



# Department of Roads

# HMIS News

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## Digging Professionalism

In recent years “professionalism” has become one of the most debated words among the engineers in Department of Roads. In such discussions, there is one more word “professional”, which comes frequently together with the word “professionalism”. So it is realized during these discussions with friends that to understand “professionalism”, one has to first dig-out the meaning of the Word- “professional”.

The frequent discussion with so called “professional friends” revealed that professionals are people who:

- Take pride in their work and show a personal commitment to quality
- Reach out for responsibility
- Can be trusted with confidence
- Are honest, trustworthy, and loyal
- Are open to constructive critiques on how to improve
- Show initiative in work
- Timely up-date their knowledge/skill
- Are capable to work in team and contribute to team
- Are resource concerned person
- Are always looking for ways to make things easier for those they serve
- Are capable of getting assigned works done within plan and program
- Have attitude to learn from mistakes and make use of past experiences
- Really listen to the needs of those they serve

The list may go on and on but it seems all of this list can be summarized in one sentence: professionals are *persons with integrity*. It is honesty in use of one’s own skill and knowledge in others’ service. If, the above list is considered as the characteristics of a professional person, then someone having high skill and number of degrees alone cannot become a ‘professional’ until and unless s/he reliably and consistently demonstrates the characteristics listed above. It is “integrity” of the person that makes a person a true professional.

The next important word is “professionalism”. According to the Oxford Advanced Learner’s Dictionary, the word professionalism is ‘skill or qualities of a profession or its members’. The word may have many meanings depending

on the context where it is being used. But with the above characteristics for a professional, the word professionalism is more about “*attitude*” and “*character*”. These are “*shanskar*” to promote integrity (Bhagwat Geeta).

According to *Bhagwat Geeta*, attitudes and character are inherent human qualities and they can be “good” or “bad”. A good attitude and character can easily enhance integrity of a person.

Professionalism may have still many meanings but to us (we civil servants working in the Government offices) it is rather a commitment to quality, a dedication to the interest of organization, feeling pride in work and achievement and a sincere desire to help each other to achieve organization’s end goal and to be responsive to society’s needs.

If professional and professionalism are inherent human qualities, these are to be explored to make use in human resource development of the country. The concept is “hire for attitude and character but you teach the skills”. A true professional brings pride to the organization and benefits mankind through his skills and character.

## PWD and Dispute Resolution Procedure

### **Dispute**

If one party asserts a right and the other repudiates the same, that is a dispute. Similarly any question on which parties join issue and in which the court can legally enquire into is a dispute. Failure to perform the contract and to pay the amount claimed may take place under such circumstances as may lead to the interference of repudiation and denial of the right of the other party. Coupled with other circumstances, a failure to pay a claim may constitute a difference between the parties. Failure to pay under a claim of right is certainly a dispute.

### **Arbitration Clause**

The arbitration clause is distinct from the other clauses in the contract. The arbitration clause stands apart from the rest of the contract. Thus the question as to whether the contract becomes impossible of performance and was discharged under the doctrine of frustration will still have to be decided under the arbitration clause which operates in respect of such purposes.

A contract is the creation of an agreement between the parties and where the parties under the terms of the contract agree to incorporate an arbitration clause, that clause stands apart from the rights and obligations under the contract, as it is incorporated with the object of providing a machinery for the settlement of disputes arising in relation to or in connection with the contract. Any question relating to the unilateral repudiation or of full and final settlement would be a question relating to the performance or discharge of the contract and hence is liable to be referred to arbitration.

Whether performance of the contract has come to an end, but the contract is still in existence for certain purposes in respect of disputes arising under it or in connection with it, the arbitration clause survives and further action in terms thereof has to be taken.

Dispute resolution provisions in Public Works Directives (PWD): PWD Part II Procedural Directives Volume A. General Directives has outlined the dispute resolution procedures in its chapter 11. In this chapter dealing with the dispute resolution procedures it suggests that when a dispute occurs between the contracting parties on the certifications, determinations, instructions or opinion of the Consultant, the dispute should be settled in three steps as follows:

1. Refer the dispute to a Dispute Adjudication Board
2. Amicable settlement
3. Arbitration

It further suggests that for smaller contracts, the first two steps are considered sufficient while for large contract, arbitration procedures may become necessary. Then it further suggests few guidelines for the settlement of disputes:

### 1. Dispute Adjudication Board (DAB)

It is desirable to include a list of members of the DAB in the contract so that time spent for the appointment of the DAB is curtailed. The DAB may consist of one or three members nominated as specified in the contract. The contracting parties shall share the remuneration of DAB members equally. The DAB shall work only with referral of the dispute by one of the contracting parties. Both contracting parties shall provide information required by the DAB. The DAB shall give a reasoned decision within a specified time limit, which shall have a binding on both parties if parties agree. If either party is dissatisfied with DAB's decision, he may give notice of dissatisfaction to the other party within a specified time.

### 2. Amicable Settlement

- ❖ The contracting parties shall attempt to settle a dispute amicably before the commencement of the arbitration.
- ❖ The dispute shall be referred to the arbitrators only if amicable settlement is unsuccessful or no attempt is made for an amicable settlement within the specified time limit.

### 3. Arbitration Procedure

- ❖ If an amicable settlement is not achieved within time specified, the dispute shall be settled through arbitration.
- ❖ The arbitrators shall have full power to open up, review and revise any certifications, determinations, instructions, opinion or valuation of the Consultant and any decision of the DAB relevant to the dispute.
- ❖ The arbitral award made by the arbitrator shall be final and binding on both contracting parties.

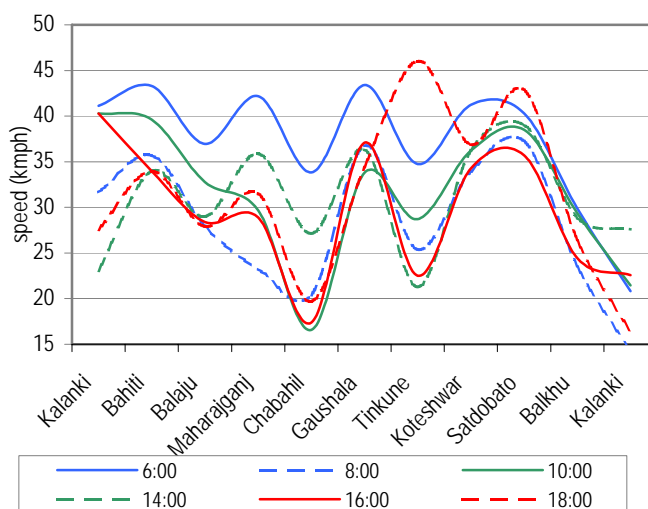
Nepal Arbitration Act (2055): In this connection it becomes important to have a look on this act. The guideline of the PWD in respect of the arbitration procedure is not consistent with the clause 30 of the Nepal Arbitration Act. The clause 30 of the Nepal Arbitration Act suggests that if any contracting parties not satisfied with the decision of the arbitration tribunal could file an application to the appellate court regarding his dissatisfaction whereas the PWD guides to accept the award of the arbitrator.

## Completion of Project for Improvement of Intersections in Kathmandu City

Even, if in future major industries are relocated in other parts of Nepal, Kathmandu will still remain as a favorite tourist destination as well as the apex economic and administrative hub. To facilitate these and to accelerate GDP growth rate, a higher degree of mobility is essential. However, this higher degree of mobility is to be achieved with minimal effect on the environment and by making our roads much more safer.

