

Output Target for Phase I

(Feb. 2011 - Nov. 2014)

1. Technical Support in Bridge Construction	
New Construction	80 Bridges
Pilot Bridges	20 Bridges out of 80
Additional Support	60 Bridges
Access Improvement	1400 km road operating all year around
2. Capacity Building	
Community members (DAGs and women)	200 persons
Orientation to DDDC/DTOs; Potential engineers and interns; Contractors; consultants	15 DTOs 20 contractors 10 consultants Potential Engineering graduates

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 of the construction will be done by PCU/LBS with the help of LRBSU (TA team).

At the district level, overall construction management will be the responsibility of DDC/DTO for which the capacity of DTO/DCC will be strengthened and innovative approaches will be piloted working through users committees, enhancing labour component in the construction, inclusive participation of the work-force, adequate social welfare for the workers; social issues will also be closely monitored by PCU/LBS with the support of LRBSU (TA team); and appropriate and effective maintenance systems will be developed, tested and adopted.

Project Management:

Monitoring:

The annual performance review of motorable bridge program shall be incorporated in the annual review program of the MoLD. DoLIDAR shall request the MoLD to allow one additional day for review of motorable bridge program and feedback and recommendations received from the review shall be incorporated in the annual program.

Technical Audit:

Technical audit will be carried out for all pilots as well as major bridges conducted by LRBSU. NVC will conduct technical audit. Technical audit can be dubbed with other infrastructure audit. Budget for technical audit shall be made available by the Program.

Public Hearing and Audit:

Public audit is mandatory for motorable bridges built under community approach. Public audit shall be made after completion of bridges. Prior to bridge construction, public hearing is conducted at each site, the Motorable Bridge User committees (MBUCs) shall be formed. After completion of bridge, MBUCs provide the details of incomes and expenses as well as other relevant data and information to respective communities. The accounts shall be considered as approved after endorsement by the communities.

Quality Monitoring

The construction of motorable bridges shall be monitored through the entire process from site assessment till completion. The quality of construction materials, fabricated steel parts as well as quality of works shall be monitored at different level. LRBP shall make visits to bridge sites for quality monitoring purposes.



Government of Nepal
Ministry of Local Development
Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR)

Schweizerische Eidgenossenschaft
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Confederazione Svizzera
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Federal Department of Foreign Affairs FDFA
Swiss Agency for Development and Cooperation SDC



LOCAL ROADS BRIDGE PROGRAMME (LRBP)

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



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Background:

The initiation of Local Roads Bridge Programme (LRBP) has come from the understanding that one of the major causes of rural poverty in Nepal is lack of access to the markets and service centers due to the absence of adequately maintained local roads and bridges connecting them. Without the reliable motorable crossings on the rivers, people living in the area are not able to get maximum benefit from the roads constructed and also the investments made in road are not fully utilized.

Upon GoN's request, SDC agreed to provide a Technical Assistant (TA) to DoLIDAR to support the implementation of Local Roads Bridge Program (LRBP) that is planned for 10 to 12 years. In this regard, a Bilateral Agreement between Government of Nepal and Government of Switzerland has been signed on 23rd March 2011 for the 1st phase where the duration is for 4 years from 1st February, 2011 to 30th November, 2014.

Main Goal:

LRBP, local (motorable) road bridge program is started with a goal to improve the living conditions of local people by facilitating them with better access and improved mobility. Therefore, the main **goal** of the Motorable Bridge Programme is '**People in the programme districts have improved livelihoods.**'

Major Outcomes:

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

1: People have improved access to services and opportunities.

The remote rural population including disadvantages 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 **1400 kms** of roads accessible/operable all year round, increase in the number of people having access to all weather roads within 2/4 hours of walk, increased utilization of health services by number of people visiting, increase in numbers of public utilities in the zone of influence, decreased costs of freights and increase in traffic and freight volumes.

2: National and local institutions adopt 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 endorsed National Strategy on Motorable Bridge, the motorable bridge builders following this strategy with separate institutions (Roads and Bridge Section at DTO) capable of facilitating and 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** stated above.

Output 1: DAGs within Zone of Influence (ZOI) of bridge benefit from Bridge Construction,

Output 2: DDCs build rural road bridges with Appropriate Technology (AT)

Output 3: LBS/DoLIDAR pilot new type of bridges and approaches,

Output 4: LBS/DoLIDAR have capacity to develop Standard, Norms & Procedures and

Output 5: Private sector has capacity for construction of local road bridges.

Programme Components:

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

Major Components	Indicative Activities
I. Construction and piloting of new bridges and approaches	<ul style="list-style-type: none">80 bridges will be constructed.Some bridges will be piloted with new design technologies/approachesCriteria for selection of bridges will be developed within 6 months of programme implementation
II. General Knowledge and Technology transfer	<ul style="list-style-type: none">In-house training opportunities - interns; Coaching,, supervision and monitoring the bridges;Support DoLIDAR (BS) in conducting technical designs 60-70 bridges through other donor funded project.Introduction of feasible technologies;Documentation; Dissemination; Collaboration with Universities/ institutes for introducing bridge building courses in their curriculum;
III. Formulate policies, strategies, norms, standards.	<ul style="list-style-type: none">Formulate a national policy, strategy;Prepare standard and norms for the local road bridges;Prepare a business plan for the motorable bridge sub-sector Nepal;Review SWAp framework document;Extensive coordination/consultation;Maintenance systems will be developed, tested and adopted.
IV. Capacity building (GoN, Local Bodies, Private Sectors and Communities)	<ul style="list-style-type: none">Technical and managerial capacity building of DTOs/DoLIDAR staffs;Specific training on contract management and monitoring;Introduction of new technologies; &Training to local communities in bridge building.