

1. BASIC PROGRAMME INFORMATION

Country: Nepal	Sector: Rural Infrastructures (Transport)	Domain	SDC:
Name of the Project: District Roads Support Programme (DRSP)		Regional Cooperation (South Asia)	
Region: The six districts of Dolakha, Kavrepalanchowk, Okhaldhunga, Ramechhap, Sindhuli, Sindhupalchowk.		NoSAP: 7F - 03155.04	
Domain of Intervention/Component of Cooperation Strategy: Contribution to inclusive and connected local development.			
Outcomes of the Project: 1. To provide motorable access to resources and opportunities. 2. To strengthen institutional capacities at all levels to ensure good governance for road building and maintenance with acceptable level of worker's welfare.			
Start of the Project: April 1, 1999		Schedule Duration: July 15, 2013	
Start of the Current Phase: Phase III; July 17, 2006		End of the Current Phase: July 15, 2010	
SDC Budget for Current Phase: CHF 12'694'000 Accumulated SDC Budget of Previous Phases: CHF.15'227'000 (5'983'000 Phase I + 9'244'000 phase II) Other Donors Contribution CHF: CHF 40,309,000 for DRILP (ADB) and RRRSDP (ADB/DFID/OFID) The GoN, DDCs and VDCs: CHF 4'387'272			
Implementing Organizations: The six respective District Development Committees (DDCs).			
National Partners: The Government of Nepal through the Department of Local Infrastructure and Agricultural Roads (DoLIDAR)		Main International Partners: Asian Development Bank (ADB) and World Food Programme (WFP)	
Management Team: FRISA-ITECO in association with SKAT Swiss JV Consultants constitutes the Programme Support Unit (PSU), which is in charge of the overall programme planning, execution and administration. The PSU supports all six districts in local road infrastructure development and the social intervention programmes. In addition to DRSP, the PSU also provides managerial support to DoLIDAR and 12 (8+4) DDCs in the implementation of the ADB funded Decentralized Rural Infrastructure and Livelihoods Programme (DRILP) and the Rural Reconstruction and Rehabilitation Sector Development Programme (RRRSDP) respectively. PSU employs a total of 250 local staff, out of which 210 are district based.			
Sources of Information for EPR: Outcome Monitoring Reports (2008,2009), External Review Report-SDC (July 2007), DRSP Programme Phase III Document 2006-2009, and other relevant internal DRSP reports			
Written By: HADJU/AMJ		Responsible for EPR: AMJ	

2. OUTCOMES ACHIEVED:

Over the last decade, DRSP provided motorable access to hundreds of thousands of people through construction, rehabilitation, upgrading and maintenance of roads in six districts. It has provided all weather access on **500 kms** of district roads since its inception. Due to improved accessibility, the mobility of people has increased. Positive economic and social changes are seen on within the zone of influence (Zoi) of the roads built. People within ZOI have better access to health and education services, markets and administrative services. DRSP has developed fair, transparent and inclusive selection procedures for local work force. The direct and indirect benefits from the project and the degree of achievement against planned objectives are presented below under each expected outcome.

2.1 OUTCOME 1 - Access Related: The remote rural population benefited from motorable access to resources and opportunities.

People have gained better access to public services: DRSP contributed greatly in national policy goal of providing motorable access to people within 4 hrs of walking distance (in hills). DRSP External Review Report (July 2009) reported that due to DRSP, more than 75% of the total population of the four sample district have access to all weather road within 4 hours of walk. In addition, people living within 30 minutes of all weather roads has more than doubled from 95'000 to 200'000 in the last 10 years in sampled programme districts. A total of 470,000 local people have benefited from new roads in this phase alone. At least one public bus is running regular service in each completed road corridor, though the fares on these roads are higher than the national average. As the traffic volume increases and reaches its peak during agricultural seasons (planting and harvesting), motorable access has reduced the walking distance and has allowed them quicker access to markets and other social facilities.

