक्रमलाई रूपमा संचालन गरिएको छ।

यस कार्यक्रमबाट आ.व. २०७०/७१ मा भए गरेका मुख्य उपलब्धिलाई मूलक क्षेत्रालाई पहुँचाउन लागेका निम्नलिखित सामूहिक उल्लेख गरिएको छ।

५. ग्रामीण सडक अधिलेख निर्माण
स्थानीय यातायात विकासको नीति अनुसार योजनाबाट रूपमा यातायात विकासका कार्यक्रम तयार गर्न स्थानीय यातायात क्षेत्रको विकासकारण अवसर र विधिवत्का साथै संचालित आयोजनाहरूको संख्या र परिमाण, हाल सम्म यातायात संबंधको प्रदूषण र यसको लागि सुगम र उत्तम अनुमोदनाको सम्बन्धमा तथ्याङ्कहरूको आवश्यकता पाइल्छ र नेपाल ग्रामिण सडक राष्ट्रिय अधिलेख तयार गरिएको अनुसार तयार गरेको छ। निजीतात्त्व नक्सा निहितको अनुसार अधिलेख तयार गरी समय लागेका दिनियाँको तयारी र राष्ट्रिय अधिलेख २०६६, वर्षात गरिएको थियो। आ.व. २०७०/७१ को अनुसार सम्म आपातकालिक अनुसार हाल सम्म ग्रामिण सडकहरूको कूल लम्बाई ५२,०३३ कि.मि. रहेको छ। जस मध्ये धेरै सडक ३९,४०२ कि.मि. (७२%), ग्रामीण सडक १२,२३६ कि.मि. (२५%), कालोपात्र सडक १६,२४५ कि.मि. (३%) रहेको छ। ५५५ गाँवको स.हरू जोडाउन तयार निम्नमा गर्न पर्ने सडकहरूको लम्बाई ५,९०० कि.मि. रहेको छ।

विकास क्षेत्र अनुसार सडकहरूको घनत्व सम्बन्धमा बढी मध्यमाच्छलमा र त्यस पछि कम्हार: पश्चिमाच्छल, पूर्वाच्छल, मध्य-पश्चिमाच्छल र मध्य सुदूर पश्चिमाच्छलमा रहेको छ भने भौगोलिक क्षेत्र अनुसार सम्बन्धमा बढी पहाडीमा त्यस पछि कम्हार: तराई र हिमालयमा रहेको छ। समग्र ग्रामीण सडक सन्नाटामा ४५ प्रतिशत सडक सर्वेक्षण तथा सुविधाको संसार योग्य रहेको छ। बार्षिक ५५ प्रतिशत सडकमा यातायात संचालन हुन नसकेको स्थिति रहेको छ।
Local Roads Bridge Programme (LRBP) – Achievement and Outlook

Access to social and economic services is strongly correlated with poverty and lack of access to markets and economic and social service centres is one of the primary reasons for the high incidence of rural poverty in Nepal. People living in these rural areas are not able to maximise the benefits from existing motorable roads without having reliable motorable crossings over rivers. In line with this and the request from Government of Nepal (GoN), SDC agreed to provide technical assistance to support the execution of the LRBP. The LRBP is a national programme that is being implemented in all 75 districts. The GoN has given priority to improving the access of local people by building roads and bridges. It is being implemented by the GoN and technically assisted by ITECO Engineering Ltd. CH through the Local Roads Bridge Support Unit (LRBSU), with funding support from the SDC. The construction of motorable bridges is expected to improve local mobility and access to markets and services, thereby increasing income and improving livelihoods. The LRBSU is responsible for supporting the DDCs and DoLIDAR in the planning, budgeting, survey, design and quality inspection of bridges. Similarly, LRBSU is supporting DoLIDAR in building the capacity of staff and the private sector on bridge construction and management. LRBSU has established eight Cluster offices in the premises of the DDC and DTO by which technical assistance under the programme is coordinated. Upon request of the DDCs/DTOs, the

DoLIDAR Bulletin 7  दोलिदार बुलेटिन
LRBSU assigns cluster district support teams for the supervision, quality control and technical support of bridge construction work across the country. A tripartite agreement (TPA) was signed between the DoLIDAR, DDC and LRBSU to streamline the functioning of the programme by clarifying the roles and responsibilities of all the involved institutions, and the DDCs/DTOs in 49 districts to provide support in the construction and supervision of 110 bridge sub-projects under construction. In line with TPA, the LRBSU has supported the supervision and quality control of 102 bridges (57 new and 45 existing) under construction in 46 districts, this year. In the year 2070/71 BS, 150,913 person days of work were generated with the specific attention to targeting the DAGs from above under construction bridges and, of this, 114,882 person days (76.1%) were undertaken by people from disadvantaged group including women. It has a direct effect and also huge relief for Zol peoples who can now find the employments opportunity nearer to their hometown and earn a good amount. Accordingly, 5200 workers have worked in ongoing bridge construction and out of this 1024 for 50-90 days and earned over NPR 75 million.

After the substantially completion of 25 bridges in 18 districts, an additional 501 km of local roads are changed now ‘all weather’. Besides, LRBSU has supported the design verification of 28 bridges and the detailed survey, soil investigation, and preliminary and detail design, including environmental assessment, of 44 bridges. Additional design support were provided for 11 bridges constructed under the RTI SWAP and the RAP. In addition, Walkover including investigation phase I surveys were also conducted for 155 bridges and baseline surveys for 33 bridges to establish benchmark for measuring programme outcomes after the accomplishment of bridge project.

Outcome monitoring surveys (OMS) were undertaken for completed bridges to assess outcome indicators for seven sample bridges in seven districts. The main purpose of the OMS is to measure the change and short term effect after the construction of bridge. The data from outcome surveys indicates that the bridges constructed in these districts have increased the number of people with access to all weather roads connected by motorable bridges and save time. The increase in public and private vehicle movement (volume of buses, cars, jeeps, tractors and motorcycles) has improved the access and mobility of people to health posts and district hospitals. There has been a significant increase in the use of health services, traffic volume, freight volume and public utilities. This confirms that the construction of these bridges has improved the access of communities to services and opportunities for livelihoods.

In addition, 107 people from dis-advantage groups (75 women and 32 men) were trained in occupational skills related gabion box weaving and filling; and bridge side
wall and railing painting. Out of these, 41 trainees (32 females and 9 males) have obtained employment in construction-related work in country and a few have gone for abroad employment. The main purpose of providing the construction related training to the Zol people was to increase participation of DAGs including women in bridge construction works and these people have benefited from increased income. In order to strengthen the technical and managerial capacities of Local Bridge Section, training on construction supervision and contract management was provided to 223 technical personnel of DoLIDAR and DTOs. Bridge Selection and Prioritization Criteria (BSPC) is integrated into the Bridge Information Management System (BIMS) and presently being used to select and prioritise motorable bridge projects proposed by the districts and for resource allocation by DoLIDAR. The political influence over bridge selection and prioritization has been significantly decreased; however, with the new Constituent Assembly, the trend has started to increase again. Meanwhile, over 2,000 bridges has been recorded in the BIMS and, out of these, 573 have undergone a rigorous planning process following BSPC using their aggregate scores. This list of 573 bridges now serves as a basis for the districts and DoLIDAR to prioritize and allocate resources for implementation.

A separate contract packages were introduced in the SDC-financed bridges for specific labour-intensive work (e.g., for river protection work, gabion weavng, approach roads, abutments/pier construction and pile cap construction) to ensure the inclusion of female workers and people from DAGs. These are now planned to be undertaken through motorable bridge users’ committees (MBUCs) and bridge building groups in the respective bridge sites. Technically complicated parts of bridge construction (e.g., pile casting, girder/beam and deck slabs) are to be executed by qualified contractors; other work (e.g., pile caps, abutment/pier stems, their caps, approach roads and river training work) is to be executed by the relevant MBUCs as per LRBP’s ‘Direct Execution’ modality. Out of the 21 SDC-financed bridges planned, 7 are in the implementation stage in Chitwan, Ramechhap and Khotang districts. At Sottiya Bridge, Kanchanpur district, drilling equipment with a dual rotary system has been introduced for micro pile foundation work. The operator and workers were trained by experts from Baur (India) and Klemm (Germany) in the process of using of this drilling equipment. The team has effectively performed pile foundation with the equipment.

The final year of the 1st Phase of the programme, the LRBSU will support the construction, supervision and quality control of 100 bridges (70 existing and 30 new), including 21 SDC-financed bridges across the country. To improve livelihood of people from the Zone of Influence (ZOI), approximately 150,000 person days of employment will be generated, of which 100,000 person days are expected to be utilised by DAGs living within the zone of influence from the construction of 100 on-going bridges. Additionally, support will be provided for the preliminary and detail design, including environmental assessment, for 25 bridges and for the design verification of 10 bridges. Walkover surveys, including the investigation phase I survey of 50 bridges and baseline survey of 35 bridges, are also planned for the coming year. The project estimates that 60 people from DAGs, including women, will be trained in construction-related skills so that they will be benefited from employment in the bridge construction after receiving the training. A number of trainings for labourers on false work and form work technology; for private consultants and engineers on hydrological and geotechnical investigation and analysis; and for technical persons from DoLIDAR, the DDCs/DTDs on ‘Supervision and Management of Bridge Construction’ will be organised to increased technical and managerial capacity. In the last fiscal year 87 motorable bridges have been completed from different programs including LRBP.
नेपालमा विगत एक दशकभन्दा लागि समस्यामा भएको सशस्त्र झन्डाको कारण सम्पूर्ण क्षेत्र प्रभावित भएको सन्तर्थ पुर्वसमय निर्माणको कारण पनि अघुलो रहेन। सारै निर्माण सम्पूर्ण प्रस्तुत भएका सरकारी अर्थक्रम झन्डाको कारण अभिलाषा छ।

तपाईले नेपाल सरकारी शासन तथा पुनर्निर्माण मंत्रालयको स्थापना गरेका हो। उत्तर कम्युनिटीलाई देखि शासन कार्यक्रम लागि अन्तर्गत झन्डाको प्रभावित/उत्तेजित स्थापनाहरूको पुनर्निर्माण गर्न जिम्मेवारी पाने सुचिकोरि छ।

यसै सन्तर्थ प्रभावित तथा पुनर्निर्माण मंत्रालय बाट जिल्ला सदरस्थापना बाहिरका नया पुनर्निर्माणका आवेदकहरूको स्थायी निवेदन र जिल्ला प्रभावित कार्यक्रम भन्ने सम्पूर्ण संरचनाहरू पुनर्निर्माणको लागि स्थायी पुर्वसमय विकास तथा कृतियो बिनायक भएको अनिवार्य दिनी गर्नेछ। स्थायी पुर्वसमय विकास तथा कृतियो सडफङ्क विभाग माफिक आदेश २०६४/०६५ देखि पुनर्निर्माण तथा पुनर्निर्माणका कार्यक्रम र आदेश २०६६/०६६ देखि शासनको लागि पुनर्निर्माण कार्यक्रम संचालनमा रहेको छ।

झन्डाको कम्युनिटीको ऋण प्राप्त भएका भागीदारी र स्थायी रासायन सम्पर्क प्रवाह गर्न सरकारी/स्थायी निवेदन/सामर्थ्य अन्तर्गत कार्यक्रमहरूको पुनर्निर्माण गरी जनालाई दिने गरेको त्यसमेत अनुमति दिनेको र भागीदारी लागि आदेशका माध्यमबाट दिने शासन र भागीदारी र चापको अनुमति दिनेको भएको भने त्यसमेत गरिएको छ।

<table>
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<th>खबर</th>
<th>जमा सम्पन्न योजना</th>
<th>कैफियत</th>
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<td>२७६</td>
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जमा: ३३३३.४१

DeLDAR Bulletin २०७७/०२/०२
1.1 Introduction

The Small Irrigation Programme (SIP) will develop or improve approximately 15000 ha in about 1800 small-scale irrigation systems in 9 districts in Nepal through a community-driven process targeted to the poor, women, and other disadvantaged groups. The participating districts include the following 4 districts in the Far and Mid-Western Regions, Achham, Dailekh, Jajarkot, Kalikot, and 5 districts in the Central and Eastern Regions Ramechhap, Okhaldhunga, Khotang, Udayapur and Sindhu. The project will upscale the experiences and lessons learned under the LILI project for participatory irrigation planning and management and build the capacity of all levels of the Government for small-scale irrigation development. Farmers will form ad-hoc user committees to apply for the project support and after the approval of the requested assistance they will transform their ad-hoc user committees in to formally registered Water User Associations.

