

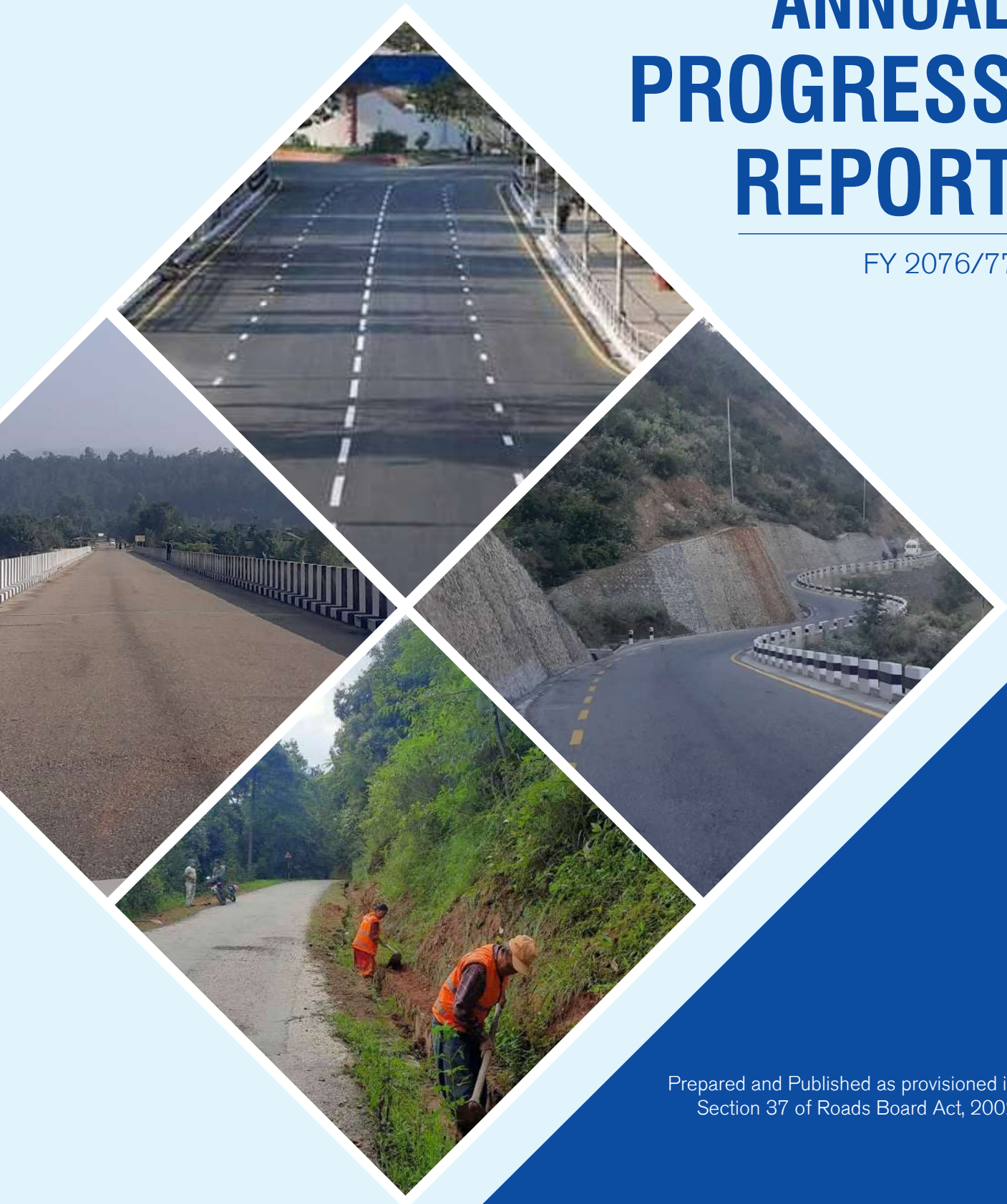


Government of Nepal
Ministry of Physical Infrastructure and Transport
ROADS BOARD NEPAL



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प्रधानमन्त्री

काठमाडौं, नेपाल



शुभकामना

विकास र समृद्धिको प्रमुख आधारको रूपमा रहेको सडक पूर्वाधारको भरपर्दो, सुरक्षित तथा योजनाबद्ध मर्मत सम्भारका लागि आवश्यक स्रोतको दीगो व्यवस्थापन गर्न सडक बोर्ड ऐन, २०५८ बमोजिम स्थापित सडक बोर्ड नेपाल आफ्नो स्थापनाको १८ औं वर्षमा प्रवेश गरेको जानकारी पाउँदा मलाई खुशी लागेको छ। यस सुखद अवसरमा सर्वप्रथम बोर्डलाई हार्दिक बधाई तथा शुभकामना व्यक्त गर्न चाहन्छु।

मुलुकको चौतर्फी विकासको संवाहकको रूपमा रहेको सडक पूर्वाधारको दीगो, भरपर्दो, सुरक्षित र योजनाबद्ध विकास एवं विस्तार गर्न सके मात्र देशमा औद्योगिकरण हुन सक्ने र रोजगारी वृद्धि गरी आम नागरिकको जीवनस्तरमा गुणात्मक परिवर्तन ल्याउन सकिन्छ। केही वर्षयता नेपालले पनि विश्वमा विकसित भएका सडक पूर्वाधारको निर्माणमा उपलब्ध नयाँ नयाँ प्रविधिको खोजी गरी युगानुकूल आधुनिक सडक पूर्वाधारको निर्माण गर्ने क्रममा द्रुतमार्ग, सुरुङमार्ग र बहुलेन सडकहरूको निर्माण गर्ने कार्य अगाडी बढाईएको छ। यसै गरी, नेपालको उत्तरी र दक्षिणी सीमा नाकाहरूलाई जोड्ने उद्देश्यका साथ मेची, कोसी, त्रिशुली, कालीगण्डकी र कर्णाली करिडोर सडकहरूको निर्माणलाई विशेष प्राथमिकता दिई द्रुत गतिमा निर्माण कार्य भईरहेको छ। पूर्वको पाँचथरदेखि पश्चिममा बैतडीसम्म निर्माण भइरहेको मध्यपहाडी लोकमार्गले त्यस भूभागमा बसोबास गर्ने आम नेपाली नागरिकको जीवनस्तरमा उल्लेख्य परिवर्तन ल्याउन ठूलो योगदान पुऱ्याउने छ। यस्तै पूर्व मेचीदेखि पश्चिम कञ्चनपुरसम्म निर्माण भइरहेको हुलाकी राजमार्गले तराई क्षेत्रमा बसोबास गर्ने नेपाली नागरिकहरूको जीवनस्तर माथि उठाउन महत्वपूर्ण भूमिका निर्वाह गर्नेछ। जतिसक्दो छिटो यी सडकहरूको निर्माण कार्य सम्पन्न गर्न सकिन्छ, त्यति नै मुलुकको सामाजिक-आर्थिक विकासको गति तीब्र भई 'समृद्ध नेपाल, सुखी नेपाली'को राष्ट्रिय आकाङ्क्षा साकार हुनेछ।

हाम्रो जस्तो विकासोन्मुख र भौगोलिक कठिनाई भएको मुलुकमा आधुनिक र सुविधायुक्त सडकको विकास एवं विस्तार गर्ने कार्यमा मित्रराष्ट्रहरू र दातृ निकायहरूबाट महत्वपूर्ण सहयोग प्राप्त हुँदै आएको छ। ठूलो धनराशी खर्च गरी निर्माण सम्पन्न गरिएका सडकहरूको समयमा नै योजनाबद्ध र प्रभावकारी ढंगबाट मर्मत सम्भार एवं संरक्षण गर्ने कार्य अझ महत्वपूर्ण छ। तसर्थ, सडक बोर्ड नेपालले विगतमा निर्माण सम्पन्न गरिएका सडकहरूको योजनाबद्ध मर्मतसम्भार एवं संरक्षण गर्नका लागि आवश्यक स्रोतको दीगो व्यवस्थापन गर्ने महत्वपूर्ण भूमिका निर्वाह गर्दै आएकोमा बोर्डलाई धन्यवाद भन्न चाहन्छु। आगामी दिनमा निर्माण सम्पन्न हुने सडकहरूको योजनाबद्ध मर्मतसम्भार एवं संरक्षण गर्ने कार्यका लागि आवश्यक पर्ने स्रोतको दीगो व्यवस्थापन गर्न विद्यमान ऐन, कानून र नीतिहरूलाई समयानुकूल परिमार्जन गरी सडक बोर्ड नेपालले आफ्नो संगठनात्मक संरचना र भूमिकालाई अझ सुदृढ गर्दै कोषको दायरा अझ फराकिलो बनाउँदै लैजानु पर्ने छ।

विकासको संवाहकको रूपमा रहेको सडक सम्पत्तिको मर्मत सम्भार तथा संरक्षणमा बोर्डले उल्लेख्य योगदान पुऱ्याउनेछ भन्ने विश्वास व्यक्त गर्दै बोर्डको उत्तरोत्तर प्रगति र सफलताको लागि शुभकामना व्यक्त गर्दछु।

केपी शर्मा ओली

१० पुस २०७७



मा. विष्णुप्रसाद पौडेल
अर्थ मन्त्री



नेपाल सरकार

अर्थ मन्त्रालय



शुभकामना

सिंहदरबार, काठमाडौं
नेपाल

सडक पूर्वाधारको योजनाबद्ध तथा प्रभावकारी मर्मत सम्भारका लागि आवश्यक श्रोतको दिगो व्यवस्थापन गर्न सडक बोर्ड ऐन, २०५८ बमोजिम स्थापित सडक बोर्ड नेपाल स्थापनाको १८ औं बर्षमा प्रवेश गरेको अवसरमा सडक बोर्ड नेपाललाई हार्दिक बधाई तथा शुभकामना व्यक्त गर्न चाहन्छु।

विगत दुई दशकमा सडक पूर्वाधारको निर्माणमा स्थानीय स्तरदेखि केन्द्रसम्म उल्लेख्य रूपमा लगानी बृद्धि गरिएको छ। सडक सञ्जालको विस्तार व्यापक बन्दै गएको भए पनि पर्याप्त छैन। सडकको पहुँच नपुगेका भू-भागमा बसोबास गर्ने आम नेपाली नागरिकहरूको सडक सुविधा उपभोग गर्ने चाहना पनि पुरा गर्दै जानु छ। तसर्थ, हाम्रा सामु एकातर्फ निर्माण सम्पन्न भएका सडक सञ्जालको योजनाबद्ध एवं प्रभावकारी ढंगबाट मर्मत सम्भार गर्नुपर्नेछ भने अर्कोतर्फ सडक सुविधा नपुगेका भू-भागमा सडक पूर्वाधारको निर्माण एवं विस्तार गर्नुपर्ने कार्य संगसंगै अगाडि बढाउनुपर्नेछ। नयाँ सडक निर्माण गर्ने कार्यमा विकास साझेदारबाट एक पटकका लागि ऋण तथा अनुदान सहयोग प्राप्त भएतापनि निर्माण सम्पन्न भएका सडकहरूको मर्मत सम्भार तथा संरक्षण गर्ने कार्यमा हामी आफैले वित्तीय स्रोतको व्यवस्थापन गर्नुपर्दछ। राज्यले ठूलो धनराशी खर्च गरेर निर्माण गरिएका सडक पूर्वाधारको समयमा नै योजनाबद्ध रूपमा मर्मत सम्भार तथा संरक्षण गर्ने कार्य गरिनुपर्दछ। सडक बोर्ड नेपालले विगतदेखि नै सडक पूर्वाधारको मर्मत सम्भार गर्ने कार्यका लागि आवश्यक वित्तीय श्रोतको दिगो व्यवस्थापन गर्ने कार्यमा महत्वपूर्ण भूमिका निर्वाह गरेको मैले महसुस गरेको छु।

हाल देशमा निर्माणाधीन द्रुतमार्ग, सुरुङमार्ग, मध्यपहाडी लोकमार्ग, उत्तर-दक्षिण कोरिडोर अन्तर्गतका सडकहरू, हुलाकी राजमार्ग तथा औद्योगिक क्षेत्र अन्तर्गतका सडकहरू र पूर्व पश्चिम राजमार्गलाई बहुलेन सडकका रूपमा विकास गर्ने कार्य अगाडि बढाईएको छ। यी सबै सडकहरू निर्माण सम्पन्न भए पश्चात् योजनाबद्ध मर्मत सम्भार एवं संरक्षण गर्ने कार्यका लागि आवश्यक पर्ने श्रोतको दिगो व्यवस्थापन गर्न सडक बोर्ड नेपालले आफ्नो संगठनात्मक संरचना र जिम्मेवारीलाई अझ सुदृढ गर्दै कोष वृद्धिको दायरा अझ फराकिलो बनाउँदै लैजानुपर्ने देखिन्छ।

अन्त्यमा, सडक पूर्वाधारको विकास एवं विस्तारमा सहयोग गर्नुहुने सम्बद्ध सबैलाई हार्दिक धन्यवाद दिदै सडक बोर्ड नेपाललाई आफ्नो उद्देश्य प्राप्तमा आगामी दिनमा अझ बढी सफलता मिलोस् भनी हार्दिक शुभकामना व्यक्त गर्दछु।

२०७७ पुस १०

विष्णुप्रसाद पौडेल
अर्थमन्त्री

टेलिफोन नं.: +९७७-१-४२११८०९ (का.), फ्याक्स नं.: +९७७-१-४२११८३१

वेब साईट: www.mof.gov.np

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सिंहदरवार, काठमाण्डौ, नेपाल

नेपाल सरकार



निवास : ०१-५५२३९३३
कार्यालय: ०१-४२११६७०
फ्याक्स : ०१-४२११८८४
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चलानी नं. :



शुभकामना

मुलुकको चौतर्फी विकास र समृद्धिको प्रमुख आधारको रूपमा रहेको सडक पूर्वाधारको योजनबद्ध तथा प्रभावकारी मर्मत सम्भारका लागि आवश्यक श्रोतको दिगो व्यवस्थापन गर्ने र मर्मत सम्भार कार्यको अनुगमन तथा मुल्याङ्कन गर्ने उद्देश्यका साथ सडक बोर्ड ऐन, २०५८ बमोजिम स्थापित सडक बोर्ड नेपाल स्थापनाको १८ औं वर्षमा प्रवेश गरेको सखद् अवसरमा सडक बोर्ड नेपाललाई हार्दिक बधाई तथा शुभकामना व्यक्त गर्न चाहन्छु।

देशमा लोकतन्त्रको पुनर्वहाली भए पश्चात् विगत तीन दशकमा सडक पूर्वाधारको विकास तथा विस्तार गर्ने कार्य उत्साहबर्धक रूपमा भएको छ। नेपालको जटिल भू-बनोटका कारण मुलुकका धेरै गाउँ बस्तीमा बसोबास गर्ने नेपाली नागरिकहरु अझपनि सडक सुविधाको पहुँचबाट टाढा रहिरहेको अवस्था समेत हाम्रा सामु छ। एकातर्फ सडक सञ्जालको विस्तार व्यापक बन्दै गएको छ भने अर्को तर्फ सडकको पहुँच नपुगेका भूभागमा बसोबास गर्ने आम नेपाली नागरिकहरुको सडक सुविधा उपभोग गर्ने चाहना दृढ रूपमा व्यक्त भईरहेको छ जुन स्वभाविक हो र नागरिकको चाहना पूरा गर्नु राज्यको दायित्व हो। तसर्थ, हाम्रा सामु एकातर्फ निर्माण सम्पन्न भएका सडक सञ्जालको योजनाबद्ध एवं प्रभावकारी ढंगबाट मर्मत सम्भार गर्नुपर्ने र अर्को तर्फ सडक सुविधा नपुगेका भूभागमा सडक पूर्वाधारको निर्माण एवं विस्तार गर्नुपर्ने कार्य सँगसँगै अगाडि बढाउनु पर्ने अवस्था विद्यमान छ।

राज्यद्वारा ठूलो धनराशी खर्च गरेर निर्माण गरिएका सडक पूर्वाधारको योजनाबद्ध र प्रभावकारी मर्मत सम्भार तथा संरक्षण गर्ने कार्य अझ बढी महत्वपूर्ण छ। सडक बोर्ड नेपालले आफ्नो स्थापनाकाल देखि नै सडक पूर्वाधारको योजनाबद्ध र प्रभावकारी मर्मत सम्भार गर्नका लागि आवश्यक श्रोतको दिगो व्यवस्थापन गर्ने र सडक सम्बन्धी निकायहरुबाट गरिने मर्मत सम्भार कार्यको अनुगमन तथा मुल्याङ्कन गर्ने महत्वपूर्ण भूमिका निर्वाह गर्दै आएको छ जुन सद्धानीय छ।

अन्त्यमा, सडक बोर्ड नेपालले विगतमा देशमा निर्माण गरिएका सडकहरुको प्रभावकारी मर्मत सम्भार गर्नका लागि आवश्यक श्रोतको दिगो व्यवस्थापन गर्ने महत्वपूर्ण भूमिका निर्वाह गर्दै आएकोमा बोर्डलाई धन्यवाद दिन चाहन्छु र आगामी दिनमा निर्माण सम्पन्न हुने सडकहरुको योजनाबद्ध मर्मत सम्भार एवं संरक्षण गर्ने कार्यका लागि आवश्यक पर्ने श्रोतको दिगो व्यवस्थापन गर्न बोर्डले विद्यमान ऐन, कानून र नीतिहरुलाई समयानुकूल परिमार्जन गरी आफ्नो संगठनात्मक संरचना र भूमिकालाई अझ सुदृढ गर्दै कोष बृद्धिको दायरा अझ फराकिलो बनाउँदै लैजानु पर्दछ भन्ने कुरामा जोड दिन चाहन्छु र सडक पूर्वाधारको दीर्घो विकासमा सडक बोर्ड नेपालको प्रभावकारीता सधै रहन सकोस सडक बोर्ड नेपाललाई पूर्ण सफलता मिलोस भनी पुनः सुभेच्छा व्यक्त गर्दछु।

२०७७ पुस

वसन्त कुमार नेम्बाङ्ग

वसन्त कुमार नेम्बाङ्ग
मन्त्री

भौतिक पूर्वाधार तथा यातायात

मन्त्री

भौतिक पूर्वाधार तथा यातायात मन्त्रालय



प्रा.डा. पुष्पराज कँडेल
उपाध्यक्ष

पत्र संख्या:-

नेपाल सरकार

राष्ट्रिय योजना आयोग

सिंहदरबार, काठमाडौं, नेपाल

सिंहदरबार, काठमाडौं

शुभकामना



मुलुकको चौतर्फी विकासको संवाहकको रूपमा रहेको सडक पूर्वाधारको दिगो, भरपर्दो र योजनाबद्ध मर्मत सम्भारका लागि आवश्यक स्रोतको दिगो व्यवस्थापन गर्न सडक बोर्ड ऐन, २०५८ बमोजिम स्थापित सडक बोर्ड नेपालले स्थापनाको १८ औं वार्षिकोत्सव मनाउन लागेको जानकारी पाउँदा मलाई खुशी लागेको छ। यस सुखद अवसरमा सडक बोर्ड नेपाललाई उत्तरोत्तर प्रगतिको शुभकामना एवं बधाई भन्न चाहन्छु।

सडक पूर्वाधार नै आर्थिक-सामाजिक गतिविधिको परिचालक र विकास र समृद्धिको संवाहक भएको हुँदा यसको योजनाबद्ध विकास एवं मर्मत सम्भारले ठूलो महत्व राख्दछ। सडक मर्मत सम्भारको कार्यलाई समयमै प्रभावकारी एवं गुणस्तरीय ढंगले सम्पन्न गरी सार्वजनिक यातायातलाई सुब्यबस्थित र भरपर्दो बनाउन सकेमा आम नागरिकको दैनिकीलाई सहज र सुविधायुक्त तुल्याउन सकिन्छ। देशको आर्थिक तथा सामाजिक विकासलाई तिब्र गतिमा अगाडी बढाउन मुलुकका सबै भूभागमा बसोबास गर्ने आम नेपाली नागरिक समक्ष भरपर्दो सडक सुविधा पुऱ्याउने उद्देश्यले देशका उत्तर-दक्षिण सीमा नाकाहरु जोड्ने मेची, कोसी, त्रिशुली, कालीगण्डकी र कर्णाली करिडोर सडकहरुको निर्माण कार्य प्राथमिकता पूर्वक अगाडी बढाईएको छ। यसरी नै पूर्व-पश्चिम जोड्ने बैकल्पिक मार्गको रूपमा मध्य पहाडी लोकमार्ग र तराई क्षेत्रका गाउँ-बस्तीहरुलाई पूर्वको मेची देखि पश्चिममा महाकाली सम्म जोड्ने हुलाकी राजमार्गको निर्माण कार्यलाई उच्च प्राथमिकता दिई निर्माण कार्य अगाडी बढाईएको छ। मुलुकमा औद्योगिकरणको माध्यमद्वारा रोजगारीको बृद्धि गर्न आधुनिक सुविधायुक्त सडक पूर्वाधारको आवश्यकता महशुस गरी पूर्व-पश्चिम लोकमार्गलाई क्रमशः बहुलेन सडकका रूपमा विकास गर्दै लैजाने लक्ष्य अनुरूप आवश्यक कार्य अगाडी बढाई सकिएको छ। यसै गरी, प्रमुख औद्योगिक क्षेत्रहरु अन्तर्गतका सडकहरुलाई क्रमशः बहुलेन सडकमा परिणत गर्ने कार्य समेत अगाडी बढाईएको छ। यस्तै देशको केन्द्रिय राजधानीलाई तराई र पूर्व-पश्चिम लोकमार्ग संग छोटो दूरी र समयमा जोड्ने उद्देश्यका साथ काठमाडौं-तराई द्रुतमार्ग निर्माण गर्ने कार्य भईरहेको छ। यसरी निर्माण भईरहेका सबै प्रकारका सडकहरुको समयमा नै योजनाबद्ध एवं प्रभावकारी मर्मत सम्भार तथा संरक्षण गर्नका लागि अब बढी श्रोत-साधनको जरुरत पर्ने हुँदा विद्यमान ऐन, कानून र नीतिहरुलाई समयानुकूल परिमार्जन गर्दै सडक बोर्ड नेपालले आफ्नो संगठनात्मक संरचना र भूमिकालाई अब सुदृढ गर्दै कोष बृद्धिको दायरा अब फराकिलो बनाउँदै लैजानु आजको आवश्यकता हो।

अन्त्यमा, १८ औं वार्षिकोत्सवको अवसरमा सडक मर्मत सम्भारलाई प्रभावकारी ढंगले सम्पन्न गर्दै आम नागरिकको गुणस्तरीय सडक सुविधा उपभोग गर्ने चाहनालाई पूरा गर्न सडक बोर्ड नेपाललाई सफलता मिलोस् भनी शुभेच्छा व्यक्त गर्दछु।

पुस २०७७

प्रा डा पुष्पराज कँडेल



नेपाल सरकार

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भौतिक पूर्वाधार तथा यातायात मन्त्रालय

फोन नं. { ४२११८८०
४२११९३१
४२११६५५



फ्याक्स नं. ४२११७२०
सिंहदरवार, काठमाडौं,
नेपाल ।

पत्र संख्या:-

च. नं.:-

सडकको मर्मत सम्भार गर्ने गराउने, सडक मर्मत सम्भार गर्दा लाग्ने खर्चमा न्युनिकरण गर्ने तथा सडकको मर्मत सम्भार कार्यलाई पारदर्शी एवं प्रभावकारी बनाउने र सडक पूर्वाधारको योजनाबद्ध मर्मत सम्भार गर्नको लागि आवश्यक श्रोतको दिगो व्यवस्थापन गर्ने उद्देश्यकासाथ सडक बोर्ड ऐन, २०५८ बमोजिम स्थापित सडक बोर्ड नेपाल आफ्नो स्थापनाको १८ औं वर्षमा प्रवेश गरेको सुखद उपलक्ष्यमा बोर्डलाई यहाँ सम्म ल्याई पुऱ्याउन सहयोग गर्नुहुने व्यक्ति एवं संघ-संस्था र सडक सम्बद्ध सबैलाई हार्दिक बधाई ज्ञापन गर्दै आगामी दिनमा अझ प्रभावकारी भूमिका निर्वाह गर्नमा बोर्डलाई पूर्ण सफलता मिलोस् भनी शुभकामना व्यक्त गर्न चाहन्छु ।

