

PROJECT OVERVIEW
BY
NEPAL ROAD ADMINISTRATOR'S VIEW POINT
SINDHULI ROAD PROJECT
(1996-2015)



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Former Project Manager



Early mode of Transportation



Lucky Car

COUNTRY BACKGROUND

- **Nepal is a small country in South East Asia.**
- **Total Land Area is 147,181 Sq. Km.**
- **Population of the country is 27.5 million.**
- **Southern part connected with India and Northern part with China.**
- **2 number of Districts among 75 Districts still not connected with Road link.**
- **Mode of Transportation is Road and Air**

HISTORY OF ROAD WAYS IN NEPAL

- In 1901 First Motor Car Entered in Nepal
- In 1924 first Motor able Road was constructed in the Kathmandu Valley.
- Till 1951, The Country had 376 km of Roads.
- In 1953 Kathmandu (Capital City) linked with the Southern Boarder (India).
- In 1956 Govt of Nepal Started Planned Road Development.
- In 1966 Kathmandu(Capital City) connected with northern Boarder (China).
- Presently 13,00 km of Strategic Road Net work (SRN) and 60,00 Km Local Road Net Work (LRN).

TOTAL ROAD LENGTH OF NEPAL 2016

Road Classification	Regional	Black Top	Gravel	Earthen	Total (Km.)
National Highway	Central	896.77	222.81	117.00	1236.58
	Eastern	715.54	259.58	413.00	1388.12
	Far Western	575.73	52.00	117.50	745.23
	Mid Western	748.44	92.00	322.66	1163.10
	Western	540.16	71.50	142.00	753.66
	Sub-Total	3476.64	697.89	1112.16	5286.69
Grand Total (incl. mid hill, feeder, urban ..)	6980.02	2045.18	4035.05	13060	

LOCAL ROADS ABOUT 60,000 KM

VISION OF DEPARTMENT OF ROADS

- **Managing Road For National Integration and Social Development.**
- **Motor able Access to all 75 District Head Quarters with Sealed Road.**
- **Target Density is 15 Km per 10,000 populations.**
- **Reducing Walking Distance of 13 days to 3 days in extreme cases in High Himalayas and reducing to 4 hrs in Terai and Hills**

ROAD CONSTRUCTION & MAINTENANCE ORGANIZATIONS

- **Department of Roads.**
 - National roads and feeder roads identified as Strategic Road Network (SRN)
- **Department of Local Infrastructure Development and Agriculture Roads.**
 - Local roads and agriculture roads
- **Municipalities.**
 - City roads
- **Roads Board Nepal (Maintenance)**
 - Financial support

SINDHULI ROAD BEFORE CONSTRUCTION

- **Out of 160Km only 37 Km was fair weather**
- **People had to walk to reach District HQ
Sindhuli bazar took at least 3 to 5 hours**
- **No direct access to reach the capital city
(Kathmandu)**
- **Local products had no market due to lack of
transportation**
- **Poor health, education facilities and no
economic activities**