The programme will provide support for (i) rehabilitation of existing or construction of new run-of-the-river gravity surface water irrigation schemes; (ii) construction of water storage irrigation schemes with pipe conveyance systems; (iii) construction of small lift irrigation schemes; (iv) non-conventional irrigation development, and (v) institutional strengthening and capacity building of both the executing agency as well as the WUAs.

The expected impact will be that farmers have increased food security. The expected outcome is that participating farmers increase agricultural production to its full potential. Productivity will be measured through (i) yields of major crops increased by at least 30% in subproject areas, and (ii) cropping intensity in irrigated areas increased by at least 20%.

1.2 Outputs

Farmers in subproject areas have improved irrigation infrastructure
  • An estimated 1,800 irrigation systems will have been constructed or rehabilitated covering a total area of 15,000 ha.
  • 30,000 household will be benefitted by the improved irrigation systems. 18,000 of these household will belong the disadvantaged groups.
  • As result from the improved availability of irrigation water annual crop production will increase by at least 30% and cropping intensities will increase by 20%.
  • If farmers are recipient of agriculture support services to be provided under the NASDP and if they can be linked with agriculture production value chains the annual crop production and the value of this production might increase significantly.

WUAs manage irrigation systems in a socially inclusive, sustainable, and equitable manner
  • The informal UCs have formally registered as WUAs and have a constitution and bylaws. The WUA operates and account, submits to annual auditing for renewal of their registration.
  • In the executive committee of the WUA there is a proportionate representation of the cast composition of the WUA members; 40% of the representatives in the executive committee are women; at least one of the 4 management positions in the WUA is occupied by a representative of the disadvantaged groups and there is at least one representative from the tail portion of the command area in the executive committee.
  • Prior to the start of construction works the WUA has formed a construction monitoring committee and members of this committee have received training for construction supervision.
  • The WUA members have received leadership training and training in accounting and bookkeeping.
  • After the completion of the construction works the WUA with assistance of the DTO has prepared a water management and system O&M plan.

The project is managed efficiently
  • An internet based project verification and project preparation system with a highly structured works flow,
standardized procedures and automated calculation and report generation facilities has been prepared and put into operation.

- An internet based MIS linked with the project preparation system has been developed and put in to operation.
- A knowledge management plan with the objective to make irrigation system design and related guidelines and procedures available through the internet in interactive toolbox formats has been prepared and is implemented.
- DoLIDAR and DTO staff have been trained in the use of the new technologies.
- A responsive GESI approach has been adopted by the DoLIDAR and DTO staff.

**1.3 Programme Data Sheet**

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Small Irrigation Programme</th>
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<td>Sector</td>
<td>Irrigation</td>
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<tr>
<td>Sub-sector</td>
<td>Small Irrigation Development</td>
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<tr>
<td>Executing Agency</td>
<td>Department of Local Infrastructure Development and Agricultural Roads</td>
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<tr>
<td>Implementing Agency</td>
<td>Management and Implementation Support Consultant on Behalf of the Swiss Agency for Development and Cooperation (SDC)</td>
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<td>Agreement</td>
<td>Bi-lateral Agreement between the Government of Nepal and Switzerland</td>
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<td>Programme duration</td>
<td>First Implementation Phase from November 2014 to October 2018</td>
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<td>Total irrigation Coverage</td>
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<td>Estimated number of schemes</td>
<td>1800 Irrigation schemes</td>
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<td>Beneficiary households</td>
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<td>Programme Finances</td>
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<td>SDC</td>
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<td>Government of Nepal</td>
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<td>Local Government (DDCs)</td>
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<td>Beneficiaries</td>
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<td>Total</td>
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नेपाल सरकार खानेपानी तथा सरसफाई कार्यक्रम

लक्ष्य/उद्देश्य :-

ग्रामीण खानेपानी तथा सरसफाई आयोजना नेपाल सरकार को श्रद्धालु बनाइन्छ। देखि ५५ वटा जिल्लाहरू नियुक्ति गरिएको गरे कार्यक्रमलाई उद्देश्य र स्थानीय विकास मन्त्रालयको साथ बस्ने गरेका।

कार्यक्षेत्र :- ५५ वटा जिल्लाहरू मुख्य मुख्य क्रायाकलापहरू :-

ग्रामीण स्तरमा खानेपानी तथा सरसफाई संबच्च आयोजनाहरू नर्मनियाँ, ममता, पुरुषाभिषेक, कमान, शहर उपवेण, स्थाई टपुबित, संस्थागत तथा सार्वजनिक राजमार्ग निर्माण गर्ने, खुल्ला दिशा नेपाल केन्द्र प्रभाव घोषणा गर्ने आदि क्रयाकलाप संचालन गर्ने।

कार्यक्रमलाई आयोजन : सालबसाली

हाल समग्रो उपलब्धि :- १,१३३ वटा आयोजना सम्पन्न भए १,००२ जनसङ्ख्या वासनालाई मद्देन भएको र ७७० वटा आयोजना क्रमानुसार रहेका, २५ वटा तालिम कार्यक्रमबाट सिडी, इन्जिनियर, सब-इन्जिनियर, खातासंगटिक, महिला कार्यकर्ता, सामाजिक परिचालन विभाग ५५ जनाहरू तालिम प्राप्त गरेकाछन्

आ.व. २०७० ल०७ को गौरविक उपलब्धि :- ३३ जिल्लाको प्राप्त विवरण आवश्यक गर्न ६८ वटा ग्रामीण योजना सम्पन्न भएका २१७ वटा ग्रामीण योजना क्रमानुसार रहेका, ५२ योजना ममता सम्पन्न, २२२ वटा स्थानीय टपुबित योजनाहरू सम्पन्न र ऑडियो भएका गाविस संख्या ४०५ भएका।

आ.व. २०७० ल०७ को बितिय प्रगति :- करोड़ १७ लाख १४ हजार

आ.व. २०७० ल०७ को गौरविक कार्य :- ३५७ वटा क्रमानुसार खानेपानी तथा सरसफाई आयोजना निर्माण तथा ममता कार्यक्रम, ६५ वटा नयाँ खानेपानी तथा सरसफाई आयोजना निर्माण गर्न र ऑडियो/पोस्ट ऑडियो कार्यक्रम संचालन भएका २३५३ जनाहरू लागायत भएका

आ.व. २०७० ल०७ को बजेट :- करोड़ ६६ लाख ३० हजार र युनिसेफ बजेट २ करोड़ २० लाख) मुख्य मुख्य समस्तिहरू :-

- प्रायात्मक बजेट विनियोजन नहुनु।
- जिल्लाहरूमा समस्तिहरू प्रगति प्रत्यावर्तन प्राप्त नहुनु। जिल्लाहरू मा अिनियाँ साथ पटाइका निर्देशन र सराइ पालना नगरिएको।
The Rural Access Programme, now in its third phase, (RAP3) is a DFID funded bi-lateral programme between the Governments of Nepal and the United Kingdom. The primary objective of RAP3 is to achieve “improved income and resilience through employment, sustainable access to markets, and improved access to economic opportunities in the rural transport impact areas”. RAP3 is focused on the poorer districts in the West of Nepal and is working to develop sustainable asset management in these districts in order to promote community resilience. RAP3 also works closely with multiple government partners, both at district and central level. Based on this, RAP3 has three main components, which are LRN asset management (maintenance, improvement, and new construction), socio-economic development and economic infrastructure, capacity development and policy harmonisation. The total cost of the RAP3 implementation is £31.5m (GBP).

The Local Road Network Asset Management (LRN) component comprises of two primary activities namely road maintenance & improvement and new road construction. Road maintenance includes several sub activities such as emergency, routine/recurrent, specific and periodic maintenance and improvement/upgrading. New road construction and maintenance under RAP 3 will be labour based with equipment supported. Local community people and contractors will be involved carrying out LRN asset management works under the programme. Two labour groups namely road building group (RBG) for new construction works and road maintenance group (RMG) for road maintenance works will be formed to carry out the activities to be done through mobilisation of groups. This component will generate a substantial amount of short term employment in the rural areas and the wages that are paid to the labourers are a part of the direct benefits generated by RAP3.

The Socio Economic Development (SED) component aims to contribute to more sustainable livelihood opportunities. The SED activities are construction of economic infrastructures (EI) and income generation activities (IG). Within these there are a variety of sub activities as shown below.

**Economic Infrastructure** - Trails, trail bridges, ropeways and Tuins, irrigation, renewable technologies hardware and other economic infrastructures.

**Income Generation** - different types of support to producers, marketing and value chain services, vegetable, fruit and seed farming, NTFP production, livestock programme etc.

Capacity Building (CB) and Policy Harmonization (PH) component focuses on building capacity in the LRN sector among key stakeholders namely district level public sector institutions (DDC, DTO), central public sector institutions (MOFALD, DoLIDAR, RBN) and private sector institutions involved in LRN project implementation, specifically consultants, contractors and user groups and RMG/RBG.

**Scope of RAP**

RAP 3 will work in 14 districts of Nepal namely eight core districts and 6 other districts or non-core districts. The core eight districts are in West Nepal and six non-core districts are spread across the country from east to west including two in the Terai. Road construction will take place in four core districts only, road maintenance activities and upgrading will take place in the other four core and other 6 districts.