सडक पूर्वाधार नै विकास समृद्धिको प्रमुख आधार भएको हुँदा यसको विकास एवं निर्माणमा मुलुकले ठूलो धनराशी खर्च गर्दै आएको तथ्य हामी सबैलाई विदितै छ । नेपाल जस्तो विकासोन्मुख देशलाई सडक पूर्वाधारको विकास एवं निर्माण गर्ने कार्यका लागि मित्रराष्ट्र र दातृ निकायहरुबाट सहयोग प्राप्त भएता पनि निर्माण सम्पन्न गरे पश्चात् सडकको मर्मत सम्भार एवं संरक्षण गर्ने कार्यमा मुलुक आफै आत्मनिर्भर बन्नु नै पर्दछ । आम नागरिकको सुविधा तथा उपभोगका लागि राज्यद्वारा निर्मित अन्य पूर्वाधारहरुको उपयोग गरे बापत उपभोक्ताले केही सेवा शुल्क बुझाए जस्तै सडक सम्पत्तिको उपयोग गरे बापत सडकमा गुड्ने सवारी साधनहरुबाट न्यून शुल्क संकलन गरी संकलित रकम सोही सडकको योजनाबद्ध मर्मत सम्भारका लागि खर्च गर्ने र सुरक्षित एवं गुणस्तरीय सडक सुविधा उपलब्ध गराई यातायात व्यवसायीले यातायातका साधनहरुको नियमित मर्मत सम्भारमा गर्ने खर्चको लागत घटाउने र सडक यात्रुहरुलाई सुरक्षित यात्राको प्रत्याभूति दिलाउने नीति विश्वका धेरै मुलुकले अवलम्बन गर्दै आएका छन् र नेपालले पनि यही नीति अनुसरण गर्दै आएको छ ।

सडकको स्तरबाट नै कुनैपनि देशको विकास समृद्धिको उचाई मापन गरिने हुँदा राज्यद्वारा ठूलो धनराशी लगानी गरी निर्माण गरिएको सडक पूर्वाधारको योजनाबद्ध एवं प्रभावकारी मर्मत सम्भार तथा संरक्षण गर्ने कार्यमा सम्बद्ध सबै निकायहरु ईमान्दारीपूर्वक क्रियाशील हुनै पर्दछ । विगत तीन दशकमा नेपालमा पनि सडक पूर्वाधारको विकास तथा निर्माण तिब्र गतिमा अगाडि बढेको छ । यसरी सडक सञ्जालमा भएको उल्लेख्य बृद्धि संगसंगै निर्माण सम्पन्न भएका सडकहरुको समयमा नै योजनाबद्ध एवं प्रभावकारी ढङ्गले मर्मत सम्भार गर्ने कार्यका लागि थप श्रोत-साधनको आवश्यकता बढ्दै गएको छ । अर्कोतर्फ देशको ठूलो भू-भागमा बसोबास गर्ने आम नागरिकहरुको सडक सुविधा उपभोग गर्ने चाहना पूरा गर्नका लागि राज्यद्वारा नयाँ सडक निर्माण एवं विस्तार गर्ने कार्यलाई निरन्तर अगाडि बढाई राखिएको छ । सडक सञ्जालको बृद्धिसंगै बोर्डको दायित्व एवं जिम्मेवारीमा पनि बृद्धि भएको हुँदा बोर्डमा हाल उपलब्ध भौतिक श्रोत-साधन र मानव संसाधनमा पनि सोही अनुपातमा बृद्धि गरी विद्यमान ऐन, कानून र नीतिहरुको समयसापेक्ष परिमार्जन गर्दै बोर्डको संगठनात्मक संरचनाको सुदृढीकरण गर्न अत्यावश्यक भईसकेको छ ।

सडक उपयोगकर्ता यातायात व्यवसायीहरु, सडक पूर्वाधारको विकास, निर्माण एवं मर्मत सम्भारको कार्यमा संलग्न सबै निकायहरु र नेपालको सडक यातायात क्षेत्रको विकासमा सहयोग गर्नुहुने सबै विकास साझेदारहरुमा सडक बोर्ड नेपाल हार्दिक आभार व्यक्त गर्दछ । आगामी दिनहरुमा पनि सडक पूर्वाधारको दिगो मर्मत सम्भार एवं संरक्षण गर्ने कार्यमा बोर्ड सदैव कटिबद्ध रहने विश्वास दिलाउन चाहन्छु । धन्यवाद !

२०७७ पुस

इ. रविन्द्रनाथ श्रेष्ठ
अध्यक्ष
सडक बोर्ड नेपाल



सडक बोर्ड नेपाल

(सडक बोर्ड ऐन, २०५८ अन्तर्गत स्थापित)

मिनभवन, काठमाण्डौं



प.सं.:

च.नं.:

प्रतिबद्धता

मुलुकको विकास र समृद्धिको संवाहकको रूपमा रहेको सडक पूर्वाधारको योजनाबद्ध मर्मत सम्भार गर्ने-गराउने र सोका लागि आवश्यक श्रोतको दिगो व्यवस्थापन गर्ने उद्देश्यकासाथ सडक बोर्ड ऐन, २०५८ बमोजिम स्थापित सडक बोर्ड नेपालले स्थापनाको १८ औं वार्षिकोत्सव मनाउन गईरहेको सुखद उपलक्ष्यमा बोर्डलाई विगत १७ वर्षदेखि साथ र सहयोग गर्नुहुने सडक सम्बन्धी निकायहरु, यातायात व्यवसायीहरु, आम सडक उपभोगकर्ता नेपाली नागरिकहरुमा उच्च सम्मान गर्दै आगामी दिनमा समेत यहाँहरुबाट बोर्डलाई निरन्तर सहयोग प्राप्त भई रहनेछ भन्ने आशा एवं विश्वास व्यक्त गर्न चाहन्छु।

देशमा औद्योगिकरणका लागि उपयुक्त वातावरणको श्रृजना गर्ने लक्ष्यकासाथ बहुलेन सडकहरुको निर्माण, द्रुतमार्ग, सुरुङ्गमार्ग, मध्य-पहाडी लोकमार्ग, हुलाकी राजमार्ग र उत्तर-दक्षिण सीमा नाका जोड्ने कोशी, त्रिशुली, कालीगण्डकी र कर्णाली कारिडोर जस्ता सडक पूर्वाधारको निर्माण एवं बिस्तार गर्ने कार्य उच्च प्राथमिकताकासाथ अगाडि बढिरहेको सन्दर्भमा यसरी निर्माण भएका र हुने सुविधायुक्त सडक पूर्वाधारको योजनाबद्ध मर्मत सम्भारका लागि अझ बढि श्रोत-साधनको सुनिश्चितता गर्नुपर्ने हुँदा बोर्डले सडक उपभोग दस्तुर संकलन गर्ने कार्यलाई भरपर्दो मर्मत सम्भार कोषको रूपमा पहिचान गरी क्रमशः बिस्तार गर्दै लैजाने नीति अवलम्बन गरेको छ। सुदृढ एवं गुणस्तरीय सडक सुविधा भए मात्र देशमा उद्योग-धन्दाको विकास र रोजगारीका अवसरहरु श्रृजना भई आम नागरिकहरुको जीवन स्तरमा गुणात्मक परिवर्तन ल्याउनमा महत्पूर्ण योगदान पुऱ्याउन सकिने देखिन्छ।


देशमा उपलब्ध सीमित श्रोत-साधनका बावजुद पनि देशका सबै भू-भागमा बसोबास गर्ने आम नागरिक समक्ष सडक यातायातको सहज पहुँच पुऱ्याउनकालागि नेपालमा सडक सञ्जालको विकास तथा विस्तार तिव्र गतिमा भईरहेको छ। यसरी एकातर्फ सडक पूर्वाधारको निर्माण एवं बिस्तार भईरहेको छ भने अर्कोतर्फ निर्माण सम्पन्न भएका र आगामी दिनमा निर्माण गरिने सडक पूर्वाधारको योजनाबद्ध मर्मत सम्भार तथा स्तरोन्नति गर्ने कार्यलाई पनि उचित महत्त्वकासाथ अगाडि बढाउनुपर्ने जिम्मेवारी हाम्रा सामु छ। यस्तो अवस्थामा मर्मत संभारको लागि आवश्यक आर्थिक श्रोतको दिगो व्यवस्थापन गर्ने कार्य अझ बढी चुनौतिपूर्ण हुने देखिएको छ। भनिन्छ राष्ट्र विकासको सूचक सडकको मौजुदा अवस्थाले पनि देखाउँदछ। सडक सार्वजनिक सम्पत्ति भएको र यसको उपभोग हरेक प्रयोजनमा आवश्यक पर्ने भएकाले देशको सामाजिक आर्थिक विकासमा यसको अवस्थाले प्रत्यक्ष असर पार्दछ। त्यसैले सडक मर्मत संभारमा हुने लगानी जहिले पनि प्रतिफलमूलक सिद्ध हुने स्पष्ट छ। तथापी यसतर्फ प्राय ध्यान न्यून जाने तितो सत्यलाई मध्यनजर गर्दै सडक बोर्डले आवश्यक श्रोत जुटाउन आफै बढि जिम्मेवार र परिपक्व हुनु जरुरी छ।

“प्रयोगकर्ता र प्रदुशकले तिर्नुपर्दछ” भन्ने सिद्धान्त अनुसार सडक बोर्डले सडक उपभोगकर्ताबाट दस्तुर उठाउने नीतिलाई समय सापेक्ष प्रविधिमैत्री र सुरक्षित बनाउनु पर्ने आजको आवश्यकता हो र बोर्ड त्यही दिशा तर्फ कार्यरत छ। सँगसँगै उपभोक्ताले प्रयोग गर्ने सडक सुरक्षित, भरपर्दो र किफायती हुनुपर्ने कुरामा हामी स्पष्ट छौं। त्यसको लागि सडक बोर्ड योजनाबद्ध मर्मत संभारको लागि श्रोत सुनिश्चितता गरी सहयोग गर्न कटिबद्ध छ।

यसै तथ्यलाई मध्यनजर गरी सडक बोर्ड नेपालले सडक उपभोग दस्तुर संकलन गर्ने कार्यलाई क्रमशः बिस्तार गर्दै गएको छ। बोर्ड स्थापना हुँदाका बखत र हालको परिस्थितिमा धेरै परिवर्तन भई बोर्डको जिम्मेवारीमा पनि धेरै गुणा बृद्धि भएको हुँदा बोर्डको मौजुदा ऐन, नियम र नीतिहरुमा समयानुकूल परिमार्जन गर्दै बोर्डको क्षमता विस्तारका लागि आवश्यक भौतिक एवं मानव संसाधनको समेत बृद्धि गरी बढ्दो जिम्मेवारी बहन गर्नका लागि बोर्डको सांगठनिक संरचना अझ सुदृढ तुल्याउनु अपरिहार्य भएको छ।

अन्तमा मुलुकको विकास र समृद्धिको संवाहकको रूपमा रहेको सडक पूर्वाधारको योजनाबद्ध एवं प्रभावकारी मर्मत सम्भार गर्ने कार्यमा बोर्डलाई सहयोग गर्नुहुने सम्बद्ध निकायहरु, सम्पूर्ण संघ-संस्थाहरु, यातायात व्यवसायीहरु र आम सडक उपभोगकर्ता नेपाली नागरिकहरु साथै दातृ निकायहरु सबैमा सडक बोर्ड नेपाल आगामी दिनमा अझ प्रभावकारी ढंगले सडक सम्पत्तिको योजनाबद्ध मर्मत सम्भार गरी भरपर्दो र सुरक्षित सडक यातायातको सुविधा उपलब्ध गराउन प्रतिबद्ध रही रहने विश्वास दिलाउन चाहन्छु।

२०७७, पौष


ड. सुशील बाबु ढकाल
कार्यकारी निर्देशक

Executive Committee Members (2077/09/15)



Er. Rabindra Nath Shrestha
Chairperson
(Secretary, Ministry of Physical Infrastructure and Transport)



Mr. Gyanendra Paudel
Member
(Representative, Ministry of Finance)



Mr. Bishnu Dutta Gautam
Member
(Joint Secretary, Ministry of Federal Affairs and Local Development)



Mr. Yagya Prasad Dhungel
Member
(Joint Secretary, Ministry of Supply)



Er. Keshav Kumar Sharma
Member
(Director General, Department of Roads)



Mr. Bhim Prasad Dhungana
Member
(Representative, Municipal Association Nepal)



Mr. Ashok Kumar Temani
Member
(Representative, Federation of Nepalese Chambers of Commerce & Industries)



Er. Chhabi Raj Pokhrel
Member
(Representative, Nepal Engineers Association)



Mr. Tek Raj Joshi
Member
(Representative, Transport Entrepreneur's Association)



Mr. Arbind Kumar Jha
Member
(Representative, Consumer's Association)



Er. Guru Prasad Dhakai
Member
(Representative, Road/Transport Expert)



Mr. Ganga Prasad Joshi
Member
(Representative, Commercial Farmers)



Er. Sushil Babu Dhakal
Secretary, Executive Director
Roads Board Nepal,
Joint Secretary,
Ministry of Physical Infrastructure and Transport

Executive Committee Members (2077/03/31)



Er. Devendra Karki
Chairperson
(Secretary, Ministry of Physical Infrastructure & Transport)



Mr. Ramesh Siwakoti
Member
(Joint Secretary, Ministry of Finance)



Mr. Jaya Narayan Acharya
Member
(Joint Secretary, Ministry of Federal Affairs & General Administration)



Mr. Navaraj Dhakal
Member
(Joint Secretary, Ministry of Industry, Commerce and Supply)



Er. Keshav Kumar Sharma
Member
(Director General, Department of Roads)



Mr. Bhim Prasad Dhungana
Member
(Representative, Municipal Association Nepal)



Mr. Ashok Kumar Temani
Member
(Representative, Federation of Nepalese Chambers of Commerce & Industries)



Er. Chhabi Raj Pokhrel
Member
(Representative, Nepal Engineers Association)



Mr. Tek Raj Joshi
Member
(Representative, Transport Entrepreneur's Association)



Member
(Representative, Consumer's Association)



Er. Guru Prasad Dhakai
Member
(Representative, Road/Transport Expert)



Member
(Representative, Commercial Farmers)



Er. Krishna Singh Basnet
Secretary
(Executive Director, Roads Board Nepal)

Executive Director's Desk

It is my immense pleasure to have opportunity of publishing Annual Report FY 2076/77 in compliance with Section 8, Clause 37 of Roads Board Act 2002 on the occasion of the anniversary to mark eighteen years of establishment of Roads Board Nepal (RBN). RBN is an autonomous body established, under the Roads Board Act 2002. Its function is managing fund for planned road maintenance throughout nation both in Strategic Road Network (SRN) and Local Road Network (LRN) to carry out routine, recurrent, periodic, and emergency repair and maintenance works of the road as well as it make an arrangement for imposition on and collection of tolls from the motor vehicles plying on the road.



Promoting the motto “Sustainable funds for planned road maintenance” to the RAs as of Department of Roads for SRN and Metro, Submetro, Municipalities, Rural Municipalities and DOL for LRN, RBN is fully committed to address the issues regarding road maintenance activities, recommend suitable policy intervention to the government for contributing in road maintenance in order to achieve continuity of road transport benefits to the road users and play vital role in assisting road asset management.

The accepted notion around the globe is that the condition of road infrastructure illustrates the development level of the country. In recent decades, especially after restoration of democracy “Right to Access” for every citizen is being regarded as of great importance resulting in substantial increase in development and extension of road networks. Gradually the challenge to maintain the existing road networks in good condition has been amplified. Roads Board Nepal accepts challenges as an opportunity by ensuring well maintained roads to the road users through planned maintenance and be a partner to enhance economic prosperity of the country.

Roads Board Act 2002 has envisaged the principle of “Users to Pay” and “Polluters to Pay”. Based on this principle the RBN shall make its efforts to collect toll from road users by adopting new and well accepted technology. In this regard, FY 2076/77 has turned out to be year of transformation for initiating the process of developing modern toll plaza. Since it is going to be the first of its kind in Nepal, necessary preparations from developing the essential documents by contract outsourcing such as detail survey, design, preparation of cost estimation, technical specification, bill of quantity and bid document has been prepared. It is in the verge of tendering process. Simultaneously RBN is emphasizing more on traffic management, road safety and road asset management. Furthermore this FY calls for introducing automation in operation management such as developing bilingual web based system with appropriate application for fund management, synchronization with Strategic Road Agencies and contract management via internet connectivity and installation of office automation software.

Role of Executive Board members have become more pertinent while bridging with the political actors, policy makers and the stakeholders. In other hand motivation of RBN staff shall be taken on high priority for accelerating effective and efficient outcome. In this regard, RBN Act 2002, RBN Regulations 2060, RBN Directives 2061, Road Users fee collection Regulations 2060 (Amended Regulations 2063), RBN Finance Administration Regulations 2059 and Regulations of RBN Employees need to be amended to make compatible with the constitution of Nepal and other related Act and Regulations as per present scenario.

In any developing country, road transport is considered to be the backbone of the economy. It plays a vital role in serving as a means for the fulfillment of basic needs of people. The purpose of establishing Roads Board Nepal is to facilitate road users with a comfortable travelling experience to their satisfaction. In this endeavor, Roads Boards Nepal has been performing with its highest potential. The progress in connecting at least the headquarters of all districts has been achieved except one in the country through roadways. But simply creating these connections is not enough. There needs to be more focus on the maintenance as well, so that it can provide uninterrupted service with safe environment to the road users. The significance of road network and its connectivity in the improvement of socioeconomic conditions of people can be emphasized. Roads are directly linked to the development of any area. Especially in a landlocked country like ours, other means of transport is either impossible or expensive. Therefore, the development in road sector for transportation service is directly proportional to the economic progress of the nation and plays a significant role in nation building and can be linked with the slogan of Government “Prosperous Nepal Happy Nepali”.

Furthermore I would like to express my sincere gratitude to the Government of Nepal, Ministry of Physical Infrastructure and Transport, Ministry of Federal Affairs and Local Development, Development Partners, stakeholders and road users for their contribution, cooperation, guidance, endless support and creating enabling environment for working together. I would like to thank Executive Committee members, distinguished experts and RBN secretariat team for their contribution and continuous backing to formalize RBN mandate. In the similar manner, I would like to request all the stakeholders and road users in line with spirit of collaborative approach to achieve goal of RBN to strategic, operational and functional intervention in plan maintenance. Lastly, I would like to assure the road users to satisfy to the fullest by providing maintained roads.

Er. Sushil Babu Dhakal

Executive Director, Roads Board Nepal

Joint Secretary, Ministry of Physical Infrastructure and Transport

(2077/9/15)

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Acronyms

ADB	Asian Development Bank
AIIN	Accelerating Investment and Infrastructure in Nepal
APPIIC	Accelerating Public and Private Infrastructure Component
ARMP	Annual Road Maintenance Plan
DDC	District Development Committee
DFID	Department of International Development
DOLIDAR	Department of Local Infrastructure Development and Agricultural Roads
DOR	Department of Roads
DRO	Division Road Office
FY	Fiscal Year
GoN	Government of Nepal
GPS	Geographical Positioning System
HRM	Human Resource Management
HRD	Human Resource Development
IAP	Integrated Annual Plan
IARMP	Integrated Annual Road Maintenance Plan
IOE	Institute of Engineering
Km	Kilometer
LRA	Local Road Agency
LRN	Local Road Network
MoF	Ministry of Finance
MoFALD	Ministry of Federal Affair and Local Development
MoGA	Ministry of General Administration
MoPIT	Ministry of Physical Infrastructure and Transport
MOU	Memorandum of Understanding
MU	Municipalities
NEA	Nepal Engineering Association
NPC	National Planning Commission
PPMO	Public Procurement Monitoring Office
PPP	Public Private Partnership
RAs	Road agencies
RBN	Roads Board Nepal
R & D	Research and Development
SRN	Strategic Road Network
TU	Tribhuvan University
VDC	Village Development Committee
VOC	Vehicle Operating Cost

1

Overview of RBN

1.1 Introduction

Roads Board Nepal (RBN) was established under the Roads Board Act- 2002 (hereinafter Act) with the aim of providing sustainable fund for planned maintenance of the roads.¹ Modeled on 'Fee for Service' strategy, RBN collects road user's fee and manages road fund by prioritizing need-based fund allocations to road agencies for maintenance. Its mission is to ensure the road users towards receiving enhanced road service with reduced vehicle operating cost and travel time. With the vision of providing improved road network by generating self-sustainable fund through user's fee and channeling it to road agencies for maintenance of roads, it is playing role in delivering cheaper, safer and comfortable road service. Although it does not expressly mention about the PPP model, the Act holds the spirit of the PPP model in many of its sections, including those concerning with composition, function (both operational and strategic) and implementation.

Preamble

The preamble of the Roads Board Act 2058 (2002) has clearly stipulates that : "Whereas it is expedient to make necessary provisions on repair and maintenance of roads, minimizing the expenditures to be incurred in repairing and maintaining the roads and making transparent and effective the repairing and maintaining works of the roads."

Objectives

- To generate adequate and stable fund and channel it to RAs
- To carryout maintenance of road assets through road agencies
- To ensure safe, reliable, comfortable and economic road services to its users
- To improve data management system at RAs and RBN
- To develop awareness among stakeholders related to road maintenance
- To reduce maintenance expenditure
- Make the maintenance activities transparent and effective

¹ Its objective as provisioned in the Act: "To create a stable fund through involving road users, channel it to the road sector to implement the Integrated Annual Plan [IAP] and other road development and research activities

1.2 Constitution of RBN

RBN is guided by commercialization of road management framework. As per the Roads Board Act 2059, the Executive Committee is composed of thirteen members as mentioned below:

Table No. 1. Executive Committee of RBN

Representation	Designation/Status
Secretary, Ministry of Physical Infrastructure and Transport	Chairperson
Joint Secretary, Ministry of Finance	Member
Joint Secretary, Ministry of Federal Affairs and Local Development	Member
Joint Secretary, Ministry of Supply	Member
Director General, Department of Road	Member
Representative ,FNCCI	Member
Representative , Municipal Association	Member
Representative , VDC Federation	Member
Representative , Transport Entrepreneurs' Association	Member
Representative, Consumer's Association	Member
Representative, Commercial Farmers	Member
A Road/ Transport Expert	Member
Executive Director , RBN	Secretary

The Executive Committee is based on Public Private Partnership (PPP) model as it comprising of five members from public and eight from institutional/ private sectors.

Currently Representative from VDC Federation has been removed from the committee as per the notice published in the Nepal Gazette dated 2072/11/13.

