Department of local Infrastructure Development and Agricultural Roads (DoLIDAR) is publishing a bulletin “DoLIDAR” on the auspicious occasion of its 19th annual day. The progress achieved by the DoLIDAR has been greatly recognized by the policy makers and common people.

At present context, people’s expectation has increased for the speedy rural infrastructure development. So, we have great responsibility to develop physical infrastructures at local level. As DoLIDAR and District Technical Offices being the exclusive technical wings of Ministry and the District Development Committees to develop rural physical infrastructure, the government is committed to strengthen the DoLIDAR’s institutional capacity to provide qualitative infrastructure facilities to the citizens.

I hope that the bulletin will provide significant information for all the stakeholders including researchers, organizations and the development partners. I wish every success of the department in the nation building with high moral, dedication and leadership.

Hita Raj Pande
Minister of Federal Affairs and Local Development

I am pleased to know that the annual “DoLIDAR” bulletin is going to be published on the auspicious occasion of the annual day of the Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR).

The DoLIDAR is responsible for local physical infrastructure development activities to improve access to basic services, economic activities and many other social opportunities to the local people. In doing so, the ministry is supporting and facilitating local development process to meet the goal of poverty reduction as set forth by the Government of Nepal in its periodic plans. In this context, the government is concerned for the quality of works carried out by the department.

I believe the bulletin will provide significant information for individuals, organizations and development partners. I wish every success of the department and its officials to achieve its goal of providing quality accessibility to the people of Nepal through local infrastructure development.

Mahendra Man Gurung
Secretary of Ministry of Federal Affairs and Local Development

As a State Minister of Federal Affairs and Local Development, I am delighted to hear that the Department of Local Infrastructure Development and Agricultural Roads DoLIDAR is publishing a bulletin “DoLIDAR” on the auspicious occasion of 19th annual day of the department.

Furthermore, DoLIDAR needs to discern its significance over national building in a broader level. As we all know, there is serious need of rehabilitation and reconstruction works, we need to acknowledge and understand the role of DoLIDAR to work in a greater pace to achieve our goal as soon as possible. I hope that this bulletin will reflect the ambition and essential vision of DoLIDAR and its exemplary works. I wish for the greater success of the department and hope that the department will keep on serving the rural population through the development of rural infrastructure.

Shreeprasad Jabegu
State Minister of Ministry of Federal Affairs and Local Development

Messages

Dr. S. J. Shakya
State Minister of Ministry of Federal Affairs and Local Development

Statesman
Mahendra Man Gurung
Secretary of Ministry of Federal Affairs and Local Development

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In continuation to celebrate the special DoLIDAR’s day, this issue of “DoLIDAR bulletin” is brought forward as a memory of 19th Annual Day. I am gratified to know that each and every one of us has rejoiced and celebrated the wonderful 18 years of achievement and success of our department. I would like to express my deep appreciation to all members of DoLIDAR, the MoFALD, development partners, local bodies and other concerned stakeholders who have contributed DoLIDAR in attaining this stage. In addition, the department is playing a key role through reconstruction and rehabilitation projects to overcome the damages occurred during the devastating earthquake and other natural disasters.

The bulletin covers infrastructure development activities carried out in fiscal year 2072/73 with the co-operation and support of Government of Nepal, local bodies, various development partners and other stakeholders. Let me take this opportunity to urge all concerned to maintain DoLIDAR’s integrity and level of work performance that was well evaluated in the previous years as successful executing agency for rural infrastructure development projects. Once again, I express my sincere thanks to all and would like to conclude with the hope that we shall continue good work and leave no stone unturned in nation building.

Ramkrishna Sapkota, Director General

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Ramkrishna Sapkota, Director General
The Decentralized Rural Infrastructure and Livelihood Project-Additional Financing (DRILP-AF) is follow up of DRILP, which covers 18 hill and mountain districts (Taplejung, Solukhumbu, Okhaldhunga, Ramechhap, Gorkha, Lamjung, Myagdi, Baglung, Jajarkot, Dolpa, Jumla, Kalikot, Mugu, Humla, Bajura, Bajhang, Baitadi, and Darchula) of Nepal. The expected impact of the project is to reduce rural poverty in 18 very poor and remote hill and mountain districts. The project outcome will be widened access to social services and economic opportunities.

The project is financed by ADB's Asian Development Fund (ADF) loan of $18 million and grant of $7 million with co-financing of $20 million from OPEC Fund for International Development (OFID) and $7.06 million technical assistance from SDC (Swiss Grant Co financing). The project is estimated to cost $66.45 million with government and beneficiaries' contribution equivalent to $14.39 million (US$ 13.29 million GON and 1.1 million Beneficiaries). The Department of Local Infrastructure Development and Agricultural Roads (DOLIDAR) is the executing agency (EA) and District Development Committee (DDC) in each of the 18 project districts are the Implementing Agencies (IAs). The project was approved on 31st October 2011 and declared effective on 23 April 2012. The physical works of DRILP-AF will close by 31st December 2016 with the original closing date 30 June 2017.

The Progress

The overall physical progress achieved up to July 2016 is about 72 % at the time elapse of 84%. The achievements are based on the progresses in procurement of consulting services, selection of road sub-projects, approval of DPR, construction of road sub-projects, trail bridges, community infrastructures, and social safeguard activities. The project outcomes are being achieved through the following four set outputs:

Output I: Rural Livelihood Improved

Out of intended targets under this output, the progress till July 2016 is as follows:

I. 162 Community Infrastructures (CIs) have been completed, out of which 39 CIs were already handed over to corresponding users committee.
II. A total of 2,109 (Package I – 609, Package II -1,056 and package III-444) trainees have completed life skill training program. The training sessions for remaining trainees are in progress.
III. A total of 1,121 awareness raising events (42,155 participants) were organized for BGs, VWRCC/ DRCC members and beneficiaries on project modality, their roles and responsibility.
IV. Project has generated 3.65 million person-days (target 4.7 million) employment through road construction, Trail Bridge and road maintenance work.
To achieve this output, the project has conducted the capacity building related activities in project districts which are as follows:

The capacity development training was conducted on procurement, financial management, and safeguards in regional levels for LDO, DTO, DPO and DTL personnel. The project has organized training on “Quality control and technical Lab works applicable to Gravel roads” to SE and ASE of project districts. A total of 58 project senior officers (26 from MoFALD, DoLIDAR, PCU and 32 from project districts) had attended the regional study tours in Indonesia and Thailand for enhance learning experiences. A total of 420 members of DRCC, VWRCC and BGs members attended exposure visits to other sub-project districts as an experience and knowledge sharing activities. In total, 74 female members (18% against the target 20%) have participated in exposure visits.

Output III: Rural Transport Infrastructure Extended and Maintained

The project will improve 260 kilometers of rural roads in the 18 districts (200 Km new and 60 Km upgrading). 1200 Km rural roads will be maintained in the 18 districts and 6,500 meters of trail bridges will be constructed in 8 project districts. The implementation of the road sub-projects is employing labor-based equipment-supported (LBES) methods, and works performed by BGs will be promoted over construction by contractors. The physical achievement in this component is as follows:

Rural Roads:

ADB has approved detailed project reports (DPR) for 42 road subprojects of 18 project districts totaling of 483.5 Km. This includes 223 Km new construction, 106 Km upgrading (target 60 Km), and 154 Km finishing works to make the roads pliable initiated by the DRILP. As of July 2016- total of 146 Km new road construction, 26 Km upgrading and 145 Km of finishing works have been completed.

Trail Bridges:

A total of 262 DPRs (16,713 running meters) have been approved for trail bridges construction in 8 project districts (Taplejung, Okhaldhunga, Ramechhap, Gorkha, Lamjung, Myagdi, Baglung and Baitadi). Out of which, 164 TBs with 10,101 rm. (target of 6,500 rm.) have been completed. The physical progress of remaining 98 TBs (6,611.5 rm) is about 63%.
Rural Road Maintenance:
A total of 1,133 Km District Core Road Network (DRCN) has been maintained against the target of 1200 Km. In 2072/73, 12 project districts (Taplejung, Solukhumbu, Gorkha, Baglung, Myagdi, Jajarkot, Dolpa, Jumla, Bajhang, Bajura, Baitadi and Darchula) have submitted the ARMP with total of 248.7 Km for road maintenance (routine, periodic and specific). The road maintenance work has gained satisfactory progress.

Output IV: Project Management Activities
CISC in centre and DISC for 8 districts (TA through SDC) is in place and operational. The required government staff and consultants in PCU, CISC, DPO, and DISC were deputed in respective offices. PCU has recruited two financial management consultants with which some changes/improvement have been observed in financial management in PCU. With support from PCU & CISC, the districts are practicing formal correspondences to the civil works contractors. Pick-ups were purchased and supplied to project districts.
Trail Bridge Sector Wide Approach reaches another Milestone

In FY 2072/073, Trail Bridge Sector Wide Approach (TB SWAp) reached a milestone with the construction of 422 bridges. This is first time that over 400 bridges have been built in a single fiscal year. Bringing the total number of trail bridges in Nepal to 6,499. This landmark is achieved through hardwork and dedication shown by all relevant stakeholders and a proof that great things can be achieved even when the working environment may not always be favourable. As was the case when the country was still recovering from the devastating earthquake of 2015 along with the disruption to movement and materials transportation, due to the fuel shortages and bandhs, in the early half of the fiscal year.

This success is also reflective of the continued success of the Trail Bridge Sector Wide Approach (TB SWAp), which has been led by the Government of Nepal since 2009, along with the confidence of donors, such as the Swiss Agency for Development and Cooperation (SDC), UKAid, Asian Development Bank (ADB) and World Bank (WB), have shown in TB SWAp. This however is not surprising, considering that these bridges, at relatively low investment costs, have huge economic and social value.

**TB SWAp: Physical Progress for FY 2072/073**

During the FY 2072/073, one of the main priorities - was the reconstruction and rehabilitation of earthquake damaged bridges. Altogether, 68 bridges had initially been identified as needing major maintenance/rehabilitation/reconstruction. But, Bridge Condition Investigations (BCIs) has shown that only 57 needed action. Amongst which 52 were completed by the end of the fiscal year. For these activities, the GoN had provisioned NRs 100 million for construction works, while SDC had provided material grants of CHF 1 million for the fabrication of steel parts and procurement of steel wire ropes.
The replacement of tuins and other risky crossings was also a priority of DoLIDAR. Altogether, 171 tuins had originally been identified for replacement, amongst which 25 were found to be unfeasible. Amongst the remaining structures, DPRs of 143 were completed and by the end of the fiscal year, 10 tuins had been replaced, with plans to replace the remaining ones by FY 2074/75. The triggering of floods and landslides by the monsoonal rains over the past years have also caused destruction and damages to bridges and the loss of many lives and property. Records show that 23 bridges were damaged by floods in 2014 and a further 31 in 2015. Efforts were therefore also directed towards the major maintenance/rehabilitation/reconstruction of these bridges. To date, amongst the 2014 damaged bridges, 13 have been completed, while the remaining bridges are under construction. For this SDC has provided NRs 100 million.

As per the focus of TB SWAp Framework-II, efforts were also concentrated on ensuring that Bridge Wardens (BWs) are appointed for each bridge to reactivate and make routine maintenance more effective. These BWs were also provided with Routine Maintenance Trainings (RMTs), and early indications show encouraging signs of improvement.