There has been a three-fold increase in income of the households living within the zone of influence of the road over the past 10 years. Overall the degree of food sufficiency in the areas served by the project roads was estimated to have doubled (from 4 months to 8 months). There was an approximate 20 percent increase observed in the proportion of children in education – from 60+% to 80+% – with the proportion of girls in school increasing at a faster rate than boys. The frequency of trips to local markets and main market centers has increased significantly, by a factor of between 2 and 5 times, with a typical frequency now of 1 or 2 times a month, compared with intervals of between 1 and 3 months previously..

Some clear indications of changes like expansion of the market, increase in utility services e.g. electricity, water supply and basic sanitation, improved local service delivery for e.g. availability of ambulances, upgrading of health facilities and schools in those areas are evident. The number of shops along the road has increased by 28% over the previous phase. The freight cost has reduced by at least 15% in most of the road corridors in the last four years due to availability of transport facilities.

DRSP maintained its core principles of following the labour-based, environmental friendly and participatory (LEP) approach in all of its physical interventions. Road works generated more than 1 million person-days of employment. Of the total, 72% of the works went to members of DAG families while 37% of the entire workforce were women. The targeted social interventions which included savings and credit mobilization, skill development training for income generation has helped sustain their livelihoods to some extent. However, due to huge demands of works from the local population against the limited budget, DRSP could not ensure at least 90 days of employment per person per year to majority of them.

2.2 OUTCOME 2: Capacity Building - Institutional capacities are built at all levels to ensure good governance for road building and maintenance with acceptable level of worker's welfare.

Increased capacities of User Groups and Committees (especially DAGs and female members): Capacities of District Road Coordination Committees (DRCCs), Local Road Coordination Committees (LRCCs) and Road Construction Groups (RCGs) have increased significantly for planning,

implementing and maintaining the roads in the districts. The members from DAGs representing 40% in the committees, have taken over key decision making positions and were able to influence decisions (Women representative working in a road corridor in Sindhupalchowk district recently reported that she has negotiated with the DDC for allocating funds for computer and literacy classes for women in the road corridor.) LRCCs and LRUC members were instrumental in alignment selection and resolving resettlement issues during planning of roads. They were able to put their concerns or to respond to clarify the issues related to road works that were put forward during the public hearings and audits conducted in each road corridor before and after completion of the works, where the issues, constraints, budgets, financial expenditures were all publicly discussed.

Limited increase in the capacities of local government and central authorities: While there are some positive achievements, there are some shortcomings too. DDCs are ensuring that all the workers get paid for their work within 30 days of the measurement of works, a policy of equal wage for equal work is pursued, all the workers are insured against accidents and deaths. In addition, the display of information on work-package details in each road corridors even strengthened accountability of districts towards their people.

Each district is preparing its Yearly Plan of Operation, Annual Report, and Annual Road Maintenance Plans (ARMP). However, in practice, districts seem to place lesser priority on maintenance. Even when, the length-persons (Rekhalus) were institutionalized and they are being allocated for routine maintenance in each road corridors that DRSP has built, the system of routine maintenance through the length-persons are not yet adapted in other roads in the districts. Most of the DDCs today indulge themselves in 'bulldozing' a road than follow an LEP approach as propagated by DRSP. Road building at the local level is still considered a corrupt practice.

2.3 TRANSVERSAL THEME: DRSP embraced conflict sensitive management approach and gender and social inclusion throughout its programmes in the center and districts. The women and people from disadvantaged communities are fairly represented in all district and local level committees with 40% on average. DRSP remains itself accountable for inclusive workforce, as a result, PSU has more women staff (30%) and people from disadvantaged groups working than in earlier phases.

3. OUTPUTS:

The overall physical outputs achieved by DRSP in this phase as set against the targets were satisfactory. In some cases, it has even exceeded the targets. The outputs achieved are elaborated as follows:

Accessibility to Motorable Roads: A total of **500 Kms** of roads were brought into operable condition, majority of them were rehabilitated and maintained, while some were newly constructed. The detail district-wise breakdown of supports are given in the Annex 5.5 - Table 1.

Employment and Livelihoods of DAGs: A total of **8794 DAGs** (73% of the total) including 37% of women were employed in the road construction and rehabilitation works. All of these workers received full payment within 30 days of the measurement of works done. The DAGs earned the total wage of Rs. 149'622'691.00.