A speed survey conducted in year 2000 revealed that the desirable average speed of 30 to 40 km/h can be achieved in Kathmandu only on the early morning hours (Fig. 1). Otherwise, at intersections, average speed may go down to as much as 15 km/h. Moreover, road accidents are found to concentrate at intersections.

**Figure 1: Reduction of average speed at intersections**



### Accident cluster in the urban roads

DOR through its special unit TESU had been collecting the data and planning the improvement of intersections for quite some time. In year 2000, the Government of Japan extended a grant assistance of ¥ 1039 million to improve the situation. The assistance enabled DOR to improve 10 of the high priority intersections at Koteswar, Tinkune, Naya Baneshwar, Maitighar, Singh durbar, Padmodaya, Dillibazar, Kesharmahal, Kalimati and Kalanki. The improvement involved installation of signals and streetlights, pavement overlay as well as footpath improvement and storm water management works. To make the road users aware of the newly installed signals, series of road safety campaigns were organized.

Thanks to the cooperation of Kathmandu Municipality, Traffic Police and the civic society as well as the hard works of the consultant Nippon Koei and Contractor Obayashi, DOR could complete the project 2 months before schedule.

Now the traffic flow has become much more smoother, drainage problems are gone and the improved intersections have become attractive landmarks. More importantly, the road accidents have gone down considerably. (See table 1)

***Table 1: Reduction of accidents***

Intersection	Reduction of accidents	Probability of reduction
Kalimati	16.4 %	5.0 %
Dillibazar	33.9 %	15.0 %
Kesharmahal	33.9 %	15.0 %
Kalanki	45.6 %	55.0 %
Koteswar	39.0 %	77.0 %
Padmodaya	61.7 %	96.0 %
Naya Baneshwar	73.0 %	96.0 %
Maitighar	51.0 %	97.0 %
Tinkune	54.6 %	98.0 %
Singh durbar	83.0 %	99.9 %

The signals are equipped with solar energy collectors. This measure has been saving about 24 % of the electricity consumption. The streetlights have been handed over to Kathmandu Municipality. The traffic police have been trained to operate the signals.

Following the success of the improvement of intersections, a number of municipalities have come up with requests to improve intersections in their area. The police also want more of the intersections to be equipped with signals, as the signals have reduced their workload.

However, to repeat the successful story again, projects should not be rushed. In the first phase, even with careful planning, the mysteriously appearing tunnel under Prithvipath and the land acquisition process at Kalanki disrupted the construction schedule. Thus the engineers at TESU are again busy with collection and analysis of relevant data, surveys, designs and devising the way to harness cooperation of all major stakeholders. Our aim is to make the second phase of the project much more successful than the first one.

The Roads Board Nepal (RBN) has finalized its first year Integrated Annual Plan [IAP] for the current fiscal year 2060/061 based on demands, decisions of the RBN, and prioritization criteria. First year IAP could not be customized as objectively as envisaged by the RBN as the required data on traffic, road conditions, and type of maintenance were mostly unavailable. Resource allocation to the Road Agency for SRN – the Department of Roads – is based on more objective data such as priority list of road sectors identified for periodic maintenance and the importance of other roads for the rehabilitation. On the other hand, the allocation for Municipalities and District Development Committees is made based on the demand, study of available District Transport Master Plans, and recommendation from the DOLIDAR. As it is the first plan compiled by the RBN, it may have many areas for improvement that shall be updated progressively after identifying the shortcomings and after acquiring data on key parameters required for such planning. IAP is supported by a dynamic tool that can be revised based on the work status of individual RAs such as the DDCs and Municipalities whenever appropriate.

The total resource projection based on the achievements at the end of first five months of the running fiscal year as provided by the MOF is about Rs.384 million. Out of this, Rs.132 million expected to be raised from vehicle registration is allocated to various Municipalities on 50 – 50 % cost-sharing basis. Rs.200 million is allocated to different road maintenance activities within the SRN for DOR. Remaining Rs.52 million is allocated for different DDCs again on 80 – 20 % cost-sharing basis.

This is only the starting point. Way forward comprising following activities hold equal importance.

- Timely transfer of collected dedicated fund from MOF
- Finalization of the Draft Technical Directives
- Development and implementation of disbursement model
- Fund transfer to RAs
- Actual implementation by RAs
- Monitoring, Key Supervision, Evaluation by RBN

With due support from policy making level, high level management in concerned line agencies, implementing road agencies, and all other stakeholders, the RBN is confident that the first cycle of RBN shall commence and move towards achievement of the targeted objective.

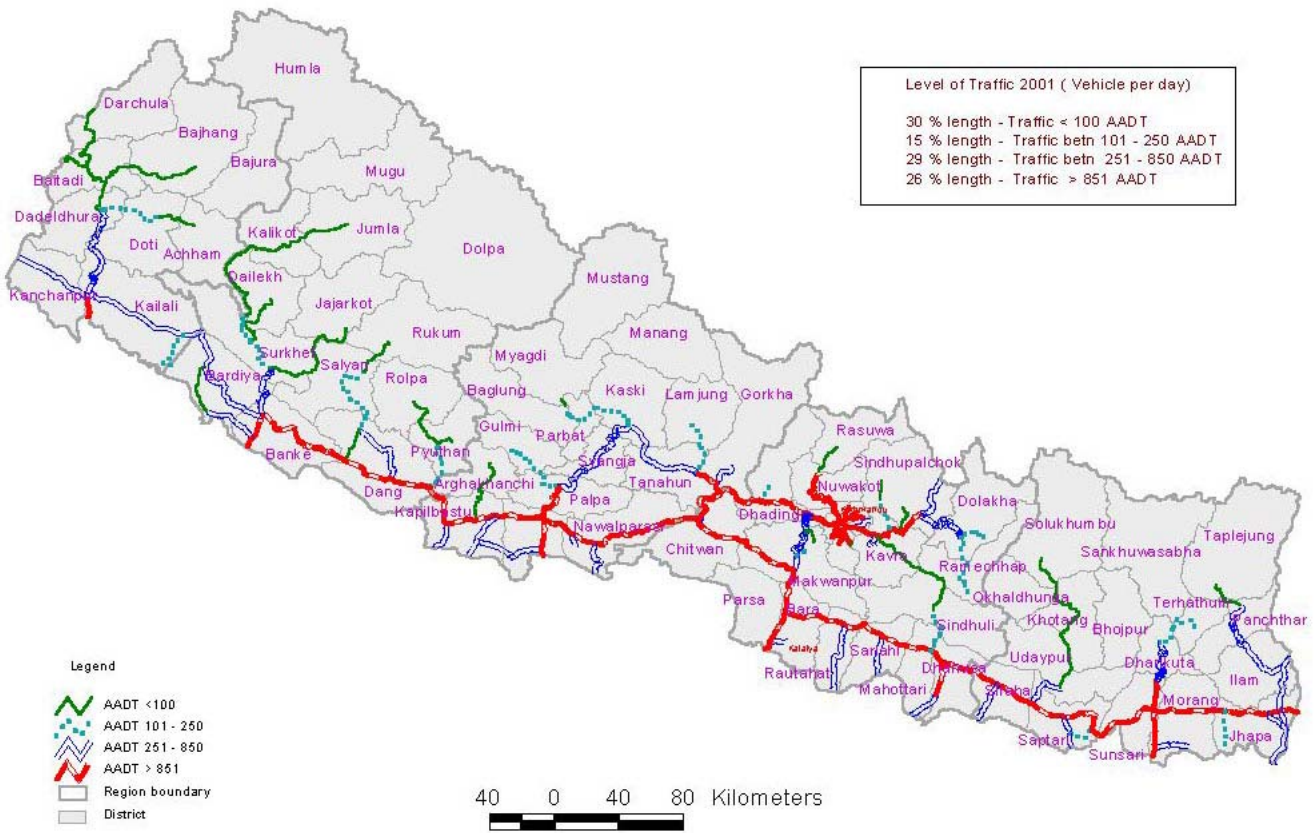
<b>Condition of National Highways in Nepal for the year 2002/2003</b>					
Road Type		Surface Distress Index (SDI)			
		Good	Fair	Poor	Total
National Highway (Km)	Black Top	404	1297	407	2108
	Gravel	0	13	85	98
	Total				2206