Project Stakeholders



IMPLEMENTING AGENCY :
JAPAN INTERNATIONAL COOPERATION AGENCY



CLIENT :
DEPARTMENT OF ROADS
MINISTRY OF PHYSICAL INFRASTRUCTURE
AND TRANSPORT

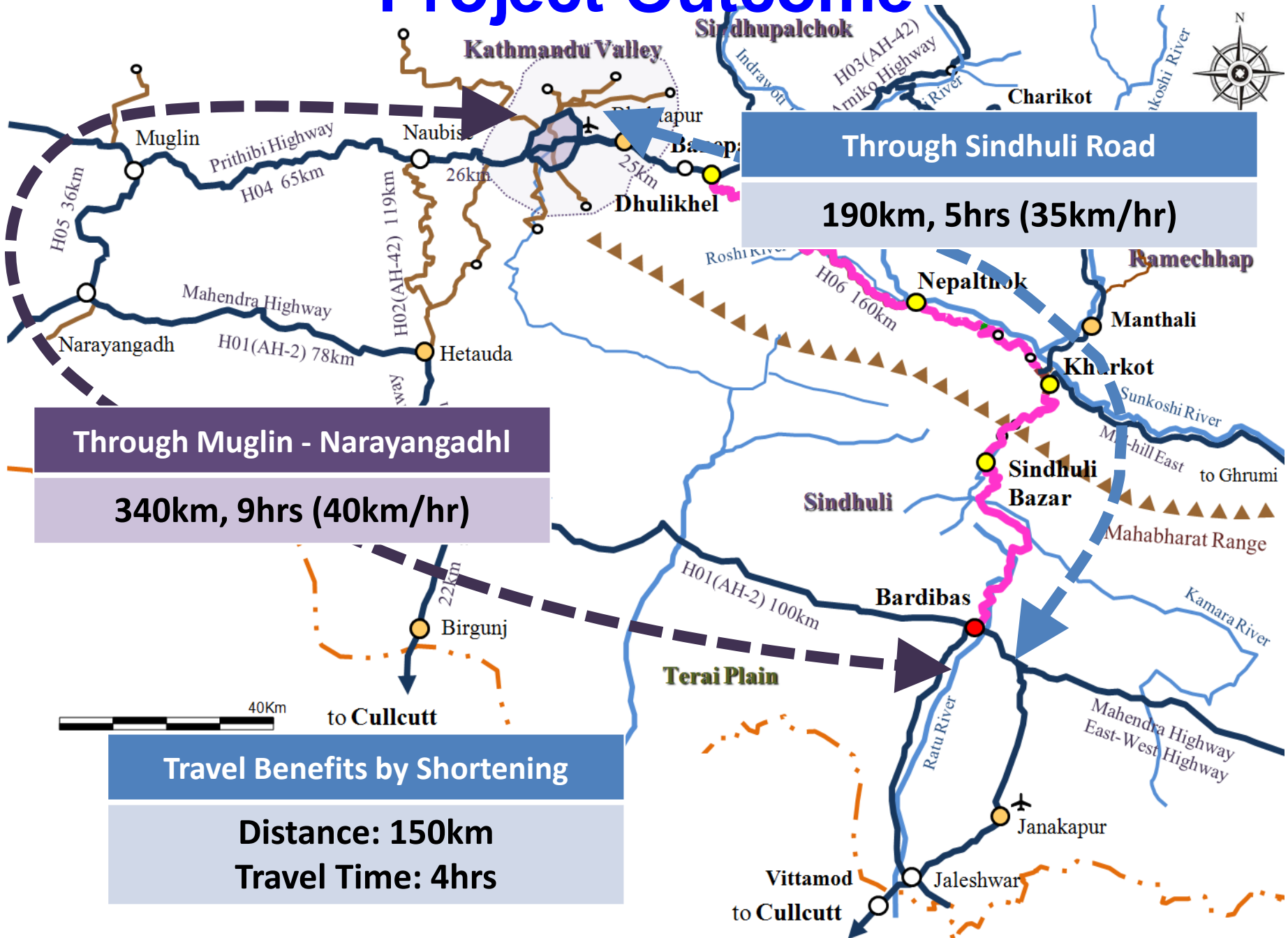


CONSULTANT :
NIPPON KOEI CO., LTD.



