



Department of Local Infrastructure



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स्वीस सरकार विकास सहयोग एसडीसी

Annual Progress Report

Phase IV Year II

FY 2078/79 | 16 July 2021 to 15 July 2022



MOTORABLE LOCAL ROADS BRIDGE PROGRAMME PHASE IV (MLRBP-IV)

Government of Nepal in collaboration with Swiss Agency for
Development and Cooperation (SDC)

October 2022

Basic Programme Information

Country/region: Nepal/ Asia Division	Domain SDC: South Cooperation Department
Bilateral agreement: Bilateral agreement between the Government of Nepal (GoN) and Government of Switzerland signed on 13 November 2020	
Name of project/programme: Motorable Local Roads Bridge Programme (MLRBP), Phase IV	
Sector/strategic domains according SAP: Rural Infrastructure (Transport and Access)	
Sub-sector: Motorable Bridges	Region: All 7 Provinces of Nepal
Domain of intervention/component of cooperation strategy: Contribution to improved livelihoods and increased resilience of people, especially disadvantaged groups (DAGs), living in rural areas and connected local development	
Main objective/goal of the programme: People in all seven provinces economically and socially prosper through better connectivity.	
Outcomes of the programme: <ul style="list-style-type: none"> • The Government applies and enforces Constitution friendly bridge strategy to expand all weather road network at provincial level. • People have access to economic opportunities and basic services using the provincial road network. 	
Start of programme (Phase I): 01 February 2011	Scheduled duration: Phase I: 30 November 2014 extended till May 2016 Phase II: 01 June 2016 to 28 February 2017 Phase III: 01 March 2017 to 31 December 2020 Phase IV: 01 January 2021 to 31 December 2024
Start of the current phase – Phase IV: 01 January 2021(the mandated partner onboard since 17 March 2021)	Scheduled completion of the current phase: 31 December 2024
Planned budget for FY 2078/79 (2021/22) Total budget: NPR 7557.97 million <ul style="list-style-type: none"> • SDC's contribution: NPR 306.63 million • GoN contribution: NPR 7251.34 million <ul style="list-style-type: none"> - Federal Conditional Grant: NPR 1470.64 million - Province Own budget: NPR 5780.70 million 	Financial progress in FY 2078/79 (2021/22) Total progress: NPR 6108.51 million <ul style="list-style-type: none"> • SDC's contribution: NPR 165.73 million • GoN's contribution: NPR 5942.78 million <ul style="list-style-type: none"> - Federal Conditional Grant: NPR 1120.89 million - Province Own budget: NPR 4821.89 million
Implementing Agency: LRBP IV is the national programme of the Government of Nepal, coordinated and advised by Department of Local Infrastructure (DoLI) at the federal level and implemented at the provincial levels by Ministry of Physical Infrastructure Development (MoPIDs)/ Transport Infrastructure Departments (TIDs)/ Infrastructure Development Offices (IDOs) on behalf of the seven provincial governments. From the beginning of Phase IV, the joint venture (JV) of Civil Informatics and Solutions (CIAS) – MEH Consultants Pvt Ltd. (MEH), a Nepali engineering consortium, represented by Local Roads Bridge Support Unit (LRBSU) at the Federal level and Provincial Roads Bridge Support Units (PRBSUs) at the Provincial level, is providing Technical Assistance (TA) to the respective IDOs under MoPIDs/TIDs in the Seven Provincial Governments and to the DoLI.	
Sources of information for the APR: Outcome Monitoring (OM) Survey reports of FY 2078/79 (2021/22), Annual Progress Reports (APR) from Provinces, Yearly Plans of Operation (YPOs) of FY 2078/79 (2021/22) and other relevant MLRBP reports.	

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1. Executive Summary

The Motorable Local Roads Bridge Programme Phase IV (MLRBP-IV) is a Nepal government-financed programme for the construction of motorable bridges on provincial roads. The Programme is technically supported by the Government of Switzerland through SDC.

The Fiscal Year (FY) 2078/79 (2021/22) covers the period of MLRBP-IV from mid-July 2021 to mid-July 2022. During this period, COVID-19 pandemic continued to affect general livelihoods and mobility in Nepal. While the supply of vaccines improved and the number of full vaccinated people increased in many parts of the country, the situation remained challenging in remote areas. Challenges also continued to exist in terms of the institutional capacity of provincial governments.

Despite these challenges, FY 2078/79 saw completion of 91 bridges across all seven provinces in FY 2078/79 against the target of 120 bridges, resulting into 1262 kilometers (km) of additional roads upgraded into all-weather status and benefiting a total 0.76 million of people living in the zone of influence (Zol)¹ out of whom 55.4% belong to disadvantaged groups and 50.8% are women.² In 16 bridge Zols selected for the Outcome Monitoring (OM) Survey, the completed bridges provided all-weather motorable access to additional 21.8% settlements from 229 to 279.³

People's access to economic opportunities and basic services has improved because of motorable bridge construction, resulting into reduction in transport fares and freight transport costs (with adjustment for inflation) by 19.1% and 18.7% respectively compared to the baseline.⁴ Likewise, traffic volume has increased by 2.8 times along with 1.5 times increase in the freight volume. Because of the bridge construction, local people now save 32.2% of travel time while walking and 39.6% of time while commuting by vehicles.

Out of total budget of NPR 7557.97 million allocated for the construction of bridges in FY 2078/79 including construction under federal grant, province own budget, the actual expenditure is NPR 6108.51 million (80.8%).

Several challenges still existed in FY 2078/79, particularly regarding the institutional role and the capacity of provincial governments as envisioned in the Constitution of Nepal. Key issues such as the absence of a robust system for bridge project selection, slow updating of bridge information, budget inadequacy or ineffective allocation of budgets, contractors' weak performance, and low participation of women in labour force have been identified and way forward has been determined based on the lessons learnt. In particular, the lesson learnt includes engaging provincial governments in developing and utilizing provincial road network master plan (PRNMP) as a tool for the prioritization and selection of bridge projects⁵, pursuing provincial governments to allocate sufficient budgets for the ongoing bridges first before allocating budgets to new bridges, and engaging contractors in adopting more gender-inclusive approach in project execution.

¹ Zone of influence (Zol) of a bridge is defined as the impact area of the bridge, which is determined on the basis of additional connectivity attributable to the bridge.

² Source: Monthly Progress Reports prepared by PRBSU.

³ Source: Outcome Monitoring Survey 2022 conducted for four completed bridges in Bagmati Province and two each in other six provinces). A settlement is defined as any town/village/community having its own or shared health posts, markets, schools, and residential area, with a minimum separating distance of 2 km from another settlement to be qualified as a distinct settlement. The increase in the number of settlements include settlements whose residents use the new bridges frequently (e.g., for commuting to schools) and/or regularly (e.g., for visiting hospitals or markets). In many cases, even before the construction of motorable bridges, local people used to cross rivers by risking their lives but the new bridges have provided safe all-weather accessibility.

⁴ OM Survey was conducted for four completed bridges in Bagmati Province and two each in the remaining six provinces).

⁵ LRBSU is in the process of developing a web-based PRNMP.

2. Outcome Monitoring Summary for FY 2078/79 (2021/22)

Outcome 1: Government applies and enforces Constitution-friendly bridge strategy to expand all weather road network	Partially achieved. Out of seven provincial governments, two have finalized their provincial roads network masterplans (PRNMPs) and following the bridge selection based on provincial priorities. The rest of provinces are still working on their PRNMPs and they will follow them closely. PRNMP has become a key steering tool for planning and selecting bridges on the provincial road network (PRN). In addition, the review of budgets and spending in the Provincial Steering Committee (PSC) meetings and the decisions made by the PSCs to reallocate the un-spent budgets in the nearly finished bridges have made it possible in the seven provinces to complete 91 bridges against the target of 413 bridges that were on-going in various stages. The completion of 91 bridges in seven provinces have expanded all weather PRN.
Outcome 2: People have access to economic opportunities and basic services using the provincial road network	Fully achieved. In areas where the constructed bridges that have made provincial roads all-weather, there has been increased trade volume and productivity recorded through the data on increased traffic generation, decreased costs of transport and travel, increased imports and exports with respect to commodities.

Table 1: Outcome Monitoring Summary (FY 2078/79)

Indicators	Phase IV Targets	Targets as per YPO FY 2078/79	Achievement in YPO FY 2078/79	Cumulative Achievement (FY 2077/78-2078/79)**	Key Success and Constraints	Steering Decision
Outcome 1: Government applies and enforces Constitution-friendly bridge strategy to expand all weather road network						
Indicator 1.1: Numbers of bridges built	200 bridges completed	120 bridges completed	91 bridges completed	166 bridges completed	The trend in all provinces has been to allocate budget to new bridge projects rather than for under construction bridges. The review of budgets and spending in the PSC meetings and the PSC decisions to reallocate the un-spent budgets in the nearly finished bridges have been instrumental in completion of 91 bridges.	LRBSU/PRBSUs to continue engaging and following up with DoLI and provincial MoPIDs/TIDs for the preparation of guidelines to prepare/ finalize PRNMPs in all 7 provinces.
Indicator 1.2: Length of all-weather provincial roads	3000 km of additional road upgraded to all-weather status	1333 km of additional road upgraded to all-weather status	1262 km of additional roads upgraded into all-weather status	2458 km of additional road upgraded to all-weather status		
Indicator 1.3: Additional settlements connected to all-weather	Additional 10% of settlements connected to all-weather	Additional 10% of settlements connected to all-weather	Additional 21.8% of settlements connected to all-weather provincial roads*.	Additional 21.8% of settlements connected to all-weather provincial		

Indicators	Phase IV Targets	Targets as per YPO FY 2078/79	Achievement in YPO FY 2078/79	Cumulative Achievement (FY 2077/78-2078/79)**	Key Success and Constraints	Steering Decision
provincial roads	provincial roads	provincial roads		roads (FY 2078/79)		
Outcome 2: People have access to economic opportunities and basic services using the provincial road network						
Indicator 2.1: Reduction in reduction in transport costs (fares and freights)	20% reduction in transport costs (fares and freights)	20% reduction in transport costs (fares and freights)	19.1% reduction in transport fares*	19.1 to 20% reduction in transport costs	Selection of right bridge projects is critical for the achievement of Outcome 2. For this, the use of PRNMPs or priority lists as initiated by PGs has been instrumental in achieving Outcome 2.	While supporting PGs in the finalization of PRNMPs, LRBSU to also provide support for the finalization of bridge prioritisation criteria.
			18.7% reduction in freight transport costs*	18.7 to 23% reduction in freight transport costs		
Indicator 2.2: Increase in traffic and freight volumes	30% increase in traffic and freight volumes	30% increase in traffic and freight volumes	182.3% increase in traffic volume*	182.3% increase in traffic volume (FY 2078/79)		
			51.2% increase in freight volume*	51.2 to 74% increase in freight volume		
Indicator 2.3: Travel time saved	30% travel time saved	30% travel time saved	32.2% travel time saved (walking) *	24% to 39.6% travel time saved		
			39.6% travel time saved (vehicle)*			

Note: DoLI: Department of Local Infrastructure, LRBSU: Local Road Bridge Support Unit, MoPID: Ministry of Physical Infrastructure Development, OM: Outcome Monitoring, PG: Provincial Government, PRBSU: Provincial Road Bridge Support Unit, PRN: Provincial Road Network, PSC – Provincial Steering Committee, TID: Transport Infrastructure Directorate. *Based on OM Survey conducted in 2022 for 16 bridges across all seven provinces (four in Bagmati Province and two each in other six provinces), the total number of settlements have increased from 229 (baseline) to 279 (OM Survey). Costs, where mentioned, have been adjusted for inflation. All OM Survey values are relative to the baseline.**Based on Annual Progress Report of FY 2077/78.