Skill Development : A total of 252 people including 22 women were trained on the job on various trades including gabion weaving, masonry, stone soling, which were related to construction and maintenance of road works. These people were trained on the job, and expected to be retained within the districts so that built roads are maintained in a sustainable manner, and at the same time, these people also get sustainable incomes from such works. The district wise employment details are in Annex 5.6 – Table 2.

Local Institutional Structures and Capacities: A total of 131 Savings and Credit groups were formed in 6 districts, with a total fund mobilization of Rs. 10.9 million for small businesses and home

loans for health. And 17% of them were upgraded into business co-operatives. They manage their own fund in their savings and credit groups with increase in their annual turnover from 55% to 487% by end of this phase. They even contribute Rs.1 per day per person towards an emergency fund, which is used to co-fund in accident cases that are not covered from their regular insurance schemes. There are 75 members in 5 DRCC, out of which 15% are women. Similarly, there are 25 LRCCs with 213 members out of which 37% are represented by women. There are altogether 11,932 workers in the RCGs currently working.

Central Institutional Structure and Capacities: While, the DoLIDAR coordinated at the central level, the PICC has not been as effective as expected. The PICC meetings were irregular due to changes in the focal point appointed and hence not a strong steering body, however, the budget authorization to the districts was being made timely. DRSP being Government's P1 (Priority 1), it project has followed the monitoring and reporting requirements regularly. Rural Roads Forum (RRF) continued to support policy development and information sharing among programmes on a monthly basis, and is now run by an independent secretariat. The Project Procedures Manual (PPM) developed by DRSP has been adopted by DRILP and RRRSDP and is being considered as a reference for preparing an official national guideline. Similarly, through DRSP support, DoLIDAR is developing an official guidelines on 'Worker's Welfare'.

3.1 SUMMARY OF PARTNER'S CONTRIBUTIONS

The following table reflects the consolidated accounts of contributions of partners in DRSP for the third phase including SDC, GoN, DDCs and ADB.

Partners	Planned Contribution (CHF)	Actual Contribution (CHF) ¹	Deviation if any %
SDC	12'694'000	12'694'000	0%
GoN, DDCs, VDCs	3,900,000	4'387'272	+12.5%
ADB's contribution for DRILP/RRRSDP	40,309,000		DRILP and RRRSDP is still continuing

3.2 TRANSFORMATION OF CONTEXT

DRSP was able to address the issue of poverty and make positive transformations in the Zone of Influence of the road corridors. It has provided the much needed employment to DAGs, it has brought about sense of inclusiveness in the district and local level committees. It has promoted transparency and good governance in the district's working procedures. Roads have opened up economic opportunities for people including DAGs specially in the short term, along the road corridors.

4. LESSONS LEARNT

It has been a challenging, yet rewarding, four years for all involved in the programme. Some of the lessons learnt during the phase are as follows:

- § Local roads serve as a backbone of the local economy. When an LEP approach is followed during construction of such roads, it provides a large amount of employment and contributes to an overall economic upliftment of the area.
- § The external review showed that the accessibility has benefited affluent groups in longer terms; whereas, poor groups benefited mainly by direct employment opportunity in road construction for a shorter term. The issue of long term economic sustenance of DAGs must be addressed they need to be supported in a way that they can benefit from the roads on the long

¹ The figures are as of April 2010.

run as well. Therefore the provision of skill training to DAGs related with construction is planned for the next phase.

- § It is important that, DAGs can work at-least 90 days every year and earn wages accordingly. This is expected to enhance their chances of sustaining their livelihoods for a whole year. It was however, difficult to provide 90 days of work in a year for a road worker in DRSP. It was mainly due to i) less budget available, ii) more roads selected by the districts, iii) shorter working seasons, and; iv) district's 'implicit' preference to work more with contractors. The next phase will try to mitigate these issues. The next phase therefore will have lesser districts, lesser number of roads in each district, thereby increasing budget available in the working districts. Next phase will also make a clear demarcation of division of works between the users committees and contractors and make provisions for greater scrutiny in contract works.
- § Districts give lesser priority to maintenance. It is politically more appealing to construct new roads than invest in maintenance. As DRSP provided support in maintenance only to those roads that it helped build, districts never considered other roads for routine maintenance. The next phase will therefore support the maintenance of district road network as a whole and concentrate not only in the roads that DRSP built.
- § Proliferation of non-engineered roads has increased over the years. In addition, the transport syndicates have a negative effect on price control, this inevitably disadvantages the poorest of the society. These are however, delicate issues that the project has limited influence on. Apart from advocacy, DRSP will be able to do little in these issues in the next phase.