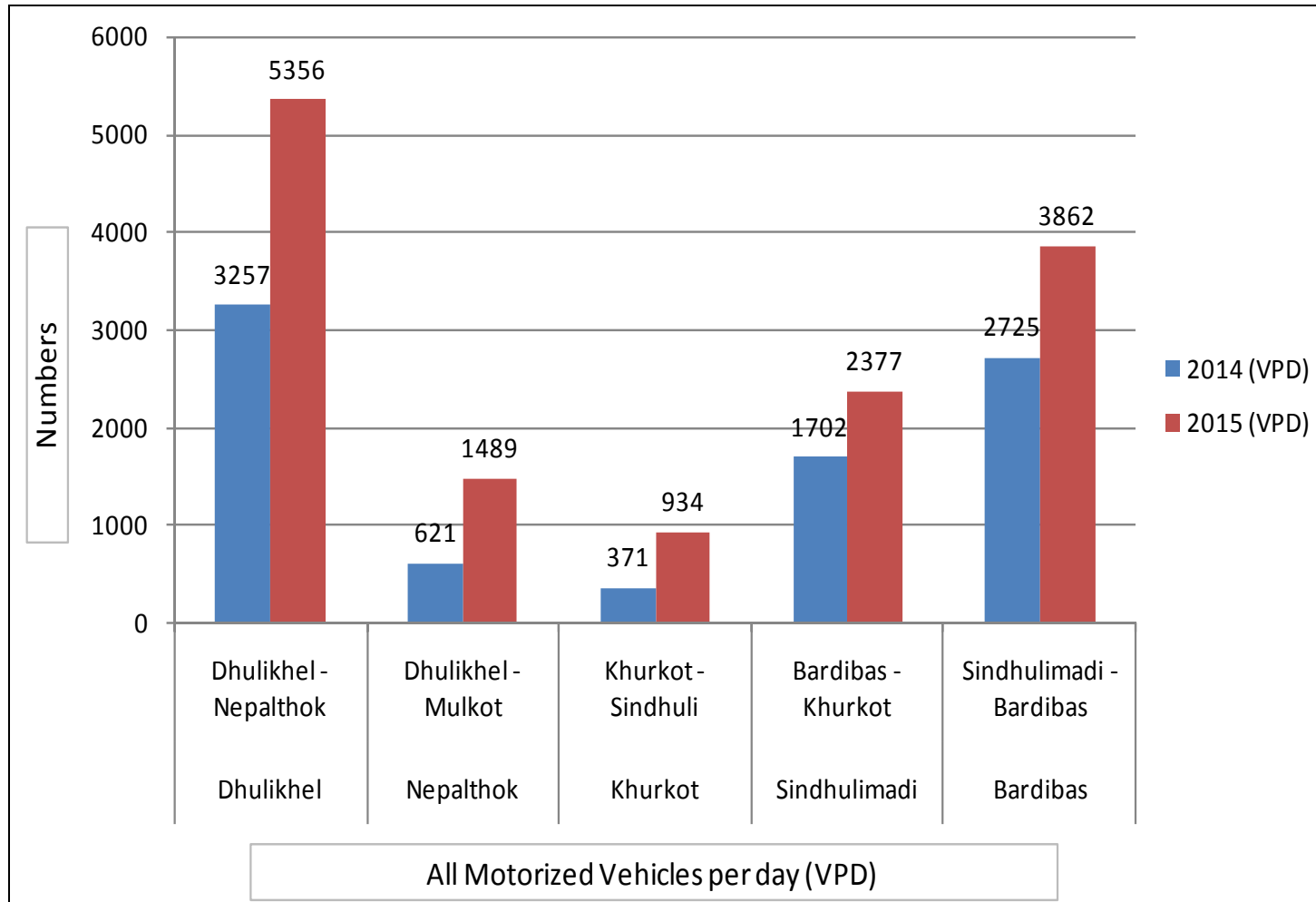
CONTRACTOR :
HAZAMA TAISEI/HAZAMA ANDO CORPORATION

Project Outcome



Traffic Volume

All Motorized Vehicles between Year 2014 and 2015



SOCIO-ECONOMIC IMPACT

- **Improve in health and education facilities such as new health post hospital and school**
- **Improve in economy by selling local Products to nearby markets, opening of hotels and restaurants due to increase of mobility**
- **Government launched many development activities to improve the livelihood including town planning, milk chilling center, cold stores, local cooperatives**
- **Improve in basic needs such as electricity, water supply, internet access etc**

ISSUES DURING CONSTRUCTION PERIOD

(1996-2015)

- **Resettlement such as houses, schools, public building and relocation of existing utilities**
- **Change of proposed road alignment and design due to unforeseeable disaster**
- **High demand of Employment**
- **Donation for local club and political parties**
- **Dispute for royalties about local resources**
- **Demand of new infrastructures not in scope of the project**

ISSUES DURING CONSTRUCTION PERIOD

(contd.)