**Trail Bridges: The Economic and Social Value of Safer and Improved Crossings**

It is now estimated that 1.3 million people cross bridges everyday - to go to schools, access health facilities, reach markets to sell produce and buy essential commodities and meet friends and families. More importantly, countless lives have been saved by the safer crossings provided by the bridges, which have become the backbone of rural transport. In FY 2072/073 alone, over 773,200 additional people (54% from disadvantaged groups) benefited from the improved access by the 422 bridges. Furthermore, studies show that attendance rates have increased by 22% after the construction of these bridges. Similarly, the number of people accessing health facilities for treatment, especially women needing maternal care, have risen by 32% and that new business activities have significantly increased at 39% of the bridge sites. The tourism sector is also heavily dependent on these bridges to link trekking routes, which in turn has led to the injection of much needed cash into the local communities. This is in addition to 1.2 million days of local employment that is generated at the local level during the construction of the bridges during FY 2072/073.

These bridges are also vital to maintain social links with families and friends. At a few sites, weddings taking place between inhabitants of villages on opposite banks only after the construction of a bridge are also not unheard off. Equally significant is that the safer access provided by the bridges have also made it convenient to perform daily domestic chores such as gathering fodder, firewood and reaching farmlands.
Considering the inherent benefits of the bridges and the topography of the country, with over 6,000 rivers and rivulets, it is not surprising that the demand of bridges is still high. It has been estimated that 5,000 bridges still need to be built throughout the country. As such, the GoN, along with its development partners, have continued TB SWAp by extending TB SWAp Framework-II from 2014 to 2019. The target is to construct 2,500 new bridges, major maintain/rehabilitate 800 and support the routine maintenance of 6,000 bridges every year. Already, by the end of the second year of implementation, a total of 764 new bridges (30.5% of the target) have been completed. The plan is to now construct a further 500 bridges for the upcoming fiscal year 2073/074.

**Brief Update of Community Irrigation Project (CIP) as of July 15, 2016**

**ADB Grant No**: 0219 – NEP (SF)
**Date of Agreement**: 08 February 2011
**Project Period**: 08 Feb, 2011 to 28 Feb, 2018; 7 years (including one year no cost extension)
**Initial Project Cost**: USD 36.8 mln (ADB- 26.4 mln, GoN-6.6 mln, Users-3.8 mln)
**Revised Project Cost**: USD 34.0 mln (ADB- 24.4 mln, GoN-6.2 mln, Users-3.4 mln)
**Project Districts**: Rukum, Rolpa, Salyan, Pyuthan, Dang, Kailali, Kanchanpur Bajhang, Doti, Jumla, Mugu, Kapilvastu (Total 12 Districts: 1 from WR, 7 from MWR & 4 from FWR)
**Project Objectives**: To increase agriculture income of poor and socially DAG groups
To increase agriculture GDP per capita.
To increase command area under irrigation (Additionally 17,000 ha)
**Project Component**: Improved irrigation infrastructure
Improved agricultural practices and access to microfinance
Government capacity building.
**Executing Agency (EA)**: MoFALD through DoLIDAR
**Implementing Agencies (IAs)**: District Development Committees (DDCs) through DTOs
**Elapsed Time till now**: 77% of the total project period
**Overall Physical Progress**: 75%
**Financial Progress till now**: 57%
Major Issues:

- Additional technical staff for four Terai districts (Kapilvastu, Dang, Kailali and Kanchanpur): Given high number and bigger sizes of ISPs under implementation in four Terai districts additionally 2 sub engineers in each district need to be provided for the rest of the project period.
- Conflicting provisions in the Policies: As per Local Infrastructure Development (LID) Policy, 2004 command area up to 25 hectares in hills and mountains and up to 200 hectares in Terai lies under the jurisdiction of DoLIDAR. Current phase of CIP was designed on this basis. Now Irrigation Policy (with amendment 2070) states that command area only up to 10 hectares in hills and mountains and up to 100 hectares in Terai lies under the jurisdiction of DoLIDAR. This issue must be resolved before the preparation of upcoming Follow-On Phase of CIP.
- Readiness and preparation for the Follow-On Phase of CIP.

Why Follow-On Phase of CIP:

- Follow-On Phase after the completion of the current Phase of CIP (with one year no Cost Extension) is necessary in order to address the ever increasing demand from the communities. CIP is very popular especially among the rural communities.
- Small irrigation sector is a new emerging sector under MoFALD/DoLIDAR. Therefore in order to build the capacity of the DoLIDAR/local bodies with the line/ sectoral Department (Department of Irrigation ) at least one more phase of donor funded project in small irrigation sector is essential.
- Though demand for ISP implementation (in the current phase) was collected from six "ilakas" of the each 12 project districts, it has only been possible to address the demands of ISP implementation only in four "ilakas". Due to resource constraint, presence of CIP has been limited only up to four "ilakas" of the project districts. Therefore, in the Follow-On Phase we have to address the demands of previously selected but remaining two "ilakas" of each of the 12 project district along with the full coverage in each project district. Since it would not be practical / logical to launch two different projects in a single district in the same, infrastructure sector (irrigation sector). One project should cover the whole district in a particular infrastructure sector.
- Furthermore, there would be a scope of including a few more remote districts in addition to the present 12 districts (like adding remaining districts from Karnali zone, since now only two districts Mugu and Jumla are the project districts from Karnali zone).
- CIP has allocated some funds from the current Phase for the preparation of Feasibility Appraisal Reports (FARs) or Detail Project Report (DPR) of about 300 ISPs for the Follow-On Phase of CIP. This also would prove our readiness for the Follow-On Phase and there would be less preparation delays as in the past. Looking into the scenario as mentioned above, we are expecting a more comprehensive and enlarged follow-On phase with project cost in the range of 70 to 80 mln USD.

Status of ADB Grant utilization and Disbursement (in mln USD):

- Total ADB Grant to be Contracted : 24.4 mln
- Cumulative Contract Award : 18.31 mln (75%)
- Contract Left to Be Awarded : 6.09 mln (25%)
- Cumulative Disbursement : 11.99 mln (49%)
- Amount Left to be disbursed : 12.41 mln (51%)

Project Implementation Status as of FY 2072/73:

- Total no of Irrigation Sub Projects (ISPs) selected : 464
- Total no of ISPs completed : 250 (6040 ha. of land irrigated)
- Total No of ISPs ongoing : 158
- Remaining ISPs to be contracted yet : 56

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परिचय

2023 बैशाख 92 गते मोर्खा केन्द्रित किन्तु भएरे 7.5 रेंकट स्केलको भूकम्प र त्वस्तपिठ तत्तात्तर रूपमा भएरे पराक्रमकालबाट प्रभावित जिल्लाहरूको ग्रामीण सड्कहरूको पूल:निमाण, स्तरांताली तथा व्यस्त सड्कहरूमा आवश्यक सड्कपुलको निमाण गरी प्रभावित जनताको बाटावाट पहिलोको अवस्थालाई सुधार गरी तकलीफ रहाल उपलब्ध गराउने प्रमुख लक्ष्य हिंदू संधियाँ मानिन्छ तथा स्थानीय विकास मन्त्रालय अन्तर्गत यस केन्द्रिय आयोजनाको कार्यान्वयन इकाई (CLPIU), भूकम्प आपत्तिकालीन सहयोग आयोजनाको (EEAP) स्थानात भए संचालनमा रहेको छ। यस आयोजना अन्तर्गत स्थित सडक्रोको प्राविधिक सहयोग र पृष्ठस्तरीय विकास बैठकको 83 किलोमिटर यु.पु.डु. आधिक सहयोगमा भूकम्प प्रभावित 15 जिल्लाहरूका वडा सडकहरूको पुनर्निर्माण तथा स्तरांतात्तर गरी कार्य पूर्ण रहेको छ। साइबर Post Disaster Recovery Framework (PDRF) अनुसार बसको 98 जिल्लामा 86 वडा सडक तथा यस आयोजना अन्तर्गत पुनर्निर्माण तथा स्तरांतात्तर हुने सडकहरू संचालन गरी आवश्यक 95 वडा सडकपुललाई निर्माण गर्न र निर्माण गर्न र बाटावाट स्थायी बिद्युर्तिको सहयोग प्राप्त भए पश्चात सी सहयोगमा यी कार्यक्रम सम्पन्न गरिन्छ।

EEAP अन्तर्गतका जिल्लाहरू सोंभु, ओखलढुंगा, सिमितुरी, रामेश्वर, दोलखा, काङ्गेलाङ्को, भरतपुर, ललितपुर, काठमाडौं, विषगंगा, नेपालबाट, वाल्मीकी, फल्लुकोट, नगरहाउँ, भाङ्गरहाउँ र नाचोङ्गको।

PDRF अन्तर्गतका जिल्लाहरू संभावना, धनकुटा, बुटेबाग, सितपुपाल्चोक, पार्वती, नमुना, चड्ङाङ्ग, नापललाङ्को, नापललाङ्को, काङ्गेलाङ्को, नेपाल र वाम्बुङ्गको।

उद्देश्य र कार्यक्रम

भूकम्प आपत्तिकालीन सहयोगता आयोजनाको स्तरीय सडकहरूको प्राविधिक सहयोग र पृष्ठस्तरीय विकास बैठकको आधिक सहयोगमा भूकम्प प्रभावित 92 जिल्लाहरूको मुख्यमार्ग शृंखला भएको 852.00 कि.मि. सडकहरूको EEAP मान्यता र तीर्थालय सडक र अत्य वस्त्र द्वारा पुनःनिर्माण र तथा स्तरांतालीको साथै उच्च सडकमा संचालन गरी आवश्यक 95 वडा सडकपुललाई निर्माण गरी जनताको वातावरण सुविधा मुद्दा गराई प्रभावित जनताको आधिक मतिविधिको बढावा दिने उद्देश्य रहेको छ। यस आयोजनाको उद्देश्य पुनितका तालीम र यस आयोजनालाई सुरुवात गरी कार्यक्रम संचालन गरेको छ। क) स्थानीय स्तरको जनताको पुनर्निर्माण तथा स्तरांतात्तर गरी कुल लाखारी 1067.75 कि.मि. यिस्ते 55.25 कि.मि. ग्रामीण सडकहरूको पूल.निमाण तथा स्तरांतालीको साथै यस आयोजनामा बाट निमाण हुने सडकमा संचालन गरी आवश्यक 95 वडा सडकपुललाई DPR तालीम गर्ने।

ख) विविध तथा पिछडीको मानिसहरूलाई सुधारिको प्रयास गर्ने।

ग) वातावरणीय सुरक्षा गर्ने।

घ) धर्मता अभिवृद्धिका लाभ आयोजनाको संरचना कम्युनिटारियल प्रशिक्षण प्रदान गर्ने।

उपलब्धि

१. विविधता जिल्लाको 6 वडा सडक (लाखारी ५५ कि.मि.) को स्वतन्त्र आयोजना प्रतिवेदन तालीम भएको।

२. EEAP अन्तर्गतका विविधता जिल्लाहरू ग्रामीण सडकहरूको स्वतन्त्र आयोजना प्रतिवेदन तालीम भएको।

३. EEAP अन्तर्गतका काङ्गेलाङ्को लाङ्गु (पालुतवारी) नमरकोट सडक र भरतपुर जिल्लाको तेलकोट (भट्टेबाडा) नमरकोट सडकहरूको निमाण कार्यको प्राधिक सुचना आयोजना भए पश्चात प्राप्त वोल्टेमार्को मुद्दाको हेतु भएको।

४. केन्द्र का जिल्ला स्तरीय कार्यस्थल स्थायीता भएको।

५. जिल्ला आयोजना कार्यान्वयन इकाइका प्राविधिक र सरोकारवालाहरूलाई विविधता प्रशिक्षण तालीम प्रदान भएको।
भूकम्पीय आवास पुनर्निर्माण आयोजना (EHRP)