4.1 RELEVANT FACTORS AFFECTING PROJECT'S SUCCESSES AND FAILURES:

- § An effective 'Conflict Sensitive Programme Management (CSPM)' has been the core reason why the project could still perform well during a very fragile political situation. CSPM entailed that the project remained inclusive, transparent and communicated proactively its programme, budget and activities to all of its stakeholders. DRSP also has a well-established network in the districts and is able to quickly and accurately assess the context and risks and respond accordingly.
- § The commitment of DRSP staff maintained high quality of construction, rehabilitation and maintenance in the districts with frequent coaching and support from the PSU. The sensitivity of staff towards workers welfare and social equity has been successful. Road construction Groups from community performed well in road construction. DRSP was able to maintain its core principles of following the LEP approach in a transparent and inclusive manner.
- § SDC's support in focusing the programme on outcomes has helped DRSP to analyse, monitor and achieve key outcomes.
- § The delay in sending the authority to spend the budget in the districts by the central ministry has been addressed centrally. SDC intervened when needed and the districts were able to receive budget relatively quicker, and thus it has not affected the programme delivery so far.
- § The financial performance of the districts - DRSP adopted flexible approach to respond to the needs by rewarding the well performing districts by allocating additional funds from Action Research and Development Fund (ARDF).

- § DRSP's action research on more durable pavement surfaces for the local roads has been much appreciated. One of such pavement is being adopted in 59 kms section of a strategic road. It could be a milestone towards achieving all-weather standard roads, as is foreseen by the Government.
- § The model of partnership/collaboration with other donors have helped multiply benefits and replicate DRSP approaches. There has also been a fair amount of harmonization in approaches through the provision of TA to DRILP and RRRSDP.

4.2 MAJOR DIFFICULTIES FACED BY THE PROJECT:

- § Frequent closures and strikes affected implementation, it has also escalated prices of commodities. Political changes and instability resulted in delayed decisions being taken at the local level.
- § Frequent transfers of local officials made it a challenge to retain any institutional memory in the district.
- § Road maintenance has been one of the most neglected issues across the country; the local authorities focus more on opening up new tracks and lesser in maintenance. DRSP needs more effort to influence the districts to focus in fewer roads and its maintenance. In addition, despite the effort, DDCs and VDCs are building non-engineered roads with the help of huge machines like bulldozers and excavators. These are not environmental friendly to the nature and also reduces the opportunity of employing DAGS. The project needs to put further efforts in institutionalizing LEP approach in DoLIDAR and the Districts.
- § Knowledge management within the project needs to improve. As the next phase is going to be the final one, it should focus on synthesizing the learning from the good practices, develop knowledge products on various technical approaches and solutions for maintenance in Nepal using local resources.
- § While all the workers today are insured, reimbursing any claims is still challenging. It thus needs interventions in the next phase.

4.3 EXIT STRATEGY: The 4th phase of DRSP is the last phase and will remain in 3 districts of Ramechhap, Okhaldhunga, and Sindhuli with new entry in Khotang district. It phases out from Dolakha, Sindhupalchowk and Kavrepalanchowk districts but remain supportive through RRRSDP. The Annual Routine Maintenance Plans in phasing out districts except in Dolakha have been initiated in the districts, and as part of piloting of SWAp, DTMP is being updated in Sindhupalchowk district. It is envisioned that the DRSP will backstop DDCs continuously in the technical and social processes for road building and maintenance with LEP approach and will continue its partnership with ADB and others beyond this phase.