Analysis per Outcomes

Provincial governments have a constitutional obligation to construct and manage motorable bridges on roads lying on the provincial road network. In FY 2078/79, provincial governments took concrete steps towards applying and enforcing bridge strategy based on prioritisation with long-term vision, which was exemplified in the construction of 91 bridges this year⁶ that provided 1262 km of additional all-weather safe motorable road accessibility to the people across the seven provinces. This has contributed to achieve - Outcomes 1 and 2, generating significant socio-economic benefits to the locals including women and disadvantaged groups through reduction in transport costs, increase in trade, and savings in time as well as ensuring safe and convenient transportation.

Outcome 1: Government applies and enforces Constitution-friendly bridge strategy to expand all-weather road network

In FY 2078/79, provincial governments realized the significance of selecting bridge projects based on a long-term strategy. Out of 504 bridges in different stages of construction, a total of 91 bridges were completed, which further cemented provincial governments' constitutional role as well as boosted their confidence in the implementation and management of motorable roads on provincial road network. The number of completed bridges fell short of target (120) as budgets were allocated to new bridge projects rather than for under construction bridges. This has been an ongoing issue for the project in all seven provinces as budget is not always allocated in this manner, it tended to be distributive in as many bridges as possible. This issue was raised in all the Provincial Steering Committee Meetings and at the Federal Advisory Committee meeting as well. Due to the decisions made at the provincial steering committee meetings to reallocate un-spent funds to complete nearly finished bridges, the provincial governments reallocated the fund to complete the bridges. The provinces have now learnt the lessons of allocating budgets first for the ongoing bridges that are nearing completion rather than funding new projects. In the two provinces (Province 1 and Bagmati) the selection of bridge projects is based on prioritisation and will follow more closely their respective Provincial Road Network Master Plans (PRNMPs) and in the other 5 provinces, they are preparing the PRNMPs and will follow them more closely. The PRNMPs are becoming a key tool for steering in the planning and selection of right bridges in the provinces.

In FY 2078/79, 95% of the target was met regarding length of additional roads upgraded into all-weather status. As well new motorable bridges provided all-weather accessibility to an additional 21.8% of settlements⁷ (from 229 to 279), making it easier, shorter, and safer to cross rivers for visiting markets, schools, hospitals, or relatives.

Outcome 2: People have access to economic opportunities and basic services using the provincial road network.

The new motorable bridges have made roads accessible from both sides of the river all around the year, which has brought economic benefits. Survey results show reduction in transport fares and freight transport costs (with adjustment for inflation) by almost 20%, the new bridges led to a saving of NPR 5.1/km per person in passenger fare and a saving of NPR 0.18/kg/km in freight transport cost. Despite multi-fold increase in fuel prices throughout the reporting year, the new bridges still led to transport cost savings, even if marginally. Likewise, the target of increasing traffic and freight volumes by 30% was also met, adding convenience to people'

⁶ Two provinces (Province 1 and Bagmati Province) used Provincial Road Network Masterplan (PRNMP) and Gandaki Province used a priority list to guide selection of bridge projects.

⁷ A settlement is defined as any town/village/community having its own or shared health posts, markets, schools, and residential area, with a minimum separating distance of 2 km from another settlement to be qualified as a distinct settlement. The increase in the number of settlements include settlements whose residents use the new bridges frequently (e.g., for commuting to schools) and/or regularly (e.g., for visiting hospitals or markets). In many cases, even before the construction of motorable bridges, local people used to cross rivers by risking their lives but the new bridges have provided safe all-weather accessibility.

lives. Traffic volume in total increased by 2.8 times from 672 to 1897 vehicles per day in 16 surveyed bridges. In several bridges, traffic flow was very low before the construction of bridge, resulting in a significant increase in traffic flow after the bridges became operational. The new bridges had a clear impact on the freight volume (import and export)⁸ of main commodities (including cereal crops, vegetables and fruits, poultry, dairy products, livestock, and construction materials) with 1.5-fold increase from 592 to 895 metric ton in total, on the sample of bridges surveyed.

Previously, due to lack of motorable bridges, vehicles had to stop at riverbanks and take detours. During monsoons, people including school-going children have to risk their lives for crossing river. But now, because of the motorable bridge construction, it is not only safer but also shorter to travel across the river. Survey results show local people now save 32.2% of travel time in walking and 39.6% of time in vehicular commuting while commuting to schools, medical facilities, and/or local markets. On average, in one-way trip to their school, primary school students could save 7.7 minutes whereas secondary school students could save 8.1 to 12.4 minutes. Likewise, those visiting medical facilities could now save 10.3 minutes of their time whereas travel to local markets would now take 11.2 minutes lesser than before. The reduced travel time has resulted into increased convenience and availability of additional time for household chores, leisure, and economic activities.

Because of the construction of these bridges with improved motorable connectivity, there has been increase in economic production in the region; this is based on the data of increased trade volume, traffic generation and saved costs of transport.

3. Basic Information

3.1 Background of the Project

The MLRBP-IV is a continuation of the GON's programme implemented across Nepal in all seven provinces, assisted technically by the Government of Switzerland through SDC for improved livelihoods and increased resilience of people, especially of the DAGs living in rural areas. The bilateral agreement on MLRBP-IV was signed between the Government of Nepal and the Government of Switzerland on November 13, 2020. The CIAS-MEH JV was selected as the mandated partner to provide TA to the GoN on behalf of SDC to implement MLRBP-IV. An agreement to this effect was signed between SDC and CIAS-MEH JV on March 17, 2021.

Following the successful conclusions of the earlier three phases of MLRBP, the MLRBP-IV serves as the exit phase. The goal of MLRBP-IV states: People in all seven provinces economically and socially prosper through better connectivity provided by bridges. The impact is to be achieved through two outcomes: (1) Government applies and enforces Constitution-friendly bridge strategy to expand all-weather road network at provincial-level, and (2) People have access to economic opportunities and basic services using the provincial road network. To achieve these outcomes and associated outputs, the MLRBP-IV focuses on four programme components: (1) Consolidation of the initiatives from previous phases and scaling-up of bridge construction; (2) Research and development for technology transfer; (3) Strengthening government institutions; and (4) Capacity building.

The LRBSU at the federal level and PRBSUs at the provincial level serve as the technical advisory service providers. These units provide TA to the federal and provincial governments on behalf of SDC for the implementation of MLRBP-IV.

⁸ The share of import and export in the total freight volume (covering all 16 surveyed bridges) in 2022 was 51% and 49% respectively. This correlates with the national economic trend of imports Vs exports. While import commodities are mainly construction materials, GI sheets, fuel, cement, reinforcing bars, oil, salt, cereals, the export commodities from the areas are mainly agricultural produces – cereal grains, lentils, seasonal vegetables/fruits grown locally, livestock and poultry, and some construction materials from quarry like stones, sand and aggregates.

3.2 Socio-political Context

As in the previous years, COVID-19 pandemic continued to affect general livelihoods and mobility in Nepal during this reporting period, as the second wave of COVID-19 (Delta variant) cases began to impact the country in April 2021, which quickly became more widespread and severe than the first wave in 2020. It was followed by the third wave as well. While the supply of vaccines improved and the number of full vaccinated people increased in many parts of the country, the situation still remained challenging in remote areas, particularly in Karnali and Sudurpashchim provinces, in terms of labour availability and mobilization because of the threat of new COVID-19 cases amid poor availability of medical facilities and also because of the increase in labour migration to India caused by pandemic-led economic hardships.

3.3 Project Context

The impact of COVID-19 pandemic was relatively low in the project areas as compared to the previous years except in remote areas with poor medical infrastructure and response mechanism to fight against pandemic threats.

For the project, the main challenge was related to the institutional management and capacity of provincial governments. Non-promulgation of Civil Service Act has hindered provincial governments to recruit required technical staff because of which existing limited human resources are overloaded with multiple tasks. The issue is further exacerbated by frequent transfers of existing technical staff to other workplaces. Likewise, leadership changes in the provincial governments, relevant ministries, and bureaucracy have also negatively impacted progress on policy matters, such as in the finalization and endorsement of road network master plans.

Despite multiple challenges, the TA support provided by LRBSU/PRBSUs to the provincial governments has resulted into the completion of 91 bridges across all seven provinces in FY 2078/79 against the target of 120 bridges. As the MLRBP-IV also serves as the exit phase of the entire programme, various capacity development activities targeting provincial engineers and officers were also conducted so that the motorable bridge construction programmes run smoothly even after this exit phase. In this regard, the MLRBP-IV was also able to engage private consulting firms in the design of more than 80% of the bridge projects in FY 2021/22, to help them emerge as reliable and competent technical assistance providers that can support provincial governments to continue motorable bridge construction business after the exit of MLRBP.