1.3 Mandate of RBN

Section 5 of the Act comprehensively enumerates the functions, duties and powers of the board:

a. Strategic

- To establish RBN as a competent funding agency for road maintenance
- To improve service delivery through planned maintenance management process
- To progressively generate the fund commensurate to demand
- To ensure reduced Vehicle Operating Cost (VOC) and travel time
- To demonstrate excellence in fund management
- To support RAs for better implementation of RBN programs
- To introduce control measures for enhanced management practice by timely planning, implementing and reporting activities of the RAs

b. Operational

- To improve efficiencies in terms of partnership with RAs
- To improve data registry system at the RAs and RBN
- To establish business planning and rolling planning of RBN activities
- To establish an efficient corporate culture environment in RBN Secretariat
- To create awareness among the stakeholders about the need of road maintenance
- To play pivotal role in delivering services towards road transport sector and meet the expectancy of the road users by efficient service delivery

c. Functions

- To cause to carry out repair and maintenance of the road
- To formulate integrated annual plan for repair and maintenance of the road
- To provide funds to the road related agency for repair and maintenance of the road
- To approve annual budget and program of the board
- To recommend Government of Nepal on the matters of fixation of the road toll or fuel levy to be collected under the Act, additional charges and fines to be collected for plying the motor vehicle contravening to the specified standards

1.4 Source of Revenue

Section 6 of the Act grants RBN authority over the following resources of road fund to be accrued for RBN as follows:

- Government of Nepal may by a notification published in the Nepal Gazette levy such toll as maybe prescribed in such a notification on the motor vehicle making use of the road prescribed in the said notification
- The board shall collect or cause to collect the toll prescribed by GON by notification published in the Nepal Gazette

RBN has currently been availing the following resources:

- Fuel levy on diesel and petrol
- Vehicle registration fees
- Road user charges

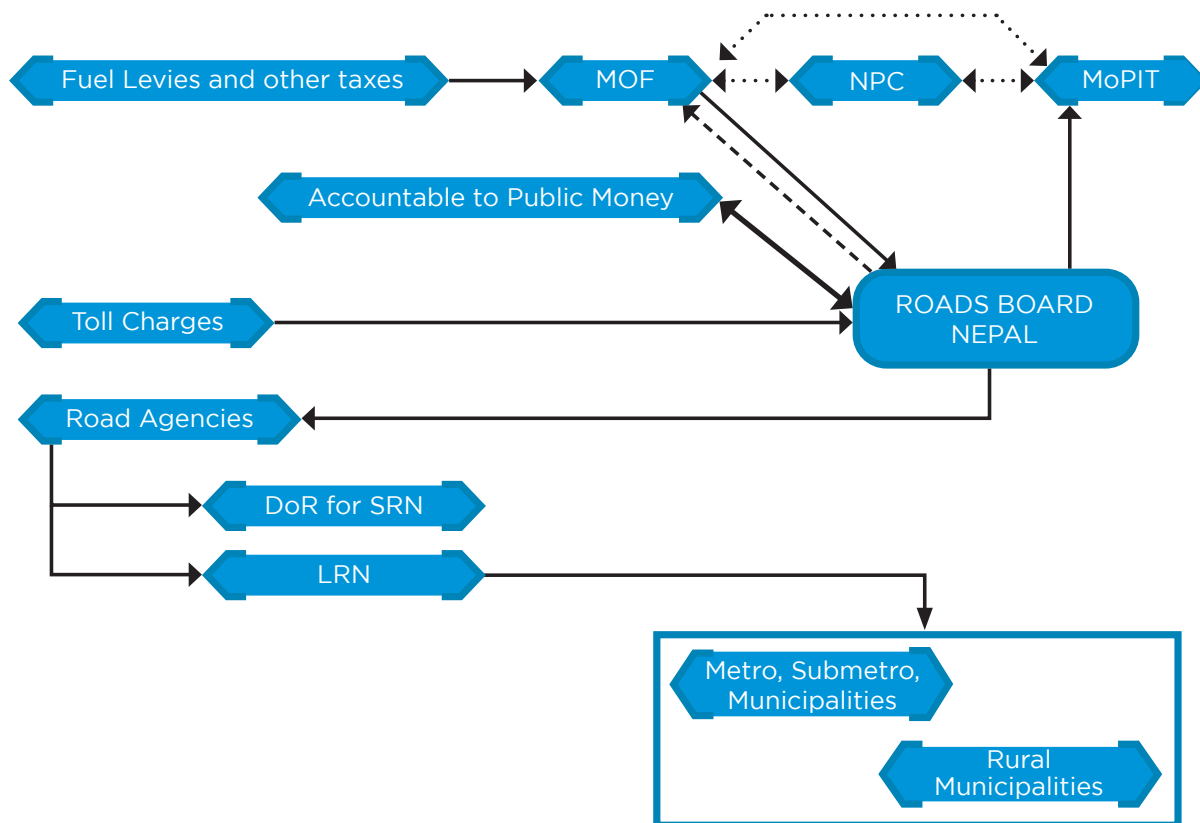
Other possible resources that are yet to be tapped are:

- Charge on motor vehicles registered outside of Nepal (collected upon entering the country)
- Subsidies and grants from GON and support from donors and internals, if any.

1.5 Financial Management

As per Sections 24 and 25 of the Act, road maintenance fund has been managed. Regular road maintenance fund has been reflected in Red Book since FY 2059 from MOF under budget head 3371653 for 26411 (Recurrent) and 26421 (Development). The fund flow mechanism as explained in the Act, Rules and Regulation is as follows:

Figure No. 1. Fund Flow Mechanism at Present



2

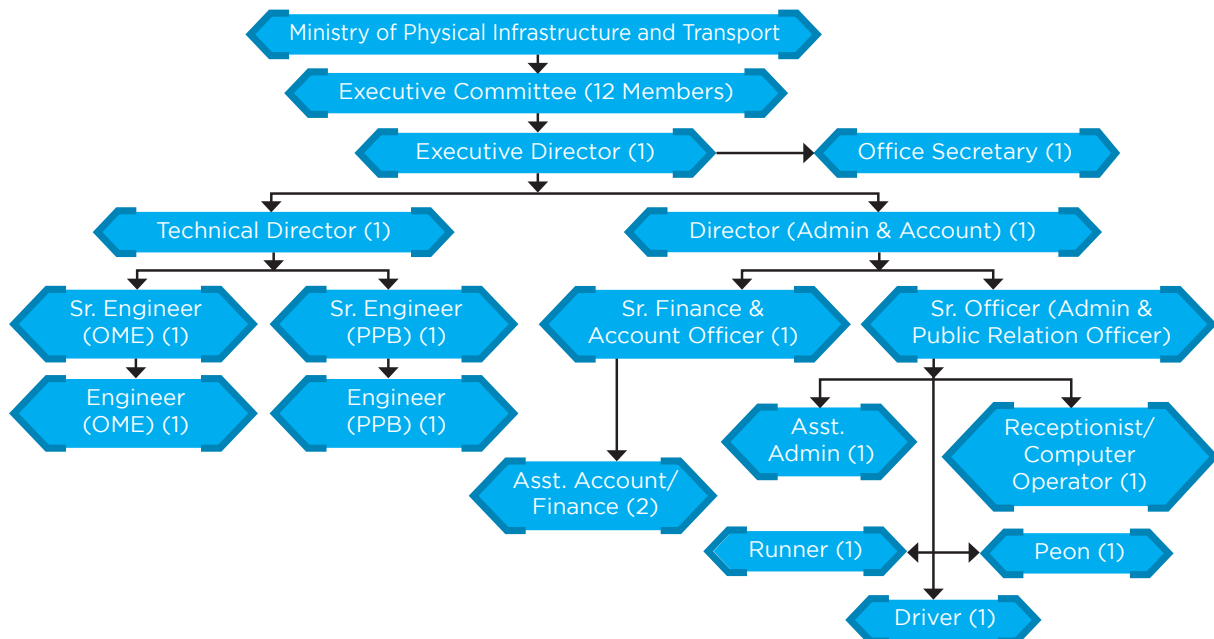
Roads Board Nepal Secretariat

2.1 Background

RBN Secretariat is very slim organization with staff strength of seventeen at different section and levels under the leadership of the Executive Director. As per the organogram of Roads Board Nepal the position exist can be briefed as: two Directors; Engineering and Operations and Administration and Accounts, two Senior Engineers; Operations, Monitoring, and Evaluation and Planning, Programming, and Budgeting, one Senior Administration and Public Relations Officer; one Senior Account Officer; two Engineers; Operations, Monitoring, and Evaluation and Planning, Programming, and Budgeting, three Assistants; Account, Revenue, and Administration; one Office Secretary to the Executive Director; a Receptionist cum Computer Operator; a Runner; a Peon and a Driver.

RBN Secretariat implements the decisions made by the Executive Committee and involves in strategic planning, develop action plan and plays key role in maintenance fund management. The organogram of the secretariat is as below:

Figure No. 2. Organogram of Roads Board Nepal



2.2 Sections and Job Descriptions

As the maintenance need of the ever expanding road network in the country is not possible to be met by the budgetary allocation of Government alone, there is a need to establish a self-sustaining road fund. Such fund has to be managed efficiently by an autonomous entity in order to deliver effective service to the public by provisioning planned road maintenance.

In order to achieve this, Roads Board Nepal is established according to a separate Roads Board Act 2058 as an autonomous body to collect and manage Road Fund, which consists of tolls in good condition roads with high traffic, fuel levies, vehicle registration fees etc. The board has accepted modality for efficient funding and effective management of road maintenance in Nepal.

Accordingly, the board has set above mentioned organogram for RBN to implement the stated function. As per the organogram, the sections are described below.

2.2.1 Administration and Account Section

This section has to take care of two sections i.e. Administration as well as Account of RBN which is led by Administrative Director.

Administration Section

The main function and responsibilities of this section is as follows:

- To manage RBN administration efficiently as per existing RBN Acts, Directives and regulations and provide opinion if there is need of amendments
- To propose and provide opinion regarding employee administration
- To manage human resource management of RBN
- To carry out supervision, monitoring, control, and performance evaluation of all staff
- To design self development activities of the RBN staff and to prepare the overall HRM and HRD of the RBN
- To develop procurement plan and training plan
- To verify and execute the business plan of RBN
- To manage financial administration and carry out financial audit of the RBN both internal and external according to the given provisions in the act and rules
- To prepare annual progress report
- To study audit objections, if any, and prepare justifiable remarks in order to clear the objections and to work efficiently for the clearance of audit objections
- To ensure financial and administrative control and discipline over RBN transactions and works and to propose better tools for financial and management and administration
- To carry out contract and procurement administration
- To administer the legal issues of RBN
- To coordinate with Auditor General's Office, Ministry of Finance, and other relevant government and non-government entities related with fiscal, financial, legal, and administrative matters
- To communicate and coordinate with donor agencies and development partners regarding financial matters
- To coordinate and communicate with concerned stakeholders regarding revenue and expenditures
- To coordinate with civil societies, media, public forums etc.
- To check, consolidate and provide clear opinion regarding various aspects of toll collection contracts, particularly the claims, disputes, and other problems

Account Section

The main responsibilities and function of this section is as follows:

- To carry out financial management of RBN
- To prepare annual budget and present budget as per approved allocation
- To make necessary arrangements for preparation of central accounting system
- To propose better financial and accounts management practices to establish the RBN as an effective entity
- To help in carrying out both internal and external audits
- To prepare Financial statement for each month as well as quarterly and annually,
- To prepare Quarterly progress report comprising revenue, disbursement, expenditure status together with progress reports from the concerned RAs
- To prepare justifiable audit objection regarding the status of audit objection and their clearance
- To prepare annual financial progress report
- To ensure financial control over RBN transactions and works
- To support in establishing financial discipline and good accounting system within the RBN
- To develop monitoring tools in relevant areas concerned with finance and accounts
- To prepare and implement enhanced formats for better financial and accounts management
- To make necessary arrangement for outsourcing of small services
- To provide suggestions based on accounting system on contract and procurement management
- To coordinate with Auditor General's Office, Ministry of Finance, and other relevant government and non government entities related with fiscal, financial, legal, and administrative matters
- To communicate and coordinate with donor agencies and development partners regarding financial matters

2.2.2 Technical Section

In RBN, there exist two wings in technical section i.e. Planning, Programming and Budgeting and Operation, Monitoring and Evaluation which is led by Technical Director

Planning, Programming and Budgeting section

The planning, Programming and Budgeting section has responsibilities and functions as mentioned below:

- To develop progressive updates of the Technical Directives/RBN Manuals
- To propose on preparation and installation of following database for planning, programming, and budgeting purposes

- ✓ Traffic
- ✓ Road Condition
- ✓ Criteria for resource allocation
- ✓ Status of RAs
- To carry out plan, program, and help to prepare budget of all the works carried out by RBN and by RAs under RBN funding
- To prepare technical annual progress report and conduct workshops and dissemination related to road maintenance and research and development activities
- To design overall R & D activities related to plan, program, and budget and their process for the RBN
- To prepare, disseminate and ensure collection of ARMP formats for use by and from RAs
- To prepare IAP formats to be used by RAs
- To Develop IAP of RBN
- To contribute in developing monitoring tools
- To suggest evaluation design and methods, and process
- To design performance and technical audits of the road maintenance works carried out by the RAs in line with its plan, program, and budget
- To carry out the actual supervision, monitoring, evaluation, performance and technical audits of RBN plans and programs
- To manage planning, programming, and budgeting activities of the RBN
- To develop planning and programming reports, Technical Audit Reports against the plans and programs,

Operation, Monitoring and Evaluation Section

The Operation, Monitoring and Evaluation Section has following responsibilities and functions;

- To contribute in finalization and progressive updates of the Technical Directives/RBN Manuals
- To propose on preparation and installation of database on
 - ✓ Traffic
 - ✓ Road Condition
 - ✓ Criteria for resource allocation
 - ✓ Status of RAs
- To carry out supervision, monitoring, evaluation of performance of road maintenance works carried out by the RAs under RBN funding
- To provide suggestion for preparation of annual progress report and for conducting dissemination workshops

- To contribute in designing overall R & D activities and process for the RBN
- To support technical and managerial aspects regarding operation, monitoring, and evaluation activities of the RBN
- To prepare IAP of RBN
- To develop monitoring tools
- To develop evaluation design and methods, and process
- To design performance and technical audits of the road maintenance works carried out by the RAs
- To carry out the actual supervision, monitoring, evaluation, performance and technical audits
- To carry out operation, monitoring and evaluation activities of the RBN
- To supervise subordinate staffs
- To prepare Operational Reports, Monitoring Reports, Evaluation Reports, Performance and Technical Audit Reports

All the above responsibilities are being carried out within the framework of the Roads Board Act, Rules, Regulations, and Directives of the Roads Board itself. As the primary intention behind the establishment of the Roads Board is to manage the road maintenance, manage it in cost effective manner, to make the road maintenance works transparent and more effective; all the responsibilities is being deputed to materialize the mission of RBN at the work place.

RBN is celebrating its 18th Anniversary. The experiences of its operation lead to concentrate on amendment of RBN Act 2002, RBN Regulations 2060, RBN Directives 2061, Road Users fee collection Regulations 2060 (Amended Regulations 2063), RBN Finance Administration Regulations 2059 and Regulations of RBN Employees to make it appropriate as per constitution of Nepal and other related Act and Regulations, as well as Act for advancement of technology. The Executive Committee had already approved amended RBN Act and Regulations and forwarded them to the line ministry for further processing.

3

Progress Report of FY 2076/77

The progress report of FY 2076/77 has three sections i.e. Administrative Report, Financial Report & Technical Report

3.1 Administrative Report

After completion of seventeen years in operation, RBN is experiencing gradual progress and improvement in the area of funding in road maintenance to the strategic and local road networks throughout country. The performance of F.Y. 2076/77 shows gradual change and improvement on regular basis. The policy formulation and operation decisions made by the Executive Committee are described below:

3.1.1 Executive Committee, Decisions and Execution Status

As per the RBN Act 2058, there is provision of thirteen members' Executive committee. Currently the Executive Committee constitutes of twelve members as representative from VDC Federation has been removed from the committee as per the notice published in the Nepal Gazette dated 2072/11/13. List of Former RBN Executive Committee Chairpersons and Members, till date is attached in Annex-1. Portfolio of Former Executive Committee (Chairpersons and Members) and Executive Directors of RBN is attached in Annex-1.1.

In FY 2076/77, six Executive Committee meetings were held. The Executive Committee had taken twenty two decisions and twenty miscellaneous decisions on the issues raised during Executive Committee meetings and twelve information were acknowledged. The number of decisions made in different dates is illustrated in the table below:

Table No.2. Meetings of Executive Committee in FY 2076/77

SN	Date	Number	Number of Decisions	Miscellaneous Decisions	Jankaris (Information acknowledged)
1	2076/05/02	145	2	6(Ka-Cha)	1
2	2076/05/17	146	3	-	1
3	2076/06/14	147	2	1(Ka)	1
4	2076/10/13	148	3	8 (Ka- Ja)	6
5	2076/11/13	149	2	2 (Ka-Kha)	2
6	2076/03/04	150	10	3 (Ka- Ga)	1

The Executive Committee had made various decisions regarding policy and programs related to road fund management & road maintenance. The Executive Committee meeting held on 2076/05/02 had approved the Integrated Annual Road Maintenance Plan 2076/77 for both SRN and LRN. The same meeting had approved annual budget and program for FY 2076/77.

FY 2076/77 proved as a mile stone year for initiating transformation of toll booth. Major decisions were made by Executive Committee on construction of modern toll plaza. In this regard, Executive

Committee had instructed the secretariat to initiate the process of construction of modern toll plaza at B P Highway (Dhulikhel-Khurkot and Khurkot-Sindhuli-Bardibas Road Section) and at Naranghat -Mungling Section in 149th Executive Committee Meeting held on 2076/11/13. In the similar manner, the Executive Committee had also recommended the toll rate to Government of Nepal through MoPIT in accordance with the Roads Board Act 2058, Section 6 Subsection 2 (Ka) for Narayanghat-Mungling section. The secretariat had already initiated tendering process for procurement of construction of hybrid modern toll plaza under which pre- procurement activities such as detail survey, detail design, preparation of cost estimation, technical specification, bill of quantity and bid document for construction of modern toll plaza had been completed.

As per decision of the Executive Committee, different subcommittees were formed. The subcommittees for conducting specific tasks and its working status are illustrated below:

Table No. 3. Formation and Status of Subcommittees

Date	Number	Subcommittee Formation For	Status
2076/05/02	145	- Performance Appraisal committees for Executive Director, Directors and officers for FY 2075/76	-Completed
2076/06/02	145	- Salary structure and increase in salary of RBN staff members	-Completed
2076/11/13	149	-Preparation of explanations of audit report 2075/76 (Beruju Response Subcommittee)	-Completed
2077/03/04	150	-Preparation of Integrated Annual Budget and Plan for 2077/78	- Ongoing
		- Performance Appraisal committees for Executive Director, Directors and officers for the year FY 2076/77	-Ongoing

3.1.2 Human Resource Management

As per Rules and Regulations of RBN, only seventeen staff members including Executive Director is in the organization structure of RBN. RBN has adopted corporate culture for overall management. As discussed in organogram of RBN, total strength of RBN is only of seventeen staff members under the leadership of Executive Director including the support staff.

As per the institutional structure of RBN, three positions Sr. Administration and Public Relation Officer; Sr. Engineer and an Engineer are still in vacant. As per new constitution of Nepal, the recruitment process has to go through all the process provisioned by Public Service Commission. The instruction from Public Service Commission stated that recruitment of public entity is possible only after the amendment of Acts. The amendment of the Roads Board Acts and Regulations is under the process. Since the human resource fall short in RBN and the work load had been increased in multifold, few essential positions such as an Engineer, IT Support, Legal Advisor and support staff had been contracted from service contract to regularise function of RBN.

The table illustrating availability of staff members in the secretariat is attached in Annex-2

3.1.3 Human Resource Development

In FY 2076/77, even though few opportunities have been explored for staff of RBN as a part of human resource development, it cannot be materialized due to covid-19 pandemic.

3.2 Contract Administration

As the Executive Committee has delegated responsibilities of contract administration to Executive Director, RBN has outsourced contracts for various consulting services in FY 2076/77. Following the process of PPMO, for procurement of goods and services, the outsourcing had followed competitive bidding. Detailed description of contract administration has been discussed below:

3.2.1 Performance Agreement with SRN and LRN

In order to fund road maintenance work, RBN had signed performance agreement MOU with implementing agencies. The performance agreement was done with the implementing road agencies to implement road maintenance work. It was signed with Department of Road for strategic road network as well as with Metro, Submetro, Municipalities and Rural Municipalities for local road Network. The MOU is attached in Annex-3

3.2.2 Construction of RBN Office Building

Construction of RBN office building is in the continuous process in FY 2076/77. The construction and supervision of the building is going parallel.

A) Detail ongoing activities of RBN building Construction in FY 2076/77 is mentioned below:

A modern office building for Roads Board Nepal (RBN), is under construction at its premises at Minbhawan, Ward No. 34, Kathmandu Metropolitan City. RBN's Office building under construction is a state-of-the-art structure with green concepts. Some of the principal features of this building are: double basement for vehicle parking and utilities, six storey towers above the basement, interconnecting bridge between the two towers at third floor level, seismic resilient structural design and detailing, total area of building: 3,465 m², comprising the following: 1,276 m² for basements, 1,136 m² for the first tower and 1,053 m² for the second tower. The works for the project consists of civil works, electrical works, sanitary & firefighting works, HVAC works and passenger lifts.

The construction works of the RBN building were awarded to M/S BKOI Builders Pvt. Ltd. on March 28, 2017. The project was design by Shah Consult International (P.) Ltd. and was appointed as the consultant for the construction supervision.

WORKS Progress

The following works has been completed in FY 2076/77

■ Civil Works

Brick work on both block A and B, Concrete work on both block A and B, guard house, guard post and boundary wall, Plaster work on both block A and B, guard house, guard post and boundary wall, Water proofing works, Flooring works, Fire escape staircase.

■Sanitary Works

Pipe line (Inside building and duct), sewer pipe line (Outside the building), overhead water storage tank set, RCC ground water storage tanks, Manual swing type fire hose reel set, laying of MS pipe line for firefighting system, installation of fire pump sets (electrical and diesel set), jockey booster pump set.

The following works are ongoing at site:

■Civil Works

Flooring work, painting work, false ceiling work, seasoned wood parquet work, door shutter fitting work, portico work, truss bridge work, pavement works, structural glazing works, land development works (fountain work, garden works).

■Sanitary Works

Installation of wash basin set, soil, waste and rain water drainage pipe line, installation of water closet set, urinal set and floor drain set.

■Electrical Works

Floor distribution board, installation of main distribution board, solar panels, 125 KVA generator set, wiring for light points, power sockets, telephone points, fire alarm points computer points, exhaust fans and lighting fixtures works, earthing works.

■HVAC works

Installation of indoor units and outdoor units, Installation of seamless copper pipes and drain pipes.

■Passenger Lift works

The total financial and physical progress of the construction of RBN Building is approximately 70.89 % and 75% respectively.



Photo No. 1. North East Elevation of Building



Photo No. 2. Glazing in Progress



Photo No. 3. Fire Escape



Photo No. 4. Erection of Truss Bridge in Progress

B. Interior Design Works of RBN Office Building

A modern office building for Roads Board Nepal (RBN), is under construction at its premises at Minbhawan, Ward No. 34, Kathmandu Metropolitan City along with construction of its interior work. Some of the principal features of this interior works are: fabrication of interior wooden/glass partitions, furnitures (tables and cabinets), purchase of chairs etc. The detailed design and tender documents for the interior design works for this building were carried out by Shah International (P.) Ltd.

The interior design works of the RBN building were awarded to M/S Janakpur Kasta & Furniture Suppliers (later renamed as Sunshine Interior) on December 26, 2019. The total amount of the project is NPR 9,706,715/- (excluding VAT). Techxel Private Limited (Techxel) was appointed as the consultant for the construction supervision of the Interior Design works.

Work Progress

The site marking and layout works, mock-up of certain types of tables are already completed.

The ongoing works are as follows:

- Seesam wooden framing work for partition.
- Ply board installation at partition wall.
- Fabrication of different types of table.
- Lamination of formica on the tables, drawer and cabinets.

The total financial and physical progress of interior design works of RBN office building is approximately 20% and 30 % respectively.



Photo No. 5. Partition Works in Progress



Photo No. 6. Table Building

3.2.3 Temporary Shed Construction

RBN had started to collect road users fee in Dhulikhel-Khurkot, Khurkot-Sindhuli-Bardibas Road Section of BP Highway. In the said section, RBN had constructed four temporary shed of size 6ft. X 4ft. X 7ft. for using it as temporary toll booth centre. The sheds were placed at Kavre Bhanjyang, Khalte, Khaniyakharka and Bardibas for toll collection purpose.



Photo No. 7. Temporary Shed for Toll Collection

3.2.4 Road Users Fee Collection Centre

As per Roads Board Act 2058 Section 6 Subsection 2 Ka, RBN has authority to collect road users fee in different sections of SRN based on AADT. RBN generates revenue by collecting road users' fee. RBN is collecting road users fee in seven road sections of SRN that is Naubise- Mugling, Hetuada-Narayanghat, Narayanghat- Butawal, Bhairawa-Bhumahi, Pachkhal-Melamchi, Dhulikhel-Khurkot and Khurkot-Sindhuli-Bardibas Road.

RBN had outsourced contract for road users' fee collection in three section of SRN that is Pachkhal-Melamchi, Khurkot-Sindhuli- Bardibas and Bhairawah -Bhumahi in FY 2076/77 through e-bidding process as per PPMO. The contractors who had proposed highest bid with compliance in eligibility criteria were deployed for collection of road users' fee. Details of contract outsourced for road users fee collection in different sections of highways is illustrated below:

3.2.5 Detail Design, Preparation of Cost Estimation, Technical Specification, Bill of Quantity and Bid Documents for Construction of Modern Toll Plaza

RBN has been collecting road users fee since FY 2063/64. Since then road users' fee collection booth had been operated manually and didn't had permanent structure. In order to manage toll collection properly, there is need of modernizing the existing toll collection centre. RBN had exercised more on for further modernizing toll collection centre. In this regard, from approved budget of 2076/77, it had out sourced consulting service to Ms Innovative Engineering and Construction Technologies P. Ltd. for " Detail Design, Preparation of Cost Estimation, Technical Specification, Bill of Quantity and Bid Documents for Construction of Modern Toll Plaza in the road section Dhulikhel -Khurkot and Khurkot-Sindhuli-Bardibas ." The report was presented in Executive Committee on 2076/11/13. The Executive Summary is attached in Annex-6A

3.2.6 Design Review and Detail Survey, Design, Estimate and Preparation of Bid Document for Hybrid Electronic Toll Collection Plaza

Executive Committee had given instruction to the RBN secretariat for reviewing the detail design and preparation of Bid Document for the Dhulikhel-Khurkot, Khurkot-Sindhuli- Bardibas of BP Highway. A consulting package was outsourced to consulting firm Mount Infra Consults P. Ltd for the purpose of reviewing detail design, cost estimation and preparation construction of modern of toll plaza. The main objective of consulting was to prepare "Detail Survey, Design, Design Review, Cost Estimation and Preparation of Bid Document for Hybrid Electronic Toll Collection Plaza". The final report was presented in the Executive Committee. The Executive Committee had instructed to carry on for further necessary actions regarding construction of Hybrid Electronic Toll Plaza.