4.4 REPLICATION AND SCALING UP: Through DRILP and RRRSDP, the DRSP approaches have been replicated in 18 districts. Continued partnerships are expected with ADB and other donors in the future to provide technical assistance in the districts where there will be no SDC investments. DRSP will continue to harmonize and streamline LEP approach, workers welfare, gender and social inclusion, DTMP preparation, ARMP preparation and other approaches into a mainstream of DoLIDAR, which becomes a key to bringing impact at scale. SDC shall keep a close eye on the possible development of Sector Wide Approach along with other donors and conceptualize necessary adaptation after the end of the final phase. Learning from DRSP, the relevant approaches will be replicated in the newly proposed 'motorable bridge programme' particularly workers welfare, social equity perspectives, community led approaches etc.

5. ANNEXES

5.1 OUTCOME MONITORING SUMMARY OF ALL SIX DISTRICTS OF PHASE III

INDICATORS	BASELINE TARGETS	ACHIEVEMENTS	REMARKS
Outcome 1(Access related): The remote rural population benefit from motorable access to resources and opportunities			
1.1: Unskilled workers are employed for at least 90 days per year, of which 2/3 are DAGS (% working above 90 days)	Baseline: N/A Target:75 %, of which 2/3 are DAGs (by 2010	90 days: employment to only 12% and DAG – 72%	Target partially met
1.2 At least one Bus/jeep per day is operating and is affordable on all DRSP supported roads within 1 year of completion (100% for roads with public transport)	Baseline: 0 Target: At least one per day; prices not more than Rs.. 2.5/km above national average	Public transport services are operational at varying levels. Either a bus or a jeep are operating in the completed roads.	Targets fully met but cost of transport is above average, and more in remote districts
1.3 Increase in public utilities and services (shops, pharmacies, schools, new village roads) along the road (% increase from previous year)	Baseline: previous year data Target: At least show the positive increment	Overall increase by 28%	Targets fully met but people utilizing these services will need to be verified.
Outcome 2 (Capacity related): Institutional structures and capacities at all levels are improved to ensure good governance and acceptable levels of workers welfare			
2.1 Increase in annual turnover of saving and credit groups (% increment)	Baseline: Turnover of the previous year Target: 50 % (by 2010) Increase in the amount.	Shows more than 400 % turnover. over the period of 4 years	Targets largely met
2.2 Annual maintenance plans are established and “x” km of road motorable roads are regularly maintained	Baseline: NA Target: ARMP prepared every year with required budget allocation.400 km (by 2010	Overall, 400km of DRSP roads are maintained.	Target of maintaining 400km of DRSP road by 2010 is met at 91% but management of maintenance of roads apart from DRSP roads is still weak.
2.3. Workers insured by a representative and replicable insurance system	Baseline: 0	All Workers are insured for a defined period.	Targets met but Insurance carried out for a defined period and

(%)	Target:100 %		insurance claims are not settled on time.
2.4 Workers who are paid within 30 days of work measurement (%)	Baseline: previous year data Target:100 %	General practice of paying within 30 days of measurement is respected in all districts.	Targets met.
2.5 Public hearing and audits are held inclusively in every road corridor (% for <i>Public Hearing and Public Audit</i>)	Baseline: previous year data Target: at least one hearing and one audit are held annually for each road.	All road corridors practice PH and PA annually.	Targets met,.