## MoPPW, Department of Roads Network Traffic at 2001

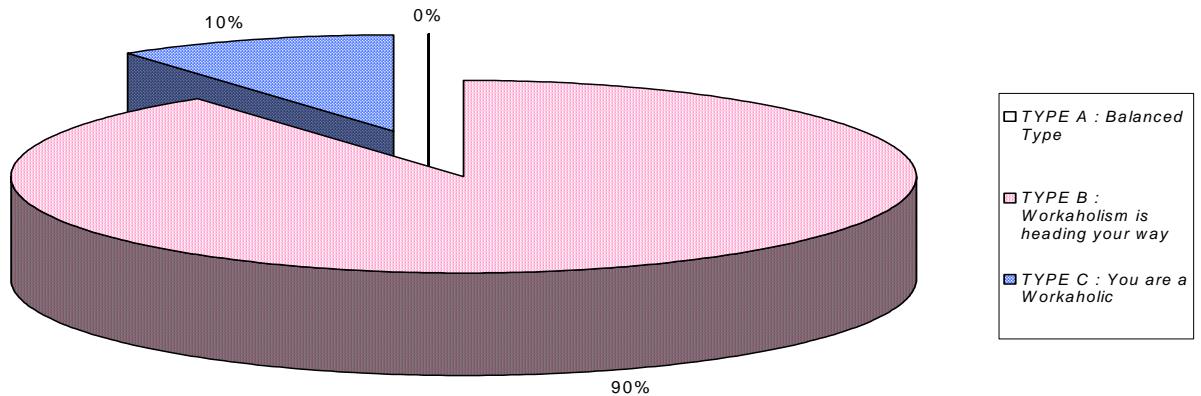


Level of Traffic 2001 ( Vehicle per day)

30 % length - Traffic < 100 AADT  
 15 % length - Traffic betn 101 - 250 AADT  
 29 % length - Traffic betn 251 - 850 AADT  
 26 % length - Traffic > 851 AADT



### ARE WE WORKAHOLICS ? Sample: DOR Engineers 20 Nos



Source: Bhandary, Sudarshan R., Mishra Umesh N. and Shrestha Vishnu P., "Study Report on factors that causes Engineers of the Department of Roads Stress Prone and Suggests an Appropriate Stress management Process to enhance their Quality of Life and Performance", March 2004, Kathmandu



## RSSDU TRAINING ACTIVITIES

### OUT-OF- COUNTRY TRAINING PROGRAMMES FOR DoR PERSONNEL (July 8,2002- Nov.18, 2003)

S. No	Training Course	Name of the Participants
1	Sustainable Road Development in Bangkok (July 8 - 9 Aug 2002)	Mr.Bhoj B.Dhakal, SDE Mr.Basanta Lal Shrestha, Eng. Mr.Chandra K Lal, Eng. Mr.Bisnu Om Bade, Eng.
2	Organization and Management of Road Maintenance in Sweden (Aug 27-27Sep.2002)	Mr. Sudarsan R. Bhandari, SDE
3	Comprehensive Urban transportation planning and project in Japan (Sep24-Dec7 2002)	Mr.Balaram Mishra, Eng.
4	Knowledge sharing initiative programme in Bangladesh (29 Sep - 5 Oct, 2002)	Mr. Bhagwati P. Kafle, J.S Mr. Udav P. Baskota, J.S. Mr. Madan Gopal Maleku, DG Mr. Keshab P. Pokharel, DDG Mr. Biplav K Karki, SDE Mr. Suresh Raj Dali, SDE Mr. Chiranjibi Karki, SDE Mr. Pawan Man Shrestha, SDE
5	International seminar on road and tunnel technology in China (4-8 Nov, 2002)	Mr. Tanuk Lal Yadav, DDG
6	Working group meeting for drafting Inter governmental agreement on Asian Highway network in Thailand (11-12 Nov, 2002)	Mr. Suresh K. Regmi, DDG Mr. Hari Bhakta Shrestha, SDE
7	Committee meeting on transport communication in Thailand (13-15 Nov, 2002)	Mr. Suresh K. Regmi, DDG
8	Urban environment & transportation development management training in Philippines (Nov 18-Dec 13, 2002)	Mr. Maheshor Lal Shrestha, SDE
9	Financial Management and Disbursement Procedures Training in India (Jan 6-11, 2003)	Mr. Indra Raj Poudyal, A.O.
10	Financial Management & Personal Administration Training Program (SKD 39) in Malaysia (Jan 13-24, 2003)	Mr. Vishwa Nath Khanal, S.Ad.O. Mr. Narayan P. Regmi, S.A.O. Mr. Sita Ram Karki, S.O. Mr. Chaturbhuj Gyanwali, A.C Mr. Ram Sharan Dhakal, L.O. Mr. Rishi Dev Bhattarai, S.O.
11	Human Resource Management & Development, (SKD 29) in UK (Jan 20 to April 11, 2003)	Mr. Chiranjibi Karki, SDE
12	Road Planning and Management in Japan (Feb, 2003 -2 weeks)	Mr. Prakash Jung Shah, SDE
13	8 <sup>th</sup> International Training Course on Operation & Maintenance of Construction Machinery in Pakistan (Feb 18 to March 19, 2003)	Mr. Nara B. Maharjan, M.E.
14	Third World Water Forum in Japan (16-23 March 2003)	Mr. Ishwori P. Poudyal, SDE
15	Training Program in Korea (March, 2003 -10 days)	Mr. Madan Gopal Maleku, DG Mr. Dhruva Raj Regmi, SDE