4. Outcomes Achieved in FY 2078/79

4.1 Description of Outcomes

The achievement against outcome targets set for FY 2078/79 is presented in Table 1 (Outcome Monitoring Summary) with a brief analysis (ref. Annex I also). Key results are summarized as follows:

Outcome 1: Government applies and enforces Constitution friendly bridge strategy to expand all weather road network.

In total, 91 bridges out of 504 bridges in different stages of construction were fully completed in FY 2078/79. In two provinces where Provincial Road Network Master Plan (PRNMP) is available (even if not finalized), 57 (Bagmati Province) to 80% (Province 1) of the completed

bridges were constructed on the prioritized road network.⁹ The newly completed 91 bridges led to the upgrading of an additional 1262 km of provincial roads to all-weather status.

A total of 0.76 million of people living in the zone of influence (Zol)¹⁰ of the 91 completed bridges, out of whom 55.4% belong to disadvantaged groups and 50.8% are women,¹¹ now stand to benefit from the all-weather connectivity brought forth by these newly completed bridges.

These bridges have made roads accessible from both sides of the river. Previously, due to lack of these bridges, vehicles had to stop at riverbanks and take detours. Likewise, loads and luggage had to be carried across the river using portage, risking the live of porters and safety of goods. Before the construction of these bridges, people could not visit relatives, hospitals, or markets located just across the river during monsoons. All-weather accessibility has brought economic benefits including windfall gains for the locals and improved their quality of life.

In 16 bridge Zols across all provinces where Outcome Monitoring (OM) Survey 2022 was conducted, the new bridges provided all-weather motorable accessibility to an additional 21.8% of settlements (from 229 to 279) in total in the surveyed Zols.^{12,13}

Outcome 2: People have access to economic opportunities and basic services using the provincial road network.

People's access to economic opportunities and basic services has improved because of motorable bridge construction, resulting into reduction in transport fares and freight transport costs (with adjustment for inflation) by 19.1% and 18.7% respectively in the surveyed bridge Zols.¹⁴ In terms of transport costs, the new bridges led to a saving of NPR 5.1/km per person in passenger fare and a saving of NPR 0.18/kg/km in freight transport cost. Despite multi-fold increase in fuel prices throughout the reporting year, the new bridges still led to transport cost savings, even if marginally.

In the surveyed 16 bridge Zols, traffic volume in total increased by 2.8 times from 672 to 1897 vehicles per day. In several bridges, traffic flow was very low before the construction of bridge, resulting into huge rate of increase in traffic flow (and thus average rate as well) after the bridges became operational. The new bridges had a clear impact on the freight volume (import and export)¹⁵ of main commodities (including cereal crops, vegetables and fruits, poultry, dairy products, livestock, and construction materials) with 1.5-fold increase from 592 to 895 metric ton in total, covering all surveyed 16 bridge Zols.

Because of the bridge construction, local people in the surveyed 16 Zols now save 32.2% of travel time in walking and 39.6% of time in vehicular commuting while commuting to schools, medical facilities, and/or local markets. On average, in one-way trip to their school, primary school students could save 7.7 minutes whereas secondary school students could save 10.3 minutes. Likewise, those visiting medical facilities could now save 11.2 minutes of their time

⁹ This shows that PRNMP is an important tool for the provincial governments to follow constitutional mandates. Provincial governments are still working on the formulation or finalization of their respective PRNMPs, which show they are on the right track.

¹⁰ Zone of influence (Zol) of a bridge is defined as the impact area of the bridge, which is determined on the basis of additional connectivity attributable to the bridge, determined in terms of frequent and regular use of bridges.

¹¹ Source: Monthly Progress Reports prepared by PRBSU.

¹² Based on Outcome Monitoring (OM) Survey was conducted in 2022 for 16 completed bridges across all seven provinces. A settlement is defined as any town/village/community having its own or shared health posts, markets, schools, and residential area, with a minimum separating distance of 2 km from another settlement to be qualified as a distinct settlement. The increase in the number of settlements include Zol settlements whose residents frequently use the new bridges (e.g., for commuting to schools) as well as settlements whose residents regularly use the bridges (e.g., for visiting hospitals or markets). The Zol was identified in the baseline reports.

¹³ On average, the 16 surveyed bridges provided all-weather accessibility to additional 1.5 (Gandaki Province) to 4.5 (Madhesh Province) settlements per bridge.

¹⁴ Source: OM Survey 2022.

¹⁵ The share of import and export in the total freight volume (covering all 16 surveyed bridges) in 2022 was 51% and 49% respectively.

whereas travel to local markets would now take 10.0 minutes lesser than before. The reduced travel time has resulted into increased convenience and availability of additional time for household chores, leisure, and/or economic activities.

4.2 Transversal Themes

Inclusive approach, good governance, transparency, and gender mainstreaming are intrinsic to the implementation of MLRBP. MLRBP has always been working towards achieving workforce diversity at all levels. LRBSU is sensitive towards inclusion of those belonging to un-represented or under-represented groups in the workforce while recruiting new human resources.

LRBSU prioritized to onboard female engineers who completed traineeship programme during earlier MLRBP Phase (2018–2019), 10 of whom are still working as Provincial Bridge Engineers (PBEs) since June 2021.

During this reporting period as well, job vacancy was announced for 11 positions, and recruitment process was conducted in coordination with the JV of CIAS-MEH and SDC following set standard procedures. Out of 11 positions, 6 positions (54.5%) were reserved for female candidates to include more female representation in the project team.

LRBSU realizes that recruiting human resources alone is not sufficient to ensure gender and social inclusion in the workforce – capacity building is equally important. Accordingly, coaching sessions were conducted from April 2022 to December 2022 for Provincial Bridge Coordinators (PBCs) to enhance their soft skills (e.g., communication, negotiation, management, and reporting) to complement their technical skills.

LRBSU will continue its effort for monitoring social inclusion during the construction of bridges, supporting public hearing and public audits for transparency, creation of employment for DAG workers, and assurance of workers' safety and insurance.

5. Outputs Achieved in FY 2078/79

The achievement against output targets set for FY 2078/79 is summarized in Annex I. Key results are summarized as follows:

- **Output 1.1: MoFAGA/DoLI produces uniform standards, norms and guidelines for Province Governments**

In FY 2078/79, standard design of two types (pre-stressed concrete and reinforced concrete T-Girder) were completed and endorsed. Likewise, 40 types of multi-cell box culvert standard designs were also completed although endorsement is due.

- **Output 1.2: Provinces have functional bridge units**

In FY 2078/79, two provinces (Bagmati and Gandaki) achieved the target of having 80% of designated human resources in TIDs and IDOs while in other provinces, the achievement ranged from 41% (Province 1) to 53% (Sudurpashchim Province). Provincial governments are waiting for the Public Service Commission exams to be held for the recruitment of permanent staff. To fulfill gaps in human resources, some provinces (Madhesh and Bagmati) have hired temporary staff. In Lumbini Province, promotion and transfer of engineers from TID/IDO to other offices has also resulted into understaffing of human resources.

In FY 2078/79, more than 80% bridge designs were outsourced to private consultants/firms by TIDs/IDOs in all provinces, meeting the target easily. In three provinces (Province 1, Madhesh, and Karnali), almost 100% bridge designs were outsourced to private consultants/firms. This shows the emergence of private sector as reliable and competent

technical assistance providers that can support provincial governments to continue motorable bridge construction business after the exit of MLRBP.

In FY 2078/79, a total of 504 bridges in different stages of construction across the seven provinces. Out of the targeted 120 bridges, 91 bridges were completed (Figure 1). Budget for bridge construction was found to be adequate in Bagmati and Gandaki provinces only and insufficient in other provinces. In general, there is a tendency to allocate more budgets to new projects rather than securing funds for the completion of on-going bridges.¹⁶

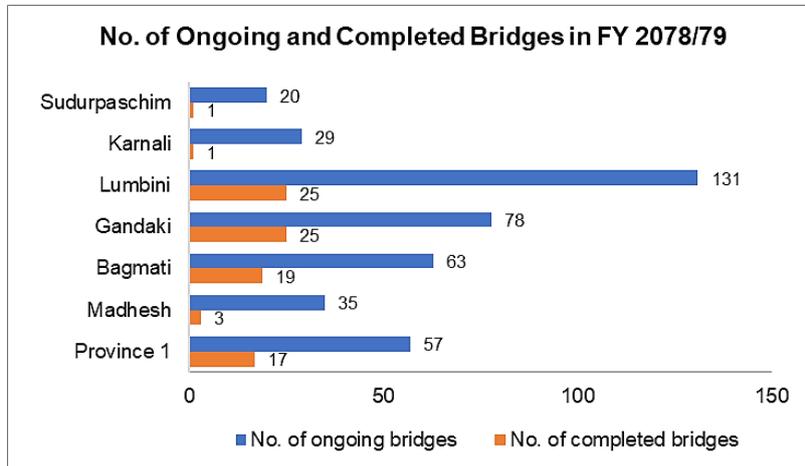


Figure 1: Number of ongoing and completed bridges in FY 2078/79

- **Output 1.3: Information system on Provincial Roads Network (PRN) is established and updated**

In FY 2078/79, Provincial Road Network Master Plans (PRNMPs) have been finalized in Province 1 and Madhesh provinces. Bagmati Province has a previously-prepared PRNMP but finalization is still due. In other provinces, process has been initiated to prepare PRNMP/LRBSU has now initiated development of a single-window (integrated) digital PRNMP system covering all provinces.

Likewise, LRBSU has also initiated development of Provincial Bridge Information Management System (PBIMS), which will be instrumental in providing/accessing updated bridge information, identifying bridge requirements with secured budgets, and making prioritization decisions. The use of PBIMS will contribute to increased accountability of provincial governments.

- **Output 1.4: Private sectors engage and provide their services in bridge building in the provinces**

In 2078/79, all provinces met the target of engaging at least two private sector consultants/firms in surveying and designing bridges for MoPIDs/TIDs/ IDOs. The engagement of private consultants/firms was high in Bagmati (more than 30) and Province 1 (more than 10). As the MLRBP-IV also serves as the exit phase of the entire programme, engaging private consulting firms in the provincial bridge construction business provided them much needed exposure and build competence gradually (including on matters related to complicated design and site conditions) to support provincial governments in future after the exit of MLRBP.