परिचय

वि.स. 2002 बैसाख १२ गम्भीरता से जिल्लाको बारापाकित तेजस्वीत बनाये गएको महाभक्षण र तो पादिको लगातारको पराक्रमनबाट अति प्रभावित क्षेत्रका भूमि पीडीटरको काही पाह तद्दृढ़ता र कहने भूकम्प पीडित कोही बन नयापरो भने उद्वेदनको निर्णय तथा अन्य व्यक्तिक पुव्वरुर्दिर्घातको सरकारहरूको पुनर्निर्माण तथा पुनःस्थापना गरेको तथा तथा स्थायी विकास मन्त्रालय (MoFALD) अन्तर्गत केन्द्रीय आयोजना कार्यान्वयन इकाई (CL-PIU) को स्थापना गरी दो तापसित सहभागको सुनिश्चित छ । वस इकाई अन्तर्गत सहभागित भूकम्पीय आवास पुनर्निर्माण आयोजना (EHRP) एक हो । यस आयोजनालाई CL-PIU (MoFALD) को प्रत्यक्ष तिलकित र विद्वेशन रहेको सम्बन्धित मन्त्रालयहरू, राष्ट्रीय पुनर्निर्माण पारिवर्तन (NRA) तथा वित्तिक दृष्टि सिद्धांतहरूमा सम्बन्धित नरी कार्यक्रम तथापि गरेको छ । स्वयं विवेक गरेको र स्वीकृत कार्यक्रमहरूलाई जितलासिन जिल्ला प्रशिक्षक सहभागितेको नाम गरेको छ । केन्द्रीय आयोजना कार्यान्वयन इकाईलाई तथा गरेको कार्यक्रमहरूलाई नर्माताकलका तथा गतिविधिहरू मार्गारीत कार्यान्वयन गरेको हुन्छ ।

बुङकम्पीय आवास पुनर्निर्माण आयोजना (EHRP) यस आयोजनालाई प्रभावकारी तरसकारे कार्यान्य गरेको लापर्वत जितलासिन जिल्ला प्रशिक्षक सहभागिताको प्रशिक्षक सहभाग्यता हुनेछ । CL-PIU, (MoFALD) जिल्लाको पुनर्निर्माण राजस्विकारको भूमि पीडीटरको सार्वजनिक कार्यक्रम सहभागिता गरेको सार्वजनिक कार्यक्रम सहभागिता गरेको हुनेछ । साथै Management Information System (MIS) यस विस्तित गराउन तथा जतनलेखा मुख्य कार्यक्रम सहभाग्यता मग विभिन्न Consultant र जनशक्ति मகाको सिद्धांत गरिएको हुनेछ ।

भूकम्प पीडित हुन्छन् गरेको केन्द्रीय तहतका विभागांकै तीन पुनर्निर्माण गरी पुस्तकालय सहभागिताको लागि र सम्बन्धित मन्त्रालयहरू र विभिन्न विभागहरू गरेको हुनेछ ।

बुङकम्पीय क्षेत्रको सहभागीता कार्यक्रमहरूलाई विभिन्न (Digital System) कर्मचारी हुनेछ । राष्ट्रीय पुनर्निर्माण कार्यरता नियन्त्रण गरिएको भूकम्प पीडीटर लाभार्थीहरूलाई गरेको सार्वजनिक कार्यक्रम सहभागिता गरेको हुनेछ । वस आयोजनालाई विस्तित गरिएका राष्ट्रीय पुनर्निर्माण प्रभावितको बास्केट बौद्ध मार्ग पुस्तक उपलब्ध गरेको र यस विभिन्न विभागहरू सार्वजनिक पुनर्निर्माण प्रभावितका लागि र सम्बन्धित मन्त्रालयहरू गरेको हुनेछ ।

बुङकम्पीय आवास पुनर्निर्माण कार्यक्रमको हरेक विवरण Digitize गरेको कार्य हुनेछ । उत्तर Digitize कार्य पुराना भएकोदेखि मुल्यांकन प्राप्त र उपयोगी गरेको कार्य हुनेछ ।

उद्देश्य

१. भूकम्पका प्रभाव प्रमाणित क्षेत्रहरूमा भूकम्पपटक भूकम्प धरित्रहरूको पुनर्निर्माण गरी धरित्रहरूको अनुवाद (Owner Driven System) भएका प्रतिरोधी धरित्रहरू पुनःस्थापना गरेको तथा अनुवाद उपलब्ध गरेको ।

२. समाज सशक्ति र समाजसेवाको सार्वजनिक लगायत सहभागिता सहभागिता गरेको तथा सामाजिक सहभागिताका कार्यक्रमहरू सहभागिता गरेको छ ।

३. भूकम्पका धरित्रहरूको विवरणहरूका सहभागिता महत्त्वमा अव्यवस्थित र यसको सहभागिता सहभागिता गरेको छ ।

आयोजना संचालित जिल्लाहरू:-

३१ जिल्लाहरू (३१) अन्तर्गत प्रभावित १४ जिल्लाहरू (मोरखा, धातिङ्कु, नुकता, सुबा, सिंधुपुल्चोक, काठमाडौं, दोलखा, रामभंड्रा, सितलुकाली, ओखलुढ़का, मकवानपुर, काठमाडौं, ललितपुर र भक्तपुर) (३१) भएको भएको दो जिल्लाहरू (यस्का, ताःपुर, नुख्की, स्थानकोट, पाल्पा, ललितपुर, ताःपुर, तिलकुट, झोला, सोलुदुस्कुर्मा) ।

आयोजना अवधि:- ५ वर्ष
Introduction

Local Roads Bridge Programme (LRBP) is a joint programme funded by Government of Nepal (GoN) with the support of Swiss Agency for Development and Cooperation (SDC) to provide technical assistance for construction of roads bridge in Local Roads Network (LRN) throughout the country since 2011. LRBP first phase focused on the overall programme design, bridge planning, selection and prioritization, accompanied by capacity building in both the public and private sectors. LRBP Phase-I formally ended up on 31st May 2016, and Phase (Transition) II commenced since then (1st June 2016). The main contributors in this sub-sector are GoN and SDC. While SDC provided technical assistance (TA) to all 75 districts and Department of Local Infrastructures Development and Agricultural Roads (DoLIDAR), and additional financing for construction of 25 bridges, the budget for construction of other bridges are provided by GoN directly through DoLIDAR/District Development Committees (DDCs).

In the first phase, LRBP has improved the accessibility of thousands of people to resources and opportunities after construction of motorable bridges. LRBP has successfully completed 124 bridges throughout the country in its Phase I, making 1,896 Kms road all weather. Furthermore, 43 bridges were successfully completed in 2072/2073 fiscal year. By this, the mobility of people has increased to services and opportunities. The traffic has increased by 49% and freight volume by 119% on these roads. Both public and private vehicles ply on these roads, by which, freights can be transported timely and conveniently with significantly lower fares. Additionally, the available ambulance services are operating throughout the year, allowing people to access emergency services. Jhimruk River Bridge, Pyuthan District Pregnant women can deliver safely at the health post on time. Especially, people living within Zone of Influence(ZoI) have better access to health and education services, market places and administrative services.

Local Road Bridge Program is technically assisted by Local Road Bridge Support Unit (LRBSU) which supports DDCs at district levels and DoLIDAR at the centre level through Local Bridge Section (LBS) on all motorable bridge construction activities. LRBSU provides technical support through 8 cluster offices. Each cluster office is facilitated by a district team leader, community safeguard and social development assistant. Sub-engineers are deputed for the construction supervision and quality control of bridge construction activities in all under construction bridge sites. In total, LRBSU has provided construction supervision and the quality construction of 302 bridges in 75 programme districts, walk over surveys of 703 bridges, design verification of 172 bridges and major re-design of 359 bridges. Additional design and technical supports were provided for 99 bridges of other transport sector projects of DoLIDAR and DDCs.

Bridge selection and prioritization has been a major issue in the past due to high demand on bridge construction coming from local authorities, political parties, local leaders and local peoples. In the past, due to political interference and lack of proper and rational method to prioritize these bridge demands, the final selection has been challenging and questionable in many cases. Therefore, to address this issue, LRBP developed Bridge Selection and Prioritization Criteria (BSPC approved and endorsed by MoFALD on 2069/4/30 BS (2012/08/14 AD). BSPC is being used to select and prioritize the proposed bridge projects by district and for resource allocation from DoLIDAR as well as for web-based (GIS) monitoring of bridge building activities. It is a guideline to select new bridges for design and construction based on District Transport Master Plan (DTMP) and District Core Road Network (DCRN).

Although the BSPC and scoring system exists, it is overlooked by both local and central authorities giving ways to increased political influence in bridge selection. Strict application of BSPC is needed. It should be ensured by all stakeholders and proper assistance in adherence of BSPC in selection of bridges has to be provided.
LRBP developed norms and guidelines to formulate plans and policies for effective selection, survey/design, construction management and quality control of on-going bridges. The programme prepared type designs for reinforced cement concrete bridges and composite plate girder bridges, design guideline for Hydrological and Geotechnical Investigation and Analysis, concepts for pre-stressed, pre-fabricated modular bridge construction and introduced drilling equipment with a dual rotary system for micro pile foundation work. All the contractors and consultants are following the norms/guidelines and bridge design procedures and services contained in the Local Roads Bridge Strategy. The implementation part remained difficult mostly due to lack of technical human resource at DDC/DTO and DoLIDAR. Therefore, the programme requires to enhance the capability and capacity of the technical personnel of local bodies in addition to overall bridge planning, designing and construction management and supervision.

LRBP provided technical trainings on local roads motorable bridge design, construction methodology, and supervision and management to capacitate technical personnel from DoLIDAR, DDCs/DTOs, contractors, consultants and educational institutions. In the phase I, to strengthen the LBS's technical and managerial capacities in bridge design, 76 technical personnel from DoLIDAR, in particular senior divisional engineers (SDEs), chief district engineers (CDEs) and DDC/DTO engineers and sub-engineers on bridge design and the construction Methodology has been trained. Similarly, after receiving ‘Supervision and Management of Bridge Construction training’, technical personnel from the DDCs/DTOs started supporting the supervision, monitoring and quality inspection of bridge construction work in 60 programme districts. Throughout the phase, a national Steering Committee (SC) chaired by Secretary of MoFALD and a Program Implementation Coordination Committee (PICC) chaired by the Director General of DoLIDAR have remained effective in resolving policy issues and in providing guidance to DoLIDAR/DDCs for resolving any implementation hiccup.

The programme has had some specific successes on all components, including capacity building and institutional strengthening activities. LRBP phase I was successful in meeting targeted output 1 – Dis-advantage Groups (DAGs) within ZoI of Bridge benefit from Bridge Construction by recruiting almost 72% of the total workers from the DAGs. More than 804,526 person days of employment were generated from the construction of bridges funded by GoN and SDC. Of this, 583,116 person days were used by DAGs including 112,911 person days (14%) by women. Similarly, rest of the outputs were achieved with significant levels of improvements and progresses on local and national level capacities in bridge designs, surveys, construction and supervision works.
The programme ensured the participation and representation of DAGs and women in Motorable Bridge User Committees (MBUC) at which female participation is precisely 43%, and holds more than one third of total decision – making positions. Particularly, the participation of women is significant in the SDC-funded bridge construction works. All-in-all, 213 DAGs including women received skill enhancement trainings. Most of the trained workers have obtained employment and are supporting in bridge construction works in the bridge construction sites. With the policy of better targeting and prioritizing DAGs and female workers, separate contract packages were introduced in Tuwa Khola Bridge, Khotang District, SDC-financed bridges for specific labour-intensive work (e.g., for river protection work, gabion weaving, approach roads, abutments/pier construction and pile cap construction) to ensure the inclusion of female workers and people from DAGs. This work was undertaken through MBUCs and bridge building groups (BBGs) in the respective bridge sites. Further, provision of internship targeting female engineer graduates and On – the – Job Training to promote female inclusion in the bridge sub-sector. Such affirmative actions to address gender issues should be encouraged at all levels.