There will be no SED interventions in the 6 districts where only road maintenance work will be carried out. In the first core districts both IG and EI will be carried in selected road corridors where road construction will take place. In the other second core districts, while EI will be constructed in selected areas, the IG will be limited to few locations along the already constructed road. The beneficiaries of the SED will generally be those from the corridors where the road construction will take place.

**Local Road Network Asset Management**

RAP3's LRN investment strategy is based on District Transport Master Plans (DTMPs). These place the maintenance of existing LRN assets ahead of any improvement and new construction and identify a District Road Core Network (DRCN) to link all VDCs to their district headquarters by all-weather roads. Currently this requires the maintenance
of 22,000 Km of DRCN in 75 districts with the construction of a further 8,000 Km to reach the total requirement of 30,000 Km. The DRCN in the 14 RAP3 districts amounts to just 3,000 Km.

A significant proportion of this year’s maintenance investment has been applied to ‘specific maintenance’. This is localised heavy maintenance which targets critical sections in terms of continued accessibility. In improvement sub-component, RAP3 has prepared draft design reports – implementation will start from the beginning of the second implementation year to be started from October 2014. A total of 7 new roads will be constructed in 4 RAP3 districts namely, Mugu, Humla, Bajura and Kalikot. 5 out of 7 of the new construction districts have been progressed by Road Building Groups with about 57 Km of 2.5m wide track have been opened.

### Socio-Economic Development

The SED component of RAP3 will work alongside RAP3’s local road component in 8 core districts in the Far and Mid-West of Nepal, namely 8 local road corridors of Doti, Achham, Dailekh and Jumla (road maintenance), and 6 corridors of Bajura, Humla, Kalikot and Mugu (new roads). The income generation activities cover four main areas of support; support to producers, support to Business Service Providers (BSPs) extra support for disadvantaged groups (both on-farm and off-farm support to 50 groups (355 HHs)), and support to Road Building Groups (RBGs) (mobilisation, training, and savings schemes establishment with 275 RBGs (5,426 HHs). The development of economic infrastructure is focused on five key interventions; trail bridge construction (96 new trail bridges planned across 8 districts), installation of rope ways, tuns, and trails (2 schemes are currently planned which will increase safe access to markets, services, and production areas for 360 HHs), installation of 50 micro pond irrigation schemes and market infrastructure and Renewable Energy Technologies (the project supports communities, institutions, and entrepreneurs (4,698 HHs) with renewable energy technologies; micro-hydro power, solar home systems, improved water mills, improved cooking stoves, and energy solutions for processing).

### Capacity Building and Policy Harmonisation

RAP3 is the first of a new generation of Local Road Network (LRN) projects that are part of a Government of Nepal (GoN) sector wide approach (SWAp). The intention of the SWAp is to introduce a new model of development cooperation to promote greater harmonisation between the government and donors, and their activities in the development of the LRN. This will allow progressively greater reliance to be placed on the GoN at local and central level for the implementation of Rural Transport Infrastructure investment and development in future. The outsourcing of LRN development works to the private sector is increasingly seen as a key part of building capacity in the sector and will have a big impact on the role of government officials who will shift away from technical implementation towards planning and overall management.

However, the capacity of the government and private sector institutions to achieve the SWAp targets is limited. Recognising this RAP3 has been supporting the central government, in particular the Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR), the District Development Councils (DDCs), the District Technical Offices (DTOs), and the private sector to strengthen their capacity to plan, design, and implement LRN development works. RAP3 has been supporting DoLIDAR to review, revise, and develop policies, strategies, and guidelines related to the LRN sub sector. This support included revising the rural road standards for Nepal, preparing new District Transport Master Plan (DTMP) and Annual Road Asset Management Plan (ARAMP) guidelines, Road Maintenance Group (RMG) guidelines, and norms and specifications for LRN works. RAP3 has also been supporting DoLIDAR to update information related to local roads networks in the central database.
District Roads Support Programme (DRSP)

Exit after 15 years of operation

DRSP concluded at the end of last fiscal year. Since its inception in April 1999 the programme managed to generate tangible and highly encouraging outcomes. The key priorities of the programme featured job creation to the disadvantaged local communities alongside road construction strengthening the resiliency of the local economy, increased skill levels and job quality with the significant improvement in gender and socio economic empowerment of disadvantaged have been the greatest achievement.

Creation of local employment in itself is a enormous leap towards decentralization of the opportunity which plays an integral role in creating strategies to boost local economy best supported by the human development which outlines that human development does not only depend upon access and productive abilities but also on the opportunities available. And contemplating on the past experience of DRSP clearly exhibits profound economic empowerment to disadvantaged communities through employment on the road construction activity.

Steering implications of bridging LRIP with the major concentration in rehabilitation and maintenance over new construction has been well executed by the programme with beyond target delivery in rehabilitation and maintenance following key priorities to improve the livelihood of people living in rural regions of Sindhuli, Okhaldhunga, Khotang and Ramechhap.

The current political scenario had produced immense uncertainties as the leaders continued to negotiate power struggles amongst various political parties affecting the entire country. Among which, the local institutions continues to be affected by the prolonged leadership vacuum. Occasional delay was present at the operational level due to the absence of authoritative figure at DDC level. Substantial hurdle in quality definitely calls for an efficient bureaucracy, with consistent methods and accountable decision-makers, and for sound thematic debates among people working on democratic governance and exposed to a plurality of schools of thought and of practices. Nevertheless, DRSP was able to execute outstanding results.

Outcomes achieved

We maintain a comprehensive monitoring and evaluation framework that tracks the outcomes of programme deliverables and provides inputs in design of further development efforts. This management tool was introduced in 2007 in DRSP to track the changes in people’s behaviour in the way they relate to each other or how they relate to their environment, being either the socio economic or bio-physical.

Main Results Achieved Since 1999

Cash Injection
Direct cash injected into the rural communities of programme districts

NRs. 2,000 Million Cash Injection

Creation of Local Employment
Recruiting locals by adopting LEP

6.4 Million Person Days Employment

GESI
Remarkable involvement of DAG and female confirms the narrowing of gender discrimination over years and communities transforming into a new era of social inclusiveness and awareness

Workforce, engaging 71% DAG’s 36% Women

Motorable Access
Rural road infrastructure development

195.6 km’s Constructed
426.50 km’s Upgraded
325 km’s Rehabilitated

Socio Economic Impact
Beneficiaries have accrued optimum benefit from employment and motorable access

3-fold Increase in HH Income
Food Sufficiency doubled

Cobble Pavement, Sindhuli
This mechanism has been very effective to measure the results against the annual targets and develop actions plans based on the corrective measures if/when necessary to bring the programme performance into a progressive track.

**Outcome 1** - The remote rural population benefited from motorable access to resources and opportunities.

Vehicle Pliability <2 buses/Jeeps

Freight Cost Reduced by 47%, 203% Overall increase in public utilities and services, 74% of employment days were received by DAGs
71% of DAG, 36% of Female

The outcome for this year suggests significant change in vehicle pliability of buses and jeeps after the programme intervention. As a result, people from the community are able to obtain access to various services such as expanding beyond local farm products and getting a wider market for their products and the price. Similarly, the vehicle pliability also shows change in the mobility pattern of individuals, where people can easily have an access to transportation and reduced their travel time or the increase in frequency of visits to health centers and headquarters are also observed. On an average, 2-10 buses, 2-16 jeeps are operating in DRSP completed road.

With the baseline 0.15-0.59/kg/km, there has been overall reduction of 47% in the freight cost. There has been an overall increase of 185% in shops, 290% in pharmacies, 251% in schools and 366% in village roads. Various opportunities and business potentials have developed along the road corridor allowing the community to obtain optimum benefit from the motorable access. The remarkable increase of these services such as shops, pharmacies, schools and village roads has enabled more opportunities and services for people to explore, and more services and access to health and education.

The rationale behind 90 days employment is to assure beneficiaries especially DAGs to obtain optimum benefit from the employment, however higher mobility pattern was observed in terms of worker pursuing road employment where individuals have higher tendency to leave in 1-2 month of employment and this was highly applicable in the cases of camp workers. The programme was able to generate a total of 1,031,200 person days of employment this year with 14,431 workers. The engagement of beneficiaries in the road employment have allowed people to accrue socio economic opportunities. Where people are able to explore business options and make small investments, possibilities of various skill training activities

The remarkable participation of DAG is observed with overall 71% of DAG with 66% of DAG participation in Okhaldhunga, 90% in Sindhuli, 66% in Ramechhap and 73% in Khotang. As a result of this DAG participation, the individuals have been empowered especially the DAGs and the female. The provision of the key positions to be lead by female and the equal wage for equal work has changed the overall perception of the community to understand that women can also lead the group and do men's job provided they are given the opportunity and the platform. It is true that the road construction work demands extreme physical labor and in many cases, women suffers then obtaining meaningful employment. Keeping this in mind, DRSP have launched various health awareness activities through its social intervention and other informative platform where they understand the nature of the work and the social safeguard. Overall, 36% of women participation has been achieved.

**Outcome 2** Benefits from motorable access to resources and opportunities

Diversification of local products and increase in socio economic activity (Start of enterprises —off farm activities such as poultry, retail, teas shops and hotels)

Increased access to resources, business opportunities opened through roads. For example ambulance service, hydro power potentials, link road increment, increase in school, health post, and market center developments. As a result, higher school enrollment and increased frequency in health visits

Increased local participation in economic activity

Gender Inequality narrowed, higher awareness on social inclusion and changing perspectives on cultural portrayal and sensitivity towards discrimination. Higher rate of income through employment on the roads, increase in social spending, debtless, free from bonded labor

**Outcome 2** - Institutions at all levels ensure effective delivery of local transport infrastructure service following acceptable levels of workers welfare.
- 100% of Insurance Claims are settled
- Fetal accidents and major incidents were claimed and settled
- Total of NRs. 3, 00, 00/worker was given to the deceased family
- 100% Workers are paid within 30 days of work measurement
- Timely payment has been strictly enforced with very rare delays

Transparency and Accountability

Public hearing and Public Audit are held

Insurance scheme was introduced to ensure the safety and security of the people engaged in road construction works. The programme has lost the lives of seven people in its four participating districts during its Phase IV. In most of these cases, many were drowned by the river. Orientation on safety and security and high alerts on the river drowning information was disseminated and briefed properly to people. However, accident takes place without any forewarning, therefore, the insurance scheme allowing each individual to have an insurance coverage of amount NRs. 3, 00,000 which contributes to the immediate needs of the deceased family to at least cover some part of the economic turmoil. Overtime, the programme has made an effort to make sure that every district sends out claims on time, and so far it is observed that the DDC still needs to take the ownership to facilitate and expedite and follow up claims. The nature of physical works to be carried, the measurement is done only upon their commitment to certain km of work that could take as long as 4-5 months, and this means the measurement will take place after 5 months and only then the bill will be forwarded for the payment. After measurement, the workers are being paid within 30 days.

One of the reasons behind DRSP success is solely dependent on the tremendous local trust gained during its years of social mobilization at the district level and that the entire mobilization and construction activity is carried out by the locally elected bodies such as LRUCs. This has largely encouraged the level of ownership at the community level and their accountability towards gearing up the activities.