Annex 5.2: Summary of Output Achievements

Outputs	Achievements
Output 1: Accessibility to motorable roads is extended to the remote rural population in all participating districts	<ul style="list-style-type: none"> 45.2 km of new motorable roads were constructed and 337 km rehabilitated in remote areas, Operation of public transport services in the forms of buses and jeeps in all completed roads with average cost of transport within Rs. 2.5 /Km 500 km of remote all-weather roads were brought to motorable condition by 2010, 114.4 Km of roads were maintained periodically, and 9.2 km of foot-trails were maintained, 110 km of additional roads constructed thru RCIW; 150km of new road constructed and 100 km of road rehabilitated through DRILP
Output 2: Livelihoods of disadvantaged groups living in the road corridors are enhanced through improved social infrastructure.	<ul style="list-style-type: none"> The Programme was not successful in providing 90 days employment to the majority of workers, although the proportion of people from disadvantaged groups is high. 131 savings and credit groups were formed with savings of at least Rs. 25,000 in a group and 17% are converted into cooperatives by 2010. 1'046'000 person-days (37% women) employment was generated during Phase III. Out of which 73% were from DAG. In addition 3 million person days of employment was created through Decentralised Rural Infrastructure and Livelihoods Project. People in ZOI have increased access to markets and services. Out of a total population of 825,000, a total of 285,000 people had access within 2-hours walking distance through Strategic Roads, where as the DRSP network increased access to additional 186,000 people or 53% of the total population.
Output 3: Local level institutional structures and capacity to construct, maintain and operate the rural road network are enhanced in an equitable and inclusive way.	<ul style="list-style-type: none"> DDCs regularly plan and prepare the budget for road sector. However, maintenance of the existing roads remain still very weak. Though, some districts have started preparing Annual Road Maintenance Plans. Proportional representation: Each of the LRCC/LRUC has at least two female members; overall 45% to 55% of the members are from disadvantaged groups. 72% of all the RCG-members are from disadvantaged groups.
Output 4: Institutional capacity at all levels is improved and strengthened to ensure good governance and acceptable levels of workers welfare.	<ul style="list-style-type: none"> Public hearings and public audits are being held in each road corridor every year. The group accidental insurance to cover all workers is in place. 100 % of workers received full payment within 30 days of measurement.
Output 5: The coordination and cooperation mechanism between central and local	<ul style="list-style-type: none"> The cluster approach has improved synergy with other SDC projects. The periodic reporting from the district to Dolidar and DoLIDAR to Ministry/NPC is timely. PICC meetings are called irregularly and are therefore not effective

level is enhanced.	<i>management-steering tool.</i> <ul style="list-style-type: none"> <i>The budget authorisation from the centre to districts is being forwarded in the period of November during Phase III. This is an improvement over the last phase.</i>
Output 6: The process for information sharing and policy development is further enhanced between all development partners at the central level.	<ul style="list-style-type: none"> <i>Rural Roads Forum (RRF) continues to actively support policy development and information sharing among programmes in this sector on monthly basis, and is now run by an independent secretariat.</i> <i>Draft Workers welfare strategy prepared has been prepared by RRF for all rural road sector projects. This strategy is expected to be endorsed by the department as a part of SWAp preparation in 2010.</i> <i>DRSP-Community Development Strategy has been prepared in December 2009</i>

Annex 5.3 SUMMARY OF BUDGET EXPENDITURE IN PHASE III (RATE: 1CHF=NRs.55)

Category	Expected Expenditures (NRs.)	Contributions from			Final Expenditures till Feb, 2010 out of SDC contribution only (NRs.)
		SDC	DDC	GoN*	
Physical Implementations	395,709,000	169'400'000	54'450'000	171'859'000	161,149,991.13
Total PSU Cost	117,601,000	117,601,000	X	X	95,652,995.96
Salaries of the GoN and DDC staff	15,680,000	X	3,136,000	12,544,000	Not applicable
Training, Research and Development Sites	77,474,650	77,474,650	X	X	25,017,783.90
Logistic Support to the Districts	2,424,000	2,424,000	X	X	1,157,825.64
Logistic Support to Dolidar	3,080,000	3,080,000	X	X	1,741,919.49
Technical Support for DRILP and RRRSDP	157,034,350	157,034,350	X	X	109,621,769.73
Total	768,999,000	527,014,000	57,586,000	184,403,000	394,342,285.9

* Including the additional fund of 26.8 million contributed by the GoN (for 2009–2010)