Conducting Public Hearing and Public Audit during pre – and post - construction of a bridge, and placing a notice board containing key features of the bridge in the bridge sites is mandatory provision of the program. This aims to promote its principle of transparency, accountability and good governance practice towards the community. Also, LRBP uses Bridge Information and Management System (BIMS) to manage and disseminate the Local Roads Bridge information among public and stakeholders, and also to systematize the bridge demand and selection process.

Local Roads Bridge led by LBS/DoLIDAR under 'one window' approach to technical assistance to all other programmes of DoLIDAR and DDCs – leading to harmonization of designs, standards, practices with other Development Partners. As per request from the National Planning Commission (NPC) for the Bridge Improvement and Maintenance Project (BIMP), LRBSU is standing as an independent consultant for validating disbursement linked indicators (DLIs) on behalf of NPC. Also, on request LRBSU provides independent third party monitoring and supervision of bridge construction by other projects within DoLIDAR such as SNRTP, Unnati and RTISWap.

Finally, Contract management is one of the key issue in most of the cases where the bridge construction works are not completed on time as per schedule agreed. In addition, although the BSPC and scoring system exists, it is overlooked by both local and central authorities giving ways to increased political influence in bridge selection. Strict application of BSPC is needed. Besides, the current budgeting practice lacks holistic bridge planning, and undervalues pre construction steps such as walk-over survey, detail survey and geo-hydrological investigations and detail designs. As a result, such crucial components of bridge construction, which can affect the bridge design and overall bridge quality, are bypassed. A clear description with timeline along with a step by step guideline for pre-construction phase should be prepared for promoting coherence, while allowing for the operational flexibility required for a programme dynamic.

Hearty Congratulations

COngratulation to
Er. Pawan Kumar Shrestha
for assuming the post of Deputy Director General of Department of Local Infrastructure Development and Agricultural Roads.

We wish him for a very successful tenure as Deputy Director general

DoLIDAR Family

हार्दिक बधाई

ई. कुमार शापा

नेपाल सरकारको प्रत्य जनसेवाएलाई पहिचान

विभूतिले हुन, भएन्स्कै हार्दिक बधाई शापा

डोलिडार परिवार

DoLIDAR Bulletin 14
Local Roads Improvement Programme (LRIP) achievements of first 2 years of programme implementation

LRIP is co-financed by Governments of Nepal and Switzerland and implemented in Okhaldhunga, Remechhap, Khotang and Sindhuli districts. The programme implementation works follows bilateral agreements between the two countries and the tripartite agreement signed between DoLIDAR, DDC and LRIP-Programme Support Unit (PSU). LRIP-PSU is managed by AF-Iteco, Swiss Consulting Company. LRIP has aimed at two outcomes: i) People use the improved roads for their economic and social benefits, and ii) National and local institutions implement planned maintenance systems for local roads.

In Nepal, the existing District Road Core Network (DRCN) does not provide expected service to the people as majority of the roads - as constructed are un-maintainable because of defective construction compounded with none or insufficient maintenance work. Road closure extends for long periods before and after the monsoon season.

LRIP has developed road maintenance concepts that initially addresses repair of key bottlenecks and follows planned investment programmes to a standard that will permit realistic maintenance work. The developed road maintenance concept adopts the principles of provision of basic access rather than the conventional principles of road maintenance definitions defined in DoLIDAR's Road Maintenance Directives for maintainable road sections.

The basic access approach is to first identify actual road conditions: all trouble spots are assessed and classified according to type, size etc and the interventions necessary to upgrade the section together with the necessary costs required to carry out the identified works within a defined time. The approach considers promotions of social inclusion and transparency in the community, and contributes in improving the livelihood of the Disadvantaged Groups (DAGs) through the generation of local employment. LRIP road direct investments are pro-poor, meaning the gains are proportionately higher for the poor than for the non-poor. Allocated budget provisions for the first year of LRIP implementation was ambitious. This together with the compounded effect of the earthquake in 2015, allowed time for work implementation period of 3.5 months which resulted in financial progress of 38%. During the second year of programme implementation (2015/16), despite four months of border blockade, where development works were at a standstill in the country, the progress achieved by the programme was largely achieved with financial progress of work implementation reported at 98%.

Together with the objective to fulfil physical outputs, one other main objective of the PSU is to support in the capacity building of DTO technical staff and DoLIDAR for implementation and management of rural infrastructure particularly in the field of rural road maintenance. The current human resource set-up at DTO offices would further require a support programme that transfers and develops sustainable competencies and thus allows the local counterparts to acquire the necessary capacity to effectively manage, develop and maintain the district road network by themselves in the long term.

LRIP, through its first two years, followed on with improvements to DRSP (previous GoN/SDC funded programme) practices in road construction and road rehabilitation/upgrading works. But the practices introduced in road maintenance to cater the needs to improve serviceability to a greater population for sub-standard roads in a non-maintainable condition is a new initiative.
The first year of its piloting efforts have proven to be a huge success with recognition from the road users where the road conditions have improved with reduction of road closure over the monsoon months. This piloting initiative needs to be further enhanced involving DTO engineers for its continuity once the programme ceases to be in operation.

**Impacts**

- Public transport services has increased on maintained basic road access sections leading to improved access to markets, school and normal household activities in 623 Km of roads maintained in 2015/16. However level of comfort services need to be improved as per client demand.
- Road rehabilitation and new construction works have improved road conditions to Local Road Standards for 79.2 Km of roads (to earthen road surface) in the partner districts with improvements to cobblestone road surface for 2.0 Km and gravel road surface to 6.2 Km.
- Skilled training provided to local community workers have helped to improve the quality of work at work sites. Engaging the trained workers by other organizations too have helped in the enhancement of quality of works outside LRIP domain.
- LRIP programme road construction and maintenance works generated short-term employment of over 1,129,800 pd during the two years with 939,300 in 2015/16, out of which, over 596,400 (63%) person days of employment were undertaken DAGs and 338,500 (36%) person days of employment were received by women.

### Table 1: Physical Progress 2014/15 & 2015/16

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<td>21.9</td>
<td>56.09</td>
</tr>
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<td>3</td>
<td>New Construction</td>
<td>26</td>
<td>1</td>
<td>6.09</td>
</tr>
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</table>

Within the Ministry of Federal Affairs and Local Development and Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR), RBN maintenance program has been implementing in 71 DDC's through DoLIDAR and 217 municipalities of the country.

**About Road Board Nepal**

RBN had a budget of 1675000 NRs (‘000) which is being implemented in 71 DDC's through DoLIDAR and 217 municipalities of the country in FY 2072/73. Road Board Nepal (RBN) was established under the Roads Board Act 2058 (2002 A.D) with the aim of providing sustainable fund for planned maintenance of the roads. The aim of planned maintenance is to keep existing maintainable roads in serviceable condition, reduce vehicle operating cost and provide more comfort to the road users. RBN is a self governing, self sustaining and organized entity based on Public-Private Partnership [PPP] model. The major function of RBN is to collect, manage and allocate fund for road maintenance to the Road Agencies (RA). RBN is fully devoted in providing better road service to the road users as they pay in the form of direct road toll, fuel levy and vehicle registration fee. It has been doing various regular, emergency, periodic maintenance works of rural roads.
RBN works together with road agencies [RA], which actually implement the road maintenance works. The department of roads [DOR] is identified as the RA for the maintenance of strategic road network [SRN]. Maintenance of urban, district, and local roads is governed through the Department of Local Infrastructure Development and Agricultural Roads [DoLIDAR], which coordinates the district development committees [DDC] and municipalities [MC] recognized as the road agencies for local road network [LRN]. On the other side, the RBN has to report to and communicate with the GoN through the Ministry of Physical Infrastructure and Transport [MoPIT]. Twenty first century public sector service such as roads cannot be managed in isolation. The participation of users shall be defined. Other stakeholders are equally important and their voices shall be heard. Transparency in the process of road maintenance management is of paramount importance. This can be enhanced through the efficient work of RBN as it constitutes representations from government, private and civil sectors.

**सस्पेन्सन बृज डिजिजन**

सस्पेन्सन बृज डिजिजनबाद विशेष गरी तामो तरका (विविधताः १३० मिटर भन्ने बढी तम्काङाई भएको), प्राविधिक दुर्भिकोट जिटिल, चुनौतीपूर्ण भएको, बहुजनताको (Multi span), विविधता किसिमको भेटुँहो पुनः, राष्ट्रिय दुर्भिकोटमणे महत्वपूर्ण एवं राजनीतिक भेटुँहो पुलहर विमान हुँदै आएको छ । भेटुँहो पुलको निर्माण तथा संचालनबाट स्थानीय जनताको सामाजिक एवं अर्थव्यवस्था स्थान, अर्थव्यवस्था अवसर, सात्मानारी भ्रमण, औ तको पहुँचा अभिवृद्धि भई गरिरहिएको व्यवहार तथा बस कार्यक्रमको लक्ष्य रहेको छ ।

अ.व. ०७३२/७३ मा भेटुँहो पुलको क्षेत्रगत कार्यक्रम (नियमित) केही तर्कको को उपलब्धि : रकम र हजारा

<table>
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<tr>
<th>स. नो.</th>
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<td>४२४८२४</td>
<td>६९</td>
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<td>आ.व. २०७२/७३ मा नयाँ भो.पु. निर्माण</td>
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<td>५१९०६</td>
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<td>भो.पु. वृहत तथा आधारतित मरम्मत तथा विगतका मरम्मत कार्यको भुक्तानी</td>
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<td>१०६९</td>
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निर्माणाधिकरण केही विशिष्ट प्रकृतिका भेटुँहो पुलहर्को विवरण :

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<th>स्थान</th>
<th>जिल्ला</th>
<th>सम्पन्नता रकम (२ हजारा)</th>
<th>कैफियत</th>
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<td>बर्दिया</td>
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<td>लगात अनुमान</td>
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<td>५६७६२</td>
<td>सुर्खेत</td>
<td>५२४९१</td>
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</table>
### सार्वजनिक तुर्न निर्माण प्रक्रियापत्र कार्यक्रम

निर्माण, खोला, खोलाधारी किनारामा उलेख वस्तुवा रही प्रस्तावना गरी आयोजन, जनताहरुको जीविकोपार्जन तथा दैनिक जीवनको विकासलाई एवं सिक्को स्वास्थ्य ज्ञाता आधारभूत वस्तुवा पाइका लाइ त्यसलाई तित्वा, खोला, खोलाधारी प्रस्तावनामा सम्म जीवनको जीवनको उलेख तर्करूप माध्यममा माध्यममा अवश्य रहेकोले स्वास्थ्यस्वरूप जीवनको मोलेर बुझा, दिन तथा तुर्नको माध्यमवाट निर्देश, खोला, खोलाधारी तर्करूप दिन विनियमका सम्भार सकाराट जनताहरुको अभिमन्यु भएको हुने, तुर्नको हुन तथा ज्ञाता संबंध जाने नर्तको सदभावना असुरुचित तथा जीविकांको तुर्नको स्वास्थ्य वातावरणको विकासमा भोलुङ्गे पुलको निर्माण गरी स्वास्थ्य स्तरमा जनताहरु लाई सुरक्षित, भर्पाड्री र स्वरूप तर्करूप जीवनको स्वास्थ्य वातावरण स्तरमा उलेख गराउने अभिमानमा वेपाल सरकारले सम्झौता २०७२/६/२४ मा सार्वजनिक तुर्नलाई भोलुङ्गे पुलले २ वर्ष भएको तत्त्व प्रतिष्ठापन गर्न निर्माण गरेको छ।