3.2.7 Minimum-Maximum Revenue Model for toll collection (Including Standard Bidding Document)

Since RBN considered road users fee collection as its important source of revenue, a research based consulting service to develop and enhance the toll collection contract model. Therefore a consulting service was outsourced for developing 'A research based toll collection contract to Geocom International P. Ltd. The specific objective of the assignment was to develop a Practical Model for road toll collection contract model with supporting Bidding and Contract document based on sufficient research background.

3.2.8 Traffic Count and Vehicle Classification Survey

The collection of road users fee as published in Nepal Gazette is source of revenue generation for the purpose of road maintenance in the same section. The collection of the road users fee from the vehicle plying on the said section of the road and the road users fee is being charged is done through competitive bidding. During the preparation of the bid document for collection of road users' fee, the estimated amount needs to be calculated. Therefore traffic count survey is necessary for traffic forecast in order to evaluate existing traffic and combination of reliable previous traffic information as well as to have information on local and national traffic growth. The traffic count survey on toll roads for FY 2076/77 was conducted by consulting Firm Ms Clean Development Consult P. Ltd. at six stations on the stretch of Naubise- Mugling, Dhulikhel-Khurkot and Pachkhal- Melamchi.

3.2.9 Detail Survey of Location for Modern Toll Collection Centre

RBN Act has authorized RBN to collect road users fee which is considered as revenue of RBN. RBN is collecting road users fee from seven sections of SRN. The philosophy of road users' fee is based on 'use and pay' model. RBN is allocating the collected revenue for road maintenance in the same section of the road. Government of Nepal had published notice in Nepal Gazette and added more new road sections for collecting road users fee. But the road users fee collecting system is still adopting manual barrier operation mechanism which is more time consuming and discomfort to the road users. Therefore there is need of initiating the technically sound toll collection centre that is introducing hybrid toll collection plaza which can help in collecting road users fee by electronic as well as manual means. Since RBN had prepared design of hybrid electronic toll collection, the need of detail survey of location for fitting the system was necessary. Therefore a consultancy service was outsourced for detail survey of location for modern electronic toll collection system to the consulting firm; Technoquarry Consults P. Ltd. The main objectives of the consulting service were i) surveying proposed location for the toll plaza as per the standard design and determining required area of land, volume of materials and quantity of work to be done before construction of toll plaza. The Executive Summary of consulting work is attached in Annex-6B

3.2.10 Feasibility Study for Road Users' Fee Collection Center

RBN has outsourced for feasibility study for the toll collection centre at Butwal- Kohalpur, Kohalpur Atterai, Kohalpur- Surkhet, Butwal-Pokhara, Pokhara-Baglung and Khairehani- Pokhara to consulting firm North Star Engineering Consulting Pvt. Ltd. The objectives of outsourcing is concentrated on feasibility study for the collection of road users fee on different sections of roads, determination of the annual road maintenance cost required for related road sections, recommendation of road users fee according to the type of vehicles, Identification of the road users fee collection centres on the said road sections and projection of annual toll collection of different toll plaza. The scope of consulting services includes highway and feeder road scenario identification, highway and feeder roads operation and maintenance cost, tolling capital and operation and operation and maintenance cost, traffic and revenue forecast, financial feasibility assessment, identifying gap for road maintenance and recommending the type of tolling requirement on the road. The final report has been already submitted to RBN after presentation with the stakeholders. The Executive Summary of consulting work is attached in Annex-6C

3.2.11 Development and Installation of RBN Office Automation Software (Integrated File Tracking System)

Since the correspondance of RBN with RAs and stakeholders is getting thicker, there is need of introduction of software for file tracking system. A consulting service was outsourced to Ms Matrix Software P. Ltd for "Development and Installation of RBN Office Automation Software (Integrated File Tracking System)". The main objectives of the service were to develop network based system capable of managing different types of letters along with attached documents that is all the registered letters and documents including tippani files linked with keeping digital copy of documents, assigning unique identification and barcode to files, intersectional file handlings, creating separate log in to the personnel along with activity log and comment and creating efficient search /filters and file tracking. The software helps to materialize the modern concept of paperless office. The Executive Summary is attached in Annex-6D

3.2.12 Design, development and Implementation of RBN Financial Management System

In order to manage efficiently financial administration and contract administration system of RBN, a process of outsourcing consulting service for developing the software that includes design, development and implementation of RBN Financial Management System have been initiated. The main objectives of the software is to develop bilingual web based system with application which helps in accelerating the finance and accounting system helping in fund management and providing strong reporting system focusing in synchronization with SRAs via internet connectivity.

3.2.13 Fixed Assets Recording, Verification, Calculation and Presenting Financial Position of RBN in Balance Sheet

RBN had not prepared financial position of its fixed assets as per prevalent financial accounting and reporting norms. Therefore there is need of calculating existing fixed assets and reset financial position in Balance Sheet as per financial accounting and reporting norms and standards. A consulting service was outsourced to Sujana Kafle LR Associates for "Fixed Assets Recording, Verification, Calculation and presenting Financial Position of RBN in Balance Sheet". The general objective of the work is to present financial position of RBN as per prevalent financial accounting and reporting norms as on Ashadh end 2076 from FY 2060/61. The consultant had presented the report slicing the task into three reports: i) Report on fixed assets management and presentation on financial statement which had included preparation of annual depreciation sheet since 2060/61 till end Ashadh of 2076 and presented the financial position after recognition of fixed assets. ii) Report on physical verification of fixed assets for the year 2076 which had focused on fixed assets control inter departmentally all the internal controls underlining the process associated with fix asset management. iii) Report on fixed assets management policy which had been drafted in compliance with provision stipulated in Nepal Accounting Standard (NAS) regarding fixed assets, NAS 16 and Government Grants , NAS 20. The policy had considered provision of Nepal Public Sector Accounting Standard such as Recognition of fixed assets, Disposal of assets, Useful life of assets, Depreciation model, Inventory writing of assets and safe guard & Insurance policy. The financial position of RBN as on Ashad end 2076 is presented below:

Table No. 5. Statement of Financial Position As on Ashad 31, 2076 (July 16, 2019)

Amount in NRs.

Particulars	Schedule	As on Ashad 31, 2076	As on Ashad 32, 2075
ASSETS			
Non-current Assets			
a. Fixed Assets	1		
Opening WDV		97,981,716.72	84,967,445
Less: Depreciation during year		(3,720,649)	(2,953,129)
Closing WDV		94,261,068	82,014,317
b. Capital Work in Progress		149,453,224	79,555,693
c. Gratuity Fund	12	18,739,355	16,856,618
Total	a+b+c	262,453,646	178,426,627

Particulars	Schedule	As on Ashad 31, 2076	As on Ashad 32, 2075
Current Assets			
a. Advance for Road maintenance	5		
Road Division		1,323,537,107	1,265,341,902
District Development Committee		112,086,867	123,473,601
Municipality		327,873,707	336,240,852
Rural Municipality		17,260,489	6,354,754
b. Administrative Advance			15,869
c. Deposit	3	548,881	548,881
d. Bank Balance	2	5,726,941,899	5,117,542,013
e. Cash balance		20,000	20,000
f. Advance to building contractor		34,217,101	46,004,215
Total		7,542,486,051	6,895,542,089
Total Assets & Properties	1+2	7,804,939,697	7,073,968,716
Fund & Liabilities			
Opening balance		6,978,148,229	6,536,473,900
Add: Surplus during year		774,416,484	441,674,329
Closing Fund		7,752,564,713	6,978,148,229
Non Current Liabilities			
a. Retirement Fund	12	18,739,355	16,856,618
b. Nirman Byabasaya Fund		-	20,937
Total	a+b	18,739,355	16,877,555
Current Liabilities			
Deposit Refundable	4	11,391,692	3,499,913
Road Maintenance Liability		22,227,901	75,443,018
Tax Liability		16,035	-
Total		33,635,628	78,942,931
Total Fund & Liabilities	1+2+3	7,804,939,697	7,073,968,716

3.2.14 MOU with IOE

Research and Development (R & D) plays vital role in terms of innovation and sustainable development. Given priority to R & D for road maintenance, Roads Board Nepal (RBN) had signed Memorandum of Understanding (MOU) with Institute of Engineering (IoE), Tribhuvan University on Falgun 21, 2074. Since then RBN has been funding IoE to conduct research on road development and maintenance projects. As per the signed MoU, prime scope of work was of “Research and Development Fellowship Program” for the students of Masters, PhD and Faculty of IoE.

In an attempt to give a new momentum in this partnership, CIDS in coordination with RBN has commenced a “Research and Development Fellowship Program” which had started from Magh 2076. The program has been providing fellowships to 9 Master Degree students and 2 PhD students and 1 faculty from the IoE. Since then, a dedicated R&D team has been working continuously to make the program more effective.

The main objective of the fellowship program is to support capacity-building for roads development and maintenance research in Nepal and effectively start a research culture. Following are the specific objectives of the program.

- To identify potential research fellows and support their applied and innovative research ideas to solve road development and maintenance issues in Nepal.
- To support research capacity building in the field to facilitate achievement of effective solutions.

The process of fellowship award included a call for research proposals, and circulation among all constituent campuses of IoE. The received proposals were evaluated by experts in the field and finally the fellowship was awarded to 11 selected proposals (submitted by 9 MSc, 2 PhD students and 1 faculty) during the orientation program held on 15th Falgun 2076. Faculties from IOE constituent campuses, CIDS and RBN members were present in the program. The process of screening of research proposals included call for research proposal, expert review, notification to applicants and fellowship award contract agreement.



Photo No. 9. Fellowship Awardee Felicitation Program at IoE

The following research fellows received research grants. The list of research title and researchers are mentioned below:

Table No. 6. Fellowship Awardee and Research Titles

SN	Fellowship Awardee	MSc/Phd/ Faculty	Title
1	Anil Poudel	MSc Student	Developing a Model for Prioritizing Roads for Maintenance in a Municipality Road Network
2	Taranath Sigdel	MSc Student	Development of IRI prediction model for flexible pavement by using ANN Technique
3	RaunakLamsal	MSc Student	Pavement roughness control as a tool to decrease Vehicle Operating Cost
4	Krishna Chand	MSc Student	Moisture damage evaluation of a hot mix asphalt
5	Prabin Wagle	MSc Student	Corrosion rate monitoring in RCC bridges in Kathmandu Valley
6	Bijay Ban	MSc Student	Dynamic analysis of flexible pavement under accelerated vehicle loading
7	UtkarshaBhetuwal	MSc Student	Effect of road surface roughness on fatigue performance of steel bridge using theory of fracture mechanics
8	Pramod Tiwari	MSc Student	Seismic vulnerability assessment of bridges using fragility curves
9	Subodh Khadka	MSc Student	Surface water management by proper channel crossing for road maintenance system
10	Roshan Karki	PhD Candidate/ Faculty	Performance prediction modeling for hot mixed asphalt: A case study in Nepal
11	Thaman Bahadur Khadka	Faculty	Pervious concrete pavement and its applicability in context of Nepal

3.3 Dissemination and Publication

3.3.1 Radio Program

RBN has signed agreement with Traffic FM. 96.5 for radio program called "'SADAK SURAKCHHAYA' and "Traffic Quiz" on 2076/04/08 for fortnight program. The program was aired in 9:00 AM and 4:00 PM every Friday respectively. The program matrix of FM included PSAs, interview with the key personnel framing road maintenance and road safety, public pulse. The outcome of the program was found creating impact among the road users. The objective of Traffic Quiz program was to promote the information of RBN and road safety. The program was aired every Friday and the provision of token of appreciation to the winner was also practiced as part of motivation.



Photo No. 10. Token of Appreciation Awarded to Winner of "Traffic Quiz".

3.3.2 Andriod Mobile Application "Mero sadak"

"Mero Sadak" was developed for general public to report pot holes or any other damages in SRN so that the concerned authority can be made aware about the maintenance issues for quick response. The user manual for use of Mero Sadak is attached in Annex 7.

3.3.3 RBN Website

RBN website had become reliable information centre for stakeholders. It had posted entire notices published in Gorkhapatra in FY 2076/77 and had budget allocation for road maintenance 2076/77 (both of SRN and LRN), necessary formats to be submitted from the RAs for road maintenance program approval, fund approval and disbursement, and scanned document of approved road maintenance program of RAs, information reading toll contracts, information regarding changes in the policy of program approval and fund disbursement.

3.3.4 Publication

Annual Report of Roads Board Nepal for FY 2075/76 and RBN Calendar of FY 2077 was published and distributed to all the stakeholders of RBN.

3.4 Legal Issues and Current Status

During contract administration of toll collection in different sections of SRN, few legal issues were listed among which some were continuation of previous year and some were new issues of FY 2076/77. Detail legal status is mention below.

Table No. 7. Legal Status of Different Cases in FY 2076/77

S. N.	Case No.	Issues	Applicant	Registration Date	Opposition	Current status	Remarks
1	072-CI-1105	<ul style="list-style-type: none"> ● Contract out sourced for road users fee collection on Naubise-Mungling section from 2057/07/15 to end of Magh 2061 ● The contractor submitted application at Kathmandu District Court for exact amount to be submitted in RBN ● The claim of contractor had been void by Kathmandu District Court ● Again the contractor appealed in Patan High Court and the claim of contractor had been void by Patan High Court too ● Then the contractor appealed in Supreme Court to revise the decision ● The Supreme Court gave verdict for permission to revise the decision ● RBN gone for decision execution in Kathmandu District Court then again writ order petition was submitted against the decision by the contractor. 	RBN	2072/10/07	Santoshi Nirman Sewa P. Ltd.	Continuation in Supreme Court (Hearing Date 2077/01/19)	New hearing date was not provided due to absence of the opposition
2	074-DP-0574 074-DP-0553	Contract outsourced for collection of road users fee on Naubise-Mungling section from 2070/12/22 to 2073/12/21. The contractor requested for arbitration for returning the amount to cover the loss caused by force major as mentioned in contract. The arbitration panel had approved the	RBN		BKOI P. Ltd	High court has cancelled decision of arbitrator and gave verdict of re- decision to be made by the same arbitrator and is in the process of arbitration	New hearing date was not provided due to absence of the opposition

S. N.	Case No.	Issues	Applicant	Registration Date	Opposition	Current status	Remarks
		amount claimed by contractor and gave application to High Court. Both parties appeal in Patan High Court for cancellation of Decision made by arbitration panel					
3	075-WO-0021	Contract outsourced for collection of road users fee on Heutauda-Narayanghat road section from 2075/02/01 to 2076/01/31. The firm had applied for Writ Order in Supreme Court stating not extending contract period by RBN	Prithivi Tara Construction P. Ltd.	2976/02/02	RBN	Continuation in Supreme Court (Hearing Date 2077/10/12)	
4	076-WO-0146	Contract outsourced for collection of road users fee on Naubise-Mungling road section from 2075/02/01 to 2076/01/31. Due to partial closure of the road by DoR for road maintenance in the said section, The contractor claimed and won in arbitration and High Court. RBN appealed for Writ Order from Supreme Court	Roads Board Nepal	2076/05/03	Surya Construction Firm P. Ltd.	Continuation in Supreme Court (Hearing Date 2077/08/02)	
5	Bigo 308	Contract outsourced for collection of road users fee on Naubise-Mungling road section from 2075/02/01 to 2076/01/31. Due to partial closure of the road by DoR for road maintenance in the said section, The contractor claimed and won in arbitration and High Court. RBN appealed for Writ Order from Supreme Court. But the contractor withdraw claimed amount from account of RBN. Therefore RBN appealed in Lalitpur District Court for cancellation of decision made by the court.	Roads Board Nepal	2076/11/13	Surya Construction Firm P. Ltd.	Pending at District Court Patan	

3.5 Financial Report

By the past experiences, there was always deficit in the maintenance budget. The allocation of budget had never met demand of road maintenance cost. Therefore RBN had massive discussion with the concerned ministries that is MoPIT and MOF. As a result the road maintenance budget in FY 2076/77 was increased by 45.46%.

RBN received Rs 8,000,000,000.00 from GON in FY 2076/77 under budget head 3371653 (26421 & 24611) stated in Red Book published by MOF. The budget of RBN (Both Capital and Recurrent) has been given approval by Executive Committee on 2076/05/02. Detailed fund allocation and disbursement is described below.

3.5.1 Budget Allocation, Disbursement and Expenditure Management

The IAP for FY 2076/77 was approved by Executive Committee meeting held on 2076/05/02 under budget head 3371653 (26421 and 26411) total amount of IAP was of Rs. 10,754,000,000.00. The Executive Committee had also gave approval to RBN secretariat administrative & capital expenditure of Rs. 587,360,000.00 under budget head 3371653.

After approval of IAP from Executive Committee, the budget had been allocated to both SRN and LRN. The following figures illustrate the status of fund allocation and disbursement.

Figure No. 3. Total Budget Approved and Disbursement for SRN & LRN

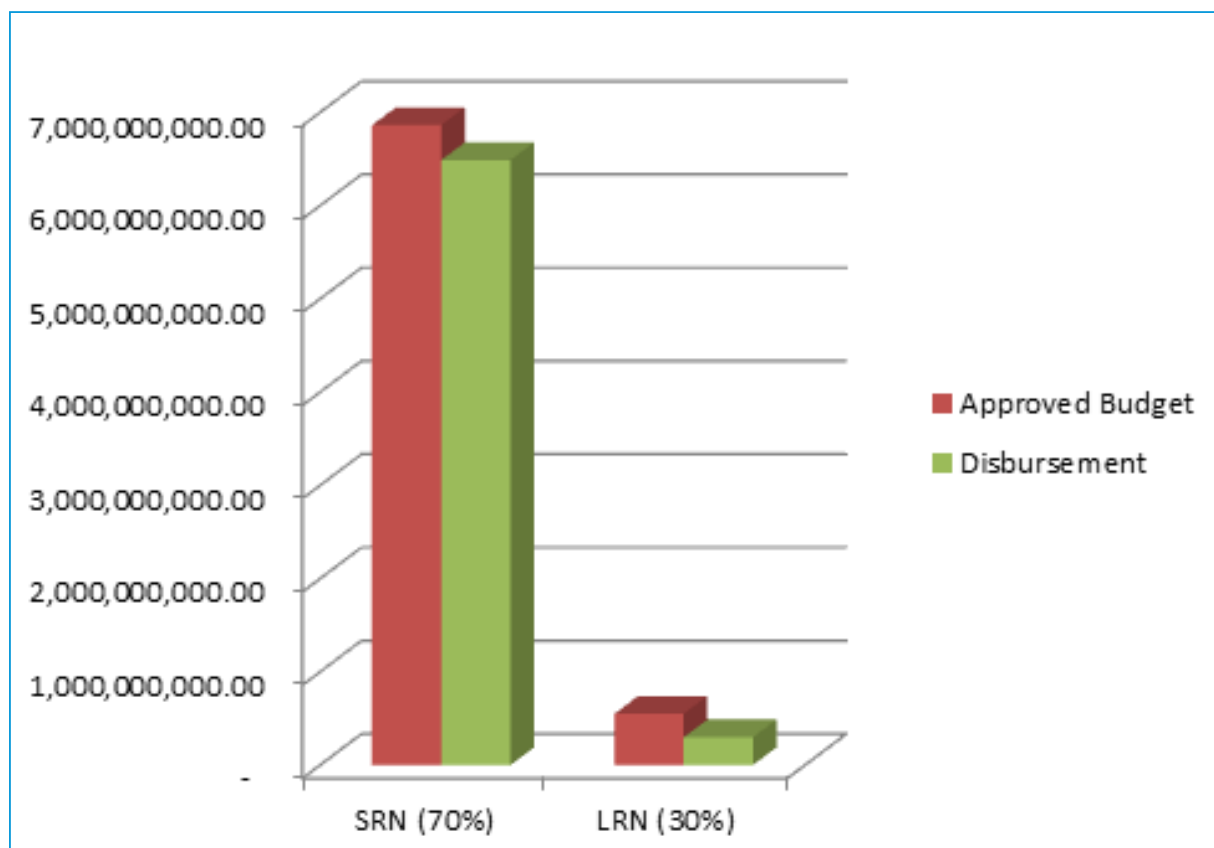
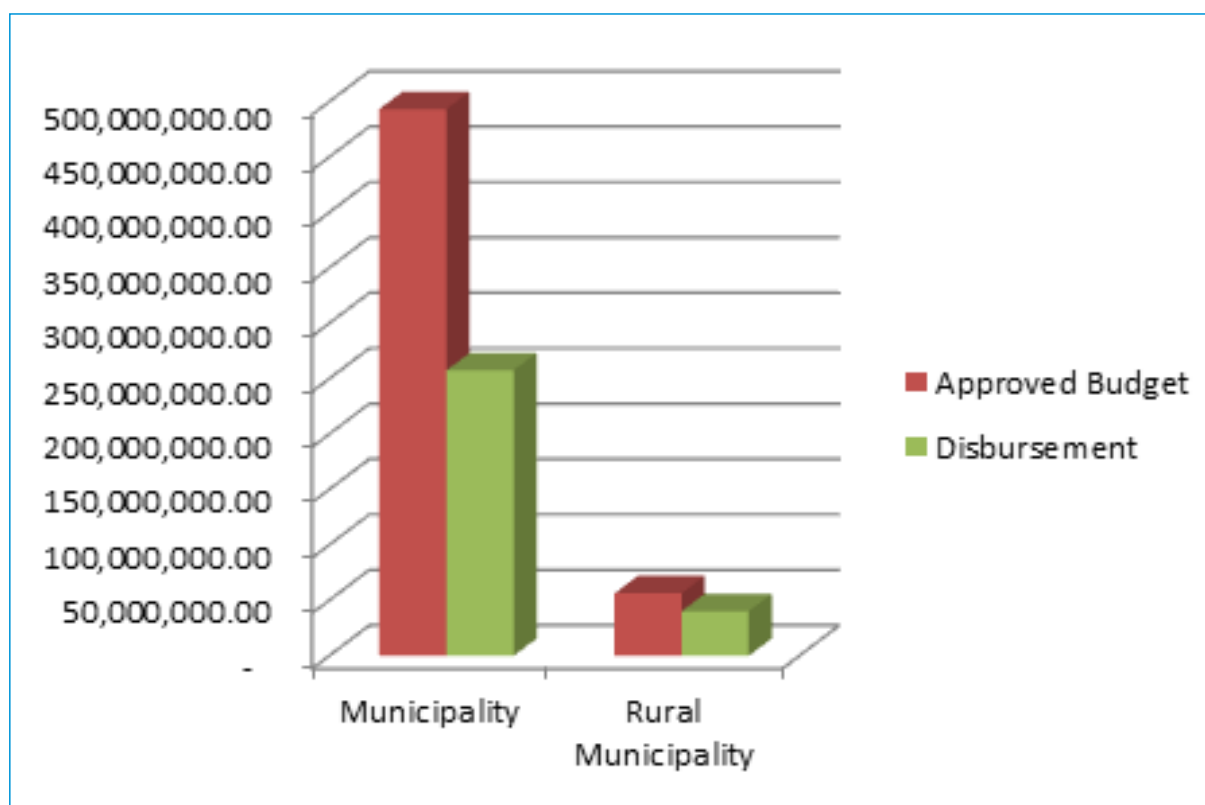


Figure No. 4. Total Budget Approved and Disbursement to LRN



The approved budget ceiling had been circulated to RAs according to the RBN Regulation. The maintenance fund is allotted to DOR for maintenance of SRN, whereas the implementing agencies are Metro, Submetro, Municipalities and Rural Municipalities in case of maintenance of LRN . The total fund allocation and disbursement for RAs for FYs is listed below:

Table No. 8. Fund Allocation, Program Approved and Disbursement to RAs for Four Consecutive FYs

FY	RAs	Adjusted Ceiling	Program Approved	Fund Disbursements
2073/74	DOR	5,636,651,268.71	5,636,651,268.71	4,505,336,219
	DDC	436,771,500	273,533,590	233,340,420
	MUS	1,234,900,000	668,373,674	519,410,312
	TOTAL	7,308,322,768.71	6,578,558,532.71	5,258,086,951
2074/75	DOR	5,099,363,710	5,099,363,710	4,588,537,331
	DOLIDAR	14,860,000	14,860,000	10,575,405
	MUS	1,122,500,000	782,705,666	640,077,874
	RMUS	150,000,000	14,606,043	12,089,856
	TOTAL	6,386,723,710	5,911,535,419	5,251,280,466

FY	RAs	Adjusted Ceiling	Program Approved	Fund Disbursements
2075/76	DOR	4,995,559,000.00	4,893,494,145.00	4,564,174,051.00
	DOLI	5,000,000.00	5,000,000.00	956,664.00
	MUS	1,217,500,000.00	1,032,416,256.00	858,608,334.27
	RMUS	321,000,000.00	99,081,799.99	91,911,776.00
	TOTAL	6,539,059,000.00	6,029,992,200.99	5,515,650,825.27
2076/77	DOR	7,818,240,000.00	6,862,228,080.00	6,488,039,015.00
	DOLI	8,000,000.00	80,000,000.00	1,170,675.00
	MUS	1,011,000,000.00	493,327,783.00	257,638,786.00
	RMUS	289,000,000.00	56,280,139.00	40,249,147.00
TOTAL	9,126,240,000.00	7,491,836,002.00	6,787,097,623.00	

The following table illustrates financial progress in percentage from FY 2072/73 to FY 2076/77.