The dissemination of the information on the overall delivery of DRSP works in the district was carried out in well fashioned manner through public hearing. All the expenditures and payments to workers were clearly displayed during public audit.

In true facet, DRSP has embraced its purpose to infuse socio economic transformation of the rural communities through rural road infrastructure development, opening unlimited possibilities of various socio economic opportunities skill, access to utilities and services, and diversification of local products and increased socio economic ability of the region, on the other hand it has also created jobs for thousands of young men and women by employing in road construction activities, equipping the disadvantaged with the skill trainings thus strengthening the resiliency of the local economy, increased skill levels and job quality.
With the main goal of the programme to contribute to "improved livelihoods of the people and to local economic development in the four programme districts of Ramechhap, Sindhuli, Okhaldhunga, and Khotang, Local Roads Improvement Programme (LRIP) has started its operation from August 1, 2014.

On behalf of the GoN, the Ministry of Federal Affairs and Local Development (MoFALD) shall extend the necessary guidance and support to the programme and ensure collaboration of the participating districts. On behalf of MoFALD, the Department of Local Infrastructure Development and Agriculture Roads shall be responsible Department to coordinate the programme at national level. ITECO Engineering Ltd. CH, will represent the Programme Support Unit (PSU) on behalf of SDC shall provide technical assistance to GoN. LRIP-PSU shall support in capacity building of the partner districts in the management of district roads focusing on road maintenance, rehabilitation and construction together with social development activities. In fulfilling its objective, LRIP is entrusted to concentrate its efforts on maintenance of existing maintainable roads over new construction.

Improving the rural roads in the partner districts will allow people in the district to accrue socio economic benefits at the local level. At National and Local Institutions will benefit in the implementation of planned maintenance system. Labor based working method, more appropriately, labor-based, environment friendly, participatory (LEP) approach, will be used to construct, rehabilitate and maintain roads.

The total programme budget for this Phase (August 2014 – July 2018) is NRs. 3,371 million with GoN contribution of NRs. 1,246 million and SDC NRs. 2,124 million.

The measurable implementation targets under LRIP include maintenance of 750 Km of existing roads, upgrade and rehabilitation of 200 Km of existing road to all weather standards, and construction of 100 Km (cumulative) of new roads. It is intended to generate about 2.4 million person days of employment, of which at least 60% will be specifically targeted to Disadvantaged Groups, while 35% of the employment will be received by women.
<table>
<thead>
<tr>
<th>Project Name</th>
<th>Implementing Agency</th>
<th>Districts</th>
<th>Year</th>
<th>Details</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Access Improvement Project</td>
<td>GoN, Japan</td>
<td>5 districts: Sindhuli, Jhapa, Ramechap, Sindhupalchowk, and Makwanpur</td>
<td>2009-2015</td>
<td>32 nos. of Motorable Bridges Construction</td>
<td>990 Yes</td>
</tr>
<tr>
<td>Local Road Bridge Programme Phase I</td>
<td>GoN, SDC</td>
<td>75 Districts</td>
<td>2011-2015</td>
<td>80 nos. of Motorable Bridges Construction</td>
<td>19 nos. of bridges completed</td>
</tr>
<tr>
<td>Peace and Reconstruction Ministry</td>
<td>GoN</td>
<td>75 Districts</td>
<td>Yearwise Program</td>
<td>Reconstruction and Rehabilitation of Damaged Structures</td>
<td>166 nos. of different construction projects completed</td>
</tr>
<tr>
<td>Rural Water Supply and Sanitation Programme (RWSSP)</td>
<td>GoN, UNICEF-DRF</td>
<td>75 Districts</td>
<td>Yearwise Program</td>
<td>Water Supply and Sanitation Projects 247 Nos. (Ongoing and maintenance), new water supply projects 65 nos., GoN/Post-COP 52774 population for current financial year</td>
<td>498630</td>
</tr>
<tr>
<td>Rural Village Water Resource Management Project (RVWRMP) Phase II</td>
<td>Finland GoN</td>
<td>Darchula, Baitadi, Dadeldhura, Bajhang, Bajura, Doti, Achham, Dallek, Humla, and Kailali</td>
<td>206768/2071/72</td>
<td>Safe Drinking water for 120000 population, Sanitation Facilities for 60000 HH, Irrigation Facilities for 15000 hectares, Micro Hydro facility for 6000 populations (total equivalent population 1.3 millions)</td>
<td>476.63</td>
</tr>
<tr>
<td>Rural Water Supply and Sanitation Program in Western Nepal (RWSSP-WN) Phase II</td>
<td>Finland GoN</td>
<td>Tanahun, Parbat, Baglung, Myagdi, Nawalparasi, Kapilvastu, Rupandehi, Yanga, Pyuthan, Mustang, Palpa, Gulmi, Argakhanchi, Rolpa, and Kailali</td>
<td>207071/2074/75</td>
<td>Safe Drinking water for 100000 population, Sanitation and Hygiene Facilities for 1050000 population, Governance and Capacity Building 200000 populations</td>
<td>15.5 Euro</td>
</tr>
<tr>
<td>Community Irrigation Project (CIP)</td>
<td>ADB</td>
<td>Kanchanpur, Kailali, Dang, Kapilvastu, Doti, Salyan, Pyuthan, Rukum, Rolpa, Bajhang, Jumla and Mugu</td>
<td>2011-2017</td>
<td>Irrigation system in 17000 hectare new and rehabilitation of small irrigation system</td>
<td>209940</td>
</tr>
<tr>
<td>Small Irrigation Programme (SIP)</td>
<td>SDC, GON</td>
<td>Achham, Dallek, Jajarkot, Kalikot, Ramechap, Okhaldhunga, Khotang, Udalgup, Udaipur and Sindhu</td>
<td>2014-2018</td>
<td>Irrigation system in 15000 ha, 8 improvement of 1800 Small Scale Irrigation schemes</td>
<td>No</td>
</tr>
<tr>
<td>DoLIDAR: Irrigation, River control, Microhydro, Solid waste mgt., Rural settlement development and social infrastructures.</td>
<td>GoN</td>
<td>75 Districts</td>
<td>Yearwise Program</td>
<td>Irrigation system in 3000 ha, Micro Hydropower 100kW</td>
<td>546131</td>
</tr>
<tr>
<td>River Protection Works and Livelihood Improvement in Chitwan (RPWC)</td>
<td>SDC, GON</td>
<td>17 VDCs and one municipality of Chitwan District</td>
<td>2014-2018</td>
<td>Livelihoods Centred Approach for Disaster Risk Reduction (DRR)-The total area of the project is 661 sq km out of which flood plain has an area of 251 sq km and the catchment VDCs have an area of 410 sq km</td>
<td>No</td>
</tr>
</tbody>
</table>

Amounts not specifically mentioned are in Nepalese Rupees
<table>
<thead>
<tr>
<th>SN</th>
<th>Programmes/Projects Under DoLIDAR</th>
<th>Donors</th>
<th>Coverage</th>
<th>Duration</th>
<th>Physical Targets</th>
<th>Total Budget (in millions)</th>
<th>Progress of FY 2070/71</th>
<th>Cumulative Progress till FY 2070/71</th>
<th>Budget of 07/72 (‘000) NRs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Rural reconstruction and Rehabilitation Project (RRRSDP)</td>
<td>ADB, IDA, DFD, DFID, GoN</td>
<td>20 core districts: Ilam, Panchthar, Jhapa, Morang, Sunskari, Dhankuta, Chitwan, Sindhuli, Dolakha, Kathmandu, Lalitpur, Bhaktapur, Parbat, Sindhupalchowk, Kavre, Manang, Mustang, Rukum, Rolpa, Dadelhura, Non core districts: 18 DRILP districts</td>
<td>Donor part closed on: 31 June 2013 GoN part is ongoing</td>
<td>Reconstruction and rehabilitation of Roads: 1501 km, Trail Bridges: 260 nos., Water Supply: 591 Nos. Road Bridges: 150 nos.</td>
<td>1080.1</td>
<td>6105.896</td>
<td>16809.0</td>
<td>No</td>
</tr>
<tr>
<td>3</td>
<td>Decentralised Rural Infrastructure and Livelihood Project- Additional Financing (DRILP-AF)</td>
<td>ADB, DFID, GoN</td>
<td>Baitadi, Darchula, Bajhang, Bajura, Humla, Mugu, Jumla, Kalikot, Jajarkot, Dolpa, Baglung, Myagdi, Lamjung, Gorakha, Ramechhap, Okhaldhunga, Solukhumbu, Taplejung</td>
<td>2012-2016</td>
<td>Rural road construction: 200 km, Road Rehabilitation/Upgrading 65 km, Road Maintenance: 1200 km, Trail Bridges: 6500 m, Employment Generation: 4.7 mP2</td>
<td>USD 13.29 &amp; Benefits USD 1.1</td>
<td>USD 52.06</td>
<td>USD 66.45</td>
<td>No</td>
</tr>
<tr>
<td>4</td>
<td>Rural Transport Infrastructure Sectorwide Programme (RTI SWAP)</td>
<td>IDA, UK, DFD, GoN</td>
<td>75 Districts</td>
<td>Yearwise Program</td>
<td>Road Maintenance: 600 km, Earthen Roads: 500 km, Gravelled Roads: 300 km, Black topped Roads: 50 km, Culvert &amp; Causeway: 150 nos., Cost Sharing Motorable RCC Bridges: 15 nos.</td>
<td>605.42</td>
<td>600</td>
<td>1205.42</td>
<td>No</td>
</tr>
<tr>
<td>5</td>
<td>Rural Access Program (RAP-3)</td>
<td>DFID, UK, GoN</td>
<td>Core Districts: Achham, Bajura, Doti, Dailekh, Humla, Jumla, Kalikot, Mugu. Non Core Districts: Jhapa, Morang, Sankhuwasabha, Sindhupalchowk, Parbat, Dadelhura.</td>
<td>2013-2017</td>
<td>400 km of Rural construction &amp; Maintenance, New Construction 94 km maintenance 394 km</td>
<td>GBP 36.45</td>
<td>57 km of 2.5m wide track have been opened</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>6</td>
<td>Local Roads Improvement Programme (LRIP)</td>
<td>SDC, GON</td>
<td>4 Districts: Ramechhap, Okhaldhunga, Khotang, Sindhuli</td>
<td>2014-2018</td>
<td>Rural Road new construction: 100 km, Routine/Periodic Maintenance: 3000 km, Road Rehab: 200 km</td>
<td>1246</td>
<td>2125</td>
<td>3371</td>
<td>No</td>
</tr>
<tr>
<td>7</td>
<td>Road Boards Nepal</td>
<td>GoN</td>
<td>75 Districts</td>
<td>Yearwise Program</td>
<td>Regular, Emergency, Periodic Maintenance works of Rural Roads</td>
<td>As allocated by Roads Board Nepal (RBN)</td>
<td>No</td>
<td>No</td>
<td>5736 numbers of TB</td>
</tr>
<tr>
<td>8</td>
<td>Trail Bridge SWAP Phase II Programme</td>
<td>GON, DFD</td>
<td>75 Districts</td>
<td>2014-2019</td>
<td>2500 Nos of TB</td>
<td>As allocated by Roads Board Nepal (RBN)</td>
<td>No</td>
<td>No</td>
<td>5736 numbers of TB</td>
</tr>
</tbody>
</table>
Typical Trail Bridges implemented by Suspension Bridge Division

There are about 5,735 trail bridges in Nepal which is the highest number in the world. These trail bridges have contributed towards poverty reduction through the improvement of access to basic services, economic activities and many other opportunities of the local people. According to the government decision, Suspension Bridge Division (SBD) is responsible for planning, survey design and construction of technically challenging and exceptionally long span and even multi span trail bridges. Under this mandate, SBD has implementing huge numbers of Long Span Trail Bridge (LSTB) every year among which followings are the typical trail bridges in terms of span, freeboard, and structural system.