सार्वजनिक तुर्नको प्रतिष्ठापन गरी भोलुङ्गे पुल निर्माण, साङ्गलबाट स्वास्थ्य स्तरमा जनताहरुलाई सुरक्षित र भर्पाड्री वातावरणको सुधार उलेख गराउन आवश्यकता भएको र लागि तर्करूप माध्यममा सम्भार सकाराट सार्वजनिक तुर्नलाई विश्वासित गरि वा हारु भएको, विशेष प्रकारको लागि वही सार्वजनिक तुर्नको वही निर्माणलाई प्रतिष्ठित गरेको तथा व्यापनमा तुर्न निर्माण सम्बन्धित विश्वसनीय व्याख्या गरि ज्ञाता प्रक्रियाहरुको अवलोकन गरिएको छ। सप्तमित्र वृत्त डिप्युटी निर्माण कार्यक्रमको लागि आ.व. २०७२/६३ सम्मा बित्तु सम्मानमा भर्पाड्री पुल निर्माण कार्यक्रम तथा धौला निर्माण कार्यक्रम त्यसको कायम सम्पन्न गरी आ.व. २०७३/६४ अहिले मसालसम पुलको भोलुङ्गे पुल निर्माण कार्यक्रम त्यसको कायम सम्पन्न गरी आ.व. २०७३/६४ अहिले मसालसम निर्माण कार्यक्रम सम्पन्न गरि तर्करूप रहेको छ।

### सार्वजनिक तुर्नलाई भोलुङ्गे पुलले प्रतिष्ठापन गरेको कार्यक्रमको आ.व. २०७२/६३ को प्रमाणीकरण

<table>
<thead>
<tr>
<th>संख्या</th>
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<tr>
<td>१</td>
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<td>वाणिज्य उद्योगको भोलुङ्गे पुलको संख्या</td>
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<td>४</td>
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<tr>
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<tr>
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8 सालगिर्धिक तूर्ण प्रतिस्थापनका लागि निर्माण सम्पन्न भएका भो.पु.हरू:

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सालगिर्धिक तूर्ण प्रतिस्थापन कार्यक्रमको वित्तीय प्रमाणित:

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<td>९९ २९१९५</td>
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(रकम र.ह्जारसा)

प्रविलकिा रहेका विभिन्न प्रकारका तूर्णहरू
1 Strengthening of Bridges in Gorkha (LRIP) GoN: 88.52 6262 172.616 Use of Lifeline Engineering Methodology, financial support from GoN and donor, total rehabilitation cost is NRs. 172,616.00, Total length of bridges rehabilitated is 6262.00 metres.

2 Rural Access Reconstruction and Rehabilitation Project (RARP) GoN: 106.13 107.96 214.095 Import and application of Bridge Strengthening methodology, financial and technical support from GoN and donor, total rehabilitation cost is NRs. 214.095, Total length of bridges rehabilitated is 107.96 metres.

3 Rural Transport Infrastructure Development Project (RTIDP) GoN: 1254.08 1252.08 1252.08 Use of Lifeline Engineering Methodology, financial support from GoN and donors, total rehabilitation cost is NRs. 1252.08, Total length of bridges rehabilitated is 1254.08 metres.

4 Sindhupalchowk, Dholkha, Nuwakot, Morang, Sankhuwasabha, Parbat, Kailali, Humla, Kanchanpur, Salyan, Rukum, Doti, Dang, Pyuthan, Rolpa, Okhaldhunga, Khotang, Baglung, Myagdi, Lamjung, Baitadi, Darchula, Bajhang, Kathmandu, Sunsari, Dhankuta, Chitwan, Gulmi, Kapilvastu, Kaski, Makwanpur, Jhapa, Sunsari, Dhankuta, Chitwan, Gulmi, Kapilvastu, Kaski, Makwanpur, Jhapa, Palpa, and Mustang, among others.

5 Lowland Drainage Improvement Project (LDIP) $100 Million Challenge: EU: 82.41 69.41 43.27 Total rehabilitation cost is EUR 43.27 million, Total length of drainage works rehabilitated is 100,000 metres.

6 Lowlands Development Project (LDP) GoN: 798.82 634.51 344.32 Total rehabilitation cost is NRs. 344.32 million, Total length of lowland development works rehabilitated is 798.82 kilometres.

7 Rural Electricity Project (REP) ADB: 536.85 536.85 536.85 Total rehabilitation cost is USD 536.85 million, Total length of rural electricity network rehabilitated is 536.85 kilometres.

8 Nepal Roads Project (NRP) GoN: 803.73 664.73 139.00 Total rehabilitation cost is NRs. 139.00 million, Total length of road network rehabilitated is 803.73 km.

9 Rural Access Reconstruction and Rehabilitation Project (RARP) GoN: 1254.08 1252.08 1252.08 Use of Lifeline Engineering Methodology, financial support from GoN and donors, total rehabilitation cost is NRs. 1252.08, Total length of bridges rehabilitated is 1254.08 metres.

10 Rural Access Reconstruction and Rehabilitation Project (RARP) GoN: 106.13 107.96 214.095 Import and application of Bridge Strengthening methodology, financial and technical support from GoN and donor, total rehabilitation cost is NRs. 214.095, Total length of bridges rehabilitated is 107.96 metres.

11 Rural Transport Infrastructure Development Project (RTIDP) GoN: 1254.08 1252.08 1252.08 Use of Lifeline Engineering Methodology, financial support from GoN and donors, total rehabilitation cost is NRs. 1252.08, Total length of bridges rehabilitated is 1254.08 metres.

12 Lowland Drainage Improvement Project (LDIP) $100 Million Challenge: EU: 82.41 69.41 43.27 Total rehabilitation cost is EUR 43.27 million, Total length of drainage works rehabilitated is 100,000 metres.

13 Lowlands Development Project (LDP) GoN: 798.82 634.51 344.32 Total rehabilitation cost is NRs. 344.32 million, Total length of lowland development works rehabilitated is 798.82 kilometres.

14 Rural Electricity Project (REP) ADB: 536.85 536.85 536.85 Total rehabilitation cost is USD 536.85 million, Total length of rural electricity network rehabilitated is 536.85 kilometres.

15 Nepal Roads Project (NRP) GoN: 803.73 664.73 139.00 Total rehabilitation cost is NRs. 139.00 million, Total length of road network rehabilitated is 803.73 km.

16 Rural Access Reconstruction and Rehabilitation Project (RARP) GoN: 1254.08 1252.08 1252.08 Use of Lifeline Engineering Methodology, financial support from GoN and donors, total rehabilitation cost is NRs. 1252.08, Total length of bridges rehabilitated is 1254.08 metres.

17 Rural Access Reconstruction and Rehabilitation Project (RARP) GoN: 106.13 107.96 214.095 Import and application of Bridge Strengthening methodology, financial and technical support from GoN and donor, total rehabilitation cost is NRs. 214.095, Total length of bridges rehabilitated is 107.96 metres.

18 Rural Transport Infrastructure Development Project (RTIDP) GoN: 1254.08 1252.08 1252.08 Use of Lifeline Engineering Methodology, financial support from GoN and donors, total rehabilitation cost is NRs. 1252.08, Total length of bridges rehabilitated is 1254.08 metres.

19 Lowland Drainage Improvement Project (LDIP) $100 Million Challenge: EU: 82.41 69.41 43.27 Total rehabilitation cost is EUR 43.27 million, Total length of drainage works rehabilitated is 100,000 metres.

20 Lowlands Development Project (LDP) GoN: 798.82 634.51 344.32 Total rehabilitation cost is NRs. 344.32 million, Total length of lowland development works rehabilitated is 798.82 kilometres.

21 Rural Electricity Project (REP) ADB: 536.85 536.85 536.85 Total rehabilitation cost is USD 536.85 million, Total length of rural electricity network rehabilitated is 536.85 kilometres.

22 Nepal Roads Project (NRP) GoN: 803.73 664.73 139.00 Total rehabilitation cost is NRs. 139.00 million, Total length of road network rehabilitated is 803.73 km.

23 Rural Access Reconstruction and Rehabilitation Project (RARP) GoN: 1254.08 1252.08 1252.08 Use of Lifeline Engineering Methodology, financial support from GoN and donors, total rehabilitation cost is NRs. 1252.08, Total length of bridges rehabilitated is 1254.08 metres.

24 Rural Access Reconstruction and Rehabilitation Project (RARP) GoN: 106.13 107.96 214.095 Import and application of Bridge Strengthening methodology, financial and technical support from GoN and donor, total rehabilitation cost is NRs. 214.095, Total length of bridges rehabilitated is 107.96 metres.

25 Rural Transport Infrastructure Development Project (RTIDP) GoN: 1254.08 1252.08 1252.08 Use of Lifeline Engineering Methodology, financial support from GoN and donors, total rehabilitation cost is NRs. 1252.08, Total length of bridges rehabilitated is 1254.08 metres.
Introduction

Rural Access Programme-third phase (RAP3) started in March 2013 with the support of Department for International Development (DFID). Preparatory work was conducted during the initial six months (March-August, 2013) inception phase. Implementation work started in September 2013. The total cost of the programme is £31.5m (GBP).

Programme Duration

The current phase of the programme is planned to end by March 2017. However, an extension until June 2019 is in the final stage of preparation.

Impact: Reduction in poverty and exclusion in Western Nepal

Outcome: Improved income and resilience through employment, sustainable access to markets and improved access to economic opportunities in the rural transport infrastructure area

Purpose:

- Improve access by developing a more resilient rural transport network
- Create employment for the poor and disadvantaged
- Improve access to economic opportunities through training, income generation activities, building economic infrastructure and development of the private sector
- Build capacity for management of a sustainable rural transport infrastructure in Nepal

Programme Area

RAP3 works in 14 districts, out of which 8 districts are known as core districts where all components are being implemented. The other 6 districts are known as non-core districts where the focus of LRN is on road maintenance only and SED is not present in these districts.

**Core districts:** Achham, Bajura, Dailekh, Doti, Humla, Jumla, Kalikot and Mugu

**Non-core districts:** Dadeldhura, Jhapa, Morang, Parbat, Sankhuwasabha and Sindhupalchok.

Programme Components

The programme interventions are classified into three types namely: local road network asset management (LRN), socio-economic development (SED), capacity building and policy harmonization (CBPH). Each of these components constitutes different activities.
The Local Road Network Asset Management (LRN) component comprises of two primary activities namely road maintenance and 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 RAP3 is a labour based work approach supported by equipment (required basis). Local community people and contractors are being involved carrying out LRN asset management works under the programme. Two types of labour groups namely road building group (RBG) for new construction works and road maintenance group (RMG) for road maintenance works have been formed and mobilised to carry out the LRN. This component is generating a substantial amount of short term employment in the rural areas and the wages that are being paid to the labourers are a part of the direct benefits generated by RAP3 and accrue to the poor people.

2. The Socio Economic Development (SED)/Connect component aims to contribute to more sustainable livelihood opportunities. The SED activities focus on income generating (IG) activities and are supported by construction of economic infrastructures (EI). The different types of activities that is being implemented under these two components are as follows:

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

**Economic Infrastructure (EI)** - Trails, trail bridges, small irrigation, renewable technologies hardware and other economic infrastructures. Following last year’s Fundamental Review, this component has been redesigned as Connect to focus mainly on private sector enterprise development of five districts namely, Dailekh, Doti, Achham, Bajura and Jumla.