16	MD 1: Core Development in Road Management in S. Africa & Tanzania (April 5-21, 2003)	Mr. Devendra P. Rimal, J.Sec. Mr. Keshab P. Pokharel, DDG Mr. Suresh K. Regmi, DDG Mr. Tanuk Lal Yadav, DDG Mr. Deepak B. Thapa, RD Mr. Shanker Thakur, RD
17	Training Program in Korea (April 21-May 1, 2003)	Mr. Bed Kantha Yogal, Engineer Mr. Suraj Sigdel, Engineer
18	Risk Management in Community Development Planning in Sweden (May 5- June 13, 2003)	Mr. Karna B. Ranabhat
19	MD 1: Innovation in Road Management in U K (9-13 June 2003)	Mr. M. G. Maleku, D G Mr. Durga P. K.C., SDE
20	Traffic Safety Management in Thailand (12-13 June 2003)	Mr. Durga P. Osti, SDE
21	SKD 45 Training Program on Legal Dimensions of Road Management for Govt. Officials of Nepal in Malaysia (13 -23 July, 2003)	Mr. Kedar Poudyal, U.Sec. Mr. Durga P. Osti, SDC Mr. Bhagi Raj Innam, A.U.Sec. Mr. Dhana Raj Gyanwali.,SDE
22	International Course on Operation & Maintenance of Construction Machinery in Pakistan (21 July-19 Aug, 2003)	Mr. Bhuvan Adhikary, Eng.
23	Maintenance Engineering & Management in India (28 Jul-3 Oct, 2003)	Mr. Gauri Shankar Pathak, Eng.
24	Master in Industrial Engineering in China (Self) (Sep 1, 2003- 3 Years)	Mr. Aman Chitrakar, Eng.
25	Infrastructure Study Tour of Tibet in China (24-30 Sep, 2003)	Mr. Gautam P. Shrestha, J.Sec. Mr. Bhagwati K. Kafle, J. Sec. Mr. Keshab P. Pokharel, DDG Mr. Bishnu Man Singh Dangol, SDE
26	Attending Tender Accomplishment Seminar in Japan (Oct, 2003)	Mr. Tanuk Lal Yadav, DDG Mr. Bindu Shamser Rana, SDE
27	22 <sup>nd</sup> PIARC World Road Congress in S. Africa (19-25 Oct, 2003)	Mr. Mahendra Nath Aryal, Secretary Mr. Madan Gopal Maleku, D G
28	Executive Seminar on Public Works & Management in Japan (Oct 19-Nov 1, 2003)	Mr. Sharad K. Shrestha, SDE
29	Intergovernmental Meeting for Development Agreement on Asian Highway Network in Thailand (17-18 Nov, 2003)	Mr. Suresh K. Regmi, DDG

### IN-COUNTRY TRAINING PROGRAMMES FOR DoR PERSONNEL (Nov.18, 2002-Jan.13, 2004)

S. N	Training course	Participants
1	Mountain Hazards Research & Mitigation Int'l Seminar in Ktm. (Nov 18,2002)	4 Nos., SDE 2 Nos.
2	Seismology, Earthquake Hazard Assessment & Risk Management Symposium in Ktm. (24-26 Nov, 2002)	1 No., SDE 3 Nos., Eng.
3	Sewakalin Training-Secretarial Science & Office Procedures in Staff College (2059/8/18 to 059/9/30)	2 Nos., Kharidar
4	One Day Workshop on PWD in NEA, Lalitpur, (Dec 15, 2002)	2 Nos., SDE 1 No., Eng.

5	Int'l Seminar on Seismic Resistant Design of Masonry Structure in Ktm. (20-23 Dec 2002)	5 Nos., Eng.
6	Slope Management and Risk Guidance in Design and Construction in PIARC, Nepal (2003)	2 Nos., DDG 4 Nos., SDE
7	Discussion Programme on Training Need Assessment & Training Course Design, Instruction Guide (SMD) (2059/9/22-3 days)	14 Nos., Eng.
8	M.Sc. Structural Engineering (SKD 51) in IOE (059/10/3 - 2 years)	2 Nos., Eng.
9	Road Maintenance Skill Training for Overseers in NEA Training Hall, Bhaktapur (059/10/27-059/11/9)	22 Nos., Overseer Trainers: 4 Nos., Eng.
10	Technical Audit Training in Ktm. (12-14 Feb 2003)	3 Nos., SDE 2 Nos., Eng.
11	One Day National Conference on Reconstruction of Infrastructure in NEA (2059/11/4)	3 Nos., SDE
12	General Course Training in DPTC (2059/11/5 to 059/12/5)	2 Nos., Overseer
13	One Day Orientation Workshop on PWD in CITC, Lalitpur (Feb 23, 2003)	3 Nos., Eng.
14	Professional Course on Management & Development in NASC (2059/11/14 -1 Month)	1 No., Eng.
15	Subject Matter Experts Workshop for Course Design Development (Road Maintenance) in TITI (27-28 Feb 2003)	4 Nos., SDE
16	Road Maintenance Training for Supervisors in Damauli (2059/11/29-30)	Trainers: 2 Nos., Eng.
17	National Seminar on Japanese Co-operation in Traffic & Transport Development in Ktm. (24 March 2003)	10 Nos., Eng.
18	Secretarial Science & Office Procedures in NASC (March 25-28, 2003)	1 No., Kharidar
19	PIARC Int'l Seminar on 'Sustainable Slope Risk Management for Roads' in Ktm. (March 25-28, 2003)	67 Nos., DG, DDGs, SDEs, Engineers/Officials
20	NEA's 8 <sup>th</sup> National Convention & National Seminar in Ktm. (2059/12/20-22)	1 No., DDG 1 No., RD 1 No., PD 15 Nos., SDE/Eng.
21	Workshop for Project Managers on Monitoring & Evaluation of Development Projects in NPC (2060/1/18-19)	4 Nos., PM 1 No., SDE
22	Int'l Workshop: 'Can Irrigation Sustain Rural Livelihoods?' in Ktm. (13-15 May 2003)	2 Nos., SDE
23	SKD4: ESIA & EMAP/RAP Procedures & SKD11: EMAP/RAP Compliance Monitoring in SchEMS (May 13-15 & May 20-22, 2003)	3 Nos., SDE 1 No., Sociologist 20 Nos., Eng. 7 Nos., Overseer
24	International Conference on Environmental Health Hazards in Eco-Camp, SRD, KTM (18 May 2003)	2 Nos., SDE

25	Training Design And Development in TITI (May 19-30, 2003)	1 No., Eng.
26	Advanced Course Training in DPTC (2060/2/5 to 060/3/13)	2 Nos., Eng.
27	SKD7: One-Day Workshop on EMAP/RAP Compliance Monitoring in SchEMS, Ktm. (30 May 2003)	23 Participants from NGOs, Consultants, Contractors, Journalists
28	GIS Short Course Training (SKD 8) in CED, IoE (2060/2/28 to 1 Month)	1 No., SDE 3 Nos., Eng.
29	Half day Seminar on Health Impact of Air Pollution in Ktm. (13 June 2003)	1 No., Eng.
30	Training Seminar on Private Sector Participation in Water Supply and Waste Water Services in Kathmandu Valley in Ktm. (17-20 June 2003)	1 No., SDE
31	Short Course Training on Computer Aided Analysis & Design of RCT-Girder Bridges (SKD 56) in CED, IoE (18-20 June 2003)	5 Nos., Eng.
32	Karyashala Gosthi to Refine Syllabus of Nepal Engineering Services-Gazetted III <sup>rd</sup> Class (Technician) in Public Service Commission (2060/3/4)	4 Nos., Eng.
33	Workshop on Sensitization of Policy Makers & Institutionalization of Environmental Health Impact Assessment Guidelines in Ktm. (25 June 2003)	1 No., SDE
34	National Workshop on Pre-Monsoon Disaster Preparedness in Ktm. (27 June 2003)	1 No., SDE
35	SKD 48: B.Sc. Civil/Mech. Engineering in NEC/IoE (2059/ to 2062)	6 Nos., Overseer
36	Discussion on E-Procurement in HMG in Ktm. (2060/4/2)	1 No., SDE
37	Professional Training Course on Poverty Monitoring and Analysis in NPC/UNDP (20-25 July, 27 July-1 Aug, 2003)	1 No., Eng.
38	Workshop on Arbitration of National/International Contract Disputes, Prevalent Laws/Norms in NEPCA (2060/4/11)	2 Nos., SDE
39	Workshop on Empowerment of Women Project in Ktm. (28 July 2003)	1 No., SDE
40	M.Sc. In Mechanical Engineering in Kathmandu University (2060/61)	2 Nos, Eng.
41	Workshop on 'Economic Valuation of Environmental Resources' in Lalitpur (3-6 Aug, 2003)	1 No., SDE 2 Nos., Eng.
42	Secretarial Science and Office Procedures for Non-Gazetted II <sup>nd</sup> Class in NASC (2060/4/19 to 2060/5/30)	3 Nos., Ass.2 <sup>nd</sup>
43	One Day Seminar on Trends in Remote Sensing & GIS-Nepal Perspective in MASD, GAC, AIT,Ktm.(7 Aug 2003)	1 No., SDE 1 No., Eng.