Table No. 9. Financial Progress in Percentage of Five Consecutive FYs

RAs	2072/73	2073/74	2074/75	2075/76	2076/77
DOR	68	85	65	62	55
DDC	74	55	71.16	19.31	14.63
MUS	75	59	82*	83*	52*
RMUs	-	-	93*	93*	83*

*Indicates the percentage driven is out of fund disbursed (fund had not been distributed to all approved program as the RAs had only taken the approval but funds are not taken by all of them; and Executive Committee had given time extension to complete the maintenance work in next FY)

The details of allocation and disbursement to RAs in FY 2076//77 is attached in Annex 4 and 5.

3.5.2 Financial Statement of FY 2076/77

The financial statement of FY 2076/77 is mentioned below.

Table No. 10. Financial Statement of FY 2076/77

S.N.	Particulars	Amounts (Rs.)
A	Income	
1	Fund Received from GON	8,000,000,000.00
2	Revenue from toll collection	359,924,329.00
3	Bank Interest	396,472,335.88
4	Miscellaneous Income	3,926,999.02
	Total	8,760,323,663.90

S.N.	Particulars	Amounts (Rs.)
B	Expenditure	
1	Toll collection	88,075,447.03
2	Fund disbursement for road maintenance (SRN & LRN)	4,315,877,502.80
3	RBN operating Expenses	42,142,584.49
4	RBN Capital Expenses	84,462,860.00
5	Interest Expenses	59,463,382.66
	Total	4,590,021,776.98
	Saving*	4,170,301,886.92

*The savings heading includes amount payable to RAs as work completion period is marked as end of Kartic 2077.

* Balance amount in several banks deposited in the name of RBN is not included in stated income.

3.5.3 Toll Collection

RBN is collecting road users' fee in different sections of SRN. In previous FYs, only four sections that is Naubise-Mungling, Hetauda-Narayanghat, Narayanghat-Butwal and Bhairahawa-Bhumahi sections are used for collection of road users' fee Nepal Gazette published on 2076/01/02 setting new road section for collection of road users' fee is attached in Annex 8. New road sections that is Pachkhal-Melamchi, Dhulikhel-Khurkot and Khurkot -Sindhuli- Bardibas are introduced for road users' fee collection after notice published in Nepal Gazette. The details of the collected revenue in five consecutive FYs are mentioned below:

Table No. 11. Revenue Collection from Toll Contract Management in Five Consecutive FYs

Figures in Thousands

Toll Roads	2072/73	2073/74	2074/75	2075/76	2076/77
Naubise-Mungling	38,431.88	40,385.08	43,791.67	60,954.17	155251.05
Hetauda -Narayanghat	22,438.60	22,979.41	27,168.62	51,071.95	90,377.15
Narayanghat- Butawal	28,314.95	29,070.79	30,837.66	36,778.05	46,703.10
Bhairahawa-Bhumahi	1,680.00	2,928.64	5,607.69	8,903.93	10,146.16
Pachkhal-Melamchi	-	-	-	-	6,751.20
Dhulikhel Khurkot	-	-	-	-	29,133.88
Khurkot Sindhuli Bardibas	-	-	-	-	21,561.80
Total	90,865.43	95,235.04	104,531.36	139,261.08	271848.88

The above table shows that the road user's fee collection had increasing trend as the number of vehicle plying on the road sections is also increasing. Since the revenue generated from toll collection is used for maintenance of road of the same section, toll collection could be identified as one of the pertinent sources for road maintenance.

3.5.4. Fund Management through Banks

As per the Roads Board Act 2002, Section 24.5 " The amount collected from the fund shall be deposited with account opened in any commercial Financial Institution specified by the Committee", and also as per the Financial Administration Regulation of Roads Board Nepal 2059, Rule 3.5, the secretariat can approach to commercial Financial Institutions from Kathmandu

Valley which offer highest interest rate to deposit. Therefore, RBN Executive Committee decided to call for Expression of Interest (EOI) from eligible Financial Institutions for fund management of RBN. After evaluation of EOI, RBN has issued Request of Proposal (RFP) to shortlisted "A" class commercial banks for submission of Technical and Financial proposals on 18th July 2019.

Table No. 12. Eligibility Criteria for Shortlisting "A" Class Commercial Bank

S.No.	Eligibility Criteria	Compliance (YES/No)	Remarks
a.	"A" Class Commercial Bank as per Nepal Rastra Bank		
b.	Eligibility Indicators :		
1	Capital Adequacy Ratio (CAR) (MINIMUM 11%)		
2	Credit and Depoist Ratio (CD Ratio) (MAXIMUM 80%)		
3	Non-Performing Loan to Total Loan (MAXIMUM 5%)		
4	Return on Equity (Annualized) (MINIMUM 5%)		
5	Statutory Liquidity Ration (SLR) (MINIMUM 12%)		
6	Net Liquidity Ratio (MINIMUM 20%)		
7	Real Estate Loan to Total (MAXIMUM 25%)		
8	Margin Lending Loan to Core Capital (MAXIMUM 100%)		
c.	Any action taken by Nepal Rastra Bank to the Board and Management of the Financial Institutions during the last 3 (three) years.		
d.	Is the financial statements (F.Y. 2073/074) approved by Nepal Rastra Bank (NRB) fro Annual General Meeting		
e.	Adherence to code of Ethics and Anti-Corruption Policy		
Result		Pass/Fail	

(The financial institution shall fulfill mentioned criteria as on end of Chaitra 2075)

After evaluation of EOI, RBN has issued Request of Proposal (RFP) to shortlisted "A" class commercial banks for submission of Technical and Financial proposals. After evaluation of RFP, five banks ranking up to fifth position were recommended for said job.

Since the contract agreement with the banks were upto end of Ashad 2076, RBN had initiated the process of review of investment criteria and expression of interest for forth coming FY through a consulting CA firm on 2077/01/30. The CA firm had suggested following indicators for the selection of A class commercial banks.

Table No. 13. Suggested Indicators with Ratios

S.N.	Indicators	Ratios
1	Capital Adequacy Ratio	11% (Minimum)
2	Credit and Deposit Ratio	80% (Maximum)
3	Non Performing Loan to Total Loan	5%(Maximum)
4	Return on Equity (Annualized)	5% (Minimum)
5	Statutory Liquidity Ratio	10% (Minimum)
6	Net Liquidity Ratio	20% (Minimum)
7	Real Estate Loan to Total Loan	25% (Maximum)
8	Margin Lending loan to Core Capital	40% (Maximum)

EOI was published on Gorkhapatra Daily on 2077/02/23 for the purpose of fund management of RBN through A class commercial banks. Nineteen A class commercial banks had submitted the EOI. Evaluation Committee was formed on 2077/03/18 for the purpose of evaluating the EOIs. The evaluation committee had submitted the report on 2077/03/28. Further bidding process was under progression.

3.5.5. Audit Report

RBN had outsourced consulting service for conducting internal audit of FY 2075/76 to the "A" class CA firm P J Thapa & Co. The scope of work of the CA firm encompassed the internal audit of works of financial transaction and review the financial reporting system of the road agencies (Division Road Office: Municipality and Rural Municipality) and provide useful recommendations for the proper utilization of financial resources and provide suggestions for strengthening capacity of Account Section of RBN and higher management regarding related accounting and internal financial control system. The internal audit report had been submitted to RBN within stipulated time frame.

The Roads Board Act 2002, Article 27 (2) has provision of accounts of the Board to be audited by the Auditor General". In this regard, the office of Auditor General had audited the financial transaction of FY 2075/76 and submitted their report on 2076/12/10. The total Beruju booked for 2075/76 was Rs. 83,546810/-.

The 149th Executive Committee held on 2076/11/13 had formulated a Beruju Response Subcommittee for preparing explanation of audit report 2075/076 from RBN. The explanation with response had already prepared and submitted.

3.5.6 Status of Berujus (Audit Clearance)

The status of audit clearance is mentioned below.

Table No. 14. Progress Report of Beruju FY 2075/76 Budget Head No: 3371653 (26411 & 26421)

Total Beruju	Beruju fararchhyut till end of Ashad 075	Furchute Beruju%	Remaining Beruju Amount
Rs. 83,546.81	63,991.30	37.16	116,494.13

3.6 Technical Report

The responsibility of Technical Section concentrated on planning, programming and budgeting as well as supervision, monitoring and evaluation in an effective and efficient manner. The detailed report has been mentioned below.

3.6.1 Planning, Programming and Budgeting System

The process of planning, programming and budgeting starts from initial days of FY. As per Section 14 and 15 of the Roads Board Act, 2002, RAs present an annual program on maintenance of the road it plans to repair and maintain in each year, setting out the funds needed to the board pre-approved criteria within the prescribed time. The Executive Committee reviews the annual programs and prepares an Integrated Annual Program for maintenance of road. After receiving integrated annual program from the Department of Roads (DoR) and the Department of Local Infrastructure (DOLI), RBN integrated program that specifies the nature of works of those RAs.

The process of finalization of maintenance fund has been changed based on the long experience of maintenance funding. Before the allocation of maintenance budget was practiced as mentioned above. But now RBN has started to screen the demand of maintenance budget with the suggestion of road expert after economic analysis on the allocation of budget. A subcommittee with expert is formed for finalization of IARMP. Final report on allocation was prepared by subcommittee after huge exercise. Then the subcommittee had submitted the report to Executive Committee for final approval.

Article 8 of the Roads Board Regulations further emphasizes the priority of fund allocation. RBN distributes available resources on priority basis which is controlled mainly taking in consideration traffic volume, pavement condition, terrain, and maintenance type (e.g. routine, recurrent, periodic, and emergency, rehabilitation, reconstruction and upgrading). Local agencies are made to share the cost of maintenance. The Rural Municipalities (RMus) and Municipalities are required to share a minimum of 20% and 30% of the cost of repair and maintenance cost respectively. The Executive Committee can also decide fund for local agencies after determining their need and capacities to bear the cost.

The Executive Committee allocate maintenance fund as of for SRN, the amount of budget allocated is 70% of the available maintenance fund, while the rest 30% goes to LRN after deducting the amount required for other specified activities such as counterpart fund and other important works.

The Executive Committee had approved IARMP of FY 2076/77 for maintenance of SRN on 2076/05/02. The road maintenance budget was of amount Rs. 8,226,688,000/- for SRN after amendment and Rs. 2,028,400,000/- for LRN.

In case of LRN, the maintenance culture of roads is encouraging as the demand of RAs are increasing day by day. The criteria for selection of types of roads are approved by Executive Committee and the LRAs select roads for maintenance on a priority basis and send them to RBN for funding.

In FY 2076/77, RBN had initiated screening process while allocating budget. The process was based on considering need, reliability of data as well as economic factor associated. The tradition of endorsing the demand of RAs as it is, have been changed. The policy of additional budget and time extension of RAs was made rigid sometimes flexible as per requirement for maximum output from RAs.

**Table No. 15. Maintenance Budget Allocation for SRN under Different Heads
(FY 2076/77)**

Budget Head 3371653

In Thousand 000'

Budget Allocation	Activities	Initial Budget	Amended Budget
Maintenance	Routine	876,346.00	876,346.00
	Recurrent	1,261,000.00	1,261,000.00
	Periodic	3,000,000.00	3,020,000.00
	Specific	575,500.00	805,500.00
	Emergency	203,154.00	203,154.00
	Road Safety	136,000.00	136,000.00
	Toll Road Maintenance	766,240.00	766,240.00
Liability of previous Fiscal year		1,000,000.00	1,158,448.00
Total		7,818,240.00	8,226,688

The total budget allocated for SRN in FY 2076/77 is Rs. 7,81,82,40,000/-. The approved IAP of FY 2076/77 had Rs. 32,00,00,000/- under heading Abanda. The 149th Executive Committee meeting held on 2076/11/13 had made decision to distribute fund under heading Abanda which held 25 crore for SRN and 7 Crore for LRN. Therefore the maintenance fund for periodic, specific and liability of previous FYs had been amended with the addition of 25 crore for SRN. In case of LRN, the remaining seven crore had not been distributed and was carried forward to next FY.

The investment on road maintenance in SRN had physical progress (coverage length) as follows:

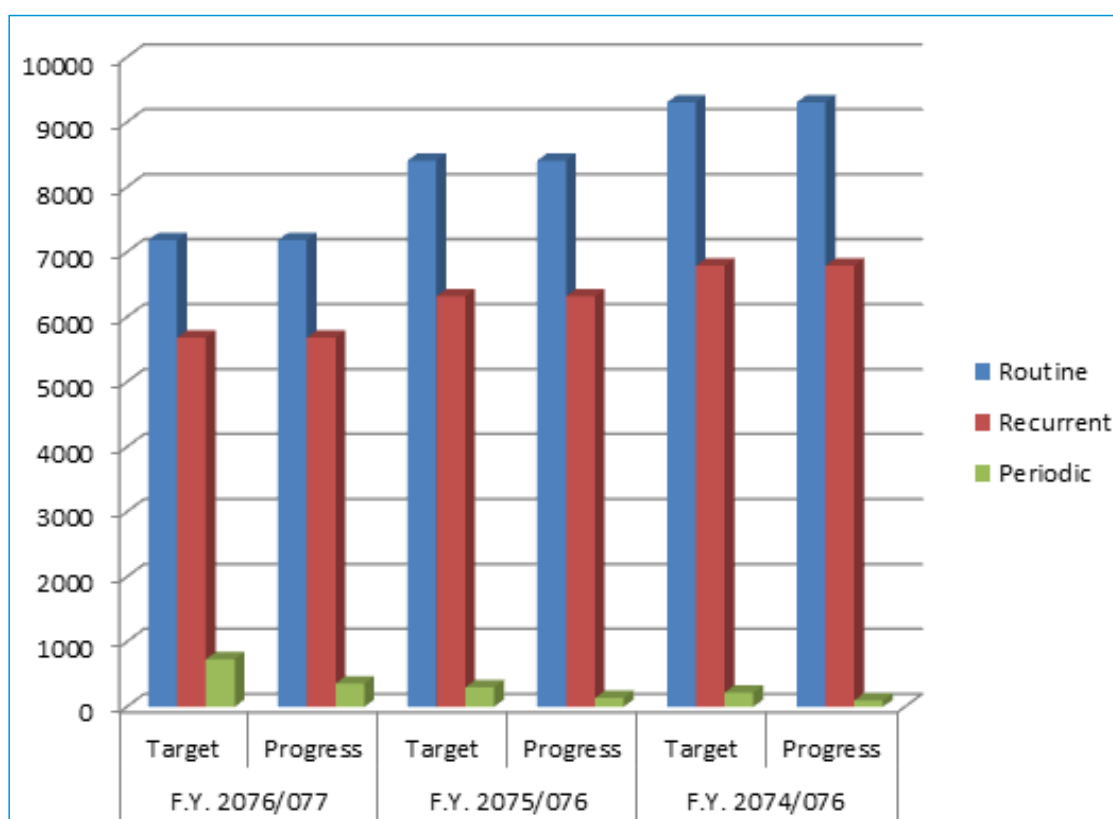
Table No. 16. Physical Annual Progress of SRN Last Three Years as per NPC

(In Km)

FY	Types of maintenance	Target	Progress	Physical Progress (Coverage in length) in %
2076/77	Routine	7187	7187	100
	Recurrent	5681	5681	100
	Periodic	732	360	49.18
2075/76	Routine	8411	8411	100
	Recurrent	6318	6318	100
	Periodic	300	135	45
	Toll Road	273	273	100

FY	Types of maintenance	Target	Progress	Physical Progress (Coverage in length) in %
2074/75	Routine	9306	9306	100
	Recurrent	6789	6789	100
	Periodic	220	100	45.45
	Toll Road	273	273	100

Figure No. 5. Physical Progress of SRN (Routine, Recurrent and Periodic Maintenance)



The length of road for routine and recurrent road maintenance was lesser than previous FYs as few SRN roads were handed over to province. Compared to previous FYs the investment in periodic road maintenance was in higher side and the physical progress achieved was fair.

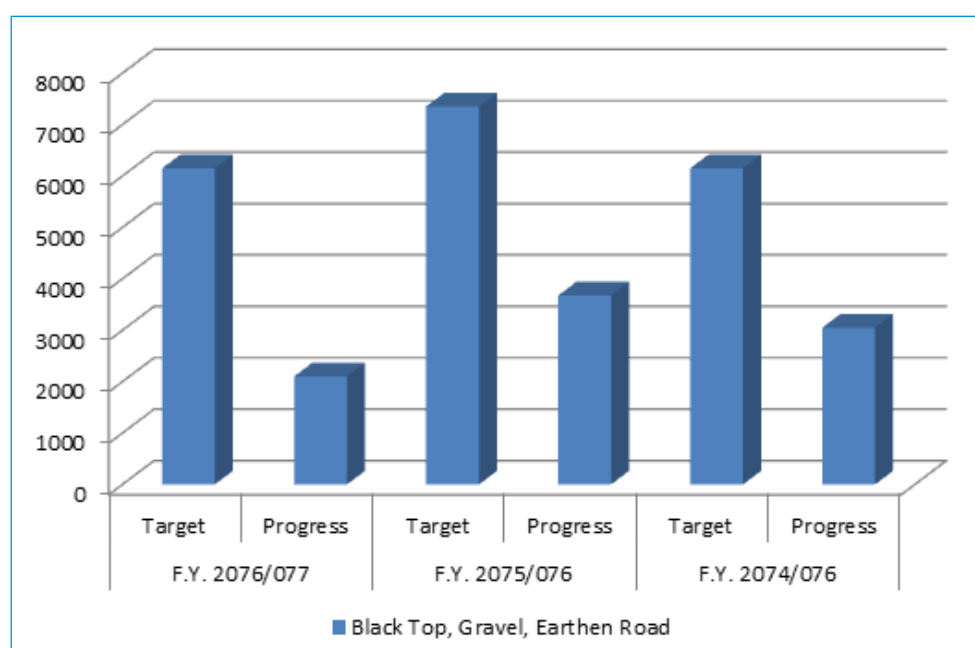
The physical progress of LRN in last three consecutive FYs is mentioned below:

Table no. 17. Physical Annual Progress of LRN in Last Three Consecutive FYs

(In Km)

Types of maintenance	FY	Target	Progress	Physical Progress in %
Black top, Gravel, Earthen	2076/77	6150	2100	34.15
	2075/76	7350	3675	50.00
	2074/75	6150	3050	49.59

Figure No. 6. Physical Progress of LRN in Last Three FYs



The above figure indicates that the physical progress made by LRN is lesser than previous FYs. Major cause of less progress of LRN is due to covid pandemic.

In FY 2076/77, province wise road maintenance budget was allocated for Rural Municipalities. Maximum of Rs. 12,00,000/- to minimum of Rs. 5,00,000/- budget was allocated to RMUs in the beginning phase in order to develop their interest in road maintenance so that RBN can contribute in developing maintenance culture in grass root level. Similarly, for Metro, Submetro MUs maximum maintenance fund allocated was Rs. 15,000,000/- and minimum of Rs. 1,200,000/- . The province wise budget allocation for RMUs and Metro, Submetro, MUs is presented in tabular below.

Table No. 18. Province Wise Road Maintenance Budget Allocation to Rural Municipalities

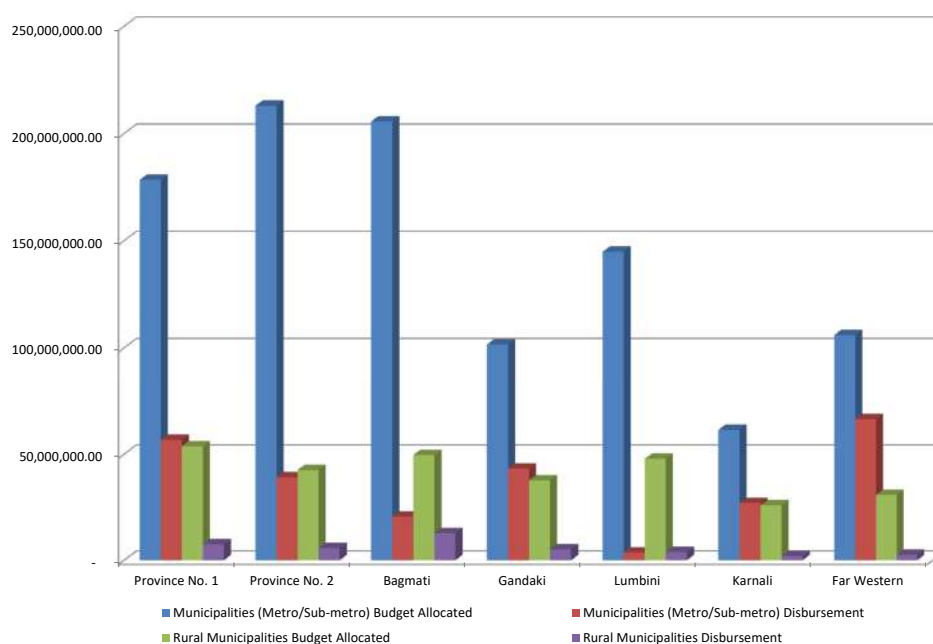
Province	District	No. of RMUs	Budget Allocation	Disbursement
1	Ilam, Jhapa, Mornag, Sunsari, Dhankuta, Terhathum, Sankhuwasabha, Bhojpur, Solukhumbu, Okhaldhunga, Khotang, Udayapur,	88	53,700,000.00	7,619,882.00
2	Saptari, Siraha, Dhanusa, Mahittari, Sarlahi, Rautahat, Bara, Parsa	58	42,700,000.00	5,884,146.00
Bagmati	Sindhuli, Ramechhap, Dolakha, Sindhuparchok, Kavrepalanchok, Lalitpur, Bhaktapur, Kathmandu, Nuwakot, Dhading, Makawanpur, Chitwan	73	49,700,000.00	12,928,090.00

Province	District	No. of RMUs	Budget Allocation	Disbursement
Gandaki	Gorkha, Lamjung, Tanahu, Syangya, Kaski, Magdi, Parbat, Baglung, Nawalparasi	57	37,900,000.00	5,219,403.00
Lumbini	Nawalparasi, Rupandehi, Kapilbastu, Aarghakhachi, Gulmi, Palpa,, Pyuthan, Rolpa, Dang, Banke,Bardiya, Rukum (East)	72	47,900,000.00	3,954,404.00
Karnali	Rukum (West), Salyan, Surkhet, Dailekh, Jajarkot, Jumla, Kalikot,Mugu	40	26,100,000.00	1,980,000.00
Sudur-Pashim	Bajura, Bhajhag, Aachham, Doti, Kailali, Kanchanpur, Daldeldhura, Baitadi, Darchula	53	31,000,000.00	2,663,222.00

Table No. 19. Province Wise Road Maintenance Budget Allocation to Metro, Sub and MUs

Province	District	No. of MUs	Budget Allocation	Disbursement
1	Ilam, Jhapa,Mornag, Sunsari, Dhankuta, Terhathum, Sankhuwasabha, Bhojpur, Solukhumbu, Okhaldhunga, Khotang, Udayapur,	49	178,400,000.00	56,793,707.00
2	Saptari, Siraha, Dhanusa, Mahittari, Sarlahi, Rautahat, Bara, Parsa	77	213,000,000.00	39,337,067.00
Bagmati	Sindhuli, Ramechhap, Dolakha, Sindhuparchok, Kavrepalanchok, Lalitpur, Bhaktapur, Kathmandu, Nuwakot, Dhading, Makawanpur, Chitwan	45	205,700,000.00	20,805,531.00
Gandaki	Gorkha, Lamjung, Tanahu, Syangya, Kaski, Magdi, Parbat, Baglung, Nawalparasi	27	101,600,000.00	43,280,787.00
Lumbini	Nawalparasi, Rupandehi, Kapilbastu, Aarghakhachi, Gulmi, Palpa,, Pyuthan, Rolpa, Dang, Banke, Bardiya	36	144,900,000.00	3,760,532.00
Karnali	Rukum, Salyan, Surkhet, Dailekh, Jajarkot, Jumla, Kalikot, Mugu	23	61,400,000.00	27,246,599.00
Sudur-Paschim	Bajura, Bhajhag, Aachham, Doti, Kailali, Kanchanpur, Daldeldhura, Baitadi, Darchula	34	106,000,000.00	66,414,563.00

Figure No. 7. Province wise Budget Allocation and Disbursement in LRN



3.6.2 ARMP Preparation for SRN

Developing regional Annual Road maintenance Plan (ARMP) for SRN is an established practice. ARMP has to prioritise maintenance of road according to budget determination of available budget. The main purpose of ARMP is adopting scientific budget allocation with justification and transparency in line with norms defined by RBN. The ARMP forms database which can be referred by higher authorities for planning of maintenance intervention. After finalization of the Regional ARMP, Central ARMP was organized to finalize need assessment. The IARMP for 2019/20 and submitted to RBN for further process. RBN had screened the maintenance demand and the Executive Committee had approved final IARMP with amendments.