- **Frequent Closure of Project due to Conflict between Security forces (GON) and Peoples liberation Army (PLA) from 1996-2006**
- **Repeated dialogue with JICA Nepal, Government security agencies and Insurgents about project situation, scope of the project and benefits for local community about timely completion of the Project**
- **Road Closes in tears by local community for more than a month after restoration of peace caused severe shortage of construction materials**

ROLE OF A DOR PROJECT MANAGER

- **A project manager of DOR is the person responsible for leading a project from its inception to execution. This includes planning, execution and managing the people, resources and scope of the project.**

Duty of a Project Manager

- **Approval of the planning and design prepared by JICA consultant team and advise the revision of design if necessary**
- **Management of DOR's project team**
- **Coordination between Japanese government and Nepalese governments including local government and other agencies**
- **Resolution of conflicts and troubles occurring at the site**
- **Compensation and settlement of land and houses including crops, etc.**

POLICY DURING CONSTRUCTION

- **Identification of project affected people (PAP) and seriously project affected people (SPAP)**
- **Compensation settlement (cash) of their property by project based on PAP and SPAP**
- **High employment priority for local community along the road corridor**
- **Immediate reconstruction of physical infrastructure such as school, irrigation canal, water supply pipeline etc**

CONTINUED....

- **Small project such as sports ground, school building, health post etc. by utilizing GGRP (Grass root grant for human development) supported by Embassy of Japan and recommended by the project**
- **Maximum involvement of local work force**
- **Salary of workers based on district rate or more**

PROJECT ACTIVITIES AFFECTED

- **Dispute of resettlements**
- **Accidents at construction site**
- **Assassination of entire royal families**
- **Construction camp attacked by insurgents in search of security force**
- **About 19 number of security forces assigned for construction camp protection and 53 police were killed in their Post**
- **Several time blast of land mines in construction sites**

SUCCESS OF PROJECT IMPLEMENTATION

Developing country like Nepal, it contributes many factors which are as follows:

- Before project implementation**
 - Review of EIA/IEE**
 - Strong ownership filling to local community about project**
 - Political commitments**
 - Commitments from Government and other related agencies**
 - Safety of people involved in project**

SUCCESS OF PROJECT IMPLEMENTATION

CONTINUED....

- **During project implementation**
 - **Frequent interaction with Local community**
 - **Weekly/monthly progress meeting**
 - **Sufficient counterpart fund (in case of Grant/Loan)**
 - **Strict monitoring of construction activities along with quality related and social issues**
 - **Priority for local employments and use of local resources**
 - **Information about progress to higher authorities**
 - **Immediate action from local authority in case of any dispute**

SUCCESS OF PROJECT IMPLEMENTATION CONTINUED....

- **Observed good practices**
 - **Strong commitment of Japanese Consultant and Contractor for quality of works**
 - **Strong team work Donor (EOJ/ JICA), DOR, Consultant and Contractor**
 - **One of the Project successfully implemented during insurgency period**

SINDHULI ROAD PROJECT COST

(Year 1996 Dec to March 2015)

- **Total Project Cost: About JPY 27.40 Billion**
- **Government of Japan: About JPY 26 Billion**
- **Government of Nepal: About JPY 1.40 Billion**
(Counterpart fund for resettlements, maintenance and administrative)

View of Sindhuli Road Before and after Construction



View of Sindhuli Road Before and after Construction



**THANK YOU FOR YOUR
PATIENCE**