Annex 5.4 - Table 1: District Wise Road Completed

District	Name of Road	Length (KM)	Type of Support	Remarks
Dolakha	Dolakha-Sigati	35	Rehabilitation and maintenance	
"	Birkot-Chhaude	18.9	New construction, Rehabilitation and maintenance.	
"	Mude-Deurali Melung	35	Rehabilitation and maintenance	
"	Sunkhani-Sangba	9	Rehabilitation and maintenance	
Total of Dolakha		97.9		
Sindhuli	Sindhulimadi -Bhimastha	22.5	Rehabilitation and maintenance	
"	Sindhulimadi-Kapilakot	28.5	Rehabilitation and maintenance	
"	Bhiman-Harsai-Tandi	38	Rehabilitation and maintenance	
"	Kusumtar-Bastipur	9.2	Foot trail maintenance	
Total of Sindhuli		98.2		
Ramechhap	Manthali -Khurkot	14.8	New construction and maintenance	
"	Tilpung-Dhobi	20	Rehabilitation and maintenance	
"	Khimti-Namadi-Betali	25	Rehabilitation and maintenance	
Total of Ramechhap		59.8		
Okhaldunga	Okhaldunga-Rumjatar	11.8	Rehabilitation and routine maintenance	Motor able.
"	Okhaldhunga-Rampur	16.5	Periodic and routine maintenance.	Motor able.
"	Barbot-Kosbhanjyan	11.5	New construction.	The road is under construction
Total of Okhaldhunga		39.8		
Sindhupalchock	Chautara -Melamchi	31.5	Periodic maintenance	
"	Chautara-Sipaghat	28	Rehabilitation maintenance	
"	21 Kilo –Attarpur-Lisankhu	15.4	Periodic maintenance	
"	Barabise-Budhepa	8.5	Periodic maintenance	
"	Balefi--Jalbire	10	Periodic maintenance	
"	Bhotechaur- Kauledovan	19	Periodic maintenance and rehabilitation	
"	Melamchi-Tipeni	20.7	Periodic maintenance and rehabilitation	
Total of Kavrepalanchok		133.1		
Kavrepalanchok	Bakhunde-Mechhe	29	Rehabilitation	
"	Nala - Kanshi Bhanjyang	6	Rehabilitation and maintenance	
	Kavrebhangyang -Dapcha	15.6	Rehabilitation and maintenance	
	Tamaghat-Bohoredovan-Kot Timal	20.6	Rehabilitation and maintenance	
Total of Kavrepalanchok		71.2		
Grand Total		500		

Annex 5,5 - Table 3: People Benefiting from Skills

District	No. of People Trained		Type of Trade	Wages Earned
	Male	Female		
Dolakha	11	0	Gabion weaving	
Sindhuli	44	12	Dry stone masonry	1'369'600.00
Ramechhap	34	9	Gabion weaving plus dry wall	2'500'000.00
Okhaldhunga	72	0	Gabion weaving, maintenance of hand tools plus dry stone masonry	599'000.00
Sindhupalchowk	45	0	Gabion weaving, dry stone masonry, stone soling, animal health, wooden craft, Thanka painting	200'000.00
Kavre	24	1	Dry stone masonry	184'070.00
Total	230	22		4'852'670.00

Annex 5.6 MAP OF COVERAGE AREA



Annex 5.7 CASE STUDY 1 - Empowerment of RCG member



Few years ago, Mrs. Thulikanchi Biswokarma of Garimudi -1, Dolakha was a poor woman from a, socially excluded Dalit family. Her life changed when she got the opportunity to become a member of the RCG. With some of her savings from road construction work, and along with some other Dalits, she registered Kopila Women's Saving Group in 2004. Four years later, the cooperative has 101 shareholders with a total amount of NRs. 192,000. The cooperative gives 7% interest to savers and mobilises the money within the group for income generating activities at an interest rate of 18% (compared to

24% from private moneylenders in the village). Forming the saving group with the support from DRSP has facilitated the members of the group to enhance their capability and livelihood in a sustainable manner. This cooperative meets the increasing aspirations of other local women as well. Thulikanchi has now become the president of the village cooperative. "Initially, I felt awkward to speak in front of the people, but now I am confident with myself and other villagers come to consult with me for their financial problems. I am lucky that I got this opportunity to work with DRSP, by which my life's track changed so dramatically. Now, I am socially included and moreover, I am mentally and economically empowered", says Thulimaya proudly.