44	SMD Road Maintenance Training for Overseer in TITI (11-22 Aug 2003)	4 Nos., Eng. 26 Nos., Overseer 1 No., Lab T.
45	Workshop on Poverty Reduction Strategy Paper (PRSP) in MoPPW (2060/5/26)	3 Nos., SDE 2 Nos., Eng.
46	Trainer's Training in TITI (2060/5/15-26)	5 Nos., Eng.
47	MSC in Mechanical Engineering in NEC (24 Sep 2003 to 18 month)	2 Nos., Eng.
48	Professional Course On Management & Development in NASC (2060/7/14 to 30 Days)	1 Nos., Eng.
49	Technical Writing Training in British Council (Oct 13 -Nov 4, 2003)	21 Nos., Eng.
50	Computer Training on Computer Net Specialization & Visual Basic Net in Computer Point Nepal (From Oct 28, 2003 - 4 Month)	1 No., Eng. 1 No., Com.Opt.
51	Basic Computing Skills Training (SKD 40) in Ktm. (2060/7/20-2060/9/2)	1 No., A.O. 6 Nos., Na.Su. 3 Nos., Overseer 4 Nos., Acc. 5 Nos., Kharidar
52	Advance Course on Management & Development in NASC (2060/8/1-2060/9/11)	1 No., SDE
53	GIS Training (SKD 8) in IoE, Pulchok (2060/8/15- 50 Hours)	8 Nos., Eng.
54	Enhancement of Capacity of Local Agencies in NASC (2060/8/17-2060/9/29)	2 Nos., Eng.
55	Capacity Building Training for Local Development & Management in NASC (2060/8/18-2060/9/23)	5 Nos., Eng.
56	Training for Trainers (SKD 25) in TITI (2060/8/22-2060/9/4)	10 Nos., Eng.
57	Power Point Training in TITI, Sanothimi (2060/8/27-29)	7 Nos., Eng.
58	Supervisor's Maintenance Training-SMD in NASC (2060/9/3-2 days)	Trainers: 1 No., Eng. 1 No., Overseer, Supervisors from Division R.O.
59	SKD 6: Road Construction/Maintenance Planning using HDM 4 in TITI, Sanothimi (2060/9/7-18)	2 Nos., SE 9 Nos., SDE 10 nos., Eng.
60	M. Sc. In Structural Engineering in IoE, Pulchok (2060-62)	1 No., Eng.

### **A. Restructuring of Project after MTR (11 Nov.– 22 Nov 2002):**

Restructuring of the project was carried out, as the implementation of new construction was found to be difficult due to the deteriorating security conditions.

1. Following three roads included for new construction were dropped:
  - a. Sanfebagar- Martadi,
  - b. Kalikot- Jumla, and
  - c. Chhedegadh- Jajarkot roads
2. The savings from the dropping of these roads were allocated to the maintenance of the strategic roads. After restructuring of the project, the following targets have been set in civil works:
  - a. **New Construction:** about 50 km fair weather earthen road to connect two DHQs - Darchula and Mangalsen
  - b. **Upgrading:** about 200 km of existing earthen standard road to fair weather gravel standards connecting three district headquarters. Further upgrading of 210 Km. of gravel roads to bituminous sealed roads.
  - c. **Rehabilitation Component:** about 247 km of existing strategic road network in the Western Development Region
  - d. **Periodic Maintenance Component:** aiming to carry out periodic maintenance of highways and feeder roads (about 535 km)
  - e. **Routine, Recurrent Maintenance:** carrying out regular maintenance covering about 4770 km of strategic road network.
  - f. **Emergency Rehabilitation Maintenance:** in specific places of strategic road network

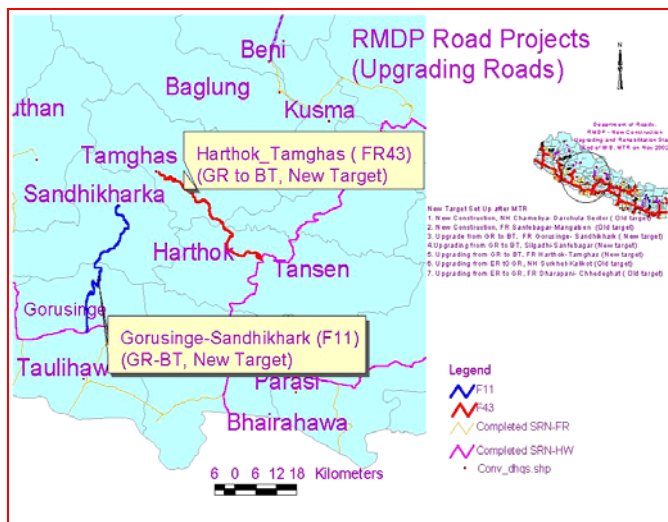
In the process of MTR a “Frame work for Institutional Strengthening of DoR” has been developed together with action plan for further strengthening the DoR’s capability. The main components of the Institutional Strengthening for the remaining period are:

- Review of the future requirement of DoR for emergency works and develop a right sized, commercially viable Mechanical Division.
- Execute necessary survey for road condition, vehicle axle, and traffic volume
- Procurement of Information technology services and equipment to improve DoR’s Management Information System
- Consultancy services to update and complete the policy program, standards and guidelines for Bridge Unit and Road & Traffic Unit

## **RMDP**

### **As of December 2003**

His Majesty's Government of Nepal (HMG/N) and International Development Association (IDA) reached an agreement on 22 December 1999 on financing the Road Maintenance and Development Project (RMDP). The credit (No.3293-NEP) became effective on 21 February 2000.



Sanfegagar-Mangalsen Road (3 nos., 2 <sup>nd</sup> year)	100%	Complete
Kalikot- Jumla Road (14 contracts)	Average 45%	All 14 contractors withdrew due to security situation and the contracts were terminated as per clause 59.4 because of uncertainty situation
Chhedegadh-Jajarkot Road (5 contracts)	100%	Complete

**B. Status of each Component (December 2003):**

**1. Policy Component:**

Road Board office is established at New Baneshwor, Kathmandu. Executive Director had been appointed for the Road Board in November 2003. Road Board Rules, and regulations, procedures and fund flow mechanism had been approved by MoF.

**2. New Construction Civil Works:**

Out of total 36 contracts for new construction awarded in 2000 and 2001 the status of contracts and progress is listed in the table below:

Project Name	Progress	Remarks
Chameliya-Darchula Road (5 contracts in first year)	Average 80%	4 contractors withdrew from site due to security reasons with about 90% progress. One contract CD 1-4 is terminated as per clause 59.4 with about 41% progress.
Chameliya-Darchula Road (2 contracts in second year)	Average 80%	Ongoing with Intended Completion date of March 2004
Sanfegagar-Martadi Road (5 contracts)	100%	Complete
Sanfegagar-Mangalsen Road(4 contracts)	100%	Complete

The new construction works received serious setback as a result of the deteriorating security situation due to Maoist insurgency activities. Because of the security situation, the Contractors withdrew from sites from Kalikot- Jumla and Chameliya- Darchula (Contracts 1-1 to 1-5) roads. These contracts have been either finalized on as it is condition or terminated. During the Mid- Term Review in November 2002, the new construction works in Sanfegagar- Martadi, Kalikot- Jumla, and Chhedegadh-Jajarkot roads had been also dropped.