Against the target of having bridge engineering curriculum (at B.Sc. or M.Sc. level) in at least one engineering institute in each province, Purvanchal University in Province 1, Central

¹⁶ This is an area for lesson learning: LRBSU/PRBSUs need to play their roles to pursue provincial governments to allocate budgets first for the on-going bridges and then only for new bridges.

Engineering College (Purbanchal University) in Madhesh Province, and Mid-Western University in Karnali Province included such curriculum. In Bagmati Province, memorandum of understanding (MoU) was signed with 12 engineering institutes for inclusion of bridge design curriculum. These interventions are expected to help produce bridge engineers at provincial level to support provincial governments.

To engage private laboratories in material testing for bridge construction, the target set was to conduct 20% of all material testing at private laboratories. The target was met in five provinces with Gandaki Province recording the highest engagement at more than 80%. The private lab equipments were found to be in proper order and well calibrated upon inspection by LRBSU and PG officials. No discrepancy was observed between the test results produced by government labs and private labs when used for validation purpose.

Private contractors are an important player in the construction of bridges. However, their performance in FY 2078/79 did not meet the expectation. Against the target of contractors completing 40% of their works both on time and budget, the performance was 10% or less in four provinces (Province 1, Madhesh, Karnali, and Sudurpashchim) and 20% or less in other provinces.¹⁷

- **Output 2.1: People are accessing basic services and economic opportunities**

The OM Survey results show an increase in school attendance in the 16 surveyed bridge Zols by 19.9% on average after the construction of surveyed bridges compared to the baseline. The achievement is very close to the target of 20%. On average, female attendance was found to have increased by 25.6% whereas increase in male attendance stood at 12.5% with even decline in Madhesh Province and Karnali Province, which may be due to the trend of out-migration of young males to nearby cities and India.¹⁸

Likewise, the number of visits to health posts has also increased by 25.2% on average after the construction of surveyed bridges. Visits by women increased at a higher rate (41.2%) than by men (15.3%). The government's scheme to provide allowance for women seeking pre- and post-natal care at health centers also seems to have played a role in increasing the number of women's visits to health posts.

- **Output 2.2 People, especially DAGs including women in the Bridge Zone of Influence (Zoi) are employed in bridge construction works**

In FY 2078/79, construction of completed bridges generated 598,268 person-days of employment, which was 1.6 times the YPO target of 379,000 person-days. While the engagement of DAG workers (73.1%) was above the target (60%), share of women workers in total person-days of employment was low at 7.0% against the target of 15%. In fact, out of total 10,879 workers employed, only 1 in 10 workers was a woman.

Women's share in total person-days of employed was only 6.6% compared to the male workers' share of 93.4%. This shows that compared to men, not only the total number of women in the labor force was low (9.9%) but women also received less days of employment. In other words, while men received employment of 57 days per person on average, women received only 36.8 days per person. This shows necessity of policy interventions to make

¹⁷ LRBSU is in the process of recruiting Contracts Management and Monitoring Specialist, and the current status of contractors' perform will serve as the baseline for monitoring their performance in the coming FY.

¹⁸ Construction of new bridges has also made out-migration easier throughout the year, particularly in settlements near India. On positive note, new bridges have also generated economic opportunities locally, which may gradually reduce outmigration of workers.

contractors adopt more inclusion-oriented approaches in which PRBSU staff should strongly take initiation.¹⁹

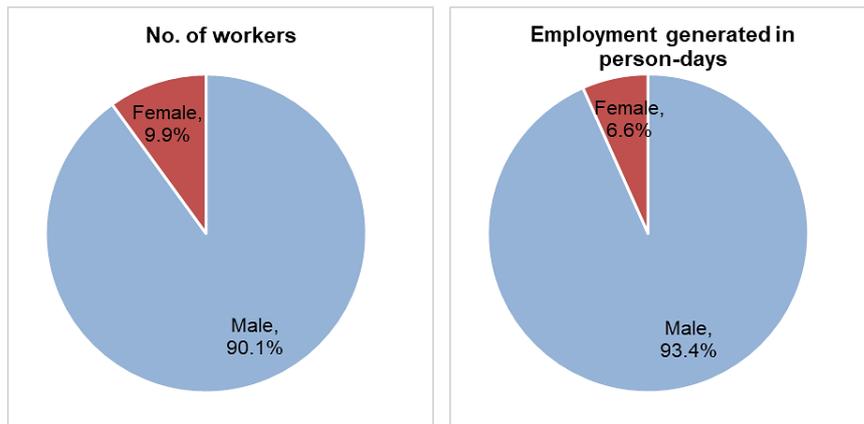


Figure 2: Number of workers and employment generated by gender in FY 2078/79

In FY 2078/79, workers received a total of NPR 497.8 million in wages, which was lower than the YPO target. The prevailing daily labor rate ranged from NPR 890 (Lumbini Province) to 1087 (Karnali Province) for skilled workers and NPR 628 (Lumbini Province) to 800 (Gandaki Province) for unskilled workers but the target in YPO was set at a much higher rate.

Capacity Building Activities in FY 2078/79

Capacity building is an integral part of MLRBP-IV's strategy to strengthen provincial governments for the construction and management of motorable bridges so that the provincial bridge construction business continues smoothly after the current technical assistance under MLRBP phases out. In FY 2078/79, trainings on various topics were provided to the engineers of MoPID, TIDs, and IDOs including on motorable bridge design verification (Bagmati and Lumbini provinces), motorable bridge construction supervision (Gandaki and Sudurpashchim provinces), and contract management (Gandaki and Karnali provinces) (see Annex IV).

6. Project Management and Financial Resources

Out of total budget of NPR 7306.49 million allocated for the construction of bridges in FY 2078/79 including construction under federal grant and province own budget, the actual expenditure rate was 82%% (Under conditional federal grant: 76.2%; Under province own budget: 83.4%) (see Table 2). Compared with the expenditure pattern in FY 2077/78, the expenditure rate under the conditional grant improved in FY 2078/79 from 57.7% to 76.2% whereas expenditure rate under province own budget fell from 91.4% to 83.4% although expenditure rate over 80% can still be considered significant given the low capital expenditure rate in infrastructure projects in the country.

Table 2: Budget allocation and actual expenditure in FY 2078/79

S.N.	Particulars	Expenditure in FY 2077/78		Budget in FY 2078/79 (NPR million)	Expenditure in FY 2078/79	
		Amount (NPR million)	%		Amount (NPR million)	%

¹⁹ Although labour policy reforms in Nepal have targeted ensuring equal employment opportunities and wages to women, translating such policy objectives into construction practice requires direct intervention on contract documents to make contractors legally liable. This, in turn, requires high-level engagement with decisionmakers such as Public Procurement Monitoring Office (PPMO).

1	Construction of motorable road bridges under Conditional Grant	1097.70	57.7	1470.64	1120.89	76.2
2	Construction of motorable road bridges under Province Own Budget	5101.79	91.4	5780.70	4821.89	83.4
	Total	6199.49	82.9	7251.34	5942.78	82.0

The expense of LRBSU in FY 2078/79 (unaudited) covering the period from 16 July 2021 to 15 July 2022 amounted to 1,209,328 CHF (NPR 154,794 million). The burn rate stands at 15.64% in 16 months out of the total project period of 45 months from 1 March 2021 to 31 December 2024 (time elapsed: 35%). The financial details are presented in Annex II.

Workforce Diversity

As of 15 July 2022, MLRBP has 83 staff including 26 female (with 13 female engineers at officer level) and 57 male staff, representing different castes and ethnicities (see Figure 2).

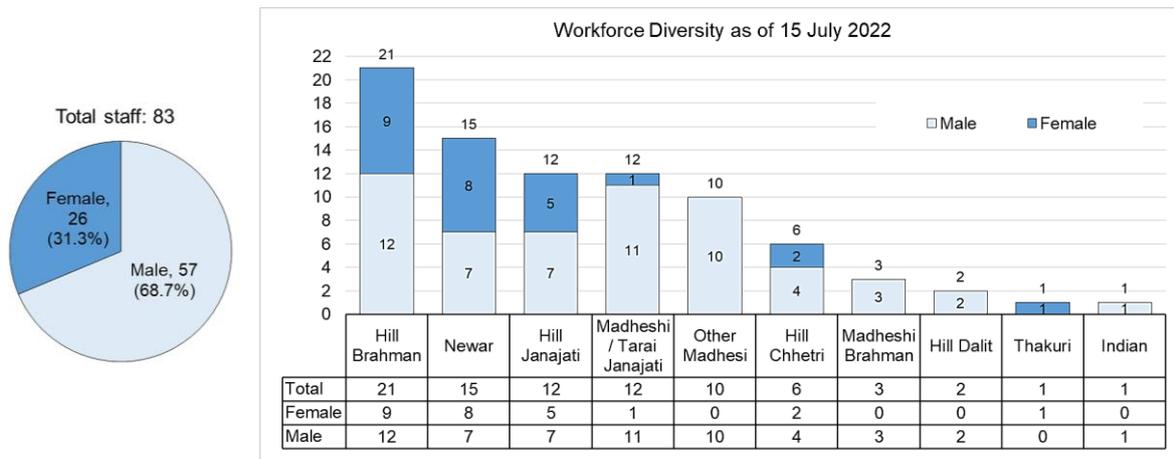


Figure 3: MLRBSU staff composition by gender and caste/ethnicity

7. Lessons Learnt and Way Forward

The main objectives of MLRBP-IV are to strengthen capacity of provincial governments in the construction and management of motorable bridges (Outcome 1) and to improve people's access to economic opportunities and services (Outcome 2). However, several challenges still existed in FY 2078/79, particularly regarding the institutional role and capacity of provincial government institutions (MoPIDs, TIDs and IDOs). Table 3 summarizes key issues and way forward.