CASE STUDY 2 – Lal Bahadur Sarki builds a new house



Lal Bahadur Sarki, a resident of Baruneshow VDC of Okhaldhunga comes from a very poor dalit family. He lives with his parents and sisters. He was a member of Roads Construction Group in Okhaldhunga – Rampur road corridor. As a skilled workers, He has constructed and rehabilitated the road which is now under operation. Along the road corridor, 3-4 buses with additional 4-5 jeeps/trucks per day are operating , providing essential transport services to people in the zone of influence

Lal Bahadur earned a total of Rs. 149,000 from working on the road. He feels that the road has brought a fortune in his family, he has been able to

pay back the family loan of Rs. 40,000 which his family borrowed from the local money lender during the time of his sister's wedding some years ago. He says that he has spent a total of Rs. 130,000 for building his new house for the family. It is the wage earned from the road apart from others, that has helped him a lot in building his new house. He is very proud that other members can also do the same if given the opportunities in such works. He is also a member of local savings and credit group, he has even invested on a buffalo and started selling milk now-a-days.

Case Study 3 – Babulal enhances his skills



Babulal, a 45 year old resident from Sarsyukharka VDC of Kavre district, proved himself to be a very skilled mason in the area after working for more than 6 years in DRSP road corridors. He is currently known and respected for his excellent quality of workmanship on masonry and retaining walls along the road corridor. He was born to a poor farmer, has studied upto class 4 only. Because of poverty, neither him nor his siblings had chances to continue their studies. Despite of his educational constraints, he is very perseverant and does work with great passion. He started working in Boredobhan- Timalbesi road corridor some 6 years ago, as a labourer. Gradually he upgraded and mastered on his skills by demonstrating quality dry walls, retaining structures with stone dressings. He also demonstrated cobble stone pavement works skillfully. He even coordinated to lead the road building groups for 5 times at different periods.

Over the period he earned more than Rs. 500,000 from the road works. Not only him, his wife and another member of his family also worked in the road corridor. With this, food security in the family of 8 including his 5 children, wife and parents has improved significantly as he recalls that he bought a total of 25 quintals of rice in one year. Before this, he says they hardly have food to last for more than 6 months from their little farm. At different times, he bought rice equivalent to Rs. 120,000 which is rarely a case in rural Nepal. Babulal is very proud that he can send his children to school, he encourages his wife to save money (Rs. 235 per month) in their savings and credit group.

Under DRSP's skill development programme, he got an opportunity to upgrade his skills in gabion weaving recently, the knowledge he now imparts to other group members happily. Because of his perseverance, and having a knack for entrepreneurship, he invested some of his savings in a furniture business for the future of his kids. He says, "DRSP has been an agent for change in my life, I have gained enough confidence through this time and my kids will not have to work as labourers like me in future."

Annex 5.8. ACRONYMS

ADB	Asian Development Bank
ARMP	Annual Road Maintenance Plan
CAD	Computer Aided Design
CHF	Swiss Frank
DAG	Disadvantaged Group
DDC	District Development Committee
DFID	Department for International Development (United Kingdom)
DoLIDAR	Department of Local Infrastructure Development and Agricultural Roads
DRCC	District Roads Coordination Committee
DRILP	Decentralised Rural Infrastructure and Livelihoods Programme
DRSP	District Roads Support Programme
DTMP	District Transport Master Plan
DTO	District Technical Office
GoN	Government of Nepal
GPS	Global Positioning System
IEE	Initial Environmental Examination
JLTSSC	Joint Local Transport Sector Steering Committee
km	kilometre
LDO	Local Development Officer
LEP	labour based environment friendly and participatory
LRCC	Local Road Coordination Committee
LRUC	Local Road Users' Committee
MoLD	Ministry of Local Development
OM	Outcome Monitoring
PICC	Project Implementation Coordination Committee
PPM	Project Procedures Manual
PSU	Programme Support Unit
RCG	Road Construction Group
RRF	Rural Roads Forum
RRRSDP	Rural Reconstruction and Rehabilitation Sector Development Programme
SDC	Swiss Agency for Development and Co-operation
SKAT	Swiss Center for Development Co-operation in Technology and Management
SRN	Strategic Road Network
VDC	Village Development Committee
WFP	World Food Programme
YPO	Yearly Plan of Operation