DoR had recommended to divert the maintenance fund of four Road Division Offices whose program were already approved in IARMP 2076/77 to other road sections as the approved sections were handed over under the jurisdiction of Provincial Government, or different projects of DoR for upgrading purpose. In order to avoid duplication of funding, the 148th Executive Committee meeting held on 2076/10/13 had decided to approve diversion of fund in recommended road section that are under RDO Bhaktapur : Pachkhal -Palanchowk Bhagwati, Sinamangal-Manahara-Thimi-Sallaghari, Lokenthali-Dharmeshwor-Tikathali-Manahara, Thimi-Bode-Karkigoun and Byasi-Chagunarayan to Arniko Highway; RDO Surkhet : Chinchu-Jajarcot (45+000 to 70+000) to Chinchu Jajarkot (30+000 to 45+000); RDO Palpa : Aryabhyangang -Rampur section to Bastari-Jhumsa Section for periodic maintenance whereas for RDO Charikot: Charikot, Dolakha-Lamabagar-Lapchegoun to Charikot -Dolkha road section for recurrent maintenance.

3.6.3 Training and Sensitization Program on Road Maintenance for LRN

In FY 2076/77, one day training and sensitization program on road maintenance for LRAs was organized. It covered Metro, Submetro, Municipalities and Rural Municipalities of province Lumbini, Gandaki, Bagmati & 2. The main objective of the program was to sensitize the RAs regarding RBN funded road maintenance activities, road maintenance practice in local networks and also to aware the participants with the updated training on procurement of works, goods and services. The participants were technical personnel that is engineers and sub engineers from LRAs.

The training program was held in Kathmandu. The program was inaugurated by chairperson of RBN and secretary of MoPIT Er. Devendra Karki. The special guests for the program were Er. Ram Kumar Shrestha, DG,DOLI and Executive Committee member Mr. Jaya Ram Acharya.



Photo No. 11. Training and Sensitization Program on Road Maintenance for LRN.

The following tables illustrate the program details.

Table No. 20. Training and Sensitization Program on Road Maintenance for LRAs

Province	Districts/ LRAs (All Metro, Submetro, Municipalities, Rural Municipalities)	Date	No of Participants
Bagmati	Kathmandu, Bhaktapur, Lalitpur, Kavepalanchowk, Dhading, Nuwakot, Rasuwa	2076/10/12	56
	Sindhuli, Ramechhap, Dolakha, Sindhupalchowk, Makawanpur, Chitwan	2076/10/15	37
2	Parsa, Bara, Rautahat, Sarlahi	2076/10/23	48
	Mahottari, Dhanusha, Siraha, Saptari	2076/10/26	46
Gandaki	Gorakha, Lamjung, Tanahu, Shyangya, Kaski, Manag, Mustang, Parbat, Bagling, Nawalparasi (East Bardaghat Susta)	2076/11/01	39
Lumbini	Gulmi, Palpa, Rupandehi, Kapilbastu, Agharkhachi, Pyuthan	2076/11/6	41
	Rolpa, Dang, Banke, Bardiya, Nawalparasi (West Bardaghat Susta), Rukum (East)	2076/11/7	39

3.6.4 Review Meeting on Strategic Road Maintenance

A review meeting on road maintenance works carried out by RDOs was held on 2076/10/28. The chief guest of the program was honorable minister for Ministry of Physical Infrastructure and Transport. The program was divided into two sessions that is Inaugural Session and Technical Session. Executive Director of RBN Er. Krishna Singh Basnet welcomed the chief guest of the program, Honorable Minister MoPIT, Mr. Basanta Kumar Nemwang, chairperson of RBN and

secretary of MoPIT Er. Devendra Karki, distinguished guest Infrastructure Advisor to Prime Minister Er. Gajendra Thapaliya, Executive Committee member of RBN and DG DoR Er. Keshab Kumar Sharma. The participants were DDGs, SEs, DEs and engineers. The chief guest of the program inaugurated the program by lighting lamp.



**Photo No. 12. Inauguration of Review Meeting by
Chief Guest Honorable Minister Mr. Basanta Kumar Nemwang.**

Er. Sagar Gyawali , Technical Director of RBN presented paper on review of FY 2075/76 and progress of FY 2076/77 of RBN on road maintenance. The program was followed by presentation on review of FY 2075/76 and progress of FY 2076/77 on road maintenance works by RDOs under jurisdiction of Office of Federal Road Supervision & Monitoring, Kathmandu, Surkhet, Pokhara, Itahari by SE Er. Rajendra Raj Sharma, SE Er. Kailash Shrestha, SE Dev Kumar Tamang, SE Er. Ram Hari Pokhrel respectively. The presentation next in a row was by DDG Bhuwan Adhikari on review and progress of road maintenance works carried out by Yantric Mahashakha in FY 2075/76.

The last presentation was by DDG Er, Bhimarjun Adhikari on review and progress of road maintenance works carried out by maintenance branch DoR. After presentation, a floor was opened for question and answer. The closing session of the program was followed by remarks by the dignitaries on the dais. The Executive Director, Er. Krishna Singh Basnet gave remarks on the urgency of maintaining pot holes and how timely maintained road can reduce maintenance cost. He insisted at least to have fair condition of toll road to the satisfaction of road users'. He stated that timely utilization of allocated fund is main issue for improving status of the condition of the road. Then the chief guest of the program honorable minister of MoPIT, Mr. Basanta Kumar Nemwang gave remarks on the program. He emphasized on road infrastructure as it is basis for infrastructure development. He stated road maintenance and road safety should be seriously taken care of. He had highlighted the road accidents and urge for reducing accidents by providing maintained road to the road users. Further he insisted that the fund provided by RBN for different road maintenance should be utilized to optimum level. Then Infrastructure Advisor to Prime Minister, Er. Gajendra Thapaliya gave his remarks. He had questioned on either overlook or lack of interest in road maintenance. He emphasized on road maintenance which compliment on Prime Minister's slogan " Prosperous Nepal, Happy Nepali".

Further he assured that the problems arise to deal at higher level will be addressed and facilitated. He insisted on monitoring through external agent for better feedback. After his remarks, the

Executive Committee member and DG of DoR, Er. Keshav Kumar Sharma gave remarks. He pointed out both financial and physical progress of road maintenance by RDOs. He emphasized on periodic maintenance as it is weather sensitive. He insisted to award contract within Bhadra as RBN assured budget and easy payment process. He focused on quality of pothole maintenance and instructed the RDOs not to limit their monitoring up to supervisors. He reminded all the RDOs to addressing resealing maintenance works by 15th of Falgun. He emphasized on more focus on research and monitoring. Then the vote of thanks was given by chairperson of RBN and secretary MoPIT Er Devendra Karki. He pointed out the progress of road maintenance made by RDOs. He emphasized on progress of periodic maintenance. In this regard, he instructed to terminate the contracts which had questionable performance. He stated that even though there is availability of maintenance budget and freedom to work, the condition of road has not improved. Further he added to focus on Farfarak, site visit and optimum management of maintenance fund.



Photo No. 13. Participants of Review Meeting

3.6.5 Supervision, Monitoring and Evaluation System

RBN is authorized to supervise and to determine if the fund allocated has been used as per the agreed objectives. The Board can determine whether:

- a. Repair and maintenance work was implemented according to the objective;
- b. the repair and maintenance work has been carried out according to the quality standard set by the Board;
- c. the procurement of service, goods and construction materials and its use meets the quality standards specified by prevailing law;
- d. the work progresses according to schedule;
- e. the procurement process is transparent.

The Act maintains that it is mandatory for road agencies receiving support from the RBN to submit quarterly, annual, work completion and audit report in prescribed format within a defined period. In addition to that, road agencies are required to share information requested in relation to road statistics, road condition and other as requested.

In the present scenario, three tiers monitoring system is in practice which are as below:

1. MoPIT, NPC, MOF, MOFALD, RBN
2. DOR, RBN, DOLIDAR
3. REGIONAL DOR, RBN, DOLIDAR,

Every agency is equally answerable and accountable for supervision, monitoring and evaluation of the road maintenance works done by the RAs. Due of lack of human resource in RBN, the monitoring of maintenance works are done on pilot basis internally.

Table No. 21. In House Monitoring

S.N.	Name	Post	Visited RAs/Toll Booth	Date
1	Mr. Bhim Prasad Dhungana	Executive Board Members	Kathmandu Metropolitan	2076/10/14
	Er. Sanu Babu Prajapati	Sr. Officer (M & E)		
	Mr. Nirmal Prasad Koirala	Sr. Officer (Account & Finance)		
2	Sagar Gnawali	Technical Director	Banepa-Sindhuli Road Bhairawa-Bhumahi Road Heutauda -Narayangarh Road	2076/08/19-21,2076/11/29-12/01 2076/08/27-29, 2076/11/03-05
3	Nirmal Prasad Koirala	Sr. Officer (Account & Finance)	Biratnagar, Dharan Banepa- Sindhuli Road Heutauda- Narangarh	2076/05/20-22 2076/07/14-16, 2078/09/05-07, 2076,10/03-05 2076/11/03-05
4	Sanu Babu Prajapati	Sr. Officer (M & E)	Banepa- Sindhuli Road Heatuda- Narangarh	2076/04/21-22 2076/05/31-06/02 2076/08/19-21 2076/11/29-12/01 2076/11/03-05
5	Dharmaraj Upadhya	Engineer	Banepa- Sindhuli Road	2076/04/21-22 2076/05/31-06/02
6	Tek Raj Aryal	Asst. Account and Finance	Banepa- Sindhuli Road	2076/09/05-07
7	Nabin Shrestha	Computer Operator/ Store	Pachkhal-Melamchi	2076/05/07-10
			Sindhuli-Bardibas	2076/05/27-29 2076/05/31-06/02

S.N.	Name	Post	Visited RAs/Toll Booth	Date
8	Nawaraj Khatri	Asst. Accountant	Pachkhal-Melamchi Banepa- Sindhuli Road	2076/05/07-10 2076/05/31-06/02 2076/07/14-17 2076/09/05-07
9	Pradhumna Prasad Neupane	Asst. Admin	Banepa- Sindhuli Road Bhairahwa- Bhumahi	2076/09/21-23 2076/08/27-29



Photo No. 14. Monitoring of Maintenance Work Carried Out by Kathmandu Metropolitan

The monitoring and evaluation of maintenance works carried out by RAs used to be outsourced in previous fiscal years. Due to COVID-19 pandemic, the outsourcing of consulting service in FY 2076/77 was not possible.

3.7. Donor Agencies

AIIN (Accelerating Investment and Infrastructure in Nepal) is DFID (Department for International Development) government of United Kingdom funded project. It has signed MOU with MOF on 2015/04/16. It has component APPIIC (Accelerating Private and Public Investment in Infrastructure Component) under which capacity building initiative to RBN has been initiated. Under this component fourteen activities has been initiated and some of their status is completed and some are ongoing. Brief on the activities and output is stated below:

- On-the-Job Training: On the job training of RBN and its stakeholders was organized specially for personnel involved in Account and Finance in order to enhance their capacity on fund management.
- Strengthening the planning capacity of RBN. (Support to draft Budget allocation Guidelines and use of MIS in road maintenance planning): under this activity, software development for planning using MIS had been prepared, presented and installed in RBN.

- c. Heavy vehicle load Management Policy: A policy was drafted on heavy vehicle management and discussed with stakeholders. A draft policy needs to be endorsed by Executive Committee for further processing.
- d. Tolling Policy of RBN: As Technical Assistance for RBN, Tolling Policy is drafted and presented. The draft Tolling Policy is completed. The Executive Committee had endorsed the policy forwarded to MoPIT

3.8. Anniversary Celebration

RBN had celebrated its 17th anniversary on 2076/09/15. The program objective was to highlight activities executed in FY 2076/77. The anniversary celebration program was divided into Inaugural Session and Technical Session. The program was inaugurated by chief guest of the program, honorable minister, MoPIT, Mr. Basanta Kumar Nemwang. The Special guest and guests in the inaugural session were honorable Vice Chair of National Planning Commission Dr. Pusparaj Kandel, Ex Minister Mr, Ganesh Shah, Ex Chairperson of RBN Mr. Madhusudan Adhikari, Mayer of Dhulikhel Municipality Mr Ashok Bayanju and Er. Rabindra Nath Shrestha, member of Executive Committee RBN and DG, DoR. respectively. The chairperson of program was Secretary, MoPIT and Chairperson of RBN Er. Devendra Karki. The Executive Director of RBN, Er. Krishna Singh Basnet welcomed the Chief Guest, Special Guest and guest on the dais as well as the dignitaries and other participants. In his welcome address, he stated that in order to accelerate the economic prosperity of the country, the upgradation of service level of road through regular planned maintenance is necessary. He assured that RBN commits to take all kinds of measures to support the concerned authorities for effective implementation of the maintenance policies and strategies. He emphasized on investment on consumer oriented roads and road users satisfaction. He had focused on the establishment of RBN and its importance. He had insisted on need of introducing new technology adopted by other countries in road maintenance sector. He had emphasized on RBN's policy towards toll roads by making fund avail to the road section where road users' fee is being collected. He had highlighted on planned maintenance as RBN's priority. He had presented the synopsis of progress of FY 2076/77 and forthcoming FY's plan. The program was inaugurated by Chief Guest of the program, honorable minister of MoPIT, Mr. Basant Kumar Nemang by lighting the lamp.



Photo No. 15. Inauguration of 17th Anniversary by Honorable Minister Mr. Basanta Kumar Nemwang

Then jointly unveiling of the Annual Report of FY 2075/76 by the chief guest of the program Minister of MoPIT, Mr. Basanta Kumar Nemwang Special Guest Vice Chair of NPC, honorable Dr. Pusparaj Kandel and Chairperson of RBN & Secretary MoPIT, Er. Devendra Karki. Then the program was followed by reading message from honorable Prime Minister Mr. Khadka Prasad Oli's message for RBN. In his message, he had congratulated RBN on the occasion of 17th anniversary of RBN. He mentioned that road infrastructure is responsible for economic activity, development and prosperity of the nation and planned maintenance contributes much in the overall development. He had emphasized on the importance of role of RBN in policy formation for sustainable resource management in order to have planned maintenance of road throughout nation. Then message from Minister of Finance Dr. Yubaraj Khatiwada was delivered. In his message he mentioned the scenario of extensive expansion of road network and its need to be timely maintained. He agreed on the fact of not able to provide road maintenance fund as per demand. He stated that in near future RBN will be able to expand fund and take the responsibility of maintenance of road infrastructure, minimizing the expenses on road maintenance and maintain transparency. Then special Guest Mr. Ashok Byanju, Mayor of Dhulikhel Municipalities gave remarks on the program. He emphasized on collaboration on federal government and local government for maintenance of roads constructed by local agencies. He had pointed out the issues of road maintenance linked with provincial and local roads connected with national highways and the problems related could have collaborated solution with distinct role of RBN. Then the special Guest, Honorable Vice Chair, National Planning Commission, Dr. Pusparaj Kandel gave remarks. In his remarks he mentioned road infrastructure network as basis of development. Its development and expansion in local, regional and national level could accelerate overall development of the country. He emphasized on sustainable road maintenance fund and effective planned road maintenance for future road infrastructure. He focused on innovative technology for improving efficiency in road maintenance.



Photo No. 16. Unveiling of Annual Report of RBN FY 2075/76

The program was followed by distribution of token of love and appreciation certificates to the former chairpersons and board Members by the Chief Guest. After the ceremony, the chief guest of the program honorable minister of MoPIT gave remarks. In his remarks, he stated that the responsibility of construction of road and maintenance of work completely falls on federal, provincial

and local level. He insisted to minimize the weakness that arises during planned maintenance of road infrastructure for effective road maintenance and demanded for active participation of stakeholders. He had emphasized on effective monitoring and evaluation of the maintenance fund invested roads by RBN. He stated that the physical and human resource capacity of RBN should be enhanced by amending RBN Act, Regulation and Policy and developing RBN into efficient organization as per changing scenario.

The inaugural session was closed by chairperson of RBN. In his closing remarks he thanked all the distinguished speakers and their perspectives, commitments, and suggestions. He emphasized the importance of planned road maintenance of road infrastructure for development and prosperity. He had explained about how timely maintained road could postpone the need of large maintenance. He had highly recommended for timely maintenance of largely invested road infrastructure following routine, recurrent, periodic, specific and emergency works by RAs so that it can contribute in safe road journey to the road users. He further added that the status of the road defines the height of development and prosperity of the nation, therefore RAs need to be highly responsible for best outcome in road maintenance. In this regard he added the responsibility of DoR for maintenance of central level SRN, provinces for provincial roads and local agencies for local roads for quality and effective road maintenance so that the public could enjoy reliable, safe and comfortable road transport. He insisted that the target of prosperous Nepal and happy Nepali can be fulfilled by effective planned road maintenance. He had assured reliable, safe and comfortable road transport to road users”.



Photo No. 17. Technical Paper Presentation

The technical session was chaired by Er. Dhan Bhahadur Tamang , Ex chairperson of RBN and Secretary of MoPIT. The panelists were former chairperson of RBN Er. Tulasi P. Sitaula, Mr. Madhusudan Adhikari, Former Secretary of MoF Mr. Rameshwor Khanal, Former Executive Director of RBN Er. Dipak Nath Chalise and Dr. Kali Prasad Nepal, International Expert. The rapporteurs of technical session were Technical Director & Admin. Director of RBN Er. Sagar Gnawali and Mrs. Chetna Thapa respectively. A paper on “Importance of Roads Board Nepal in the Context of Federal Nepal: an urgent need for RBN Act amendment” was presented by Er. Purna P. Kaderia, Ex Chairperson of RBN and Secretary to MoPIT. A discussion was held on the paper and every panelist gave their perspective and comments on presented paper. Token of appreciation was presented to the panelists. In the similar manner token of appreciation was presented to the chair of the technical session by Chairperson of RBN Er. Devendra Karki. At the end of the session vote of thanks was delivered by Ex Chairperson of RBN and Chair of Technical session Er. Dhan Bahadur Tamang. The chairperson of RBN Er. Devendra Karki gave closing remarks on the occasion.

3.9 Way Forward

- RBN Act 2002, RBN Regulations 2060, RBN Directives 2061, Road Users fee collection Regulations 2060 (Amended Regulations 2063), RBN Finance Administration Regulations 2059 and Regulations of RBN Employees need to be amended to make compatible with the constitution of Nepal and other related Act and Regulations for developing RBN as a vibrant institution.
- ARMP should be timely approved and the focus of RAs should be implementing road maintenance as per approved program. Its high time to execute maintenance rolling plan by RAs and discourage adhocism. RAs should be responsible for completing recurrent maintenance within the stipulated time and should be aware of the fact that will not go as carried over program for next FY.
- Institutional practice of sustainable maintenance in RAs should be initiated
- Dedicated fund collected under heading of road maintenance should come directly to RBN.
- The road maintenance budget should be made available as per maintenance need identified by RAs.
- More emphasis should be given on monitoring and evaluation of maintenance works executed by RAs. A monitoring modality should be developed.
- Restructuring of RBN is necessary as fund management has become a challenge for RBN due to limited existing HR.
- The issues of length workers and supervisors of routine maintenance should be addressed.
- In order to keep up with the maintenance cycle, a milestone should be set.
- Policy guided fund dedication should be practiced.
- Executive Director of RBN should be member secretary in the Executive Committee.



Annexes

- Annex-1. List of Former Executive Committee, Chairpersons and Members
- Annex-1.1 Portfolio of Former Executive Committee members (Chairpersons, Members) and Executive Directors of RBN
- Annex-2 Human Resource in RBN
- Annex 3 Memorandum of Understanding
- Annex 4 Details of SRN Allocation
- Annex-5 Details of LRN Allocation (A-B)
- Annex 6 Executive Summary (A-D)
- Annex 7 Mero Sadak App Manual
- Annex-8 Nepal Gazette Published on 2nd Baisakh 2076 B.S.
- Annex-9 Formats (A-G)

List of Former Executive Committee, Chairpersons and Members

S.No.	Name	Associated Date
List of Former Executive Committee Chairpersons		
1	Er. Bharati Sharma	2059-9-16
2	Mr. Mahendra Nath Aryal	2060-3-27
3	Mr. Tirtha Raj Sharma	2060-10-7
4	Mr. Tika Dutta Niraula	2061-7-3
5	Mr. Janak Raj Joshi	2062-1-2
6	Mr. Narayan Prasad Silwal	2063-5-16
7	Er. Purna Prasad Kadariya	2064-3-4
8	Er. Tulasi Prasad Situala	2068-6-1
9	Er. Gajendr Kumar Thakur	2072-4-31
10	Er. Arjun Kumar Karki	2072-9-13
11	Er. Dhan Bahadur Tamang	2073-5-27
12	Er. Devendra Karki	2075-3-26
13	Mr. Madhusudan Adhikari	2074/12/26-2076/02/09
List of Former Executive Committee Members		
Representative, Ministry of Finance		
1	Mr. Shyam Prasad Mainali	2059-9-16
2	Mr. Krishna Babu Tiwari	2060-5-5
3	Mr. Narendra Man Shrestha	2061-9-2
4	Mr. Krishna Hari Baskota	2062-12-18
5	Mr. Ran Bahadur Shrestha	2064-3-4
6	Mr. Suresh Pradhan	2066-7-22
7	Mr. Mahesh Dahal	2069-9-12
8	Mr. Jaya Dev Shrestha	2070-1-9
9	Mr. Jagannath Devkota	2072-4-29
Representative, Ministry of Federal Affairs and Local Development		
1	Mr. Kapil Dev Ghimire	2059-9-16
2	Mr. Padam Raj Joshi	2062-3-21
3	Mr. Hari Prasad Rimal	2062-8-3
4	Mr. Ganga Dutta Awasti	2063-5-19
5	Mr. Dinesh Thapaliya	2065-7-30
6	Mr. Purna Chandra Bhattarai	2070-6-26
7	Mr. Resmi Raj Pandey	2073-6
8	Er. Jeevan Kumar Shrestha	2073-8-3
9	Er. Ram Krishna Sapkota	2074-7-21

S.No.	Name	Associated Date
10	Mr. Purusottam Nepal	2075/03/01-2076/01/08
Representative, Ministry of Supply		
1	Mrs. Romi Manandhar	2059-9-16
2	Mr. Niranjan Baral	2059-10-28
3	Mr. Leela Mani Poudyal	2060-2-12
4	Mr. Tana Gautam	2060-7-14
5	Mr. Bimal Wagle	2061-8-22
6	Mr. Niranjan Baral	2063-5-19
7	Mr. Shambhu Ghimire	2072-2-18
8	Mr. Ananda Raj Regmi	2073-1-7
9	Mr. Mukunda Prasad Poudyal	2073-9-10
DG, Department of Roads		
1	Er. Madan Gopal Maleku	2059-9-16
2	Er. Durga Prasad KC	2061-10-8
3	Er. Ramesh Raj Bista	2063-7-12
4	Er. Tulasi Prasad Situala	2064-3-4
5	Er. Ram Kumar Lamsal	2066-5-14
6	Er. Hari Om Shrivastav	2067-11-25
7	Er. Indu Sharma Dhakal	2068-8-29
8	Er. Dinker Sharma	2068-11-19
9	Er. Devendra Karki	2070-4-4
10	Er. Madhav Kumar Karki	2071-7-24
11	Er. Devendra Karki	2073-5-1
12	Er. Gopal Prasad Sigdel	2074-2-26
13	Er. Rabindra Nath Shrestha	2075/02/18-2075/12/17
Representative, VDC Federation		
1	Mr. Bhim Dhungana	2059-9-16
Representative, Muncipal Association		
1	Mr. Madan Krishna Shrestha	2059-9-16
Representative, FNCCI		
1	Mr. Ananda Raj Mulmi	2059-9-16
2	Mr. RB Rauniyar	2060-10-7
3	Mr. Birendra Bahadur Thapaliya	2062-8-3
4	Mr. Chop Narayan Shrestha	2065-2-1
5	Mr. Gunnidhi Tiwari	2068-8-29
7	Mr. Rajan Sharma	2071-2-29

S.No.	Name	Associated Date
Representative, Nepal Engineer's Association		
1	Er. Dilli Raman Niraula	2059-9-16
2	Er. Min Raj Gnawali	2060-11-4
3	Er. Shaligram Singh	2062-12-18
4	Er. Shambhu KC	2065-2-26
5	Er. Dhruva Raj Thapa	2066-7-22
6	Er. Dilip Kumar Jha	2068-8-29
7	Er. Kishore Kumar Jha	2071-7-4
8	Er. Umesh Prasad Thani	2073/09/19-2075/10/13
Representative, Transportation Entrepreneurs		
1	Mr. Bishnu Shivakoti	2060-2-12
2	Mr. Hira Udas	2061-4-18
3	Mr. Bishnu Shivakot	2061-7-3
4	Lt. Dinesh Bhandari	2064-3-4
5	Mr. Yogendra Nath Karmacharya	2070-4-3
6	Lt. Dinesh Bhandari	2071-8-22
7	Mr. Dol Nath Khanal	2073-3-1
Representative, Consumers Forum		
1	Mr. Harendra Bahadur Shrestha	2060-2-12
2	Mr. Narottam Lal Shrestha	2061-4-18
3	Mr. Buddhi Prasad Lamichchane	2064-4-30
4	Mr. Harendra Bahadur Shrestha	2066-11-28
Representative, Transport Expert		
1	Er. Narayan Dutta Sharma	2060-2-12
2	Er. Madan Gopal Maleku	2063-12-2
Representative, Commercial Farmers		
1	Mr. Suraj Vaidya	2060-2-12
2	Mr. Madhav Prasad Thapa	2063-12-19
3	Mr. Madan Lal Sunar	2073-8-2

Portfolio of Former Executive Committee members (Chairpersons, Members) and Executive Directors of RBN

Former Chairperson

Name : **PURNA KADARIYA**
Tenure : 2064 Baisak-2068 Bhadra
Qualification : Post Graduate Diploma in
Housing, Infrastructure Planning and Building
Address: Budhanilkantha Municipality, Ward no-7,
Kathmandu, Nepal.
Phone : 00977-9841220783.00977-14-374273.
Mobile : 00977-9841220783.
Email : purnakadariya@gmail.com



Introduction: Former Secretary of Government of Nepal.