Sangam Trail Bridge System, Ridi (Gulmi, Syanja and Palpa districts)

Sangam Trail Bridge is a unique trail bridge in terms of its structure. Probably the first trail bridge going to be built in Asia which provides access to three different places with a single pylon and three different walkway systems. This trail bridge is going to be built at the confluence of Ridi and Kaligandaki rivers which is a famous religious and tourism place called Ruru Kshetra. The trail bridge connects Ruru, Argali and Chandibhanjyang Village Development Committee of Gulmi, Palpa and Syanja districts, respectively. Contract agreement for design and build of Sangam Trail Bridge has been made with Nayabato/Rubina/ Mana JV (the contractor). The expected bridge completion time including engineering design is 36 months from the date of sign of agreement. The general layout of the trail bridge has been shown in the following figure.

Badagaon Kaiya Suspended Trail Bridge

Badagaon Kaiya suspended trail bridge is unique in term of its freeboard which is about 151 meters and is the highest freeboard available among all trail bridges built till date. The primary purpose of the bridge is to cross the Kaligandaki River at Chhindanda of Shivalaya VDC-5 of Parbat district and Kaiya of NarayanstahnVDC-9 of Baglung district. The expected completion time of the bridge is Baisakh, 2072. This bridge has high possibility of tourism development with the aid of Banji Jump. This trail bridge serves for Balewa, Paiyupa and many more VDCs of Baglung district which saves thousands of walking hours; children can go to school, and people can visit medical centers, access public services and go to markets to buy and sell products more easily. The recent progress of the bridge can be seen from the following photograph.

Madi Suspension Trail Bridge

This is the longest single span suspension trail bridge ever constructed within Nepal which has a single span of 355m. This trail bridge has been constructed over Madi River to connect Syamgha VDC-5 and Dulaipani VDC-1 of Tanahaun district. This bridge was completed during the fiscal year 070/071. Every day, hundreds of people now cross rivers safely which saves thousands of walking hours and provide access to public services and market places.

Trivenidham Multi Span Suspension Trail Bridge

The primary purpose of Trivenidham multi span suspension Trail Bridge is to connect Balmiki Ashram which is located in an island in Narayani River near Triveni, 20 km south of Kusunde, which is situated in between Narayanghat and Butawal in East West Highway. According to Hindu holy book Ramayana Goddess Sita was exiled from the royal palace and stayed here. This Ashram was used by the great Rishi Balmiki who wrote Hindu epic Ramayana. The trail bridge connects Gardi VDC-9 of Chitwan and Raninagar, Susta VDC of Nawalparasi district. Recently, the chief secretary Lilamani Paudel laid down the foundation stone. The estimated completion time of the bridge is Paush, 2072. The construction of Trail Bridge will broaden the importance of Balmiki Ashram and TriveniDham can boost the inflow of religious visitors as well as many other tourists from all over the world.
River Protection Works and Livelihood Improvement in Chitwan (RPWC)

The goal of RPWC is to contribute towards building an equitable and economically sustaining society in Eastern Chitwan safe from floods. An equitable society which offers access and opportunities to poor and socially discriminated individuals to improve their livelihoods and living standards.

The purpose of the project is to implement a Livelihoods Centred Approach for Disaster Risk Reduction (DRR). Past interventions in DRR are generally focused on relief and rescue and short-term preparedness. But, building and improving people’s livelihoods and coping capacities to mitigate future disasters have rarely been implemented. This project with therefore be a unique multi-sectoral project which focuses safeguarding and better management of land, water and forest resources so that inclusive economic growth and poverty reduction takes place.

The project will be executed by MoFALD and implemented by the DDC through local User Committees (UCs) which will have lessons for replication in other geographical areas. This will involve coordination with government line agencies, specifically the District Forest Office (DFO) and District Agricultural Development Office (DADO), and two SDC supported multi-lateral programmes, the Multi Stakeholder Forestry Programme (MSFP) and the Employment Fund (EF), to integrate and build upon river training measures with livelihood improvement activities.

OUTCOMES

Two outcomes are expected from the project:
Outcome 1: Livelihoods of people, especially disadvantaged groups, are safeguarded and improved
Outcome 2: Local governments (DDC and VDCs) and local user committees provide services to reduce water induced disasters.

OUTPUTS

The two outcomes will be delivered by six specific outputs.
Output 1.1: People and their assets are safeguarded from water induced disasters.
Output 1.2: Land and water resources are better managed by local communities
Output 1.3: New livelihood initiatives are undertaken by farmers.
Output 1.4: Inclusive local User Committees are formed and their capacities are strengthened to coordinate, implement and monitor project works.
Output 2.1: DDC / DTO strengthen their capacities to coordinate, plan and manage river protection and landslide control works to prevent and cope with floods.
Output 2.2: DDC strengthens its capacity to coordinate project works in the catchment area by networking with all the stakeholders.

PROJECT AREA AND TARGET GROUPS

The project area extends over 17 VDCs and one municipality. The total area of the project is 661 sq km out of which flood plain has an area of 251 sq km and the catchment VDCs have an area of 410 sq km. The project area will cover four sub watershed areas in eastern Chitwan: Lothar khola, Budi Rapti, Upper Khageri and Martal/Dhungre khola. All the VDCs are located in Eastern Chitwan, except Kankada, which falls within Makwanpur district.

Financial Contribution
The FDFA/SDC shall contribute up to Swiss Francs 5,800,000 for the different components of the Project including (but not limited to):
(a) 53% of the total costs of civil works in the Project area;
(b) 100% of the services of the PSU for the entire duration of the phase;
(c) 100% of the services of international short term consultants as and when required;
(d) 100% of the operational costs of PSU including capacity building, monitoring and supervision;
(e) 100% of the external review towards the end of this phase. 10.2 GON through its regular and development budget shall provide an amount of up to Swiss Francs 3.5 million (equivalent to NRs. 348 million) over the period of 4 years. This contribution shall cover:

a) 40% of the total costs of civil works in the Project area; and
b) 100% of the total costs of salaries and allowances of all Government staff in DoLIDAR and DTO in the Project district.
RVWRMP is one of the water sector project implemented under Bilateral Cooperation between Government of Nepal and Government of Finland. First phase of the project has been completed and second phase from year 2010 to 2015 is in implementation. The overview of the project status is as below:

1. **Phase II:**

   September 2010 – July 2015

2. **Total budget:**

   26.90 million Euro

   Contribution:
   
   - GoF : 15.5 (Grant) - 58 %
   - GoN : 3.87 - 14 %
   - DDC/VDC : 1.93 - 7 %
   - Users (Cash and Kind): 5.6 - 21 %

3. **Objectives**

   The overall (long term) objective of RVWRMP is institutionalized capacity at local and regional levels to sustain and continuously improve enhanced quality of life, better environmental conditions and increased opportunities in rural livelihoods in the project area.

   The purpose of RVWRMP Phase II is to achieve improved well-being and reduced poverty in project VDCs. Beneficiary target of the project is 1.3 million equivalent population of the project area.

4. **Expected Results**

   **Result 1:** Community level capacity and access to services: institutionalized community capacity to construct and maintain community managed water supply and adopt appropriate technologies and behavior related to sanitation infrastructure; WASH

   **Result 2:** Improved and sustainable livelihoods: improved and sustainable nutrition, food security and sustainable income at community level through natural resources based livelihoods development; Livelihoods

   **Result 3:** District level capacity: institutionalized capacity at district level to continue integrated water resources planning and to support communities in implementing and maintaining Water Supply, Sanitation and Hygiene (WASH) and livelihood activities. Capacity Building

5. **Sectors:**

   - Rural water supply (Including Arsenic Mitigation) and sanitation
   - Irrigation (conventional & non-conventional)
   - Renewable energy: micro-hydro power, improved water mills, improved (smokeless) cooking stoves, solar, biogas
   - Sustainable livelihoods & income generation
   - Capacity building
6. PROJECT WORKING AREA

FINANCIAL PROGRESS (Fiscal Year 2070/71)

<table>
<thead>
<tr>
<th>FY 207/71</th>
<th>GON</th>
<th>GOF</th>
<th>DDC</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget Allocation</td>
<td>128,547</td>
<td>200,000</td>
<td>4,377</td>
<td>334,924</td>
</tr>
<tr>
<td>Released to DWRDF</td>
<td>128,497</td>
<td>232,578</td>
<td>4,714</td>
<td>366,789</td>
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<tr>
<td>Actual expenditure</td>
<td>128,497</td>
<td>218,969</td>
<td>4,719</td>
<td>353,284</td>
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Progress Rate:

<table>
<thead>
<tr>
<th>Released to DWRDF</th>
<th>100%</th>
<th>116%</th>
<th>108%</th>
<th>110%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Actual expenditure Vs Budget</td>
<td>100%</td>
<td>109%</td>
<td>108%</td>
<td>106%</td>
</tr>
<tr>
<td>Actual expenditure Vs Released</td>
<td>100%</td>
<td>94%</td>
<td>100%</td>
<td>96%</td>
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PHYSICAL PROGRESS

<table>
<thead>
<tr>
<th>SN</th>
<th>Sector/Subsector</th>
<th>Cumulative (scheme Nos)</th>
<th>FY 070-071 (scheme Nos)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Stand alone sanitation scheme</td>
<td>206</td>
<td>66</td>
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<tr>
<td>2</td>
<td>Gravity Water Supply scheme</td>
<td>269</td>
<td>118</td>
</tr>
<tr>
<td>3</td>
<td>HH level livelihood scheme</td>
<td>580</td>
<td>230</td>
</tr>
<tr>
<td>4</td>
<td>Conventional and Non conventional irrigation scheme</td>
<td>28</td>
<td>19</td>
</tr>
<tr>
<td>5</td>
<td>Multi-Use System (MUS) scheme</td>
<td>26</td>
<td>12</td>
</tr>
<tr>
<td>6</td>
<td>Micro-hydro scheme</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>1114</td>
<td>447</td>
</tr>
<tr>
<td></td>
<td>Physical Progress of FY 2070/71</td>
<td></td>
<td>110.64%</td>
</tr>
<tr>
<td></td>
<td>Population (equivalent) benefited</td>
<td></td>
<td>395,362</td>
</tr>
</tbody>
</table>

FY 071-72 Total Budget, NRs. 38,99,28,000.00
1. THE PROGRAM DEVELOPMENT CONTEXT

1.1 Introduction

Rural Reconstruction and Rehabilitation Sector Development Programme (RRRS DP) was successfully implemented in 20 districts in mountain, hilly and terai regions. Though the donor funding was closed on 31 June, 2013 GoN is continuing the program with its own resources. This is a golden fact that the DoLIDAR was able to convince the Ministry (MoFALD) to continue RRRSDP into Phase-2. RRRSDP-2 is proposed to be developed as the follow-on of RRRSDP Phase 1 owing to the facts that the first phase outputs and outcomes were extremely successful having implemented more than 97% of the total program with many rewarding achievements due to full compliance of environmental and social safeguards and many other spectacular economic and employment generating works in line with the defined objectives, targets and outputs. Therefore it has become an encouraging necessity in one form or the other for the GoN to go for such projects/programs in view of the long term development objective of enhancing livelihood of rural people. With this factual and valuable scenario in the GoN for conceptual planning, PCU/DoLIDAR was directed to prepare and design RRRSDP-2 as an offspring of RRRSDP-1.