**3. Upgrading of Roads:**

Out of total 4 contracts for upgrading works awarded up to 2003, the status of contracts and progress is listed in the table below:

Project Name	Progress	Remarks
Surkhet-Kalikot Road: 135 km; China Chongqing International Construction Corporation (CICO)	Average 44%	The most affected part is execution of rock excavation using blasting materials. The Contractor is required to complete all works up to km. 112 and opening of access up to Km.135. For the necessary blasting works, security from Royal Nepalese Army has been arranged recently.
Dharapni-Chhedegadh Road: 62 km; Lama- Tundi-PS- Sunaula joint venture	Average 25%	Blasting operations between km. 67 and km. 80 are very critical to achieve the work progress. Royal Nepalese Army has been requested to provide security and support for the blasting operations.



Gorusinghe-Sandhikarka Road: 60 km. Gravelling works; Kalika/ Swachhanda/ Kanchanjunga JV	Complete	The contract was awarded on 18 April 2001 with start date of 16 May 2001. The contractor completed the works in 31 October 2003.
Gorusinghe-Sandhikarka Road: 69 km. Sealing works; Nepal Singa-CCECE-Gaura JV	Started	After restructuring in November 2002, the contract for sealing works is awarded in November 2003. The contractor has mobilized and started the works from December 2003.

#### 4. Rehabilitation Component:

Status of rehabilitation contracts and its progress is shown in the table below:

Project Name	Progress	Remarks
Tansen- Syangja Road: 85 km: CCECC/ Sharma & Co. JV	Complete	Rehabilitation works completed on 6th June 2002. The Defects Liability Period is also completed.
Harthok-Tamghas: 63 km; SIETC	Complete	Rehabilitation works completed on 13th June 2002. The Defects Liability Period is also completed.
Lumbini-Taulihawa: 14 km; Lama- Tundi JV	Complete	The Contractor completed the works on 5 June 2001. The Defects Liability Period is also completed.
Silgadhi-Sanogaun: 30 km; CCECE-Sharma JV	5%	The contractor has started the works since July 2003.
Sanogaun- Sanfebagar: 36 km; CCECE-Sharma JV	5%	The contractor has started the works since July 2003.
Tansen-Tamghas Road: 75km. MK-Lumbini-Ank JV MK-CCECV JV	Started	The contractor has mobilized and started the works in November 2003.(Upgrading from gravel to Bituminous standard)
Tribhuvan Rajpath: 19 km.		The work is in process to award the contract.

#### 5. Periodic Maintenance Component:

The status of overall periodic maintenance works under RMDP is shown in the table below:

Project Name	Progress	Remarks
First Year Periodic Maintenance Program:	Complete	66 km of strategic roads planned for first year periodic maintenance is complete.
Second Year Periodic Maintenance Program:	Complete	All the five contract packages of Second Year Periodic Maintenance Program in 102 km road length are complete.
Third Year Periodic Maintenance Program:	Complete	All the seven contract packages of third year periodic maintenance work in 132 km road length are completed.
Fourth Year Periodic Maintenance Program:		All six contracts for periodic maintenance works in MRM and other strategic Roads are in Progress.
MRM lamahi-Rihar: 18.63 km	7.93%	Ongoing
MRM Rihar-Shiva: 19.21 km	3.40%	Ongoing
MRMShiva-Khaire: 35.6 km	35.6%	Ongoing
MRMKhaire-Kohalpur: 35.6km	6.27%	Ongoing
Syaule- Silgadhi: 65 km	35.6%	Ongoing
Fifth year periodic maintenance programme:		Under tendering procedure
MRM Mahana-Attariya: 15km	-	
Pilot Performance Based Maintenance Contract: Narayanghat-Butwal: 114 km; Kalika Construction	Progress 20%	Based on the restructuring after November 2002, the contract has been awarded in May 2003. The contractor has started the works.

#### **Do You Know?**

The Total Road length in Nepal has reached 16834 km. at the end of year 2002 AD.

Black top (Km.)	Gravel (Km.)	Earthen (Km)	Total (Km.)
4781	4520	7533	16834

## 6. Routine/ Recurrent Maintenance:

Based on the restructuring after November 2002, 30 maintenance contracts has been awarded for executing routine/ recurrent maintenance works in strategic road within all the Division Road Offices. The contracts have been awarded and works are in progress.

## 7. Emergency Rehabilitation Works

Based on the restructuring after November 2002, three sites have been chosen for executing the emergency rehabilitation works under DRO Lalitpur, Pokhara, and Dhankuta. The necessary design has been completed and notice of tender for the works has been published.

## 8. Institutional Strengthening Component:

The works of Consultants M/s DHV Consultants BV in association with Consolidated Management Services and ITECO Nepal (P) Ltd are progressing satisfactorily. The Consultant is mainly working for the following purposes:

- Supporting the DOR, RSSDU in the management of DOR training activities in the field of human resource development of DOR,
- Strengthening and commercialization of Mechanical Training Center in DOR
- Strengthening the GEU, DOR for development of environmental and social planning/ monitoring capabilities within DOR
- Preparation of DOR Business planning/ Corporate Action plan for its gradual transfer to Road Authority
- Assessment of DOR MIS/IT needs and preparation of bid documents for necessary IT equipment procurement for DOR
- Assessment of DOR staff appointment and transfer policy
  
- Review of DOR's laboratories/ quality control units
- Preparation of road safety education materials and guidelines
- Design and supervision of DOR Building renovation works

The contract for rehabilitation of DOR building was awarded in May 2003. Till date the progress is estimated to be about 25 %.

Procurement of consulting services for the preparation of Standard documents for Road and Bridges, Revision of Nepal Road Standard, 2027, and updating of Bridge inventory and condition survey is in progress.

Procurement of consulting services for conducting the necessary surveys for Road conditions, Traffic survey and Axle load is in progress.

The World Bank team has recently reviewed RMDP during November 2003. As per the review report and Aid Memoir, there is need for restructuring in some of the project works. The possible restructuring has been identified and that needs to be reconfirmed by HMG/N. Needful additional study is in progress and in near future the necessary restructuring will be agreed between HMG/N and World Bank.