3. 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 and DOLIDAR) and private sector institutions involved in LRN project implementation, specifically consultants, contractors, user groups and RMG/RBG. RAP also has a 30 place Graduate and Internship programme and is providing support to the Nepal Engineering Council to introduce a continuing professional development programme.
Major Achievements till June 2016 (end of FY 2072/73)

The overall progress with respect to programme period is about 86% against 81% time elapsed. Component wise progress status and general achievements are as followings:

![Overall Progress - Actual vs Logframe](image)

New road construction in 4 districts (Bajura, Humla, Kalikot, Mugu) is as follows:
- 2.5m track opened: 89Km
- 3.5m widened: 71Km
- 4.5m widened: 59Km

Improvement works in 4 districts (Jhapa, Morang, Parbat, Doti)
- Improvement work (22.34Km) under GoN fund with RAP TA support in four districts have been underway.

Maintenance
- DRCN maintenance works through RMG of 2000Km in 10 districts on-going.
- Emergency maintenance and specific maintenance within the DRCN length also being carried out as per plan.

SED/CONNECT
- About 48,000HH have been benefitted under SED activities in 8 districts
- About 94 trail bridges, 77 small irrigation schemes and 51 market and processing centres constructed.

CBPH
- Guideline prepared and policy revised (DTMP guideline, ARAMP guideline, Norms and Specification of Rural Roads, road safety unit and so on).
- Support provided to prepare 71 DTMPs.
- DOLIDAR is being supported to prepare and publish GIS based statistics on Local Road Networks.
- Training provided to DDC/DTO, DOLIDAR and RAP3 staff on various areas such as contract management, procurement, quality management, dispute resolution, bio-engineering, financial management, monitoring and evaluation and road safety
- Capacity enhanced of DTO/DDC for LRN asset management

Others
- 2,733,000 employment days generated through RAP implementation works.
- Detailed engineering survey and design works of the Mugu section and EIA study of the proposed Humla-Mugu link road is being carried out.
গ্রামীণ পুনর্নির্মাণ তথ্য পুনর্অর্জন আয়োজনা (RRRSDP)

পরিচয় এবং হালকো অবস্থা:

যাতায়নের পরিবেশমণ্ডল বৃদ্ধি মেহ, বজার তথ্য সম্পর্কিত সেবক অন্তর্ভুক্ত গ্রামীণ সম্পদ পুনঃস্থাপন গটি এবং আইনিক তথ্য রোমানী অন্তর্ভুক্ত আইনিক বৃদ্ধি গটি লক্ষ্য করা যায় যে এই আয়োজন সন ২০০৪ জনসংখ্যা ৪৬ মা সমৃদ্ধি হয় এবং ব্যবসায়িক বিষয়। নেপাল সরকার, ADB, DFID, SDC, OFID আইন নির্দেশনার সমূহের সাদৃশ্য যে আয়োজনের হালকো সমস্যা ভাগ ২০১৩ জুলাই ৩০ মা সমাপ্ত হয়েছিল।

হালুকো সমস্যার স্থলে রাখা যায় এই আয়োজন অন্তর্ভুক্ত ৮২৬ কি.মি. সড়ক (কলকাতা ২৮০.৬৫ কি.মি., গ্রামীণ ৩৩৩.২০ কি.মি. এবং কলকাতা ৯৫৪.১০ কি.মি.), ৯৫ সড়ক পুল, ২৮৭ ভাষা, ৩৬৪ বাড়ি এবং ৩১৪ বিদ্যুত পুরান পুরুষ আয়োজনার কিছু সম্পত্তি ভাগ ছিল। জনসংখ্যা ও বৃত্তান্ত করে নিখাঁ ৯৫৬.৬৪ অর্থনীতি রোজগারী সৃষ্টি ধাে না। যারা স্থান ২,৫৫২ জনের চিহ্নিত সিদ্ধান্ত তালিকা তলিত ( জাতীয়: বেকার ট্যাস্কফাই কেন্দ্র, মোবাইল সম্পত্তি, মন্ত্রণালয় সম্পত্তি, সিকমী, ডিকমী তালিকা উপদেশ প্রণালী।)

সম্পত্তির বহুল জন্ম র ব্যবহার আইনস্যুক্তিতা আইনিক গতির হালকো সমস্যার আয়োজন অন্তর্ভুক্ত DPR ত্বর গঠন আইন অন্তর্ভুক্ত ব্যবস্থার অভাবে রোজগারী, আয়োজন লাগ ভাগে ১০ জিল্লা থেকে ১৩ সড়ক (২০০৩.৩২ কি.মি. এবং ২৫৫৬.৩০ কি.মি. ব্যবস্থার কলকাতা ৯৫৪.১০ কি.মি. বাড়ি ভাগ ২৫.৬৩ কি.মি.) নেপাল সরকারের মাধ্যমিক আইন ও আইনিক সেবক অন্তর্ভুক্ত আইনীতি সম্পত্তি ভাগ ছিল।

১৮৪৫ প্রধান আইন প্রত্যেক কিয়াকাপাহ সম্পত্তি বিনিয়োগী ভাগে যারা দাত্ত আইনওয়ালা নেপাল সরকারের শ্রেষ্ঠ সম্পত্তি ভাগ এই আইনওয়ালা নেপাল সরকারের শ্রেষ্ঠ সম্পত্তি ভাগ ছিল।

চার্ল্স প্রস্তাব চার্ল্স প্রত্যেক কিয়াকাপাহ সম্পত্তি বিনিয়োগী ভাগ ছিল।

আয়োজন অন্তর্ভুক্ত DPR ত্বর গঠন প্রকল্প প্রকল্প প্রকল্প প্রকল্প প্রকল্প প্রকল্প প্রকল্প প্রকল্প প্রকল্প DPR ত্বর গঠন প্রকল্প 

DoLIDAR Bulletin 25
Introduction

Rural Village Water Resources Management Project (RVWRMP) is supported by the Government of Nepal (GON) and the Government of Finland (GOF). It is continuation of financial and technical support that GOF has provided to water sector in Nepal since 1989. Phase I (2006-2010), Phase II (2010-2016), is followed by Phase III (2016-2021).

RVWRMP works in the form of ten district-based sub-projects under the District Development Committees (DDCs). It is active in nine hilly and mountainous districts of the Far and Mid-Western Nepal, and six hill VDCs of a Terai district. The ten districts are: Achham, Baitadi, Bajhang, Bajura, Dadeldhura, Dailekh, Darchula, Doti, Humla, and Kailali. Out of these Dailekh and Humla are located in Mid-Western Region and the other districts in Far Western Region.

RVWRMP is a water resources management project which, in addition to water supply and sanitation, supports community-based irrigation, micro-hydro power, improved cooking stoves and water mills, number of environmental improvements as well as home gardens, sustainable livelihoods and institutional capacity building activities. The broad range of activities address poverty and as such, provide ample opportunities to develop different approaches promote good practices and trigger a range of ideas for improved well-being in these very remote villages.

User Committees (UC) plan, implement and later operate village level schemes. These schemes are based on the priorities as identified in each Water Use Master Plan (WUMP). UCs are supported by the Support Organizations/Persons (SO/SPs) and the District and Village Development Committees. District Development Committees/District Technical Offices (DDCs/DTOs) are the executing agencies of the District Projects in coordination with the sector partners. The Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR) under the Ministry of Federal Affairs and Local Development (MoFALD) and the Project Support/Coordination Unit (PSU/PCO) of the Project provide support and assistance to the districts.

Objectives and Purpose of the Project

**Overall Objective:** Improved public health and reduced multi dimensional poverty within the project working area.

- Improvement in the Human Development Index (HDI) in the project districts
- Reduced Human Poverty Index (HPI) in the project districts
- Incidence of water and sanitation related diseases reduced in Project districts
- Prevalence of under nutrition, stunting and underweight has reduced in children under 5 years old in the Project districts

**Project Purpose (Specific Objective):** Universal access to basic WASH services, and establishment of functional planning and implementation frameworks for all water uses and livelihoods promotion in the project area.

- Percentage of population using safely managed drinking water services
- All districts have to declare ODF by 2017 and follow the post-ODF strategy as per total sanitation guidelines.
- Improved capacity of the local governance to provide effective WASH, irrigation, energy service delivery
- Relevant local and provincial bodies are able to support communities in technical, administrative and livelihood matters
- User Committees are capable to take care of minor O and M of the schemes and have access to adequate finance
Results
The results of Phase III of RVWRMP are impact oriented:
- **Result #1:** Institutionalized community capacity to construct and maintain community managed water supply and adopt appropriate technologies and sanitation and hygiene behaviour.
- **Result #2:** Improved and sustainable nutrition, food security and sustainable income at community level through water resources based livelihoods development.
- **Result #3:** GoN institutional capacity enhanced to continue integrated water resources planning and support communities in implementing and maintaining WASH and livelihood activities.

There are number of indicators identified under each result area to be achieved within the project period.

Key Achievements of the Project Phase I and Phase II (2007-2015)
RVWRMP, working in remote VDCs of Far and Mid-western region districts have proven a successful model working under umbrella of local government. Despite of the remoteness and poverty, it has demonstrated remarkable achievement due to intense support of all stakeholders and effective leadership of MFALD/DoLIDAR at central level and respective DDCs at district level. Some of the key physical progress of the project in past is outlined below;

- 242,904 people benefitted from 651 water Supply schemes
- 462,752 people benefitted from basic sanitation facilities (84,137 household toilets promoted)
- 37,981 people benefitted from 112 irrigation schemes (irrigating 1,052 hectare of land.)
- 38,421 people benefitted from 18 micro hydro plants (generating 735 kW renewable energy.)
- 11,678 people benefitted from 9 improved cooking stoves.
- 32,774 families established home garden for vegetable and spices production
- 15 cooperatives developed and 10,296 shareholders organized with accumulation of 10,300,000 share capital.
- Water Use Master Plan prepared in 109 VDCs, 5 districts declared open defecation free, 11 VDCs declared in-house smoke free and 15 VDCs declared chhau-hut free.
### RTI SWAP Program Districts

![RTI SWAP Program Districts](image)

### 7. Rural Road Records (Rural Road Records) Programs:

- **Programs:**
  - Village Survey: 2013 - 2016
  - Road Repair: 2015 - 2016
  - Road Rehabilitation: 2015 - 2016
  - Road Maintenance: 2015 - 2016

- **Objectives:**
  - To improve road connectivity
  - To enhance road safety
  - To promote sustainable transportation

- **Expected Outcomes:**
  - Increased road network
  - Reduced travel time
  - Enhanced connectivity
  - Improved road safety

- **Challenges:**
  - Limited funds
  - Lack of skilled labor
  - Insufficient maintenance

- **Sustainability Measures:**
  - Use of eco-friendly materials
  - Implementation of maintenance schedules
  - Community involvement in project management

- **Monitoring and Evaluation:**
  - Regular inspections
  - Comparative analysis of before and after conditions
  - Stakeholder feedback

---

### RTI Swap Program

- **Objective:**
  - To improve road connectivity and safety
  - To promote sustainable transportation

- **Methods:**
  - Village surveys
  - Road surveys
  - Road repair
  - Road rehabilitation
  - Road maintenance

- **Expected Outcomes:**
  - Increased road network
  - Reduced travel time
  - Enhanced connectivity
  - Improved road safety

- **Challenges:**
  - Limited funds
  - Lack of skilled labor
  - Insufficient maintenance

- **Sustainability Measures:**
  - Use of eco-friendly materials
  - Implementation of maintenance schedules
  - Community involvement in project management

- **Monitoring and Evaluation:**
  - Regular inspections
  - Comparative analysis of before and after conditions
  - Stakeholder feedback
2. Rural Road Norms and Specifications: DoLiDAR proposes rural road design standards based on the District Transport Master Plan (DTMP) and Rural Road Specifications (RRS). The guidelines are derived from various sources, including the Rural Road Network (LRN), District Road Core Network (DRCN), and the District Road Specifying guidelines from the Department for International Development (DFID).

