



Government of Nepal
**Ministry of Federal Affairs and Local
Development**

Department of Local Infrastructure
Development and Agricultural Roads
(DoLIDAR)



Schweizerische Eidgenossenschaft
Confédération suisse
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Federal Department of Foreign Affairs FDFA
Swiss Agency for Development and Cooperation SDC



MOTORABLE LOCAL ROADS BRIDGE PROGRAMME (LRBP Phase III)

GoN (DoLIDAR) in collaboration with Swiss Agency for Development and Cooperation



Local Roads Bridge Support Unit (LRBSU)

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Background:

Motorable Local Roads Bridge Program (MLRBP) is a joint programme funded by Swiss Agency for Development and Cooperation (SDC) to provide technical assistance to the Government of Nepal (GoN) for the implementation of motorable bridges in the Local Roads Network since March 2011. With the successful completion of its Phase I on 30 May 2016 and Phase II in 28 February 2017, MLRBP Phase III started with an aim to help the GoN to scale up proven approaches and technologies across the country adapting the new Federal structure that promotes people's wellbeing and resilience, especially of disadvantaged groups living in rural areas. The bilateral agreement between GoN and Government of Switzerland for MLRBP phase III was signed on January 26, 2017.

Main Goal:

The main goal of the programme is that people in the programme districts have improved livelihoods from better access to services and opportunities and optimize the development potential.

Major Outcomes:

There are two expected outcomes that would contribute in achieving the goal of the programme. They are:

1: People, especially DAGs use motorable access provided by all-weather roads to services and opportunities.

The remote rural population including disadvantage groups will have better access to resources and opportunities from all-weather motorable roads and bridges. This outcome is measured against the indicators/ target of 3400 kms of roads accessible/ operable all year round, increased girls enrollment in schools/colleges, increased utilization of health services by number of women visiting, increase in numbers of public utilities in the zone of influence, decreased costs of freights, average travel costs and increase in traffic and freight volumes.

2: National and local institutions apply and enforce appropriate local road bridge strategy

Both the GoN and the private sector including local community based institutions are capable of regulating/facilitating and building/maintaining motorable bridges respectively. This outcome is measured against the indicators of having number of bridges selected following the 'Bridge Selection and Prioritizing Criteria', the motorable bridge builders following bridge strategy with norms and standard, LBS/DoLIDAR regulating motorable bridge building works, and the regular budget being allocated to implement motorable bridges at local levels.

Major Outputs:

The following outputs are expected to accomplish the **2 Outcomes** include.

- Output 1:** People in the project areas have more all - weather roads
- Output 2:** DAGs within the zone of influence of the motorable bridge gets employment in bridge construction works.
- Output 3:** DAGs are represented in Users Committees, construction and maintenance groups and hold at-least one key decision making position in the committee
- Output 4:** The Local Bridge Section/DoLIDAR strengthens its capacity to produce Norms, Standards, standard type designs and pilots new type of bridges/river crossings and approaches
- Output 5:** The Local Bridge Section in DDCs/DTOs strengthens its capacity to build local road bridges with appropriate technology and
- Output 6:** The Private sector strengthens its capacity to construct local road bridges.

Programme Components:

There are following four major components of the programme and indicative activities:

Major Components	Indicative Activities
I. Scaling up bridge construction & piloting new bridge designs	<ul style="list-style-type: none"> ▪ Scale up successful technology and designs; a total of 300 bridges will be selected, as per BSPC. ▪ Complete the construction of 200 bridges will be completed. ▪ Promote further research in collaborations with Engineering Institutes (EIs)
II. Generate Knowledge and Technology transfer	<ul style="list-style-type: none"> ▪ Provide in-house training for female engineering students as interns; ▪ Support DoLIDAR (LBS) in 70 bridge designs through other donor funded projects; ▪ Introduce new feasible technologies; ▪ Organize inter-project site visits by GoN Technical staff; ▪ Document experiences and disseminate lessons learnt; ▪ Documentation; Dissemination; Collaboration with Universities/ institutes for introducing bridge building courses in their curriculum;
III. Formulate new, and implement already existing, national policies, strategies, plans, norms and standards	<ul style="list-style-type: none"> ▪ Develop National Local Roads Bridge Strategy and assist GoN in its implementation; ▪ Finalize and endorse Standard and Norms; ▪ Prepare comprehensive and feasible business plan for the motorable bridge sub-sector; ▪ Extend coordination with all the donors and other stakeholders; ▪ Develop, test and adopt appropriate and effective maintenance systems; and ▪ Assist government to develop human resources plan to promote national workforce in this sub-sector.
IV. Capacity building of Government of Nepal, local communities and private sector	<ul style="list-style-type: none"> ▪ Strengthen the technical and managerial capacity of DoLIDAR, LBS/DTOs staffs; ▪ Provide on-the-job and on-site training to technical experts; ▪ In partnership with EIs, interested masters students will be engaged in field activities to gain practical experience; ▪ Strengthen Quality assurance labs; ▪ Specific training on contract management and monitoring; ▪ Training to Local communities in bridge building.