Award/Recognition: Jana Sewa Shree by the President of Nepal.

Memorable Experience: Budget allocation in GON Projects.

Opinions & Suggestions for RBN:

RBN should mobilize more road user charges for road asset management in Nepal. Planning, prioritization and allocation must be the major works of RBN. RBN should also work and support road agencies to adopt in new forms of road maintenance contracting for better budget and ensure value for money for all road users.

Former Chairperson

Name : **TULASI PRASAD SITAULA**
Tenure : 2068-2072 (Chair Person), 2065-2067 (Board Member)
Qualification : Master of Technology
Address: 382/66 Ranibari, Kathmandu-3, Nepal
Phone : 4353385
Mobile : 00977-9851091938
Email : tpsitaula@hotmail.com



Introduction : A Civil Engineer turned Bureaucrat specialized in Highway, Structure and Project Management.

Award/Recognition : VC Gold Medal of TU, Dogra Gold Medal of IIT, KulRatna Gold Medal of TU, VidyaBhushanKha, VidyaBhushanGa, Best Employee of the Year-2064 (CIAA),

Memorable Experience : Handling a compensation demand with RBN by a crash victim of Toll Booth in Butwal Narayanghat road, Successful negotiation with MoF to increase grant to RBN substantially.

Opinions & Suggestions for RBN :

RBN should be proactive to keep the Roads timely maintained, should try to get the full portion of the fuel levy for maintenance and should construct its own building quickly and should engage in Research and Development, RD activity.

Former Board Member

Name : **MADAN GOPAL MALEKU**
Tenure : From start of NRB to 2013
Qualification : MSc in Civil Engineering
Address : Kathmandu-13, Tahachal, Alkamarg
Phone : 4283673
Mobile : 9840057204
Email : madanmaleku@gmail.com



Introduction : Ex. Director General of Department of Roads

Award/Recognition : Gorkhadachhinbahu for remarkable work done while being head of Kathmandu Road Division

Memorable Experience : Completing two lane 65m temporary bridge (Emergency) at Thapathali in BS 2048.

Opinions & Suggestions for RBN : RBN has to focus on effective Performance Based Maintenance Contract to be procured from very experienced contractors (Not JV) effectively monitored by third party (tie up with PBMC) for efficient maintenance reducing transport cost and it will be huge contribution to national economy.

RBN must be proactive to increase the resources from Government and donors to bring all the roads to maintainable condition as soon as possible and make responsible DOR Division Head/ Executive responsible to provide good road (parameters to be fixed) otherwise to be penalized, providing the resource fixed by norm.

Special Features : Initiate reward system to Division head for best maintenance management producing best maintained road (roughness, pothole free, least accident, best road asset preserved; ROW, least per km cost in maintenance separate for hill and tarai ; based on technical audit and users satisfaction survey).

Features : Strong Monitoring and Evaluation system has to be developed along with research works to improve management and maintenance and road safety.

Former Board Member

Name : **SHAMBHU K C**
Tenure : Asoj 2064- Bhadra 2066 (Oct 2007-Sept 2009)
Qualification : M Eng. (Civil), M Eng. (Urban Mgmt), LLB
Address : Janashayog Marg, H: 235/26, New Baneswore, Kathmandu
Phone : +977-14494497
Mobile : +977-9851082621
Email : shambhu2017@gmail.com



Introduction : Joint Secretary, Ministry of Urban Development

Award/Recognition : General Secretary (Oct 2007-Sept 2009), Nepal Engineers' Association

Former Board Member

Name : **DINKER SHARMA**
Tenure : Poush 15, 2068 to Shrawan 07, 2070
Qualification: Masters of Engineering
Address : Mandikhatar, Budhanilkantha Municipality
Phone : 01 4370483/ 01 4371398
Mobile : 9841424562
Email : dinker_47@hotmail.com
Introduction : Former Director General, Department of Roads



Memorable Experience : Being able to Contribute to RBN from its inception

The Roads Board Nepal need to be established as a leading agency to be able to foresee and generate reliable environment to the public as well as to the private and to give a message that it can deliver. Although it may take a long time, the road to achieve it is not impossible. In doing so, there are many adjustments to be made i.e.,in terms of modification in its act and rules so that enough space is created to energize itself.

Features: The present member has contributed his input to the Roads Board Nepal as
procurement expert
toll document drafter
bid evaluator
evaluation and selection of competent staff for the RBN
other advisory roles
Board Member

Former Board Member

Name : **HARIOM SRIVASTAV**
Tenure : Jan 2011- Aug 2011
Qualification : M. Sc. Transportation Engineering, UK
Address : Thapagaun, New Baneshwor
Phone : 014491135
Mobile : 9851037539
Email : srivastavhariom@gmail.com
Introduction : Former Director General of Department of Roads. Besides trainer for Engineers/
Divisional Engineer. Former President of Nepal Engineers' Association, Task Force
Member for Establishment of Roads Board.



Award/Recognition : Prabal Gorkhadakshinbahu in 2000, World Road Congress-International Prize in 2011

Memorable Experience :President of NEA and Task Force member for establishment of RBN

Opinions & Suggestions for RBN:

Establish RBN as a Sustainable funding agency for road maintenance by ensuring full allocation as per Road Board Act and increase in the fuel levy.

Mobilize donor agencies to support RBN for execution of road maintenance.

Strengthen capacity of implementing agency as well as RBN

Former Board Member

Name : **INDU DHAKAL**
Tenure : Aug 2011-Jan 2012
Qualification : M. Sc. Geotechnical Engineering, UK,
B, Sc. Civil Engineering (Hons), India
Address : 203/19 PasupatinathMarg, Mahankal, Kathmandu-6
Phone : 01 5210188
Mobile : 9851036222
Email : isdhakal@gmail.com



Introduction : Former Director General of Department of Roads. Besides road engineering, expertise in roadside slope stabilization using bio-engineering techniques. General Secretary of Nepal Geotechnical Society. Vice-President of Nepal Landslide Society. Life Member of Nepal Geological Society and Life Member of Nepal Council of Arbitration. Presented many technical papers in International Conferences including PIARC- Seoul 2015, PIARC- Mexico 2011 and PIARC- Paris 2007.

Award/Recognition : Prabal Gorkha Dakshin Bahu in 2000,
World Road Congress-International, Prize in 2011

Memorable Experience : Improved the livelihood and welfare of about 2000 poorest and marginalized families in Bhojpur District during construction of Hile-Bhojpur Feeder Road using Road Building Groups (2004-2006).

Opinions & Suggestions for RBN :

Increase funds for road maintenance by ensuring full allocation as per Road Board Act and increase in the fuel levy.

Encourage donor agencies to support in road maintenance through RBN.

Strengthen capacity of RBN and allocate sufficient funding for monitoring and focus on quality instead of outputs.

Encourage Performance Based Maintenance Contracts (PBMC) with proper training to contractors. Assist the Division Road Offices & DDC in procurement management and contract management. Update the Road Register and Bridge Inventory Data and upload it on web site.

Special Features : Presented several technical papers in International Conferences including PIARC- Seoul 2015, PIARC- Mexico 2011 and PIARC-Paris 2007; Former General Secretary of Nepal Geotechnical Society; Vice-President of Nepal Landslide Society; Life Member of Nepal Geological Society; Life Member of Nepal Council of Arbitration.

Features : Road Construction and Maintenance; Highway and Transportation Engineering; Pavement and Material Engineering; Bio-engineering; Procurement; Contract Management; Technical Audit; Monitoring and Evaluation.

Former Board Member

Name : **JAY DEV SHRESTHA**
Tenure : 2070-2072
Qualification : Master Degree
Address : Birkot-4, Palpa
Phone : 01 6226458
Mobile : 9849393857
Email : shresthajaydev@yahoo.com



Introduction : Former Acting Financial Control General,
Executive Committee Member of RBN.

Former Board Member

Name : **MADHAV THAPA**
Tenure : 2063 Chaitra to 2073 Baisakh
Qualification : Bachelor in Management
Address : Ilam- 2
Phone : 027-20345
Mobile : 9851153610
Email : madhavthapa00@gmail.com



Introduction : Representative of Commercial Farmer

Memorable Experience : Member of RBN
Opinions & Suggestions for RBN :
To make RBN sustainable

Former Board Member

Name : **DILLI RAMAN NIRLA**
Tenure : 2069 Poush to 2060 Falgun
Qualification : Msc in Civil Engineering,, UK
BE in Civil engineering, India
Address : Therathum, Koyakhola, Currently Anamnagar, Kathmandu
Mobile : 9841900923



Introduction : Former DDG, DOR, Road Expert, Member of RBN

Memorable Experience : Task force Member for Establishment of RBN
Opinions & Suggestions for RBN : RBN doesn't perform as per the objective of its establishment.
It needs to be strengthening and activate from the objective from which we proposed.

Former Board Member

Name : **SHAMBHU GHIMIRE**
Tenure : 2015-2016
Address : Kathmandu Municipality-9, Sinamangal,
Arunodaya Marg house no 74
Phone : 4488507
Mobile : 9851132735



Email : gspghimire@gmail.com
Award : Gorkha Daxinbahu 4, Trisaktipatta 3
Introduction : Executive Chairman - Nepal Investment Fund, Pvt. Ltd
Qualifications: 1996 - Masters in Development Administration, Birmingham University, UK
1993 - Masters in Political Science, TU Nepal

Work Experience :

Joint Secretary: Ministry of Commerce and Supplies Nepal , 2014-16
National Project Director: Nepal India Regional Trade and Transport Project, 2015/2016
Chief District Officer: Rolpa, Rukum, Sankhuwasava, Dhankutta, Palpa, Kapilvastu, Sarlahi districts
Director: Immigration Department, Kathmandu (2013-2014)
Deputy National Co-coordinator of Refugee Affairs in Nepal (2010-2013)
Head of Bhutanese Refugee Verification committee, formed by the GON (2012)

BOARD MEMBER

- Board Member - SAARC Food Bank, 2015-2016
- Board Member - Nepal Oil Corporation, 2015-2016
- Board Member - Road Board, Nepal, 2015-2016

Suggestion : Road Board is a very important organization for the maintenance of road in Nepal. Government of Nepal should empower this board with legal authority and allocation of budget.

Former Board Member

Name : **DHRUBA RAJ THAPA**
Tenure : 2066 Kartik - 2068 Mangsir
Address : Gha 2/530, Kutubahal, Chabahil
Phone : +977-14471956
Mobile : +977-9851063487
Email : dhrubatuna@yahoo.com

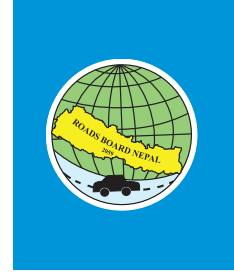


Introduction : Immediate Past President of Nepal Engineer's Association.
Former Board Member of Nepal Engineering Council.
Rural Water Supply and Sanitation Fund Development Board.
Formal member of Energy Commission, GON

Qualification : Post Graduate Diploma In Construction Management From Delhi Productivity Council, India In The Year 2000
Masters Degree In Construction Management from Pokhara University, Nepal In The Year 2002, Studied At Nepal Engineering College.
Bachelors Degree In Civil Engineering From Institution Of Engineers (India) In The Year 1987, Studied In College Of Technology And Engineering, Madras.
Certificate Level In Civil Engineering From Tribhuvan university, Institute Of Engineering, Nepal, In The Year 1978

Former Board Member

Name : **ER. SHALIGRAM SINGH**
Tenure : 2062 Chaitra - 2065 Jestha
Qualification : M.Sc Engineering (Ambedkar Bihar University, Muzaffarpur),
B.Sc Engineering
(Muzaffarpur Institute Of Technology (M.I.T) Bihar)
Address : Kathmandu Metropolitan City, Ward No. 7, Sifal
Phone : 01 481943/472047
Mobile : 9851049661
Email : pypnepal@gmail.com



Introduction : Highly competent individual who has extensive knowledge & experience of managing, directing and monitoring civil engineering projects. Working on infrastructure, utilities, geotechnical, and structural, highways, drainage and flood prevention is added to the experience. Possess broad range of technical, personal effectiveness and leadership skill and have a long track record of making best use of any available resources and techniques.

Former Board Member

Name : **DINESH KUMAR THAPALIA**
Tenure : 2065 Kartik - 2071 Ashoj
Qualification : M.PA, Bachelor in Law
Address : (P) Khandbari Municipality-11, Sankhuwashaba
(T) Kathamandu-35
Jadibudi, Subidha Marga-75
Phone : 01 5149731
Mobile : 9851122366
Email : dkthapaliya@gmail.com



Introduction : Secretary, Government of Nepal.

Award/Recognition : Best Civil Service Award - 2066
National Service Appreciation - 2065
Public Service Award - 2071

Former Board Member

Name : **MR. RAJAN SHARMA**
Tenure : From 2071-2-29 to 2074-2-11
Qualification: Masters
Address : Dilli Bazar, Siris Marga, Kathmandu
Phone : 00977-1-4430817
Mobile : 00977-9851020211
Email : rrsharma760@gmail.com



Introduction : Transport Logistic Service Provider

Award/Recognition : President Nepal Freight Forwarders Association for
Two Tenures Executive Member of FNCCI for two full tenures.
Headed as Chairman of Land Transport Committee.

Memorable Experience : Brining change along with other Board Members on Toll, Monitoring and
Bidding Process. Selection of the Executive Director or Roads Board Nepal
on merit basis.

Opinions & Suggestions for RBN :

Try to set example on maintenance, Toll collection and develop better monitoring and evaluation
mechanism.

Special Features : Consultant on Transport and Trade with international multilateral organizations
and UN agencies. Advisor Commodity Council FNCCI

Immediate Past president : Nepal Freight Forwards Association

Secretary General : European Economic Chamber, Nepal

Former Board Member

Name : **MR. MADAN KRISHNA SHRESTHA**
Tenure : 2059-9-16 to 2074-7-7
Qualification : I.Com.
Address : Madhyapur Thimi, Bhaktapur
Mobile : 9851001818
Email : madanstha@gmail.com



Introduction : Former Board Member, as a representative of Nepal
Municipality's Association.

Former Mayor, Madhyapur Thimi, Municipality

Member, Nepal Water Supply Corporation

Member, SOS Children's Village, Madhyapur Thimi

Memorable Experience : Central Member, Nepali Congress

Former Board Member

Name : **JEEVAN KUMAR SHRESTHA**
Tenure : Flagun 2072 - Asar 2074
Qualification : M.Sc. in Urban Planning and Housing Development/
M. Engineering in Highway
Address : Dhantole, Jwagal, Lalitpur 11
Phone : +977-1-5260059
Mobile : +977- 9851045085
Email : shrestha.jeevank@gmail.com



Introduction : Director General, Department of Local Infrastructure
Development and Agricultural Roads

Opinions & Suggestions for RBN : RBN is one of the best institutions for the financial support toroad maintenance. It should play an important role in the new federal government system to train the local bodies about the maintenance cultures.

Former Board Member

Name : **KISHORE KUMAR JHA**
Tenure : August 1, 2014 to September 30, 2016
Qualification : B.E. Civil (Amrican University of Beirut)
M.Sc. (Urban Planning), IOE, Central Campus, TU
Address : 150/11, Trishakti Marg, Lazimpat, Kathmandu - 2
Phone : 014415505
Mobile : 9851025600
Email : kkjha.multinepal@gmail.com



Introduction : I was General Secretary of the Nepal Engineer's Association between May 30, 2014 to September 30, 2016, and represented NEA in the Roads Board Nepal.

Memorable Experience: Was member of the selection committee to appoint Executive Director of RBN for the tenure 2016-2020 AD.

Opinions & Suggestions for RBN : RBN shall strive more for organizational restructuring and shall go for intensive institutional strengthening programs so as to develop itself as a functional autonomous institution, and fulfill its stated objectives.

Former Executive Director

Name : **Dipak Nath Chalise**
Tenure : 2003-2010
Qualification : MSc – Civil Eng (Former USSR) +
MSc Project Management (UK)
Address : Maligaon, WN 5, Kathmandu
Phone : +977 1 4432310
Mobile : +977 9851077604
Email : dipaknc6@gmail.com



Introduction: Mr. Chalise, currently engaged in providing services on development project management, operations and maintenance, contract administration, dispute resolution and environmental assessments on a freelance basis, has 30 years of experience in road management and 5 years of experience in Hydropower development. He, as an international expert, prepared the Road Fund Study and Road Fund Structure Report to help the Islamic Republic of Afghanistan to institute a road sector reform program under the USAID TA to ministry of public works in 2015/2016. Further, he provided consulting service as an Individual International Roads O&M Expert in Mizoram, India under a World Bank TA for MSR II – RTCP (IDA 5425 – IN) to operationalize Mizoram Road Fund. He served for more than seven years (2003-10) as the Executive Director of the Roads Board Nepal (RBN). Mr. Chalise was instrumental in leading the RBN and transform it towards a 2nd generation Road Fund. In a 2008 assessment of three national road funds and 6 state-level road funds in South Asia, the World Bank identified RBN as the best functioning road fund in South Asia. He represented Nepal in the PIARC during 2004-2007 in the status of a member to its technical committee TC 4.1 on Roads Infrastructure Asset Management. His experience includes teaching project management in BDevs and BDFin courses in National College for Higher Education under affiliation of the Kathmandu University. He has published several papers on various issues related to road development and management. He updates knowledge through self-development, trainings, academics, and the World Wide Web.
Award/Recognition: Invitation and Speaking in Conference on Management and Financing of Roads by USAID in New Delhi during June 2010 along with other speakers such as Prof. Ian Heggie, Mr, Nazir Ali and Mr. Raymond Jhalla (established pioneers of Road Reform) is a professional award and recognition.

Memorable Experience: Being invited as a Resource Person in an Expert Group Meeting on Road Maintenance Management Organized by UN –ESCAP and the World Bank Country Office, Vietnam during May, 2013 and delivering a presentation on the subject amongst established professionals from around the world has been a memorable experience..