3. Rural Road Norms and Specifications: The Rural Road Norms and Specifications are based on DTMP guidelines and Rural Road Specifications. These guidelines are derived from various sources, including the Rural Road Network (LRN), District Road Core Network (DRCN), and the District Road Specifying guidelines from the Department for International Development (DFID).

4. Sub-Rural Roads: The proposed sub-rural roads are designed to meet the needs of the local community and to improve connectivity. The design standards are based on the Rural Road Specifications and the District Road Core Network (DRCN) guidelines.
5. Sudden movement of an object (RMG Guidelines 2016), Tariq, Bibhashharyee Deb and Kalyan Chakraborty:
The sudden movement of an object (Road Maintenance Group; RMG) is a common occurrence that can cause accidents.

6. Sudden Road Safety Program:
Road safety programs aim to reduce the number of accidents and fatalities by improving road conditions and driver behavior. The Road Maintenance Group (RMG) has implemented various projects to enhance road safety, including the installation of safer road surfaces, the addition of safety barriers, and the improvement of road markings.

7. Cost Sharing Local Road Bridge Building Program:
This program is designed to encourage local governments to participate in the construction of local roads and bridges by sharing the cost with the central government. The program aims to improve the road network and reduce the number of accidents on local roads.

8. Road Safety Bulletin 30:
DoLIDAR Bulletin 30 contains information on the latest developments in road safety, including the implementation of new technologies and the enforcement of existing regulations.
1.1. Introduction

Small Irrigation Programme (SIP) will develop or improve approximately 15000 ha of land 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 4 districts in the far and Mid-Western regions, Achham, Dailekh, Jajarkot, Klaikot and 5 districts in the central and Eastern regions; Ramechhap, Okhaldhunga, Khotang, Udayapur and Sindhuuli. 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 communities to apply for the project support and after the approval of the requested assistance, they will transform their ad-hoc user communities in to formally registered Water User Associations.

The programme will 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 the 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 insubject areas have improved irrigation infrastructure

- An estimated 1,800 irrigation system will have been constructed or rehabilitated covering a total area of 15,000 ha.
- 30,000 household will be benefited by the improved irrigation systems. 18,000 of these household will belong to the disadvantaged groups.
- As result from the improved availability of irrigation water annual crop production will increase by at least 30% 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 agricultural production value chain, 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 WUAs operate and account, submits to annual auditing for renewal of their registration.
- In the executive committees 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 position 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 book keeping.
- After the completion of the construction works, the WUA with assistance of the DTO has to prepare a water management and system O and M plan.
WUAs manage irrigation systems in a socially inclusive, sustainable, and equitable manner

- An internet based project verification and project preparation system with a highly structured works flow, standardized procedures with 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 is in operation.
- A knowledge management plan with the objective to make irrigation system design and related guidelines and procedures available through the internet in interactive tool box formats has been prepared and is implemented.
- DoLIDAR and DTO staffs have been trained in the use of the new technologies.
- A responsive GESI approach has been adopted by the DoLIDAR and DTO staffs.

1.3 Programme data sheet

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Small Irrigation Programme</th>
</tr>
</thead>
<tbody>
<tr>
<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 implantation Support Consultant on Behalf of the Swiss Agency for Development and Cooperation (SDC)</td>
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<tr>
<td>Agreement</td>
<td>Bi-lateral Agreement between the government of Nepal and Swiss Gov.</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>Programme finances</td>
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<td>SDC</td>
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<td>Beneficiaries</td>
<td>1,451,590</td>
</tr>
<tr>
<td>Total</td>
<td>28,816,885</td>
</tr>
</tbody>
</table>
राष्ट्रिय ग्रामीण यातायात सुदृढ़ करण कार्यक्रम
Project for Strengthening the National Rural Transport Program (SNRTP)

9. प्राधिकृतता

राष्ट्रिय ग्रामीण यातायात सुदृढ़ करण कार्यक्रम (SNRTP) ग्रामीण पट्टी सुधार तथा विकल्पीकरण परियोजना (RAIDP) को विस्तारले कर्म भर्द्दाको कार्यक्रम सम्बत 2070 चैत्र १५ गते भई सबै संचालना रहेको र यो कार्यक्रम २०७६ जसार ३१ गते समापन हुँदै सबै सीमा तोकिएको छ। विभाग ८८ कार्यक्रम पैतालको ग्रामीण यातायात क्षेत्रमा हिस्लै पैका (IDA) को सहयोगमा संचालना यो वस्तुको कार्यक्रम हो। विभागका अनुमहिस्त सहयोगिता, भौति र विभागको आधारमा वस कार्यक्रमको पुनः नर्मिको हो। RAIDP लमाटकाको परियोजना अवधि लगायत समाजी गरिएको पुरातात्त्विकको पुनः स्थापन एवं समाजको सहयोगको पुनः स्थापन र संचालना त्राल भेल्लो र विभागको कार्यक्रमको मुख्य उद्देश्य हो। SNRTP कार्यक्रम अनुसार "Maintenance First Approach" नामक स्थापन नर्मिको छ। यस कार्यक्रममा सडकपत्रको विभागित र आधिकारिक मम्ता रोमा व्यक्ति सडक र जिल्ला यातायातमा गुरु योजना (DTMP) पद्धतीमुद्धकरण अनुसार जिल्लास्तरीय सामाग्री सडक राज्यालाई (DRCN) सडकहरूला स्तरोत्तरीको काम पूरा गरेको छ। साथै सो सडकहरूला समस्त महत्त्वमा व्यम्ब पञ्चायत मध्य धुई पुल पुलिंसा पलि निर्माण गरेको छ। यस कार्यक्रममा पैतालका 36 जिल्लाका 9.५ करोड़ फस्ट तथा भद्री जनसंख्या लाभविनियमित हुनेछ।

२. कार्यक्रमको सांप्रदायिक रूप तथा उद्देश्य

अलंकार सांप्रदायिक पत्र तथा विभाग बैठकमा सडक सुरूहुको सम्बन्धी सांप्रदायिक रणनीति पत्र (Country Partnership Strategy-CPS) को बाँच आपती तत्त्विकर्षक प्रमाण रूपमा SNRTP लाई लिन सकिन्छ। देखि भरिको स्थानीय यातायात संस्थाल सुधार तथा समाजी आधारित विकास तथा ग्रामीण नर्मिक घटाउने कुरा ग्रामीण सम्बन्धी सांप्रदायि सांस्कृतिक विकास तथा सामाजिकविकासी आधारित विकासको साभारसः सबै विकासको प्रतिष्ठा हरूको सांस्कृतिक उद्देश्य SNRTP ले लिनेको छ। कार्यक्रम लागू भएका जिल्लाहरूको ग्रामीण समुदायलाई यातायातको बनाउने उपस्थितिमा आधारित नर्मिक वस यस को उद्देश्य हरेको छ।

३. कार्यक्रमको क्रम प्रणाली तथा भौतिक लक्ष्य

<table>
<thead>
<tr>
<th>लगायत</th>
<th>भौतिक लक्ष्य</th>
</tr>
</thead>
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<tr>
<td>नेपाल सरकार</td>
<td>७५.४ मिलियन अमेरिकी डॉलर</td>
</tr>
<tr>
<td>विवेक बैठक IDA सो.भ. अनुसार</td>
<td>३२० मिलियन अमेरिकी डॉलर</td>
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<tr>
<td>विवेक बैठक IDA सो.भ. खण</td>
<td>२८० बिलियन अमेरिकी डॉलर</td>
</tr>
<tr>
<td>कुल जमाना</td>
<td>६४० मिलियन अमेरिकी डॉलर</td>
</tr>
<tr>
<td>सडकहरूको निर्माणमा संबन्धित कार्य भएको मम्तासबैभारी कार्य</td>
<td>२४०० गिलोमिटर</td>
</tr>
<tr>
<td>नभी/ खोला पार गर्ने सर्पनाथहरूको निर्माणमा संबन्धित कार्य</td>
<td>४००० मिटर</td>
</tr>
<tr>
<td>नभी पार गर्ने सर्पनाथहरूको निर्माणमा पुनर्निर्माण कार्य</td>
<td>२००० मिटर</td>
</tr>
</tbody>
</table>

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8. कार्यक्रमका मुख्य विषयवस्तु

- ग्रामीण बातचीत सुविधालाई संबंधमा बनाउन जोड हिंदीको तथा बस्ताई सूचना प्रविधिमा आधारित बनाउन RuTIMS नामक Software प्रणाली गरिएको ।
- धरा तथा बढी पार मगर सर्चीनाहरूको समृद्धि समार (नियमित र आत्मविश्वास) Output based भएको र मस्त समार गरिएको सम्पूर्ण कार्यक्रम र धरि समुदाय विभाग प्रारंभिक परिधियो र प्रारंभिक गरी नगरपालिका कार्यक्रमको लागि गरिएको ।
- कार्यक्रम अन्तर्गत सर्चीनाहरू तथा पुनस्थापना गरिएको DRCN सङ्गठन संबंधित जिल्लाको जिल्ला बातचीत सुरक्षा (DTMP) अनुसार प्राथमिक क्रममा गरिएको मानिसी कार्यक्रमको मगर कार्यविधि तथा गरिएको र सो अनुसार ती सङ्गठन संबंधमा बाताउने लक्ष्य राखिएको ।
- DRCN सङ्गठन बातचीत एफ आयटमका अनुसार बढी पुनरुद्धार र अन्य सर्चीनाहरूको नियमण गर्ने लक्ष्य राखिएको ।
- कार्यक्रम कार्यक्रमका विवरणको प्रचलनमा रहेको Decent Work Condition तथा Occupation safety and health (OSH) लागि गरिएको ।
- कार्यक्रमको मूल्यांकन कार्यक्रममा सामाजिक मगर बातचीत सुरक्षा सुविधित गर्ने कार्यक्रम आधारित बातचीतवर्गीय तथा सामाजिक व्यवस्थापन कार्यविधि लागि गरिएको ।
- कार्यक्रमको कार्यशास्त्र तथा पारंपरिकता जस्ता मुख्य तथाकथा सुसज्जित गरेको संबंधित तथा व्यवस्थापन कार्यविधि-2071 मनालितलाई स्वीकृति भई मान गरिएको ।
- कार्यक्रमका सम्पूर्ण विवरण कार्यक्रमको बिशेष विश्वसनीय माध्यममा व्यवस्था गरिएको र मृणलसर्कारी निर्माण कार्यक्रम लागू भएको भई जिल्लाका मूल्यमानित विभाग मध्ये मूल्यमानित गराइएको ।
- कार्यक्रम अन्तर्गत जिल्लाका निर्माण योजनाहरूको परिवर्तन विवरण कार्ययोजना उपभोक्ताहरूलाई सहभागिता गराई योजनाहरू प्रतिक्रिया प्रकार अपनले अभिव्यक्ति गरे र योजनाहरूलाई दीर्घकालीन बढाउन उपभोक्ताहरूलाई अनुमोदन तथा मूल्यांकन हुने प्रयोगक्रमको लागि र तिनीहरूको प्रतिक्रिया सहभागिता हुने भएको Beneficiary Monitoring को व्यवस्था गरिएको ।
- जिल्लाका स्तरीयता तथा पुनस्थापना गरिएको सङ्गठनहरूले गर्नेछ विवरणालाई व्यवस्थापन स्थापनाको सङ्गठनहरू विभागीय तथा संस्थापनहरू आधारित गरिएको लागि Market Infrastructure Study को व्यवस्था भएको ।