Output /Activities Target

Description	Target
New Bridge under-construction Supervision in #	300
Additional Design Support (other project/ program) in #	50
Dis advantage groups (DAGs) including women trained in specific construction related skills (person)	200
Jobs creation during construction of bridges in person-days	1000000
Piloting/replication of bridges with new design concepts, technologies appropriate for local roads in #	10
Training on Construction and Bridge Supervision (person)	25
Training on Bridge Design Management (person)	25
Training on Contract Management (person)	25
Training on Bridge Information and Management System (person)	40
Training on Bridge Construction to the Contractors Staff (person)	50
Training on Bridge design and Management to the Consulting firm staff (person)	20
Bridge building activities by educational institutes in #	10
Bridge Construction completion in #	200
Access Improvement in km	3400

Programme Budget:

The GoN has agreed to contribute Bridge Construction budget 58 million Swiss Francs (equivalent to NPR. 6206 million) and the Government of Switzerland through SDC has agreed to provide 9.9 million Swiss Francs (approximately equivalent to NPR. 1060 million) for Technical Assistance budget.

Programme Duration:

The duration of MLRBP Phase III is 3 years and 5 months period from 01 March 2017 to 31 July 2020.

Programme Approaches:

Preparation of detail project report for standard bridges will be outsourced to potential national consulting firms, with verification from LRBSU's in-house capacities; and for non-standard bridges shall be done by the PCU with the help of the TA team (LRBSU), and if needed with the support of consultants. Besides, supervision and quality control of the construction will be done by PCU/LBS with the help of LRBSU (TA team).

At district level, the respective DCC/DTO is responsible for overall construction management, for which LRBSU will continue to provide regular technical assistance and capacitate the respective DCC/DTOs, organizing various workshops and training. Innovative approaches such as working through users committees enhancing labor

components will be piloted and inclusive participation of the workforce will be promoted at all level. Likewise, social welfare for the workers will be ensured and the social issues will also be closely monitored by PCU/LBS with the support of LRBSU; and appropriate and effective maintenance systems will be developed, tested and adopted.

Project Management:

Project implementing partner: AF ITECO Engineering Ltd. 8910 Affoltern a.A., Switzerland on the behalf of SDC and respective District Coordination Committees (DCCs)/District Technical Offices (DTOs) and the Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR)/Ministry of Federal Affairs and Local Development on the behalf of the GoN. MoFALD (until a different federal structure is designated) will remain as the central institution responsible for executing local infrastructure programmes including motorable local roads bridge programme.

Implementation partners at local level: The LRBSU is re-structured into five Regional Offices at Itahari, Bardibas, Pokhara, Nepalgunj and Surkhet and two satellite offices at Lalitpur and Dadedhura adapting the provincial structure of the country. Such structural set up along with site office of Technical Officer at each bridge site aims to provide services at the local levels (Metropolitan city, Sub- Metropolitan city, Municipalities and Rural Municipalities during the roll out of local state restructures) for design and supervision of the construction.

Public Hearing and Audit: It is mandatory for motorable bridges built under community approach. With close coordination with LRBSU, the DCC/DTO, DoLIDAR and Motorable Bridge User committee (MBUCs) conduct public hearing prior to bridge construction, and public audit after its completion. They will provide the details of incomes and expenses as well as other relevant data and information to the respective local communities and other stakeholders. The accounts shall be considered as approved after endorsement by the communities.

Quality Monitoring: The construction of motorable bridges is monitored at different level from bridge site assessment till its completion. The quality of construction materials, fabricated steel parts as well as quality of overall construction is directly supervised by the Technical Officer at bridge site, further supported by the Regional and Central expertise. LRBP shall make visits to bridge sites for quality monitoring purposes as need basis.