Table 3: Key issues and way forward

Key Issues	Lessons Learnt/ Way Forward
Political leaders continued to use their nexus at the federal level to secure bridge projects in their own constituencies for political leverage, causing intentional delay in the preparation or endorsement of PRNMPs. This was more obvious in FY 2020/21 during local elections and will also be evident in upcoming election of provincial governments.	Additional efforts, including high-level meetings/consultations, are necessary to finalize and endorse PRNMPs so as to minimize the risk of selection of bridge projects based on political influence. LRBSU is also preparing a single-window digital platform, but it is vital to build ownership by engaging all provincial governments so that they use this platform to manage their bridge requirements including planning, implementation, and monitoring.
Updating of bridge information remained slow as PRBSU struggled to get	Regular and patient communication with PG officials is necessary to explain the necessity of having updated information, which would help PGs themselves in

Key Issues	Lessons Learnt/ Way Forward
information, particularly financial information, on time.	making informed decisions. On its part, LRBSU is preparing PBIMS to effectively and efficiently collect, record, and provide bridge information to relevant parties.
Some provinces requested for province-level standard norms for bridge construction. However, according to the Constitution, development of the standard norms falls under the jurisdiction of Department of Roads under federal Ministry of Physical Infrastructure and Transport, resulting into potential conflict in jurisdiction between federal and provincial ministries.	Standard norms developed by the Department of Roads (DoR) should be followed for their adoption in the provinces to the extent practical. For other issues not addressed by DoR norms, LRBSU should continue discussion with PGs on the scope of technical support.
Budgets were not adequate, and the distribution of budgets among planned bridges was also not scientific.	The process of re-allocating budgets from non-performing contractors to the performing contractors after periodic reviews in the provinces have been started, particularly in Gandaki and Bagmati provinces. LRBSU/PRBSUs should continue to play their roles to pursue provincial governments to allocate budgets first for the on-going bridges and then only for new bridges.
Contractors failed to complete projects either on budget or on time.	Strict measures against project delays should be applied as per the legal provisions. Contractors completing projects on budget and time should be recognized and appreciated while the non-performing contractors should be penalized.
Women's participation in the labour force was low.	Efforts should be continued to make contractors aware and responsible for gender inclusion by hiring more women (for e.g., women's participation in Madhesh Province was relatively high as many women received cooking jobs) and creating women-friendly working environment. The legal provisions on gender inclusiveness and non-discrimination in employment should be reflected in contract documents to make contractors legally liable.

ANNEXES

Annex I: Logframe of MLRBP-IV with Targets and Achievements (FY 2021/22)

Outcomes/Outputs	Indicators (Phase IV)	Targets as per YPO of FY2021/22	Achievement in FY 2021/22	Status/ Comments
Outcome 1: Government applies and enforces Constitution-friendly bridge strategy to expand all weather road network	(1.1) 200 numbers of bridges built	120 bridges will be completed	91 bridges completed	Status: 76% of target met. Only fully completed bridges are considered.
	(1.2) 3000 km of all-weather provincial roads	1333 km of additional road will be upgraded into all-weather status	1262 km of additional roads upgraded into all-weather status	Status: 95% of target met.
	(1.3) Additional 10% of settlements connected to all-weather provincial roads	Additional 10% of settlements will be connected to all-weather provincial roads*,**	Additional 21.8% of settlements connected to all-weather provincial roads*	Status: Target fully met.
Outcome 2: People have access to economic opportunities and basic services using the provincial road network	(2.1) 20% reduction in transport costs (fares and freights)	20% reduction in transport costs (fares and freights)	19.1% reduction in transport fares*	Status: 96% of target met.
			18.7% reduction in freight transport costs*	Status: 94% of target met.
	(2.2) 30% Increase in traffic and freight volumes	30% increase in traffic and freight volumes	182.3% increase in traffic volume	Status: Target fully met.
			51.2% increase in freight volume*	
	(2.3) 30% travel time saved	30% travel time saved	32.2% travel time saved (walking)	Status: Target fully met.
39.6% travel time saved (vehicle)*				
Output 1.1: MoFAGA/DoLI produces uniform standards, norms and guidelines for Province Governments	(1.1.1) Standards Type Designs for 4 different types of bridges are established	Standard Type Designs for 3 types of bridges are in place	Standard design of two types (PSC and RCC T-Girder) already completed and endorsed; 40 types of multi-cell box culvert standard completed with endorsement due.	Status: Target 2/3 rd met .
	(1.1.2) Standard norms based on 4 types of bridges are available	Draft standard norms of at least 2 standard bridge types are available	Pending	Status: Target not met because development of standard norms for bridge construction falls

Outcomes/Outputs	Indicators (Phase IV)	Targets as per YPO of FY2021/22	Achievement in FY 2021/22	Status/ Comments
				under the jurisdiction of Department of Roads
Output 1.2: Provinces have functional bridge units	(1.2.1) 80% of designated human resources in TIDs and IDOs are in place (gender disaggregated)	80% of designated human resources in TIDs and IDOs are in place	80% in Gandaki and Bagmati provinces; TIDs and IDOs have 41% (Province 1) to 53% (Sudurpashchim Province) of designated human resources	Status: Target met in two provinces.
	(1.2.2) At least 60% bridge designs are outsourced to private consultants/firms by TIDs/IDOs	At least 60% bridge designs are outsourced to private consultants/firms by TIDs/IDOs	More than 60% bridge designs are outsourced to private consultants/firms by TIDs/IDOs in all provinces	Status: Target fully met.
	(1.2.3) Provincial bridge standards and norms are endorsed.	Provincial bridge standards and norms are endorsed.	Endorsed in Province 1 and pending in other provinces due to the reason stated in (1.1.2) above.	Status: Target met in one province.
	(1.2.4) Adequate budgets are available for execution of bridges on provincial road network (PRN)	Adequate budgets are available for execution of bridges on provincial road network (PRN)	Budget adequate in Bagmati and Gandaki; inadequate but improved in Karnali, and inadequate in other provinces.	Status: Target met in two provinces.
	(1.2.5) 200 bridges are built	120 bridges will be completed	91 bridges completed	Status: 76% of target met. Only fully completed bridges are considered.
Output 1.3: Information system on Provincial Roads Network (PRN) is established and updated	(1.3.1) Endorsed Provincial Road Network Master Plans (PRNMPs) are available in all the 7 Provinces	PRNMPs of all provinces are prepared and endorsed	PRNMPs finalized in Province 1 and Madhesh; draft previously prepared in Bagmati; initiated in remaining provinces.	Status: Pending. Works for single-window PRNMP initiated by LRBSU.
	(1.3.2) Bridge requirements in Provincial Road Networks (PRN) are identified in all the 7 provinces	Bridge requirements in Provincial Road Networks (PRN) are identified in all the 7 provinces	Development of PBIMS initiated by LRBSU	Works for single-window PRNMP initiated by LRBSU.

Outcomes/Outputs	Indicators (Phase IV)	Targets as per YPO of FY2021/22	Achievement in FY 2021/22	Status/ Comments
	(1.3.3) Bridge status information on PRN is available	Bridge status information on PRN is available		
	(1.3.4) IDOs are updating bridge information	IDOs are updating bridge information	Ongoing	
Output 1.4: Private sector engages and provides their services in bridge building in the provinces	(1.4.1) At least 2 private sector Consultants/firms are surveying, designing bridges for MoPIDs/TIDs/ IDOs in each province	At least 2 private sector consultants/firms are surveying, designing bridges for MoPIDs/TIDs/ IDOs in each province	More than 2 private sector consultants/firms were engaged in surveying, designing bridges for MoPIDs/TIDs/ IDOs in all provinces (Bagmati: More than 30, Province 1: More than 10)	Status: Target fully met.
	(1.4.2) Engineering institutes in the provinces include bridge engineering curriculum in their engineering courses (B.Sc. and M.Sc.)	At least one engineering institute in each province include bridge engineering curriculum in their engineering courses (B.Sc. and M.Sc.)	<ul style="list-style-type: none"> • Province 1: Purvanchal University • Madhesh: Central Engg. College (Purbanchal Univ) • Bagmati: MoU with 12 EIs • Gandaki: School of Engineering, PU (on progress) • Lumbini: Process initiated • Karnali: Mid-Western University • Sudurpashchim: Pending 	Status: Target met in five provinces.
	(1.4.3) 20% of all material testing is conducted at private laboratories	20% of all material testing is conducted at private laboratories	<ul style="list-style-type: none"> • Province 1: Only 1 private lab available • Madhesh: More than 40% • Bagmati: More than 20% • Gandaki: More than 80% • Lumbini: More than 50% • Karnali: None • Sudurpashchim: 30% 	Status: Target met in five provinces.

Outcomes/Outputs	Indicators (Phase IV)	Targets as per YPO of FY2021/22	Achievement in FY 2021/22	Status/ Comments
	(1.4.4) 40% of bridge works concluded on time and budget by the Contractors.	40% of bridge works concluded on time and budget by the Contractors.	<ul style="list-style-type: none"> Province 1: 5% Madhesh: Less than 10% Bagmati: Less than 16% Gandaki: Less than 15% Lumbini: 20% Karnali: 10% Sudurpashchim: Less than 10% 	Status: Target not met. LRBSU is in the process of hiring Contracts Manager to oversee contractors' performance.
Output 2.1: People are accessing basic services and economic opportunities	(2.1.1) 20% increase in school attendance (gender disaggregated)	20% increase in school attendance (gender disaggregated)	• 19.9% increase in school attendance (Men: 12.5% increase; Women: 25.6% increase)*	Status: Target almost met.
	(2.1.2) 20% increase in visits of people to health posts (gender disaggregated)	20% increase in visits of people to health posts (gender disaggregated)	• 25.2% increase in visits of people to health posts (Men: 15.3%; Women: 41.2%)*	Status: Target fully met.
Output 2.2 People, especially DAGs including women in the Bridge Zone of Influence (ZoI) are employed in bridge construction works	(2.2.1) 0.8 million-person days of employment generated (DAGs:60%; Women:15%)	379,000 person-days of employment will be generated	• 598,268 person-days of employment generated (DAGs: 73.1%; Women: 7.0%)	Status: Target fully met.
	(2.2.2) NPR 2 billion received as wages received by workers.	877.1 million will be received as wages by workers	• 497.8 million received as wages by workers	Status: Target not met because of high wage rate adopted in YPO.

Note: *Based on Outcome Monitoring (OM) Survey conducted in 2022 for 16 bridges across all seven provinces (four in Bagmati Province and two each in the remaining six provinces). Costs (where mentioned) have been adjusted for inflation. All OM Survey values are relative to the baseline; **Additional settlements include settlements in the vicinity of the respective ZoIs as well, from where people regularly commute using the bridge. In 10 of the surveyed bridge ZoIs, the number of households increased by 1301 and population by 7004 in total compared to the baseline.