8. कार्यक्रमको नितिजा र सूचक:

<table>
<thead>
<tr>
<th>कार्यक्रमको नितिजा</th>
<th>नितिजा मापन सूचक</th>
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<tr>
<td>संबंधमा बातचीत सुविधालाई पुनर्सज्जित गर्ने</td>
<td>तराइमा ३ र पहाडहरूहरूको पहाडी विद्यालयसम्बन्धी पूर्वी संबंधमा सङ्केरकालार उपलब्धि ।</td>
</tr>
<tr>
<td>ग्रामीण बातचीत पुनरुद्धारको भर्दाङ्क प्राधिकृत गर्ने</td>
<td>मुख्य सङ्केरकाल राम्रो वा काम चलाउने अवस्थामा रहेको प्रतिशत ।</td>
</tr>
<tr>
<td>कार्यक्रम लागू भएका जिल्लाका १५.३ मिलियन बालिका मध्ये २८% वस कार्यक्रमबाट प्राप्त प्रामाण्य लाभान्तरित हुने अनुमान गरिएको ।</td>
<td></td>
</tr>
</tbody>
</table>

5. आ. व. २०७२/०७३ को प्रमाण

- १५०० कि.मिट. सङ्केरकार नियमित मस्त समार वा राम्रो ।
- सङ्केरकार आधारित मस्त समार कि.मि. २०७ को तेककाटा भई काल प्यार हुने अवस्थमा रहेको र वृक्षको DPR तयार भई अलिम हुने अवस्थामा रहेको ।
- वरी/ धरा तथा संचालक तथा नियमित मस्त समारको लागि ७५० मिटर सङ्केर कुदृ प्राप्त र २५० वटा कजङ्के/ कल्टर मस्त भैरहेका ।
- वरी/ धरा तथा संचालक आधारित मस्त समारको लागि ९५० मिटरको DPR तयार भई काल प्यार भएको ।
- सङ्केर स्तरीयता भएका ८५० कि.मि. को उनै व्यवस्थापन भई प्रमाणित रहेको र वृक्षी DPR अलिम चारणामा रहेको ।
- १५ वटा वरी पुल कार्यान्वयन चारणामा रहेको, ५ वटा तेककाटको अवस्थमा रहेको र वृक्षी DPR तयार हुने ।
Introduction:
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 from 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.

The programme comprises three components: 1) The Value Chain Component 2) The Infrastructure Component 3) The Enabling Environment Component.

The infrastructure component address the infrastructure constraints of the selected value chains-tea, ginger and dairy. Because the most significant infrastructure constraints are found in the mountain and hill districts of the Koshi and Mechi corridors, it is in these districts that the main activities of the component will be focussed. The component will provide technical support to the programme 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 infrastructures.

Programme and Component objective:
The development objective of the programme is “Promotion of sustainable inclusive growth that reduces poverty and improve living standards” and the intermediate objective of the Infrastructure component is “A sustainable improvement in the rural infrastructure that supports local economic development”.
ग्रामिण खानेपानी तथा सरसफाई कार्यक्रम (RWSSP GoN)

ग्रामिण खानेपानीको सामान्य परिचय
ग्रामिण खानेपानी तथा सरसफाई आयोजना नेपाल सरकारको श्रेणीवर सङ्गठित छ। उदेश्य सरसफाई खानेपानी तथा सरसफाईको पृष्ठ ग्रामिण समुदायको सामान्य लागि एक प्रयोग गर्नुहोस्। यस कार्यक्रममा दिलित, जनजातीय र पिछडिएका वर्गलाई समेट खानेपानी र सरसफाईको पृष्ठ बुझ्दै गराउने कार्यक्रमको उद्देश्य निर्माण काम भड्डै रहेको छ। यो कार्यक्रमको लागि आवश्यक बर्ष २०७५.५०६० देखि नेपाल सरकारले हरेक बर्ष सचिवालय गरिएको तथा स्थानीय विकास मन्त्रालय माफिक बजेट वित्तियोजन गर्दै आएको छ। खानेपानी विभागलाई जन्मा ६२८ खानेपानी योजना यस विभागमा हस्ताक्षरण भएका छैन।

आयोजनाको लक्ष्य /उद्देश्य
ग्रामिण खानेपानी तथा सरसफाई आयोजना नेपाल सरकारको श्रेणीवर सङ्गठित छ। उदेश्य सरसफाई खानेपानी तथा सरसफाईको पृष्ठ ग्रामिण समुदायको सामान्य लागि एक प्रयोग गर्नुहोस्। यस कार्यक्रममा दिलित, जनजातीय र पिछडिएका वर्गलाई समेट खानेपानी र सरसफाईको पृष्ठ बुझ्दै गराउने र पाली जन्त्र रोग लागू बाह्यिक गरिएको नियर्मित विचारण पर्याक्ष भएका छैन।

कार्य क्षेत्र : ७५ जिल्ला
आयोजनाको प्रमुख नियर्मालकाप्रमाण
ग्रामिण स्तरमा खानेपानी तथा सरसफाई आयोजनाहरू वागः मान्यता, समर्पण, पूर्वस्था गर्नेका, आकाशमा पानी संकलन, डिप टब्बेल, स्वाभाविक, स्वतन्त्र र विशेष त्तलबल, संस्थानका उपविवाहक नियर्मित गर्नेको, सुरु दिनमा मुक्त धोषणण गर्नेको, तथा पुरानो सरसफाई कार्यक्रम मान्यित तथा स्थानीय जनतालाई अभिमतिद्वारा आवश्यक गरेछ।

कार्यक्रमको अवधि : सालबाटी
हालसमको उल्लेखनीय उपलब्धि : वटा आयोजना सम्पन्न जनसम्बन्धी लाभान्वित भएका र ७५४ वटा आयोजना क्रममा प्रवाहण रहेका, ओ.व.स.५६ न.पा. ३८ जिल्ला र उप्रोदितको अनुसार खुल्ला दिनमा मुक्त क्षेत्र धोषणण भएको छ। २७ वटा तालिम कार्यक्रमवर ४५१ जना रॉ.डे.इ., इन्जिनियर, सब-इन्जिनियर, खाँ.पा.स.ट., महिला कार्यकर्ता, सामाजिक परिचालकको तालिम प्राप्त गरेको छ।

२०७३.७३ को वित्तीय प्रमाण : ३० करोड र७ कोर्ट लाख छौरा ( श्रेण : नेपाल सरकार)

आयोजना कार्यवाहनको सम्पर्कारहस्य :
• क्रममा आयोजनाको सम्पन्न नहुने नयाँ आयोजनाहरू पूर्व बजेट वित्तियोजन गर्ने प्रवृत्तिले गर्दा अधिकार्य योजना अभुरै रहेका।
• समेटको घररो ठोस योजनाहरू बजेट वित्तियोजन गर्देको, तुल्य संबंधमा इसिने योजनाहरूको लाभ बजेट छैन प्रवृत्ति।
• अन्तर्द्वारा सामग्री गरी, नयाँ योजनाहरूको वित्तियोजन गर्नी, Detail survey भएका योजनाअन्तर्द्वारा बजेट वित्तियोजन गर्नी, इत्यादी भवानीहरूको योजनाहरू बजेट छैन भएको।
• अन्तर्द्वारा प्राप्त वित्तीय प्रसिद्ध भएको, छैन वित्तियोजन गर्नी, ODF/Post-ODF कार्यक्रम अन्तर्द्वारा छाँटौल बजेट रोज साक्ष्य छाँटौल भएको।

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Environmental and Social Safeguards in SNRTP

The significant attempt in constructing rural road is motivated to provide improved access to physical facilities and social services. The demands are leading to develop rural road with wider capital investment in Nepal. In this context, the Project for Strengthening National Rural Transport Program (SNRTP) is designed and is under implementation in 36 districts of Nepal with the objective of providing improved reliable rural accessibility round the year. The program is supported by the World Bank (WB) for which Department of Local Infrastructure Development and Agriculture Roads (DoLIDAR) is bearing the responsibility of executing agency on behalf of Ministry of Federal Affairs and Local Development (MoFALD). In general, the construction of rural road bears potential risk on physical, biological, socio-cultural environment and has made the infrastructure unsustainable without contributing to reduce hardship life of the rural people. Since SNRTP believes in "maintenance first" approach primarily focusing on maintenance followed by upgrading and rehabilitation of exiting rural network, the environmental and social impact recorded is minimal to moderate vis-a-vis the potential risks. Even then, to manage these environmental and social impacts the project has provisioned Environmental and Social Management Framework (ESMF) which is developed in line with the safeguard policy of Government of Nepal and World Bank. The compliance of environmental and social mitigation measures as per ESMF is ensured by provisioning dedicated Environment and social safeguard specialist at Center Project Coordination Unit (CPCU), Project Management Unit (PMU) and each districts, which the program claims as the pioneering concept in the development of Local Road Network (LRN).

The project considers ‘Corridor of Impact (CoI)’ in spite of Right of Way (RoW) for assessing and mitigating the impacts incurred due to implementation of the road sub-project proposal. Every proposal is required to carry environmental and social screening. With the approval of this Screening Report District Technical Office (DTO) is then only allowed to prepare Detailed Project Report (DPR). The DPR comprises of detail engineering design, cost estimate, Social Management Plan (SMP) and Environmental Management Plan (EMP) for all proposals. The site specific EMP and SMP is prepared tangibly with avoidance of impact through alternatives, minimization of the impact by reducing the level of intervention, mitigation of impact by proposing curative/stabilizing measures, and implementing compensatory measures for unavoidable impacts. The item of work along with the detail budget under the EMP becomes crucial part of the bidding document and is mandatorily spelt in the specification, and contract agreement clauses. However, some of the EMP and SMP works requiring mobilization of local people to undertake are implemented through Local Road User Committee (LRUC). The overall performance in implementation of site specific safeguard plans determines the compliance status of ESMF under the project.

The assessment shows that the planning and implementation environmental and social safeguard is satisfactory since every single proposal is implemented with compliance of the provisions stated in the ESMF. The project has already completed the screening, EMP and SMP of more than 132 subprojects under upgrading and construction of river crossing structures and all the obligatory safeguard documents for 44 sub projects under periodic maintenance and 277 routine maintenance. SNRTP has observed that the input of safeguard specialist at the planning and implementation level is found crucial and efficient and accordingly feels it's replication to other local level projects as well. The experience reveals that empowerment of local beneficiary as well as the people at implementation is essential for developing safeguard friendly rural road networks and is a current prerequisite in the development of rural transport in Nepal.
Community Irrigation Project (CIP) under MoFALD / DoLIDAR was awarded with the Certificate of Recognition for Exemplary Contribution to Improved Project Management jointly by Ministry of Finance and Asian Development Bank in the occasion of Nepal Portfolio Performance Review Meeting, 2015 on January 21, 2016. For this achievement we DoLIDAR family would like to congratulate and are proud of all PCU/CIP team members, concerned DDCs/DTOs team members, all PMIST members at the centre and districts for their efforts and contributions. At the meantime we are very thankful to our Respective Secretary, Joint Secretaries, Director General, Deputy Director Generals, Under Secretaries and all the officials of MOFALD/DoLIDAR who had been very supportive directly or indirectly in achieving this award.