The funding agency often provides grants called project/program preparatory technical assistance (PPTA) to help the government identify and prepare feasible projects. However, uniquely the GoN decided to carry out this project identification and preparation without any external PPTA support.

In this Phase-2 not only roads but also DoLIDAR has decided to see the possibility of including construction of important bridges as well. Link to each and every part of rural community with safety and soundness describes improved rural road. Nevertheless bridges also do form an integral part in completing an improved road network. So, to achieve one of the important objectives of the Program of upgrading or making improvement of the rural road network is to make feasibility study of some motorable bridges in the rural roads of RRRSDP-1 so that the Client will be in a position to make decision on the costly affairs of its construction through detailed designs later. In Phase 1 the rural road subsector construction has given very positive economical effects to the rural community due to spectacular parallel development from the supplementary infrastructures to community empowerment etc. So upgrading of those Phase 1 rural roads to all weather improved rural roads has become imperative together with bridges construction for better transport facility to match the economic growth that has been taking place due to direct impact of RRRSDP-1 and indirect impacts of other projects in the vicinity.

In the proposed RRRSDP-2 the leading concept has been to upgrade the rural roads as in RRRSDP-1 constructed inclusive of other important software objectives. Moreover, possibility of inclusion in the Phase 2 Program of some very important and technically feasible as well as economically viable new road subprojects cannot be ruled out seeing justifiable and proven demands from the districts. Obviously for any road subprojects construction and/or upgrading huge amount of funds is needed. So the PCU/DoLIDAR is literally contemplating to make requests to the donors and international funding agencies in Nepal. And for this there is a vital need to prepare a viable, convincing and saleable Program Document through field researches and explorations reflecting at the same time the recommendations, lessons learnt and achievements drawn by the Project Completion Report (PCR) of the Phase 1 for presenting to the GoN to prove that RRRSDP-2 will be inside its long term development planning and investment. Simultaneously with the new Program Document the GoN can float the distinctive idea to negotiate with those bilateral donors and multilateral funding agencies like DFID, ADB, OFID and SDC who were the developing partners of RRRSDP-1. Besides it can also attract other interested funding agencies.
The Government of Nepal (GoN) aims to seek and secure funds from various bilateral donors and multi-lateral funding agencies for physical implementation of the proposed Rural Reconstruction and Rehabilitation Sector Development Program (RRRSDP) Phase 2. So with this concept of developing the future RRRSDP-2, PCU/DoLIDAR has been already discussing through MoF & MoFALD with the bilateral and multi-lateral partners who seemed to be supportive if the designed project or program meets their (Donors/Banks) fundamental country strategy or plan and their criteria or requirements to support or provide financial assistance. So formulation of a good RRRSDP-2 has become a challenging undertaking for the PCU to catch the eyes of the development partners.

PCU/DoLIDAR is in a mind state of involving or communicating the potential donors/financial agencies in the reviews of the stage-wise progresses and sending the program products from time to time for informal suggestions/comments. Once the final draft Program Document is made ready, this will be thrashed out in a larger participatory forum of funding agencies and donor community. With this conceptual vision, mission and planning for the follow on RRRSDP-2 the GoN has become proactive to expedite the planning process without waiting for any external support like PPTA and has allocated required budget for hiring a Consultant through a competitive bidding for the identification and design of subprojects including preparation of a premium quality Program Document comprising of an Appraisal Document for Donor Investment as one of the important components.

1.2 Program Background Goal, Specific Objectives & Outputs

Fundamentally the principles and philosophy of RRRSDP-1 have to be continued in this Phase 2 as well. Thus, the overarching goal of the Program is to reduce the poverty keeping the program in central focus. Continuity of this goal is in line with the commitment of the GoN to achieve one of the millennium goals of 2015 AD. In order for achieving that goal the Program will be designed to continue or strengthen the specific objectives to improve connectivity, enhanced economic and employment opportunities and to ensure increased access to markets and social services for rural communities.

In furthering the above specific objectives the Program outputs will include as follows:

(i) Feasibility study, detailed investigation and design and cost estimates of rural roads with economic analysis - approximately 1100 Km;
(ii) baseline surveys, social safeguards, land acquisition and resettlement planning;
(iii) environmental assessment including Initial Environmental Examinations (IEE);
(iv) feasibility study for about 35 motorable bridges (based upon the Consultant’s recommendation in the feasibility study report, DoLIDAR will arrange for detailed survey, design and cost estimate of the bridges);
(v) contract packaging including preparation of bidding documents;
(vi) preparation of implementation arrangement plan including assessment of the requirement for supervision Consultants with detailed Terms of Reference;
(vii) preparation of Detailed Project Reports of all the subprojects;
(viii) preparation of Program Investment Plan and Financing Plan;
(ix) assessment of Program Benefits, Impacts and Risks; and
(x) preparation of Program Appraisal Document for Donor Investment.

Definitely new Program Investment Plan (PIP) and Program Financial Plan (PFP) will be prepared in district-wise approach. Similarly assessment of Program Benefits, Impacts (impact of RRRSDP-1 and its results will be taken from the PCR) and Risks will be made.

In the same way preparation of the Program Appraisal Document for attracting the donor investments will be done very carefully through immense and considerable consultation processes with the government line agencies (National Planning Commission, various Ministries and Departments), donors, and multilateral funding agencies as directed by PCU/DoLIDAR. The especial development components and relevant thematic thrusts of social and economic values will be built in to match the development efforts of the donors in Nepal.
1.3 Program Document

The main output in the form of a convincing, viable and saleable Program Document for RRRSDP-2 taking into account the development goal, specific objectives, basic principles and thematic approaches of RRRSDP Phase 1 and some relevant additions to make investment-proposal more attractive for the donors, funding agencies or development partners in Nepal. The Program Document will comprise of volumes in divided sections as follows:

(A) Detailed Project Reports (DPR) in Sections for each of different subprojects
(B) Implementation Arrangement Plan
(C) Program Investment Plan and Program Financing Plan,
(D) Assessment Report of the Program in respected of Benefits, Impacts and Risks, and
(E) Appraisal Document for Donor Investment,

2. The Consultant

The consulting services for designing the RRRSDP-2 as per its approved proposal (prepared by the Consultant based on the ToR/DoS supplied by the Client) was awarded to M/s Environment and Resource Management Consultant (ERMC) (P) Ltd. (the Consultant), on a time based and lump sum contract. The Agreement by and between the Client and the Consultant was signed on July 10, 2013, with commencement and completion dates of August 01, 2013 and October 31, 2014 respectively. Thus the Consultant shall provide all the defined and additionally required services as per the Terms of Reference (ToR) and Description of Services (DoS) to the Client with required expertise/professional inputs/skills and technical resources.

2.1 Team Composition

A core team of Consultants at centre comprises a Road Expert (Team Leader), one Social Specialist, one Environmental Specialist, one Resettlement Specialist, two Road Engineers, one Bridge Engineer, one Geo-technical Engineer, one Geologist, one Hydrologist and one Transport Economist. Er. Hem Nidhi Sharma has been assigned as Project Director in the team to facilitate, coordinate and liaise with the entire Program activities. The Consultant team consisting of 76 person-months of national consulting services has been recruited by PCU/DoLIDAR through a firm using quality and cost-based selection and bid award in the open competition with quality-cost ratio at 80:20.

In addition to the above mentioned core team, the Consultants will field the necessary human resource and all required logistics for some short listed 1100 km Rural Road for (i) feasibility study, detailed investigation and design and cost estimates of rural roads; (ii) social safeguards, land acquisition and resettlement planning of individual roads and bridge subprojects; (iii) environmental assessment including Initial Environmental Examination as per the prevailing acts and regulations; (iv) feasibility study about 35 nos. of motorable bridges.

3. Updated Progress Status of Preparatory Activities.

INTRODUCING RWSSP-WN II: SERVING THE UN-SERVED

Rural Water Supply and Sanitation Project in Western Nepal Phase II (RWSSP-WN II) started in mid-September 2013. RWSSP-WN is a bi-lateral WASH project supported by the Government of Nepal (GON) and the Government of Finland (GOF). RWSSP-WN is implemented through the decentralized governance system following the rules and regulations of Government of Nepal. The responsible agencies of RWSSP-WN at national level are the Ministry of Federal Affairs and Local Development (MoFALD) and its Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR).

RWSSP-WN Phase II works in Baglung, Myagdi, Parbat, Syangja, Tanahu, Pyuthan, Kapilbastu, Rupandehi, Nawalparasi and Gulmi. Another four districts are supported for sanitation only, namely Rolpa, Palpa, Argakhanchi and Mustang districts.

The estimated budget for RVWRMP II is EUR 23.2 million. The total Government of Finland contribution is EUR 13.5 million (56%) and the Government of Nepal EUR 3.165 million (14%). Additional contributions are expected from DDC/VDC is EUR 1.531 million (7%) and the users/beneficiaries EUR 5.0 million (21%) – most of this is in kind. The Finnish contribution is a grant.

The overall objectives improved health, socio-economic status and fulfillment of the equal right to water and sanitation for the inhabitants of the Project area. The purpose of Phase II is the poorest and excluded households’ rights to access safe and sustainable domestic water, good health and hygiene ensured through a decentralised governance system. The expected results are:

**Result 1** (Component 1 Sanitation and Hygiene): Access to sanitation and hygiene for all achieved and sustained in the project working; No one practices open defecation

**Result 2** (Component 2 Rural Water Supply): Access to safe, functional and inclusive water supply services for all achieved and sustained in the project working VDCs; and

**Result 3** (Component 3 Capacity Development): strengthened institutional capacity of government bodies to plan, coordinate, support and monitor the WUSCs and other community groups in the implementation, operation and maintenance of domestic water, sanitation and hygiene programmes in a self-sustainable manner.