Annex II: Annual Expenditure including the Phase Budget and Cumulative Expenditure

Project Period: 1-Apr-21 to 31-Dec-24 (45 months)

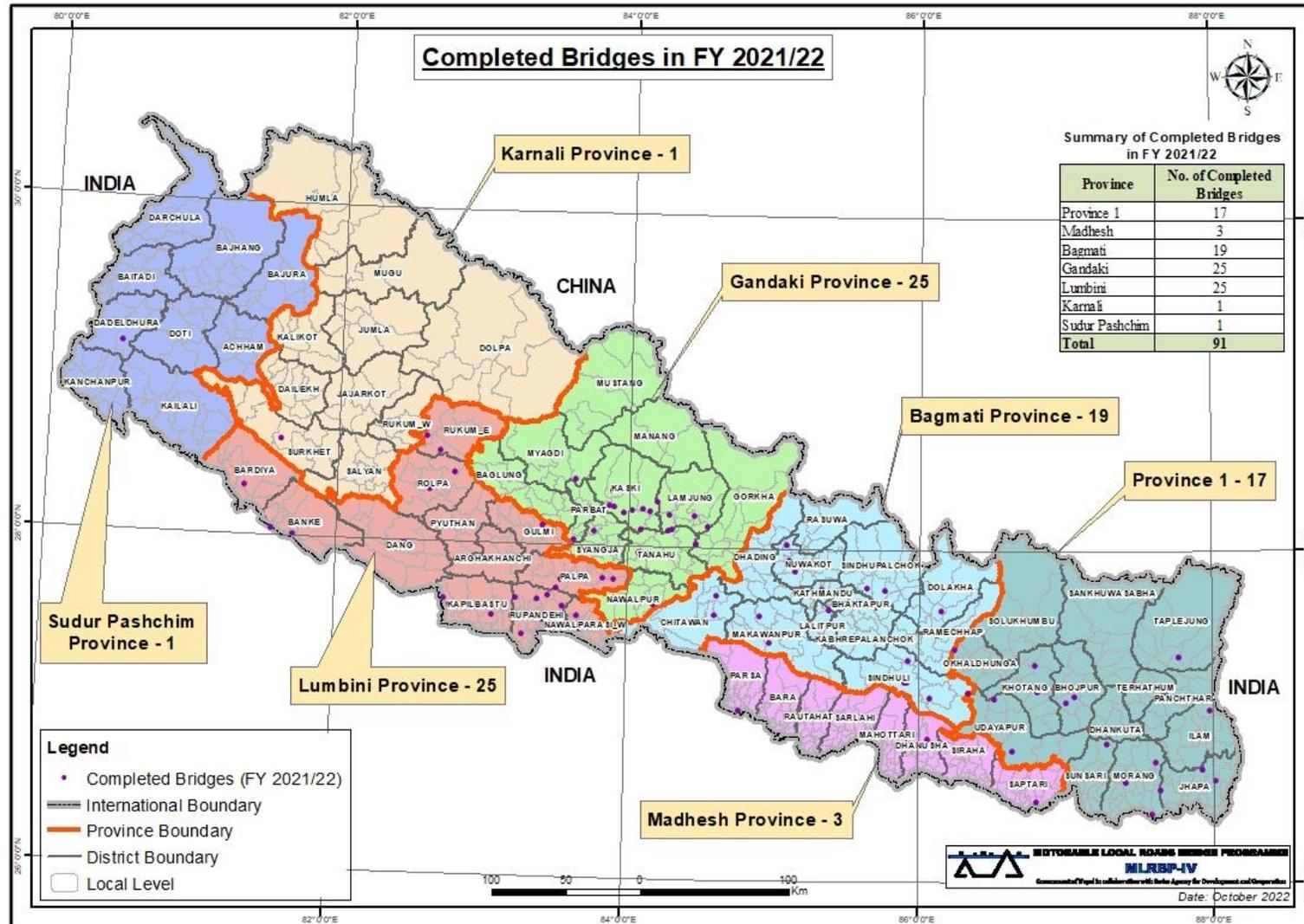
Time Elapsed: 16 months (35%)

Exchange Rate: 1 CHF= NPR 128

Budget vs. expenses statement (Unaudited), Update on 16 July 2022

Description	Budget	Expenses			Total Exp	Balance	Burn Rate %
	03.21-12.24	01.03.21 to 15.07.21	16.07.21 to 31.12.22	01.01.22 to 15.07.22	01.03.21 to 15.07.22		
	in CHF	in CHF	in CHF	in CHF	in CHF	in CHF	
P 2 Local Office of Contractor	132,520	2,146	27,127	9,028	48,301	84,219	36.45
2.1 Local Office staff of contractor	110,120	12,100	27,127	9,028	48,255	61,865	43.82
2.2 Reimbursable Costs	22,400	46			46	22,354	0.21
P 3 Project Implementation	6,667,800	165,163	587,236	455,158	1,207,557	5,460,243	18.11
P 3a Long Term Exp.	1,656,700	108,111	339,859	36,834	484,804	1,171,896	29.26
3.1 Professionals	1,617,000	108,111	337,140	33,884	479,135	1,137,865	29.63
3.2 Travel Expenses of resident expatriates	1,300		389		389	911	29.92
3.3 Other Cost of resident expatriates	38,400		2,330	2,950	5,280	33,120	13.75
P 3b Short Term Exp.	208,900	-	665	74	739	208,161	0.35
3.4 Int'l and National ST-Exp	176,000		391		391	175,609	0.22
3.5 Reimbursable costs	32,900		274	74	348	32,552	1.06
P 3c Local support	4,802,200	57,052	246,712	418,250	722,014	4,080,186	15.04
3.6 Remun national Support	3,857,400	47,548	186,759	287,769	522,076	3,335,324	13.53
3.7 Reimbursable costs	372,500	939	8,898	25,514	35,351	337,149	9.49
3.8 Purchase of equipment	32,500		469	28,242	28,711	3,789	88.34
3.9 Operating cost PIU	539,800	8,565	50,586	76,725	135,876	403,924	25.17
P 4 Administrated Funds	2,066,000	-	15,318	115,461	130,779	1,935,221	6.33
Internship/Traineeship for Female Engineers/ OJT Output 1.1 and 1.2	168,000		1,105	4,402	5,507	162,493	3.28
Capacity Building of Provincial Govt, Prep of PRMP and MIS output 1.2 and 1.3	250,000		8,095	43,048	51,143	198,857	20.46
Preparation of detail technical design report, piloting for research and design output 1.2	1,648,000		6,118	68,012	74,130	1,573,870	4.50
TOTAL	8,866,320	177,309	629,681	579,647	1,386,638	7,479,682	15.64

Annex III: Map of Bridges Completed in FY 2078/79



Annex IV: Summary of Capacity Building Activities Conducted in FY 2078/79

S. N.	Province	Title	Target Group	Start and End Date	No. of Days	No. of Trainees			Remarks	
						Total	Men	Women		
A Organizational Development Training										
1	Bagmati	Training on Motorable Bridge Design Verification	Engineers of IDOs, TID and MoPID	4–6 March 2022	2.5	21	19	2	PG engineers learnt how bridge design verification is conducted. PRBSU benefitted from the training not only from technical aspect but also from the perspective of developing communication with PG: Provincial officers now better understand why PRBSU asks for complete reports and the significance of the comments made by PRBSU. Moreover, PG engineers expressed interest to apply design verification knowledge.	
2	Gandaki	Motorable Bridge Construction Supervision	Government engineers, sub-engineers	27 Sep.–1 Oct. 2021	5	35	30	5	Participants learnt about the different problems and their solutions from bridge layout till completion.	
		Contract Management Clinic	Government officers	9–10 Dec. 2021	2	44	38	6	Participants discussed and sought solutions to real problem cases related to procurement and associated issues encountered in bridge projects in Gandaki Province.	
3	Lumbini	Design Verification Training	TID/ RIDO engineers	28–30 March 2022	2.5	23	23	0	PG engineers learnt or updated their knowledge on how bridge design verification is conducted.	
4	Karnali	Contract Management Clinic	Government officers	20–21 March 2022	1	12	12	0	Participants discussed and sought solutions to real problem cases related to procurement and associated issues encountered in bridge projects in Karnali Province.	
5	Sudurpashchim	Motorable Bridge Construction Supervision	Provincial Government officers	29 Dec.–2 Jan. 2021	5	38	30	8	Participants learnt about the different problems and their solutions from bridge layout till completion.	
					Total	18	173	152	21	
B Orientation, Workshop, and Meetings										
1	All	Staff Orientation Workshop	MLRBP team	31 May–2 June 2022	3	48	30	18	Participants learnt about the MLRBP Project Cycle Management, results framework, and 3P approach, among others, and had a better understanding about the overall project goal and direction.	
					Total	4	60	42	18	

Annex V: Province-wise List of Completed Bridges from FY 2069/70 (2012/13) to FY 2078/79 (2021/22)**Summary of completed bridges from FY 2069/70 (2012/13) to FY 2078/79 (2021/22)**

Provinces	Total	Phase - I				Phase - II		Phase - III					Phase - IV	
		2012-2013	2013-2014	2014-2015	2015-May 2016	June 2016-to 15 July 2016	July 2016-Feb. 2017	Feb. 2017-Jul. 2017	Jul. 2017-Jul. 2018	Jul. 2018-Jul. 2019	Jul. 2019-Jul. 2020	Jul. 2020-Dec. 2020	April 2021- Jul 2021	16 Jul. 2021-15 Jul. 2022
Province 1	101	1	2	8	9	1	6	6	20	11	10	0	10	17
Madhesh	47	2	1	7	4	0	0	8	9	7	4	0	2	3
Bagmati	129	2	4	12	9	2	5	14	17	17	13	0	15	19
Gandaki	116	1	5	6	7	0	3	13	19	12	13	0	12	25
Lumbini	112	2	8	13	4	8	1	8	14	3	5	0	21	25
Karnali	38	0	4	3	3	1	4	4	5	3	5	0	5	1
Sudurpashchim	32	0	1	2	1	3	1	2	4	4	3	0	10	1
Total	575	8	25	51	37	15	20	55	88	57	53	0	75	91
Phase-wise Total		Phase I: 121				Phase II: 35		Phase III: 253					Phase IV: 166	