As per the proposed restructuring, the following roads shall be included in the RMDP for necessary periodic maintenance, rehabilitation, and upgrading works & the project period shall be extended up to 31<sup>st</sup> December 2006:

- Mugling- Narayanghat Section: 36 km
- Dadeldhura- Patan – Satbanjh Road: 53 km
- Mirchaya- Katari- Sunkoshi: 72 km
- Pathlaiya- Chauraha Road: 134 km
- Community-based works in Jumla Kalikot Road Section: 36 km

### District Headquarters in Nepal not connected with Road (As of Year 2002)

S.N.	District Head-Quarters	District
1	Khandbari	Sankhuwasabha
2	Solusalleri	Solukhumbu
3	Diktel	Khotang
4	Bhojpur	Bhojpur
5	Chame	Manang
6	Jomsom	Mustang
7	Dunai	Dolpa
8	Simikot	Humla
9	Gamgadhi	Mugu
10	Jumla	Jumla
11	Martadi	Bajura
12	Jajarkot	Jajarkot
13	Chainpur	Bajhang
14	Manma	Kalikot
15	Darchula	Darchula

## Road Sector Budget FY 2003/04 (2060/61)

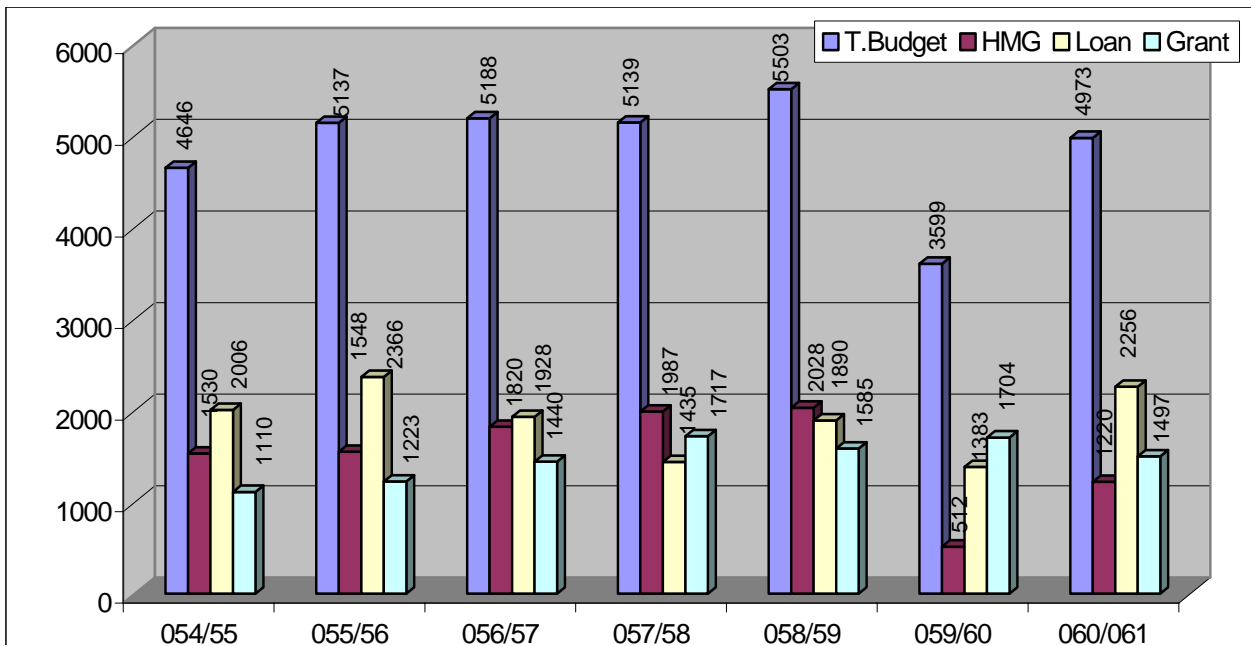
B.h.no.	Project name	Budget for F.Y 060/61(in thousands of Rs.)			Total budget	
		HMG	Foreign			
			Grant	Loan		Source
48-4-200	Mechi Highway (Phidim -Taplejung Sector)	40,00		2,35,00	ADB/PSM	2,75,00
48-4-201	Sagarmatha Highway (Gaighat-Diktel Sector)	20,00		50,00	ADB/GRP	70,00
48-4-202	Bisheswor Prasad Koirala Marg (Banepa - Sindhuli - Bardibas)	2,00,00	38,00,00		Japan	40,00,00
48-4-203	Rapti Highway	25,00		4,25,00	ADB/PSM	4,50,00
48-4-204	Karnali Highway (Surkhet - Jumla Sector)	900,00	1,00,00	36,00,00	WB	46,00,00
48-4-205	Mahakali Highway (Baitadi - Darchula Sector)	33000	1,00,00	112000	WB	1,55,000
48-4-206	Kanti Rajpath	5000				5000
48-4-207	Tribhuvan Rajpath	90,00				90,00
48-4-249	Central level cumulative Road Projects	26,75,00				26,75,00
48-4-250	Ilam-Maipokhari-Sandakpur	40,00				40,00
48-4-251	Fikkal-Shriantudanda	10,00	10,00		Japan /DRF	20,00
48-4-252	Basantpur-Terhathum-Athrai	35,00		1,00,00	ADB/PSM	1,35,00
48-4-254	Basantapur - Chainpur - Khandbari	20,00		20,00	ADB/PSM	40,00
48-4-255	Naradmuni Thulung Marg (Hile - Leguwaghat - Bhojpur)	50,00	9,55,00		UK/DFID	10,05,00
48-4-258	Katari - Okhaldhunga (Including Bridge)	40,00		5,20,00	ADB/PSM	5,60,00
48-4-261	Pushpalal Marg (Nayapul -Khimti - Manthali - Ramechhap Road)	15,00	70,00		Japan/DRF	85,00
48-4-262	Chakrapath tokha-Chhahare	1,00,00	1,00,00		Japan/DRF	2,00,00
48-4-263	Galchhi-Devighat	50,00		1,50,00	ADB/PSM	2,00,00
48-4-270	Baglung - Beni - Jomsom	40,00		3,10,00	ADB/PSM	3,50,00
48-4-272	Chhinchu - Jajarkot	2,40,00	60,00	13,60,00	WB/DRF	16,60,00
48-4-273	Surkhet Ranimatta - Dailekh (Including Bridge)	35,00		1,25,00	ADB/PSM	1,60,00
48-4-275	Jaya Prithvi Bahadur Singh Marg (Khoppe - Bajhang)	40,00		2,10,00	ADB/PSM	2,50,00
48-4-277	Sanphebagar - Martadi	134,00	50,00	3,33,00	WB	5,17,00
48-4-278	Sanfebagar-Mangalsen	31,00	75,00	24,00	DRF/IDA	1,30,00
48-4-280	Satbanjh -Baitadi-Jhulaghat	100,00				1,00,00
48-4-282	Gangate-Labdhu-Galfubhanjyang	100,00				1,00,00
48-4-299	Postal Roads	20,00		2,30,00	ADB/PSM	2,50,00
48-4-302	Damak-Chisapani	72,00				72,00
48-4-315	Chatara-Gaighat-Katari	40,00				40,00
48-4-358	Talodungeswar-Dullu-Pipalkot-Dailekh	75,00				75,00
48-4-361	Holeri-Chunawang	70,00				70,00
48-4-363	Kalakata- Gadawa-Sikta	50,00				50,00