VDC and scheme selection needs to pay attention into who is served and who is unserved:

At the end of FY01 the Phase II had 154 schemes of which 59 were completed and 18 physically completed but yet to be financially cleared. There were another 66 schemes at the implementation phase and 11 at the preparatory phase. Out of all these, 102 schemes were drinking water supply schemes serving total 57,522 people, 43 institutional or public sanitation schemes and nine recharge ponds. Out of 102 water supply schemes, 31 were different types of lift schemes. Small solar lift schemes appear to be the solution for hard-to-reach locations. Sustainability and such as water tariff questions especially where electrical lift is used, will need increasing attention over the coming year.

During FY01 the project conducted inception workshops in all core working districts and performance-based MOUs were signed in between the DoLIDAR and each DDC for RWSSP-WN Phase II. MOU was also signed with FEDWASUN, and the district FEDWASUN chapters were consequently included into the district management committees.

During FY02 the project will support the districts in finalization of the District Strategic WASH Plans, with attention to post-ODF strategies and issues relating to climate change adaptation and disaster risk reduction. Similarly the existing VDC WASH Plans will be updated, the project also supporting other VDCs in preparation.
of their plans. It is hoped that these V-WASH Plans could have many elements from Local Adaptation Plan of Action with regards to climate change and disaster risk reduction, and also be useful for the VDCs periodic planning. Water Safety Plans at the individual scheme level together with increased attention to the Water Users Committees capacity and management practices, including also such as water tariff setting, are high in agenda.

### Total Physical and Financial Targets of RWSSPWN-II

<table>
<thead>
<tr>
<th>S.N.</th>
<th>Components</th>
<th>Budget (NRs.)</th>
<th>Beneficiaries</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Water Supply</td>
<td>801450000</td>
<td>100000</td>
</tr>
<tr>
<td>2</td>
<td>Sanitation and Hygiene</td>
<td>669500000</td>
<td>105000</td>
</tr>
<tr>
<td>3.1</td>
<td>ODF</td>
<td>602550000</td>
<td>975000</td>
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<td>3.2</td>
<td>Post ODF (TBC)</td>
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<td>3</td>
<td>Governance &amp; Capacity Building</td>
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<tr>
<td></td>
<td>Total</td>
<td>171596100</td>
<td>1370000</td>
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</table>

*Note: Exchange rate 1 EURO@130NRs.*

**Fiscal year 2070-71 achievement:**

Construction of new Drinking water supply Schemes: 26
Recharge pond : 9, public toilets : 24, Training : 35
Budget Investment : NRs. 119704000.00

**Fiscal year 2071-72 Target:**

Construction of new Drinking water supply Schemes: 133
Sanitation (ODF+ TBC) : 200000 population (36364 HH)
Public toilets: 31, Training : 380
Budget Allocation : NRs. 29,99,40,000.00
A Glimpse of Project for Strengthening the National Rural Transport Program (SNRTP)

Project Background:

The SNRTP basically the continuation and follow-on of the RAIDP is the third IDA operation to support Nepal’s rural transport sector the past 15 years. The design of this operation reflects lessons learned from a sustained engagement. Without SNRTP’s follow-up interventions, RAIDP beneficiaries might lose much of the access they previously gained. Insufficient and ineffective maintenance is the primary threat to the sustainability of RAIDP investments.

Project Strategy:

SNRTP aligns with the Interim Strategy Note (ISN) for Nepal and forthcoming World Bank Group Country Partnership Strategy (CPS). The CPS specifically highlights improving connectivity throughout Nepal as a key consideration for inclusive economic growth and rural poverty reduction. SNRTP’s strategic goals are to reduce extreme poverty and increase shared prosperity amongst the bottom 40% through increase in agricultural incomes for rural communities in participating districts.

Project Development Objectives (PDO):

The PDO is to enhance the availability and reliability of transport connectivity for rural communities and participating districts.

PDO Level Results/Indicator summary:

<table>
<thead>
<tr>
<th>PDO Level Results</th>
<th>PDO Level Indicator</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased Access to all weather transport Connectivity</td>
<td>PDO 1: Percentage of Population within 2 and 4 hours walking distance in the participating Terai and Mountain/Hill districts respectively from an all weather road.</td>
</tr>
<tr>
<td>Improved reliability of rural transport infrastructure</td>
<td>PDO 2: Percentage of core road networks in participating districts rated in “good” or “fair” condition.</td>
</tr>
</tbody>
</table>

Project Coverage Districts:

SNRTP covers 33 (original RAIDP 30 & new 03) districts grouped in two Project Management Units (PMUs).

<table>
<thead>
<tr>
<th>Project Management Unit-Hetauda</th>
<th>Project Management Unit -Butwal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sankhwasabha</td>
<td>Tanahun</td>
</tr>
<tr>
<td>Bhojpur</td>
<td>Kaski</td>
</tr>
<tr>
<td>Terehthum</td>
<td>Syangja</td>
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<tr>
<td>Saptari</td>
<td>Palpa</td>
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<tr>
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<td>Rupandehi</td>
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<td>Sarlahi</td>
<td>Kapilbastu</td>
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<td>Dang</td>
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<td>Surkhet</td>
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<td>Banke</td>
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<td>Nuwakot</td>
<td>Bardiya</td>
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<td>Dhading</td>
<td>Kailali</td>
</tr>
<tr>
<td>Sub-Total : 16 Districts</td>
<td>Sub-Total: 17 Districts</td>
</tr>
<tr>
<td>Total : 33 (Thirty Three) Districts</td>
<td></td>
</tr>
</tbody>
</table>

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About 25% of the people out of total population of 14.60 million in living these districts are poor; who are in fact the beneficiaries of the SNRTP.

### Summary of Project Structure and Funding

<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
<th>Subtotal (US$m)</th>
<th>Sources (US$m equiv.)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Component A:</strong> Institutional strengthening, T.A., and monitoring (US$19.7 mil. - 11% of project)</td>
<td>A1: Institutional strengthening and technical assistance</td>
<td>18.7</td>
<td>GON</td>
</tr>
<tr>
<td></td>
<td>A2: Beneficiary monitoring of physical works</td>
<td>0.7</td>
<td>GON</td>
</tr>
<tr>
<td></td>
<td>A3: Project impact study</td>
<td>0.3</td>
<td>GON</td>
</tr>
<tr>
<td><strong>Component B:</strong> Road and crossing structures works (US$155.7 mil. - 89% of project)</td>
<td>B1: (&quot;Window 1&quot;): output-based maintenance</td>
<td>50.0</td>
<td>GON</td>
</tr>
<tr>
<td></td>
<td>B2: (&quot;Window 2&quot;): road upgrading, rehabilitation, and new crossing structures</td>
<td>105.7</td>
<td>GON</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td>175.4</td>
<td>GON</td>
</tr>
</tbody>
</table>

% from each source: 36% GON, 57% IDA, 7% Donors
Project Physical Target:

<table>
<thead>
<tr>
<th>Description</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Upgrading/Rehabilitation of DCRN</td>
<td>2221 Km</td>
</tr>
<tr>
<td>2. Periodic Maintenance of DCRN</td>
<td>2309 Km</td>
</tr>
<tr>
<td>3. Periodic Maintenance of River Crossing Structures on DCRN</td>
<td>2469 meters</td>
</tr>
<tr>
<td>4. Routine Maintenance of DCRN</td>
<td>3067 Km</td>
</tr>
<tr>
<td>5. New Construction/Rehabilitation of River Crossing Structures on DCRN</td>
<td>4500 Meters</td>
</tr>
<tr>
<td>6. Routine Maintenance of crossing structures on DCRN</td>
<td>5850 meters</td>
</tr>
</tbody>
</table>

Special Features of SNRTP

- SNRTP has given emphasis primarily on the rural transport connectivity all round the year.
- SNRTP's design reflects concerted effort to address each of these lessons learned along with additional recommendations from the Nepal Road Sector Assessment Study.
- The financial cost of the works is not constrained by project—specific cap.
- SNRTP comprises one of the most important and focused components of output based maintenance of the DCRN roads and the river crossing structures across; to be verified by National Vigilance Center (NVC) by 100%.
- The implementation of maintenance of DCRN will be based on the Annual Road maintenance Plan and Multiyear Road Maintenance Plan to be prepared by very important Software RuTIMS(Rural Transport Infrastructure Management System).
- SNRTP has engaged the International Labor Organization (ILO), Nepal Office, for the technical support in routine maintenance of the rural roads on the basis of its world wide experience in this particular field.
- SNRTP has given the first priority to make all the DCRN roads taken previously taken by RAIDP to make all weather roads.
- This project also comprises another most important component of construction and rehabilitation of river crossing structures on DCRN taken by RAIDP at first priority to make year round connectivity.
- SNRTP has encompassed the different activities corresponding to institutional strengthening and capacity building components.

Hearty Congratulation

Congratulations to following Engineers for Completing PHD and Master’s Degree in Engineering

Doctor of Philosophy
Er. Humakanta Mishra

Masters Degree in Engineering
Er. Kamal Kumar Adhikari
Er. Navin Kumar Singh
Er. Dinesh Kumar Ghimire
Er. Tulsi Ram Bhattarai
Er. Ashok Kumar Sah

Congratulations to
Er. Jeevan Kumar Shrestha
for being appointed as the Director General of DoLIDAR and wish for the successful tenure.

DoLIDAR Family

DoLIDAR Family
UNNATI- Inclusive Growth Programme in Nepal: An Introduction

Background:

The Danish Government has made an allocation of DKK 400 million (approximately USD 70 million) for the Inclusive Growth Programme in Nepal called UNNATI for a five-year period commencing January 2014. The key priority is to strengthen market-based growth with a focus on reducing poverty and improving living standards. This entails that the core of the programme will focus on the agriculture sector given its importance as a main contributor to the economy and to employment. The strategic focus of the programme will be on private sector development in compliance with the government of Nepal and Danida’s strategies, and the private sector will be a beneficiary and also a direct implementing partner. The public sector is expected to be a key partner and to play a critical role in setting and implementing national objectives, policies and plans; for providing the regulatory frameworks; for supporting infrastructure development; and for creating an enabling environment for the private sector to contribute efficiently and effectively to inclusive growth.

UNNATI comprises of three components: 1) the Value Chain Component; 2) the Infrastructure Component; and 3) the Enabling Environment Component. The development objective of the programme is “Promotion of sustainable inclusive growth that reduces poverty and raises living standards” and the intermediate objective of the infrastructure component is “A Sustained improvement in rural infrastructure that supports local economic development”. The Infrastructure Component addresses the infrastructure constraints of the selected value chains – tea, ginger and dairy. The geographic focus of the programme is in the seven districts of Eastern Nepal – Ilam, Panchthar, Taplejung, Dhankuta, Bhojpur, Terhathum and Sankhuwasabha. The component provides technical support to the District Offices in the updating of district plans and the identification of infrastructure constraints relevant to the Programme. It will also build capacity in the districts to maintain and further develop local infrastructure. Physical works will be carried out under the component to build and improve selected infrastructure that is a priority both in the district development plans and for the selected value chains. The Infrastructure Component is implemented by District Technical Office/District Development Committee of the programme districts.