(3) Bagmati Province

SN	District	Bridge name	Bridge ID	Access Road Name	Programme	No. (Count) of Bridges	Completed Bridges											Remarks						
							Completion Status (SC/FC)	Phase - I				Phase - II		Phase - III					Phase - IV					
								2012-13	2013-14	2014-15	2015-May 2016	June 2016 to 15 July 2016	July 2016 to Feb. 2017	Feb. 2017-Jul. 2017	Jul. 2017-Jul. 2018	Jul. 2018-Jul. 2019	Jul. 2019-Jul. 2020		Jul. 2020-Dec. 2020	Apr. 2021-Jul. 2021	16 Jul. 2021-15 Jul. 2022			
1	Makawanpur	Deujar Khola Bridge			RTIswap	1	FC				1													
2	Makawanpur	Karra Khola Bridge			RTIswap	1	FC				1													
3	Makawanpur	Hiely Khola Bridge			LRBP	1	FC						1											
4	Makawanpur	Manahari Khola Bridge, Namtar			LRBP	1	FC						1											
5	Makawanpur	Rapti Bridge			LRBP	1	FC						1											
6	Makawanpur	Karra Khola, joins Hetauda municipality ward 20 and 22	LCGP144	Hatiya-Balbodh-Guwabari Sadak	LCGP	1	SC												1					Court case has been filed for payment issue.
7	Makawanpur	Apkholsikhola bridge, raksirang	LCGP148			1	FC												1					
8	Makawanpur	Dedth Khola Bridge (Bhimphedi)	LPO3026	Deurarir-Arubote-Bhaisechaur Road	LPO	1	FC														1			
9	Dhading	Kahare Khola Bridge			LRBP	1	FC	1																
10	Dhading	Kolphu Khola Bridge			LRBP	1	FC						1											
11	Dhading	Mahesh Khola Bridge			RTIswap	1	FC						1											
12	Dhading	Naubise Khola Bridge			RTIswap	1	FC						1											
13	Dhading	Anshi Khola Bridge			LRBP	1	FC						1											
14	Dhading	Dhare Khola Bridge			RTIswap	1	FC						1											
15	Dhading	Thopal 2 Khola Bridge			LRBP	1	FC						1											
16	Dhading	Thopal Khola Bridge (Sunaula Bazar)			LRBP	1	FC								1									
17	Dhading	Palakhu Khola Bridge		Dhadingbesi (Birtabesi)-Bhanjyang Bhurung Road	(RTISwap)	1	SC												1					FC in FY 2020/21
18	Dhading	Dundurey Khola Bridge, Sokop - tipling Road	LCGP096	Sokop - Tipling Road	LRBP (CGP)	1	SC														1			
19	Kavre	Basdol Khola Bridge			LRBP	1	FC		1															

SN	District	Bridge name	Bridge ID	Access Road Name	Programme	No. (Count) of Bridges	Completed Bridges											Remarks							
							Completion Status (SC/FC)	Phase - I				Phase - II		Phase - III					Phase - IV						
								2012-13	2013-14	2014-15	2015-May 2016	June 2016 to 15 July 2016	July 2016 to Feb. 2017	Feb. 2017-Jul. 2017	Jul. 2017-Jul. 2018	Jul. 2018-Jul. 2019	Jul. 2019-Jul. 2020		Jul. 2020-Dec. 2020	Apr. 2021-Jul. 2021	16 Jul. 2021-15 Jul. 2022				
20	Kavre	Cha Khola Bridge			LRBP	1	FC				1														
21	Kavre	Ladaku Bridge			LRBP	1	FC			1															
22	Kavre	Pattne Khola Bridge			LRBP	1	FC						1												
23	Kavre	Roshi Khola (Phalame sangu)			LRBP	1	FC						1												
24	Kavre	Sunkoshi Bridge			LRBP	1	FC								1										
25	Kavre	Roshi Khola Bridge (Tripenighat)			LRBP	1	FC								1										
26	Kavre	Roshi Khola Bridge (Dhad)			LRBP	1	FC								1										
27	Kavre	Chauri Khola Bridge			LRBP	1	FC								1										
28	Kavre	Mahadev Khola Bridge	LCGP106			1	FC									1									
29	Rasuwa	Dhobi Khola Bridge			LRBP	1	FC		1																
30	Rasuwa	Sano Khola Bridge			LRBP	1	FC							1											
31	Dolkha	Andheri Khola Bridge			LRBP	1	FC							1											
32	Dolkha	Sorungi Khola Bridge			LRBP	1	FC							1											
33	Dolkha	Charnawati Khola Bridge			LRBP	1	SC								1										FC in 2019/20
34	Dolkha	Yarsha Khola Bridge	LCGP088	Mainapokhari-Mirge Majhuwa	LRBP (CG)	1	SC																1		This bridge was mistakenly listed as completed in FY 2077/78; now corrected.
35	Kathmandu	Bishnumati Bridge			LRBP	1	FC		1																
36	Kathmandu	Dhobi Khola Nilo pul Bridge			LRBP	1	FC			1															
37	Kathmandu	Tinthana Bridge			RTIswap	1	FC				1														
38	Kathmandu	Salinadi Bridge			LRBP	1	FC					1													

SN	District	Bridge name	Bridge ID	Access Road Name	Programme	No. (Count) of Bridges	Completed Bridges											Remarks	
							Completion Status (SC/FC)	Phase - I				Phase - II		Phase - III					Phase - IV
								2012-13	2013-14	2014-15	2015-May 2016	June 2016 to 15 July 2016	July 2016 to Feb. 2017	Feb. 2017-Jul. 2017	Jul. 2017-Jul. 2018	Jul. 2018-Jul. 2019	Jul. 2019-Jul. 2020		Jul. 2020-Dec. 2020
		Suklagandaki municipality and Firfirey																	
79	Tanahun	Badaharey Khola Bridge, Saligram corridor, Gajarkot				1	FC									1			
80	Tanahun	Labdi khola Bridge, Budha Singh Marg			LRBP (CGP)	1	FC										1		
81	Gorkha	Bhusunde Bridge Bridge			LRBP	1	SC						1						
82	Gorkha	Ludi Khola Bridge			RTIswap	1	FC				1								
83	Gorkha	Khar Bridge Bridge			LRBP	1	SC						1					FC in 2019/20	
84	Gorkha	Daraudi (Chanaute)			LRBP	1	SC						1						
85	Gorkha	Marsyangdi Nadi Bridge, Ajeengareyphat Deurali			LRBP (CGF)	1	FC										1		
86	Gorkha	Jugdi Khola Motorable Bridge at Rainas, Shahid Lakhan Rural Municipality-4			LRBP (PO)	1	FC										1		
87	Myagdi	Dukhu khola Bridge			LRBP	1	SC						1					FC in 2019/20	
88	Myagdi	Swatta Khola Road Bridge, Sikhswatta, Sikh			LRBP	1	SC						1					Final payment pending	
89	Nawalparasi-East	Bainiya Box Multicell			LRBP	1	FC			1								Reported previously in Lumbini Province	
90	Nawalparasi-East	Chuchadi Khola Bridge			LRBP	1	FC			1								Reported previously in Lumbini Province	
91	Nawalparasi-East	Nirandi Khola Bridge			RTISwap	1	FC				1							Reported previously in Lumbini Province	
92	Myagdi	Sansari Khola bridge			LRBP (PO)	1	FC										1		

SN	District	Bridge name	Bridge ID	Access Road Name	Programme	No. (Count) of Bridges	Completed Bridges												Remarks	
							Completion Status (SC/FC)	Phase - I				Phase - II		Phase - III				Phase - IV		
								2012-13	2013-14	2014-15	2015-May 2016	June 2016 to 15 July 2016	July 2016 to Feb. 2017	Feb. 2017-Jul. 2017	Jul. 2017-Jul. 2018	Jul. 2018-Jul. 2019	Jul. 2019-Jul. 2020	Jul. 2020-Dec. 2020		Apr. 2021-Jul. 2021
				Pragtinagar-10 road																
106	Nawalpur	Laukaha Khola Bridge (subarnamarga)				1	FC											1		
107	Parbat	Shibdi khola Bridge, Parbat	LCGP188	Chisapani-Huwas-Baraachaur	LRBP	1	FC											1		
108	Parbat	Jahare khola bridge		Dobilla - Pakuwa - Gangate - Arthar road	LRBP	1	FC											1		
109	Lamjung	Ramche (Nalma) Khola Bridge				1	FC											1		
110	Lamjung	Kisedi Khola Bridge	LPO4008	Nautthar - sera Road in Lamjung	LRBP	1	FC											1		
111	Lamjung	Chilli Khola Bridge	LPO4011	Borang Khola - Bichaur Dudhpokhari Road	LRBP	1	FC											1		
112	Lamjung	Rudi Khola(singde Besi) Bridge	LPO4013	Rakhi-Mijure-Bagaicha-Singdi Road	LRBP	1	FC											1		
113	Syangja	Keware khola bridge		Helu-arjunchaupari road	LRBP	1	FC											1		
114	Baglung	Hugdi khola bridge	LPO4056	Galkot-Narethati-Santipur-Chorkate (santipur thaplung)	LRBP	1	FC											1		
115	Gorkha	Badahare khola bridge	LCGP152	Gaikhur - Josithok - Thatipokhari road	LRBP	1	FC											1		