B.h.no.	Project name	Budget for F.Y 060/61(in thousands of Rs.)				Total budget
		HMG	Foreign			
			Grant	Loan	Source	
48-4-364	Devasthal-Kanaidanda-Chourjahari	30,00		1,90,00	ADB/PSM	2,20,00
48-4-368	Gumi-Patihalnachour-Surkhet	40,00				40,00
48-4-375	Trisuli-Syaphrubesi-Rasuwegadhi	20,00	2,00,00		China	2,20,00
48-4-376	Tanakpur link road		13,00,00		India	13,00,00
48-4-379	Karnali Highway - Manma, Kalikot	35,00		2,65,00	ADB/PSM	3,00,00
48-4-386	Musikot-Burtibang	55,00		245,00	ADB/PSM	3,00,00
48-4-451	Gorkha-Mankamana	20,00				20,00
48-4-452	Drabyashah Marg	20,00				20,00
48-4-500	Kathmandu valley urban Roads	35,00		7,05,00	ADB/PSM	7,40,00
48-4-502	Urban Roads	35,00		2,65,00	ADB/GRP	3,00,00
48-4-555	Road Maintenance and Development Project (RMDP)-PCU		29,00,00		Japan/DRF	29,00,00
48-4-557	Road Maintenance and Development Project (RMDP)-PCU	15,70,00		80,00,00	WB	95,70,00
48-4-574	Mirchaiya-Katari	20,00				20,00
48-4579	Beshi Sahar- Chame	9000		11000	ADB/PSM	20000
48-4-582	Chachake- Liwang (Including Bridges and Other Road)	120,00				1,20,00
48-4-584	Road Network Development Project/ FRIP	3,00,00		32,00,00	ADB	35,00,00
48-4-750	Bridge Construction Programme	3,90,00	38,50,00	4,15,00	ADB/PSM	46,55,00
48-4-760	Bridges and Culvert Protection and Maintenance Rehabilitation	50,00		2,10,00	ADB/GRP	2,60,00
48-4-800	Detail Feasibility Study of Road and Bridges (Survey and Design of Road and Bridges including Arch Bridge)	50,00				50,00
48-4-820	Compensation	123000				12,30,00
48-4-854	Machinery Maintenance and Rehabilitation	25,00		1,50,00	ADB/PSM	1,75,00
48-4-855	Machinery Equipment Purchase	50,00	14,00,00		Japan/NPG	14,50,00
48-4-857	Road Transportation Security, Control of Road Encroachment and Boarder Security	35,00				35,00
48-4-872	Planning, MEU, GEU, HMIS and others	40,00				40,00
48-4-965	Road Board Nepal	2200,00				22,00,00
	<b>TOTAL</b>	<b>121,97,00</b>	<b>149,70,00</b>	<b>225,67,00</b>		<b>497,34,00</b>

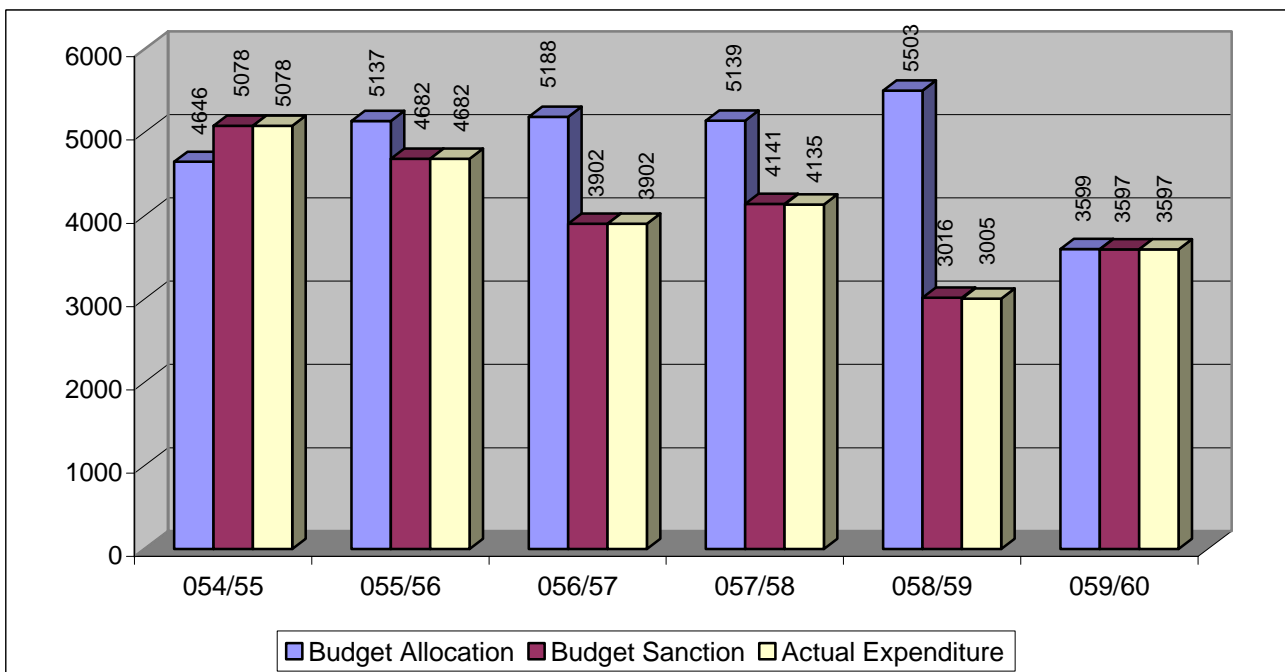


## Budget Allocation for the Road Sector in DOR

**Budget Comparative (N. Rs. in million)**



## Budget Utilization of Road Sector in DOR (N.Rs. in million)



## **RNDP**

The loan agreement for Road Network Development Project (RNDP), Loan No 1876 NEP (SF), was signed on the December 2002 between Kingdom of Nepal and Asian Development Bank. It had also been agreed that a part of RNDP is financed under grant assistance of United Kingdom through Department for International Development (DFID). The total cost of RNDP (excluding project appraisal done by ADB/Manila under Technical Assistance, project management of Project Directorate ADB of DoR, cost of resettlement/land acquisition and excluding other contingencies like escalation and interest) has been estimated to be 55.8 M US\$, which is about 4.2 billion NRs.

S.No.	Description of Work	Estimated Cost (in million US \$)	ADB Loan (in million US \$)	DFID Grant (in million US \$)	HMG finance (in million US \$)	Contract nos/type
A	East West Highway Pavement Strengthening Component					
i	Belbari-Chauharwa: 140 Km.	17.00	13.60		3.40	1 ICB
B	Road Improvement Component					
i	Biratnager-Bardanga, Uurlabari-Bardanga: 67 Km	7.00	5.60		1.40	1 ICB
ii	Damak -Gaunganj: 22 Km	2.00	1.60		0.40	2 LCB
iii	Dolalghat -Chautara: 25 Km	2.50	2.00		0.50	3 LCB
iv	Pauwal Bhanjyang -Phidim: 28 Km	3.20	2.56		0.64	4 LCB
v	Hile- Banastapur: 26 Km	2.80		2.24	0.56	3 LCB
C	Feeder Road Construction Component					
i	Hile- Basantapur-Khandbari: 96 Km	9.20		7.36	1.84	RAP
D	Performance Based Maintenance Component 4 Stretches: approximately 75 km each	4.00	2.60		1.40	4 LCB
E	Kakadhbitta 10 Km. Sufficient width and strength to handle commercial traffic and provide better access to other facilities like custom, freight handling etc	1.50	1.20		0.30	1 LCB
F	Road Safety/ Axle load Component : Road Safety in project roads, Procurement and Installation of 10 weighing bridges	0.40	0.30		0.10	1
G	Poverty Intervention Component	0.50	0.4		0.10	RAP
	Consulting Services	5.7	5.7		0.00	
	<b>Total</b>	<b>55.80</b>	<b>35.56</b>	<b>9.60</b>	<b>10.64</b>	

Regarding the current status of the RNDP, the survey works of the components B and C are near to the completion. The pavement investigation work for both Pavement Strengthening and Road Improvement Component is in progress. The final design is expected to be completed within the first quarter of year 2004.

The Pre-qualification documents for two ICB contracts have already been prepared and awaiting the final concurrence from ADB.

Similarly, the Stretches to be included in Performance based Maintenance Contract have been surveyed and finalized which are the following parts of East-West Highway.

Hetauda-Narayani Bridge, Kohalpur-Karnali

Karnali-Sivaganga (15 Km east of Attaria), Siva Ganga-Gadda Chauki

Pre-qualification documents for these PBMCs have been prepared and forwarded for approval.

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