Programme Component:

Component 1: The Value Chain Component

The rationale for the component is that agriculture is the most significant economic sector in Nepal and the market linkages are weak, which contributes to poor access to markets, high transaction costs and low value addition to farm produce. Agro-based MSMEs play a crucial role in backward linkages with smallholder business-oriented farmers thereby linking them with input suppliers and with the market. Hence, linking the more business oriented farmers and their organisations to micro and small agro-based businesses enterprises with respect to input provisioning, contract farming, marketing, processing and packaging of agricultural produce will facilitate the process of commercialising smallholder farming. It will enhance the establishment of effective business systems linking the farmers and their organisations to buyers and consumers. By developing the agricultural sector and its linkages with agribusiness and the market, will not only consolidate its important role in the economy but will further develop it by diversification and expansion and thereby offer sustainable employment opportunities in the rural areas as well as along the processing and marketing systems in rural and urban areas. Rural financial services are inadequate, which contributes to low investments in agricultural production and in agro-based micro and small enterprises. To promote the availability of appropriate rural financial services, financial services will be supported by the programme for financing – working capital as well as assets financing - for the MSME and agro-based enterprises and supported as appropriate with technical assistance and training. This component is considered the core component of UNNATI with the two other components being supporting components addressing critical constraints identified under this component.

The intermediate objective of the component is: Sustained improvement in competitiveness of selected value chains. The component comprises two sub-components with the following immediate objectives and main outputs:
Sub-component 1.1: Commercialisation of Value Chains. The immediate objective is *improved commercialisation of selected value chains*. As an opening portfolio, three value chains will be supported with the following main outputs:

**Value Chain 1: Orthodox tea**

Output 1.1.1.1: Farmers increase yields and quality of green tea through establishment of tea sapling nurseries, training of farmers on better cultivation practices and through the establishment of local soil-testing facilities.

Output 1.1.1.2: Farmers get higher prices through increased supply of organic inputs and through support for organic certification.

Output 1.1.1.3: Processers get better quality tea through support to establishment of collection centres.

Output 1.1.1.4: Processors improve quality of tea going to the market through increased number of qualified local tea technicians, increased use of better technology and improved supply of equipment maintenance.

Output 1.1.1.5: Orthodox tea exporters increase exports through direct marketing support, promotion of Nepali Orthodox Tea, improved, locally produced packaging and support to establishment of a tea warehouse.

**Value Chain 2: Ginger**

Output 1.1.2.1: Farmers increase yields through improved input supply of seeds, compost, bio-fertilizers as well as through applied research in disease control.

Output 1.1.2.2: Farmers get higher prices for ginger through establishment and utilization of storage pits.

Output 1.1.2.3: Quality of ginger to market improves as a result of establishment and operation of collection centres and better packaging for ginger transport.

Output 1.1.2.4: Processers increase value added from ginger through the establishment of private ginger processing businesses that develop new products and uses new technology.

Output 1.1.2.5: Traders get higher prices as a result of establishment and operation of a ginger warehouse to be used by members of enterprise- or traders associations.

**Value Chain 3: Dairy**

Output 1.1.3.1 Farmers increase milk yields and quality through increased supply of AI services, improved forage and fodder for dairy animals and improved dairy shed management.

Output 1.1.3.2: Dairies get better quality milk through improvement of equipment and practices at collection/chilling centres.

Output 1.1.3.3: Small dairies increase productivity through capacity development and machine and equipment upgrading.

Output 1.1.3.4: Dairies increase value added and sell more. Based on applied research on new products and markets, the dairies will develop new products and market new products in new markets. It is envisaged that one or two additional value chains will be included in year 2.

**Sub-component 1.2: Access to Finance** has the following immediate objective: *Improved access to and use of a range of financial services by rural households and MSMEs*.

**Component 2: The Infrastructure Component**

The rationale for the component is that Nepal’s road network is less developed than that of other countries in the region and the general rural infrastructure is inadequate and underdeveloped in terms of market places, storage facilities and productivity enhancement facilities. At the district and village level, the quality of the road network is poorer. The unreliability of the transport network affects the timely movement of people and goods and delivery of services. Post-harvest losses are high due to lack of appropriate road network and of marketing and storages.
facilities. The main justifications for external support under the component are low capacity, particularly at district level, leading to weaknesses in planning, lack of local, targeted investment, lack of attention to maintenance and lack of a specific and consistent focus on inclusive growth. These are the main underlying causes of poor and missing infrastructure in the selected value chains.

The intermediate objective of the component is sustained improvement of rural infrastructure. The component comprises two sub-components with the following immediate objectives and main outputs:

**Sub-component 2.1: Rural Transport Infrastructure.** The immediate objective is improvement of rural transport infrastructure. The main outputs are:

Output 2.1.1 Improved rural transport infrastructure (RTI) including motorable roads, motorable bridges, foot trails, trail bridges and gravity ropeways.

Output 2.1.2 Enhanced local capacity to identify, plan, develop and maintain RTI.

Output 2.1.3 Established systems, procedures and resources for maintenance of RTI.

**Sub-component 2.2: Public Market-Related Infrastructure.** The immediate objective is improvement of public market-related infrastructure. The main outputs are:

Output 2.2.1: Provision of more and better collection centres, storage facilities and market place facilities for the value chain products.

Output 2.2.2: Enhanced local capacity to identify, plan, develop and maintain collection centres, storage facilities and market infrastructure including small community irrigation systems;

Output 2.2.3: Established systems, procedures and resources for maintenance of the collection centres, storage facilities and market infrastructure.

*The implementation arrangement and partners* for this component will be the local government authorities in the programme districts supported by the Ministry of Federal Affairs and Local Development and the Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR). Responsibility for implementation will be with these partners. Day-to-day support will be provided by a Management Contractor appointed by Danida and based in the programme districts. The component will complement activities supported under the Value Chain Component and will adopt a district-based focus. Support to development and maintenance of rural infrastructure will address connectivity, post-harvest losses, market access and productivity enhancement. Funding will be based on annual plans prepared by the respective local government units and will leverage local development funding. The programme will promote labour intensive construction methods and also support local governments in quality assurances and financial control of the works undertaken. Design standards will promote road safety and minimise the effects of climate change e.g. adverse weather conditions may cause more landslides in the hilly areas.

**The Enabling Environment Component**

Inclusive growth figures prominently on the Government’s agenda, as just a fraction of the more than 300,000 new entrants to the labour market every year are able to find employment in the formal sector. Private business together with government and the cooperative sector are considered the engine of inclusive growth and employment.

The Enabling Environment Component is designed to address macro- and meso-level policy challenges pertaining to the inclusive growth. These include: (i) a need for improvement of the business environment. Inclusive growth and job creation in the long term will come from a better investment climate and private sector-led growth; (ii) absence of a comprehensive policy and strategy for development of the private sector; (iii) insufficient infrastructure, inadequate labour skills and continuous labour unrest, restrictive labour relation, political instability; (iv) a public-private dialogue based on presumptions rather than accurate knowledge; and (v) district plans reflecting the lobbying ability of various local interest groups rather than the economic potential of the particular district.

**Budgeting and Flow of Funds**

**Public Infrastructure**

Public infrastructure is mainly funding of rural roads, bridges, ropeways, markets, storage facilities and small-scale irrigation systems under component 2. The ultimate aim of the component is complete alignment of the financial
management and fund flows with the Government of Nepal system. However, this will be achieved in phases to reduce the fiduciary risks and gain experience of the local systems.

Following a review of district plans, an overall budget for support to public infrastructure will be prepared by the management contractor in close collaboration with Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR), the programme districts’ District Technical Officers (DTO) and other relevant implementing organisations. This will be included in the Inception Report and will provide a framework for the annual work plan and budgets. The overall budget will be updated periodically and reported in the half-yearly reports. Annual work plans will be drawn up for each programme district by the DTO and consolidated into an annual work plan for the component by the management contractor following the Government of Nepal’s fiscal year. To the extent possible, these work plans will be based on existing Nepalese Government systems. However, activities and budgets will be linked to the component’s sub-components and outputs.

Initially, the Danish grant funds for public infrastructure at the district level will be transferred directly from the Embassy of Denmark to the programme districts and deposited in dedicated bank account of DTO at district level. These accounts will be ring fenced for the component activities only and the funds would be not freeable at the end of the Government of Nepal’s fiscal year. Transfers will initially be quarterly but later, and subject to satisfactory performance, may be changed to be on a trimester basis, which is the normal government practice. Although the component funds will be kept separate from other district funding, they will be budgeted and reported in the Government budget and accounts in the same way as for other local government expenditure. Transfers will be initiated based on written requests from the Government of Nepal’s Ministry of Finance. This will be based on information provided by the districts and consolidated by DOLIDAR with support from the Management contractor.

Indicative Budget:

<table>
<thead>
<tr>
<th>Development Objective: Promotion of sustainable inclusive growth to reduce poverty and raise living standards.</th>
<th>DKK million</th>
<th>Distribution %</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1 The Value Chain Component</td>
<td>105.0</td>
<td>26</td>
</tr>
<tr>
<td>Intermediate Objective: Sustained improvement in competitiveness of selected value chains.</td>
<td></td>
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<tr>
<td>C2 The Infrastructure Component</td>
<td>190.0</td>
<td>47</td>
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<td>Intermediate Objective: Sustained improvement in rural infrastructure.</td>
<td></td>
<td></td>
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<tr>
<td>C3 The Enabling Environment Component</td>
<td>35.0</td>
<td>9</td>
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<tr>
<td>Intermediate Objective: Sustained improvement in the enabling environment.</td>
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<td></td>
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<tr>
<td>Technical Assistance</td>
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<tr>
<td>M&amp;E, Reviews, Audits, Formulation of new phase</td>
<td>18.3</td>
<td>5</td>
</tr>
<tr>
<td>Unallocated Funds</td>
<td>16.7</td>
<td>4</td>
</tr>
<tr>
<td>TOTAL BUDGET</td>
<td>400.0</td>
<td>100</td>
</tr>
</tbody>
</table>
Existing Local Road Networks (LRN)

Legend
- District headquarter
- District Boundary
- International Boundary
- Major Rivers

Strategic Roads
- Blacktop
- Gravel
- Earthen
- Under Construction
- Planned

Local Roads (Total Length = 52023 km)
- Blacktop (1784 km, 3% of total)
- Gravel (12836 km, 25% of total)
- Earthen (37402 km, 72% of total)

Ministry of Federal Affairs and Local Development
Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR)

Source: Dept. of Survey, GPS Survey, DoL, DoLIDAR, (CIUP 2013)
Wishing You all Happy & Prosperous on the auspicious occasion of Vijaya Dashami, Deepawali & Chhatha 2071

DoLIDAR Family