SN	District	Bridge name	Bridge ID	Access Road Name	Programme	No. (Count) of Bridges	Completed Bridges											Remarks		
							Completion Status (SC/FC)	Phase - I				Phase - II		Phase - III					Phase - IV	
								2012-13	2013-14	2014-15	2015-May 2016	June 2016 to 15 July 2016	July 2016 to Feb. 2017	Feb. 2017-Jul. 2017	Jul. 2017-Jul. 2018	Jul. 2018-Jul. 2019	Jul. 2019-Jul. 2020		Jul. 2020-Dec. 2020	Apr. 2021-Jul. 2021
31	Rupandehi	Khahare Khola bridge			LRBP (PO)	1	FC											1		
32	Rupandehi	Milan park (Ghola) Bridge			LRBP (PO)	1	FC											1		
33	Rupandehi	Bandraha Khola Multicell Box Bridge			LRBP (PO)	1	FC											1		
34	Pyuthan	Chukaha Khola Bridge			LRBP	1	FC		1											
35	Pyuthan	Jhimruk River Bridge			LRBP	1	FC		1											
36	Pyuthan	Lung Khola Bridge			RTISwap	1	FC		1											
37	Pyuthan	Chuja Bridge			RTISwap	1	FC			1										
38	Pyuthan	Gartung Khola Bridge			LRBP	1	FC					1								
39	Pyuthan	Baaluwa khola			LRBP(PO)	1	SC											1		FC in 78/79
40	Pyuthan	Kusunde khola			LRBP(PO)	1	FC											1		
41	Pyuthan	Jhimruk Nadi Bridge, Machidhand-Syaulighari Sadak			LRBP(CGP)	1	SC											1		FC in 78/79
42	Pyuthan	Mulghat Khola			LRBP(PO)	1	SC											1		FC in 78/79
43	Kapilvastu	Bel River Bridge			RAIDP	1	FC		1											
44	Kapilvastu	Gudrung Khola Bridge			RTI-SWAP	1	FC		1											
45	Kapilvastu	Surahinala - DoLIDAR			LRBP	1	FC		1											
46	Kapilvastu	Dhiri Bridge			RTI-SWAP	1	FC			1										
47	Kapilvastu	Ghorahinala Bridge			DDC	1	FC				1									
48	Kapilvastu	Bethe I Bridge			LRBP	1	FC					1								
49	Kapilvastu	Bethikhola Bridge II, Nandanagar - Bimihawa-Sohasha-Patariya road			LRBP (LLO)	1	FC											1		

SN	District	Bridge name	Bridge ID	Access Road Name	Programme	No. (Count) of Bridges	Completed Bridges													Remarks	
							Completion Status (SC/FC)	Phase - I				Phase - II		Phase - III					Phase - IV		
								2012-13	2013-14	2014-15	2015-May 2016	June 2016 to 15 July 2016	July 2016 to Feb. 2017	Feb. 2017-Jul. 2017	Jul. 2017-Jul. 2018	Jul. 2018-Jul. 2019	Jul. 2019-Jul. 2020	Jul. 2020-Dec. 2020	Apr. 2021-Jul. 2021		16 Jul. 2021-15 Jul. 2022
50	Kapilvastu	Koili Khola			LRBP (PO)	1	SC												1		FC in 78/79
51	Kapilvastu	Galaha Kulo Bridge			LRBP (PO)	1	SC												1		FC in 78/79
52	Kapilvastu	Ramjakiya Khola			LRBP (PO)	1	SC												1		FC in 78/79
53	Palpa	Dumre Khola Bridge			RTI-SWAP	1	FC		1												
54	Palpa	Baha Khola Slab Culvert			RTI-SWAP	1	FC			1											
55	Palpa	Andheri Khola Box Culvert			RTI-SWAP	1	FC			1											
56	Palpa	Nishdi Khola Bridge			LRBP	1	FC				1										
57	Palpa	Hariap Khola Bridge			LRBP	1	FC				1										Contract terminated. Correction work completed in FY78/79.
58	Palpa	Gothadi Bridge			LRBP	1	FC							1							
59	Palpa	Purba Bridge			RTIswap	1	FC						1								
60	Bardiya	Bhadali Nala Bridge			LRBP	1	FC		1												
61	Bardiya	Katnasawa Khola Bridge			LRBP	1	FC			1											
62	Bardiya	Mailanala Bridge			LRBP	1	FC			1											
63	Bardiya	Sarjunadi Bridge Kailashnagar			LRBP	1	FC				1										
64	Bardiya	Budi Kulo Bridge			LRBP	1	FC						1								
65	Banke	Duduwa Nala Bridge			LRBP	1	FC		1												
66	Banke	Jethinala Bridge			RAIDP	1	FC		1												
67	Banke	Jethi Nala New Bridge			LRBP	1	FC			1											
68	Banke	Man Khola Bridge			LRBP	1	FC			1											
69	Banke	Kiran Nala Bridge			LRBP	1	FC				1										
70	Banke	Pedari Nala Bridge			LRBP	1	FC					1									
71	Banke	Jethi nala (Bhajyagaudi)			LRBP	1	FC						1								
72	Banke	Budhiya Nala			Program?	1	SC														1
73	Banke	Saipur Nala Bridge			Program?	1	FC														1

SN	District	Bridge name	Bridge ID	Access Road Name	Programme	No. (Count) of Bridges	Completed Bridges													Remarks					
							Completion Status (SC/FC)	Phase - I				Phase - II		Phase - III					Phase - IV						
								2012-13	2013-14	2014-15	2015-May 2016	June 2016 to 15 July 2016	July 2016 to Feb. 2017	Feb. 2017-Jul. 2017	Jul. 2017-Jul. 2018	Jul. 2018-Jul. 2019	Jul. 2019-Jul. 2020	Jul. 2020-Dec. 2020	Apr. 2021-Jul. 2021		16 Jul. 2021-15 Jul. 2022				
74	Rolpa	Madi Kholai Bridge			LRBP	1	FC						1												
75	Rolpa	Chapighat khola bridge			LRBP	1	FC							1											
76	Rolpa	Lungri Khola Bridge			LRBP (PO)	1	FC																1		
77	Rolpa	Ghoda Khola Bridge			LRBP (CGP)	1	SC																1		Final payment pending due to crack in superstructure main girder
78	Rolpa	Jeewau Khola Bridge			LRBP (CGP)	1	FC																1		
79	Dang	Babai Nadi			LRBP	1	FC							1											
80	Dang	Gurje khola Khola Bridge			LRBP	1	FC			1															
81	Dang	Hapur khola Khola Bridge			LRBP	1	FC			1															
82	Dang	Bagale Khola Bridge			LRBP	1	FC							1											
83	Dang	Chiragar Khola Bridge			LRBP	1	SC							1											FC but budget is allocated till FY78/79
84	Dang	Bhaludondre Khola Bridge			LRBP	1	FC							1											
85	Dang	Sikrahawa Khola Bridge			LRBP	1	FC							1											
86	Dang	chyati khola bridge			LRBP (PO)	1	FC																1		
87	Dang	Janrel Khola Bridge			LRBP (PO)	1	FC																1		
88	Banke	Duduwa Nala Bridge		Betahani - Purvabani - Dashpurawa Road	LRBP (PO)	1	FC																	1	
89	Nawalparasi (West)	Jharahi Khola bridge (Stupa)		Ujjani-Stupa-Deurwa-Baikunthapur Road	LRBP (PO)	1	FC																	1	
90	East Rukum	Sani Bheri Bridge (Rukumkot 6-Pokhara 9)		Rukumkot 6-Pokhara 9	LRBP(CGP)	1	FC																	1	

SN	District	Bridge name	Bridge ID	Access Road Name	Programme	No. (Count) of Bridges	Completed Bridges														Remarks				
							Completion Status (SC/FC)	Phase - I				Phase - II		Phase - III					Phase - IV						
								2012-13	2013-14	2014-15	2015-May 2016	June 2016 to 15 July 2016	July 2016 to Feb. 2017	Feb. 2017-Jul. 2017	Jul. 2017-Jul. 2018	Jul. 2018-Jul. 2019	Jul. 2019-Jul. 2020	Jul. 2020-Dec. 2020	Apr. 2021-Jul. 2021	16 Jul. 2021-15 Jul. 2022					
23	Rukum	Ghari Khola Bridge			LRBP	1	FC				1														
24	Rukum West	Ghetma Khola Bridge			LRBP	1	SC																		
25	Dailekh	Thado Khola Bridge			LRBP	1	FC		1																
26	Dailekh	Tiperi Khola Bridge			LRBP	1	FC		1																
27	Dailekh	Tame Khola Bridge			RTISwap	1	FC			1															
28	Dailekh	Lohorey Khola Bridge			RTISwap	1	FC						1												
29	Dailekh	Chamghat Bridge			LRBP	1	FC						1												
30	Dailekh	Katti Khola dobhan Bridge (Bindhabasini 9)			LRBP	1	FC							1											
31	Dailekh	Lohorey Khola Bridge (Naumule-Papd)			LRBP	1	SC								1										
32	Jumla	JuwaKhola Bridge			LRBP	1	FC							1											
33	Jumla	New Dansangu Bridge			LRBP	1	SC								1										
34	Jumla	Urthu Nadi Bridge (Jawa)			LRBP	1	SC								1										
35	Jumla	Dansaghu (New Dangsus) Khola Bridge			LRBP	1	FC									1									
36	Jumla	Tila Nadi (Kudari) Bridge, Kudai-Topla sadak			LRBP (CG)	1	FC																1		
37	Humla	Tumkot Bailey Bridge			LRBP	1	FC							1											
38	Surkhet	Khorke (Itaura) Bridge			LRBP (PO)	1	FC																	1	
Total of Karnali Province						38		0	4	3	3	1	4	4	5	3	5	0	5	1					

Annex VI: List of Abbreviations

BIMP	Bridge Improvement and Maintenance Project
CG	Conditional Grant
CHF	Swiss Franc
DAG	Disadvantaged Group
DoLI	Department of Local Infrastructure
DoLIDAR	Department of Local Infrastructure and Agricultural Road
DoR	Department of Road
DPR	Detail Project Report
FY	Fiscal Year
GoN	Government of Nepal
IDO	Infrastructure Development Office
IRC	Indian Road Congress
LBS	Local Bridge Section
LRBSU	Local Roads Bridge Support Unit
LRNMP	Local Roads Networks Master Plan
MIS	Management Information System
MLRBP	Motorable Local Roads Bridge Programme
MoFAGA	Ministry of Federal Affairs and General Administration
MoPID	Ministry of Physical Infrastructure Development
MoU	Memorandum of Understanding
MPR	Monthly Progress Report
NPR	Nepali Rupee
OHS	Occupational Health and Safety
OM	Outcome Monitoring
OMS	Outcome Monitoring Summary
PBIMS	Provincial Bridge Information Management System
PD	Person Days
PG	Provincial Government
PIP	Priority Investment Plan
PO	Province Own
PRA	Provincial Road Acts
PRBSU	Provincial Roads Bridge Support Unit
PRNMP	Provincial Road Network Master Plan
SCM	Steering Committee Meeting
SDC	Swiss Agency for Development and Cooperation
TA	Technical Assistance
TID	Transport Infrastructure Directorate
YPO	Yearly Plan of Operation
ZoI	Zone of Influence