Opinions & Suggestions for RBN:It needs transformation in order to be able to address to newly re-classified and owned road networks by Federal (Central) & Provincial Governments and Local level entities

Former Executive Director

Name : **Ramesh Nath Bastola**
Tenure : 2007-12-21 to 2011-12-20
Qualification : Chartered Engineer, Civil (India), MPA (Nepal),
MBA (Australia)
Address : 21, Prasanti Basti, Dhapakhel, Lalitpur, Sub-Metropolitan City-23
Phone : 01 5003064
Mobile : 9841230673
Email : rameshnath@yahoo.com










Introduction : Former Executive Director

Human Resource in RBN (2077-03-31)

Annex-2

S. N.	Name	Designation	Qualification	Photo
1.	Er. Krishna Singh Basnet	Executive Director	M.Sc. in Structure Engineer, B.E. in Civil Engineering, MBA, LLB	
2.	Er. Sagar Gnawali	Technical Director	M. Sc. in Environmental Engineering, B.E. in Civil Engineering	
3.	Mrs. Chetna Thapa	Director (Admin & Account)	M.Phil (Sociology), MPA, MA (Sociology), PG in Human Resource Management, PG in Women's Study	
4.	-	Senior Officer (Administration & Public Relation)	-	
5.	Nirmal Prasad Koirala	Senior Officer (Account & Finance)	M.B.A. in Finance	
6.	Er. Sanu Babu Prajapati	Senior Engineer (OME)	M.E. in Civil Engineer	
7.	-	Senior Engineer (PPB)	-	
8.	Mr. Ram Prasad Gauli	Office Secretary	B.Com	

9.	Er. Dharma Raj Upadhyay	Engineer (PPB)	M.Sc. in Environmental Engineering (Running), B.E. in Civil Engineering	
10.	-	Engineer(OME)	-	
11.	Mr. Pradhuma Prasad Neupane	Assistant-Admin	B.B.S.	
12.	Mr. Tek Raj Aryal	Assistant (Account/ Finance)	M.B.S.	
13.	Mr. Nabaraj Khatri	Assistant (Account/ Finance)	M.B.S.	
14.	Mr. Nabin Shrestha	Computer Operator/ Receptionist	10+2	
16.	Mr. Jaya Naran Timilsina	Driver	—	
17.	Ms. Nirmala Gangai	Office Assistant	—	


Memorandum of Understanding


सडक बोर्ड नेपाल र स्थानीय पूर्वाधार विभाग (डोलि) बीच आ. व. २०७६।७७
मा सडक मर्मतसंभार कार्यको अनुगमन तथा मूल्याङ्कनको लागि गरिएको
समझदारी पत्र ।

(MEMORANDUM OF UNDERSTANDING)

सडक बोर्ड नेपाल र स्थानीय तहको सहकार्यमा सडक मर्मतसंभार कार्यक्रम संचालन गराउँदा स्थानीय पूर्वाधार विभागबाट अनुगमन तथा मूल्याङ्कन (Monitoring & Evaluation) गर्ने कार्यको लागि डोलि र सडक बोर्डबीच निम्नानुसार समझदारी कायम भएको छ । सडक बोर्ड नेपालको तर्फबाट प्रतिनिधित्व गर्ने कार्यकारी निर्देशक (त्यसपछि प्रथम पक्ष भनेर सम्बोधन गरिएको) र डोलिको तर्फबाट प्रतिनिधित्व गर्ने महानिर्देशक (त्यसपछि दोश्रो पक्ष भनेर सम्बोधन गरिएको) बीच निम्नानुसार समझदारी कायम भएको छ ।

१. सडक बोर्ड ऐन, २०५८; सडक बोर्ड नियमावली, २०६०; सडक बोर्ड निर्देशिका, २०६१ र सडक बोर्ड नेपालको कार्यकारी समितिको निर्णयको परिधि तथा नेपाल सरकारले निर्दिष्ट गरेको प्रशासनिक, आर्थिक र प्राविधिक प्रक्याभिन्न रही स्थानीय तहहरूको स्वीकृत कार्यक्रम अनुसार गरिने सडक मर्मतसंभार कार्यको आवश्यकता अनुसार अनुगमन/मूल्याङ्कन दोश्रो पक्षले गर्ने प्रतिवद्धता व्यक्त गर्दछ ।
२. स्थानीय तहद्वारा संचालित कार्य प्रथम पक्षले अनुगमन तथा मूल्याङ्कन गर्दा दोश्रो पक्षले आवश्यक सहयोग उपलब्ध गराउनु पर्नेछ । आवश्यकताअनुसार प्रथम र दोश्रो पक्षबाट संयुक्त रूपमा अनुगमन समेत गर्न सकिनेछ ।
३. सामान्यतया दोश्रो पक्षले सडक मर्मतसंभार गर्ने स्थानीय तहको निर्दिष्ट समयभित्र अनुगमन कार्य गर्ने छ र सोको प्रतिवेदन एक महिनाभित्र प्रथम पक्षलाई उपलब्ध गराउनेछ ।
४. प्रथम पक्षले स्थानीय तहलाई सडक मर्मतसंभार कार्यको लागि रकम निकास गरेका जानकारी दोश्रो पक्षलाई गराउनेछ । स्थानीय तहहरूले प्रथम पक्षलाई कार्यक्रम, निकास माग, प्रगति विवरण आदि पठाउँदा सो को जानकारी दोश्रो पक्षलाई दिनेछ ।
५. स्थानीय तहहरूबाट तोकिएको अवधिभित्र प्रथम पक्षलाई समझदारीपत्र (MOU), चौमासिक प्रतिवेदन, वार्षिक प्रतिवेदन, कार्य सम्पन्न प्रतिवेदन र अन्य आवश्यक वित्तीय विवरण आदि उपलब्ध गराउन दोश्रो पक्षले सहजकर्ताको भूमिका निर्वाह गर्नु पर्नेछ ।
६. सडक बोर्ड नेपालको स्वीकृत एकिकृत वार्षिक कार्यक्रम (IAP) अनुसार अनुगमन तथा मूल्याङ्कन कार्यको लागि विनियोजित रकमबाट वास्तविक खर्चको आधारमा प्रथम पक्षले निकास उपलब्ध गराउनेछ ।
७. सामान्यतया अनुगमन तथा मूल्याङ्कन कार्य सम्पन्न भई आन्तरिक लेखापरीक्षण (आ. ले. प.) सम्पन्न भएको एक (१) महिनाभित्र आ. ले. प. प्रतिवेदन र अन्तिम लेखापरीक्षण सम्पन्न भएको एक (१) महिनाभित्र म. ले. प. प्रतिवेदन दोश्रो पक्षले प्रथम पक्षलाई उपलब्ध गराउनेछ ।


 कार्यकारी निर्देशक


 राम चन्द्र श्रेष्ठ
 महानिर्देशक

८. चालु आ. व. मा आगामी आ. व. को प्रारम्भिक बजेट सिलिङ्ग तोक्ने प्रयोजनको लागि सडक बोर्डले निर्दिष्ट गरेको ढाँचामा स्थानीय तहहरूको कार्यक्षेत्रभित्र रहेका सम्पूर्ण सडकको तथ्याङ्क माघ मसान्तभित्र प्रथम पक्षलाई प्राप्त हुने व्यवस्था दोश्रो पक्षले मिलाउनु पर्नेछ ।
९. स्थानीय तहहरूले सम्बन्धित तहबाटै स्वीकृत गरेको सडक मर्मतसंभार सम्बन्धी वार्षिक कार्यक्रम ढिलोमा चालु आ. व. को कार्तिक मसान्तभित्रमा वा कुनै कारणबस कार्यक्रम संशोधन/थप गराउनुपर्ने भएमा वा विशेष कारणबस कार्तिक मसान्तभित्र कार्यक्रम स्वीकृत हुन नसकेको अवस्थामा चालु आ. व. भित्रै कार्य सम्पन्न गर्ने प्रतिवद्धताका साथ ढिलोमा चालु आ. व. को फाल्गुण मसान्तभित्र वार्षिक/संशोधित/थप कार्यक्रम सडक बोर्ड नेपालमा प्राप्त हुने गरी पठाउने कार्यमा दोश्रो पक्षले सहयोगी भूमिका खेल्नु पर्नेछ ।
१०. सडक बोर्ड नेपालद्वारा स्थानीय तहको लागि आयोजना गरिने तालिम, गोष्ठी, समिक्षा बैठक, आदि कार्यक्रममा दोश्रो पक्षको सक्रिय भूमिका रहनेछ ।
११. यस समझदारी पत्रको कुनै बुँदा यदि सडक बोर्डको ऐन, नियम तथा निर्देशिका र कार्यकारी समितिको निर्णयसँग बाभिएमा सो प्रभावित बुँदा निस्कृय हुनेछ । साथै यस समझदारी पत्रमा स्पष्ट नहुने विवरण सडक बोर्डको ऐन, नियम, निर्देशिका तथा कार्यकारी समितिको निर्णय बमोजिम हुनेछ ।

प्रथम पक्षको तर्फबाट

नाम : कृष्ण सिंह बस्नेत
पद : कार्यकारी निर्देशक

दस्तखत :

कार्यालयको छाप :
मिति : २०७६।०८।६

साक्षी

नाम : सागर ज्ञवाली
पद : प्राविधिक निर्देशक

दस्तखत :

मिति: २०७६।०८।०६



द्वितीय पक्षको तर्फबाट

नाम : राम चन्द्र श्रेष्ठ
पद : महानिर्देशक

दस्तखत :

कार्यालयको छाप :
मिति : २०७६।०८।६

साक्षी

नाम : महेशचन्द्र न्यौपाने
पद : सिनियर डिभिजनल ईन्जिनियर

दस्तखत :

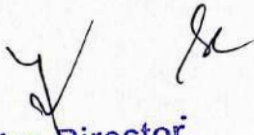
मिति: २०७६।०८।३०

सि.डी.ई.

Memorandum of Understanding between Roads Board Nepal and Department of Roads for Maintenance of Strategic Road Networks (FY 2076/77)

Roads Board Nepal (RBN) represented by its **Executive Director**, acting for and on behalf of RBN, here-in-after referred to as "the Board" and **The Department of Roads** (DoR) here-in-after referred to as "the Agency" represented by its **Director General** hereby agree as follows:

01. The Agency shall declare its commitment to the objectives of RBN as set for in its Act - 2002, Regulations - 2004, Directives - 2005 and decisions made by the Executive Committee for road maintenance to be carried out under the Fund allocated by RBN and to this end, shall agree to carryout its activities with due diligence and efficiency and in conformity with appropriate administrative, financial, engineering, transport and environmental practices, and to provide or cause to be provided, promptly as needed, facilities, services and other resources required for its activities under the program.
02. The Agency shall agree to assume all the obligations applicable or relevant to it to take all actions necessary to undertake its activities under the program. The Agency shall further agree to carry out its activities under the program in accordance with final Integrated Annual Plan (IAP), Rules & Directives and /or any instructions issued by the Board during its implementation.
03. The Board shall agree to provide approved fund to the Agency, as per RBN Rules and Directives.
04. The Agency shall agree that procurement of the goods, works and services required for the program/project to be financed out of the proceeds of the Board shall be governed by the provision of the Prevailing Acts, Rules, Directives, Manuals and any Guideline issued by RBN and should be in line with PPA - 2063 and PPR - 2064.
05. The Agency shall agree that RBN may inspect the goods, works, services and related documents of RBN programs at any time.
06. The Agency shall acknowledge that RBN may suspend or terminate the Agency's right to the use of the proceeds of the Fund made available under this Memorandum of Understanding (M.O.U) upon failure to perform any of its obligations.
07. The Agency shall agree that RBN may not release further installment amount to it, if RBN or its appointed consultant finds the work performance to be below satisfactory level.
08. The Agency shall agree to promptly inform RBN of any condition that interferes or threatens to interfere with its work progress and performance as per the obligations of M.O.U.
09. The Agency shall agree that it shall, from time to time, at the request of RBN (i) exchange views with RBN with regard to the progress and performance of its activities, and (ii) furnish all related information as required by the Board.
10. The Agency shall provide to RBN copies of Contract Documents within thirty (30) days after signing the contracts. A detailed work schedule, quality assurance plan, detailed estimate of cost and methodology of work plan of road maintenance work shall be provided.
11. The Agency shall, within thirty (30) days after the end of calendar trimester, provide to RBN a trimester progress report and proposed action plans for the following calendar trimester.
12. The Agency shall submit trimester and annual progress report of implemented program to RBN.
13. The Agency shall submit the Trimester and Annual Financial Statement of the maintenance work to RBN within thirty (30) days after completion of each trimester and fiscal year respectively, including the details of 23% fixed overhead expenditure inbuilt in the routine maintenance norms.
14. The Agency shall submit to RBN the Internal Audit Report and Final Audit Report, within 1 month after its completion respectively.


Executive Director




Er. Keshab Kumar Sharma
Director General
Department of Road
Infrastructure &
Transportation, Lalitpur

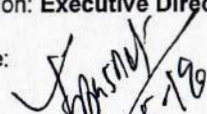


15. The Agency shall review with RBN by end of each trimester, or such later date as RBN shall request, the report(s) referred in clauses 11 and 13 above, cause to participate in such review as necessary or appropriate, and, thereafter, take, all measures required to ensure the efficient completion of the program and the achievement of the objectives thereof, based on the conclusion and recommendations of the said report(s) and RBN's views on the matter.
16. The Board and the Agency both understands that the indicative ceiling received from the Board and the amount proposed in the IARMP from the Agency does not guarantee the same amount, and the Board's approved amount in IAP shall be final.
17. The Board may entertain additional variation for the maintenance works within the provision made in PPA - 2063 (First Amendment 2073) clause No. 54, provided that the total amount does not exceed initial approved budget for that particular program.
18. The Board shall disburse the approved fund for the Agency as per the Articles 47 of RBN Directives - 2061.
19. The Agency shall have to get the approval from RBN by the end of Kartik of current fiscal year before implementation of works. The Agency shall submit a revised/additional Programme for the approval from RBN before end of Falgun of the given Fiscal Year. However, if the agency feels the urgency for doing same work, it may submit a revised/additional program till the end of Baisakh (of the same fiscal year) with the **commitment** that it will be completed within the same fiscal year.
20. The Agency understands status of the budget head (as per the Red book) provided to RBN by the Government of Nepal and will abide by it. The Board shall disburse the fund as per the approved Integrated Annual Plan (IAP) & the Agency Shall Spend the fund in the respective Program of the same fiscal year.
21. The agency in general agrees to complete all the works and take the final payment within the end of the current fiscal year. For periodic, Specific & rehabilitation works, in case of special nature and unavoidable circumstances, if the remaining works couldn't be completed within the same fiscal year, the road agency should be required to submit new annual program for the remaining works & such works must be completed in the second year.
22. The Agency shall clear the advance payment on the basis of progress report as per the approved Annual Program & Shall return the unspent disbursement in Board within the Bhadra of following fiscal year.
23. The agency shall submit the Quality Assurance Plan (QAP) to RBN and all maintenance work shall comply with QAP and specification for Roads and Bridge.
24. The Agency shall be aware that the provisions of Roads Board Act, Rule, Directives and Executive Committee decisions shall over rule this M.O.U wherever applicable.
25. The agency shall make aware this M.O.U to their relevant cost centers and/or implementing team to comply with the above mentioned understandings between the undersigned.


On behalf of RBN

Name: **Er. Krishna Singh Basnet**

Designation: **Executive Director**

Signature: 


Date: 5-19

Official Seal: 

Witness

Name: **Er. Sagar Gnawali**

Designation: **Technical Director**

Signature: 

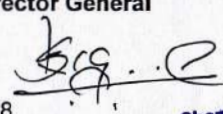
Date: 2076-05-18



On behalf of the Agency

Name: **Er. Keshab Kumar Sharma**

Designation: **Director General**

Signature: 

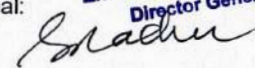
Date: 2076-05-18

Official Seal: 

Witness

Name: **Er. Saroj Kumar Pradhan**

Designation: **Deputy Director General**

Signature: 

Date: 2076-05-18

Details of SRN Allocation

S.No.	Road Division Office	Approved Budget	Disbursement
1	Ilam	134,761,000.00	82,126,600.00
2	Damak	65,402,000.00	65,402,000.00
3	Tumlingtar	107,609,000.00	107,609,000.00
4	Biratnagar	256,433,000.00	256,433,000.00
5	Dhankuta	142,201,000.00	142,201,000.00
6	Harkapur	45,925,000.00	45,925,000.00
7	Lahan	150,296,000.00	150,294,200.00
8	Charikot	161,426,000.00	161,426,000.00
9	Khurkot	23,101,000.00	17,301,000.00
10	Kathmandu	1,001,835,000.00	1,001,835,000.00
11	Lalitpur	286,162,000.00	265,005,000.00
12	Bharatpur	290,873,000.00	241,102,960.00
13	Nuwakot	185,117,000.00	185,117,000.00
14	Bhaktapur	306,388,000.00	306,388,000.00
15	Hetauda	477,507,000.00	477,507,000.00
16	Janakpur	63,030,000.00	63,030,000.00
17	Chandranighapur	89,764,000.00	89,764,000.00
18	Damauli	227,076,000.00	227,076,000.00
19	Pokhara	261,768,000.00	261,768,000.00
20	Baglung	68,024,000.00	68,024,000.00
21	Palpa	86,570,000.00	86,570,000.00
22	Butwal	171,887,000.00	171,887,000.00
23	Shivapur	160,044,000.00	92,297,000.00
24	Devasthan	76,405,000.00	59,346,000.00
25	Dang	256,706,000.00	256,705,800.00
26	Jumla	169,385,000.00	169,385,000.00
27	Chaurjahari	115,685,000.00	115,685,000.00
28	Nepalgunj	274,364,000.00	274,365,000.00
29	Surkhet	278,644,000.00	223,715,800.00

S.No.	Road Division Office	Approved Budget	Disbursement
30	Sanfebagar	57,427,000.00	57,427,000.00
31	Mahendranagar	168,192,000.00	91,856,000.00
32	Doti	176,204,000.00	176,204,000.00
33	Baitadi	259,128,000.00	259,128,000.00
34	SD,BSBR	168,753,080.00	168,753,080.00
35	Eastern Regional Road Directorate	3,000,000.00	2,060,000.00
36	Central Regional Road Directorator	3,000,000.00	1,199,575.00
37	Western Regional Road Directorate	3,000,000.00	3,000,000.00
38	Mid-western Regional Road Directorate	3,000,000.00	3,000,000.00
39	Mechanical Branch	-	-
40	HED Itahari	2,670,000.00	2,670,000.00
41	HED Hetauda	775,000.00	775,000.00
42	HED Kathmandu	3,045,000.00	3,045,000.00
43	HED Butwal	605,000.00	605,000.00
44	HED Pokhara	275,000.00	-
45	HED Nepalgunj	715,000.00	715,000.00
46	HED Godawari	1,950,000.00	1,950,000.00
47	Yantrik Office, Janakpur	685,000.00	-
48	Yantrik Office, Bharatpur/Nuwakot	505,000.00	505,000.00
49	Yantrik Office, Dang	360,000.00	360,000.00
50	Yantrik Office, Budar	205,000.00	205,000.00
51	Yantrik Office, Phidim	360,000.00	360,000.00
52	Yantrik Office, Dumre	325,000.00	325,000.00
53	Department of Roads	61,161,000.00	40,175,000.00
54	Central Lab	1,000,000.00	430,000.00
55	TU Infrastructure Development Study	10,000,000.00	8,000,000.00
56	Mechanical Training Center	1,500,000.00	-
Total		6,862,228,080.00	6,488,039,015.00

Details of LRN Allocation

Annex 5A

Program Approved and Disbursement of Metro, Submetro and Municipality 2076/77

S.N.	Municipality	Program Approved	Disbursement
1	Baglung Municipality	4,000,000.00	1,200,000.00
2	Bhadrapur Municipality	6,500,000.00	1,950,000.00
3	Bhaktapur Municipality	5,000,000.00	4,700,000.00
4	Birendranagar Municipality	6,000,000.00	1,800,000.00
5	Dhangadi Sub Metropolitan	8,000,000.00	2,400,000.00
6	Dhankuta Municipality	5,000,000.00	4,271,969.00
7	Dharan Sub Metropolitan	8,999,590.00	8,228,771.00
8	Dipayal Silgudi Municipality	4,300,000.00	1,290,000.00
9	Gaur Municipality	4,000,000.00	4,000,000.00
10	Itahari Sub Metropolitan	7,999,993.00	2,399,998.00
11	Kamala Mai Municipality	4,000,000.00	1,200,000.00
12	Kapilvastu Municipality	4,499,600.00	1,349,880.00
13	Kirtipur Municipality	6,500,000.00	1,950,000.00
14	Madhyapur Thimi Municipality	5,500,000.00	1,650,000.00
15	Nepalgunj Sub Metropolitan	6,978,913.00	2,093,674.00
16	Pokhara Metropolitan	11,000,000.00	3,300,000.00
17	Gorkha Municipality	6,500,000.00	1,950,000.00
18	Putali Bazar Municipality	4,699,800.00	1,409,940.00
19	Rajbiraj Municipality	4,500,000.00	4,499,887.00
20	Ramgram Municipality	6,000,000.00	1,800,000.00
21	Siddhartha Nagar Municipality	6,500,000.00	1,950,000.00
22	Tansen	11,000,000.00	3,300,000.00
23	Tikapur Municipality	4,500,000.00	1,350,000.00
24	Gorahi Sub Metropolitan	7,000,000.00	2,100,000.00
25	Tulsipur Sub Metropolitan	6,500,000.00	1,950,000.00
26	Waling Municipality	4,700,000.00	1,410,000.00
27	Byas Municipality	5,000,000.00	1,500,000.00
28	Birgunj Metropolitan	10,000,000.00	3,000,000.00
29	Siraha Municipality	3,640,000.00	1,092,000.00

S.N.	Municipality	Program Approved	Disbursement
30	Amargadhi Municipality	3,500,000.00	1,050,000.00
31	Gulariya Municipality	4,000,000.00	4,000,000.00
32	Khandbari Municipality	3,800,000.00	3,520,419.00
33	Beni Municipality	3,276,373.00	3,276,374.00
34	Rajapur Municipality	3,500,000.00	1,050,000.00
35	Jaya prithibi Municipality	3,200,000.00	3,175,808.00
36	Lumbini Sanskritik Municipality	3,000,000.00	900,000.00
37	Pyuthan Municipality	2,997,460.00	899,238.00
38	Kankai Municipality	3,700,000.00	1,110,000.00
39	Pathari Sanischare Municipality	3,500,000.00	1,050,000.00
40	Lamki chuwa Municipality	3,500,000.00	1,050,000.00
41	Katari Municipality	2,997,046.00	2,997,049.00
42	Kohalpur Municipality	4,000,000.00	1,200,000.00
43	Krishna Nagar Municipality	3,000,000.00	900,000.00
44	Sandhikharka Municipality	3,800,000.00	1,140,000.00
45	Chireswor Nath Municipality	2,455,910.00	2,383,191.00
46	Sundar Haraicha Municipality	4,999,650.00	1,499,895.00
47	Chandrapur Municipality	2,862,666.00	2,862,669.00
48	Urlabari Municipality	4,000,000.00	2,823,179.00
49	Diktel Rupakot Majhuwagadhi Municipality	3,492,106.00	3,388,633.00
50	Godawari Municipality, Attariya	3,400,000.00	1,020,000.00
51	Tilottama Municipality	4,800,000.00	1,440,000.00
52	Duhabi bhalwa Municipality	3,500,000.00	3,408,374.00
53	Resunga Municipality	3,497,413.00	3,490,114.00
54	Belbari Municipality	3,699,990.00	1,109,997.00
55	Gadhimai Municipality	2,100,000.00	2,038,886.00
56	Ishworpur Municipality	3,000,000.00	3,000,000.00
57	Rangeli Municipality	3,500,000.00	1,050,000.00
58	Dhanusa Dham Municipality	3,000,000.00	3,000,000.00
59	Myanglung Municipality	2,291,620.00	687,486.00
60	Lalbandi Municipality	3,500,000.00	3,500,000.00

S.N.	Municipality	Program Approved	Disbursement
61	Bedkot Municipality	3,197,023.00	959,107.00
62	Suryadaya Municipality	3,200,000.00	960,000.00
63	Kushma Municipality	3,000,000.00	900,000.00
64	Barhatwa Municipality	2,500,000.00	2,500,000.00
65	Mahakali (Dodhara Chadani) Municipality	3,500,000.00	1,050,000.00
66	Rapti Municipality	2,800,000.00	840,000.00
67	Shambhu Nath Municipality	2,497,826.00	749,348.00
68	Thaha Municipality	3,000,000.00	900,000.00
69	Chainpur Municipality	2,695,749.00	2,640,966.00
70	Shiva Shatakshi Municipality	2,700,000.00	810,000.00
71	Changu Narayan Municipality	3,700,000.00	1,110,000.00
72	Surya Binayak Municipality	3,700,000.00	3,700,000.00
73	Suklaphanta Municipality	3,200,000.00	3,200,000.00
74	Bhirkot Municipality	2,600,000.00	780,000.00
75	Gol Bazar Municipality	1,999,910.00	1,998,353.00
76	Siddhi Charan Municipality	3,000,000.00	2,952,134.00
77	Deu Mai Municipality	2,600,000.00	780,000.00
78	Budhanilkantha Municipality	3,490,215.00	1,047,064.00
79	Pakhribas Municipality	2,500,000.00	2,500,000.00
80	Namobuddha Municipality	3,300,000.00	3,198,978.00
81	Thakur Baba Municipality	2,500,000.00	750,000.00
82	Buddhabhumi Municipality	2,999,878.00	899,963.00
83	Bheriganga Municipality	2,500,000.00	750,000.00
84	Gauradaha Municipality	2,700,000.00	810,000.00
85	Bardhaghat Municipality	3,500,000.00	2,184,613.00
86	Godawari Municipality, Lalitpur	3,699,990.00	3,013,838.00
87	Bahadur Mai Municipality	2,500,000.00	750,000.00
88	Kabilashi Municipality	2,499,936.00	749,981.00
89	Khadk Municipality	2,500,000.00	750,000.00
90	Ganeshman charnath Municipality	2,500,000.00	2,500,000.00

S.N.	Municipality	Program Approved	Disbursement
91	Jaimini Municipality	2,499,249.00	2,499,249.00
92	Madhi Municipality	2,600,000.00	780,000.00
93	Badi Malika Municipality	2,500,000.00	2,384,259.00
94	Banganga Municipality	3,000,000.00	2,781,269.00
95	Mandandeupur Municipality	3,099,860.00	929,958.00
96	Panchapuri Municipality	2,500,000.00	750,000.00
97	Bhumikasthan Municipality	2,799,490.00	839,847.00
98	Sithganga Municipality	2,800,000.00	840,000.00
99	Ratuwa Mai Municipality	2,700,000.00	1,749,269.00
100	Rampur Municipality	3,500,000.00	3,169,359.00
101	Jiri Municipality	2,800,000.00	2,800,000.00
102	Simraungadh Municipality	2,100,000.00	630,000.00
103	Barbardiya Municipality	2,305,534.00	2,252,830.00
104	Dhunibeshi Municipality	3,000,000.00	900,000.00
105	Mithila Municipality	2,500,000.00	2,500,000.00
106	Tarkeshor Municipality	3,700,000.00	2,178,224.00
107	Kamal Bazar Municipality	2,000,000.00	2,000,000.00
108	Falebas Municipality	2,600,000.00	780,000.00
109	Sundarbazar Municipality	2,999,894.00	899,968.00
110	Bodebarsine Municipality	2,200,000.00	660,000.00
111	Shankharapur Municipality	3,700,000.00	2,929,021.00
112	Gujara Municipality	2,199,726.00	2,199,547.00
113	Shikhar Municipality	3,798,450.00	3,767,425.00
114	Barabhise Municipality	3,500,000.00	3,500,000.00
115	Halesi Tuwachung Municipality	2,599,620.00	2,599,623.00
116	Melauli Municipality	2,500,000.00	750,000.00
117	Khadachakra Municipality	2,100,000.00	2,100,000.00
118	Matihani Municipality	2,099,249.00	2,099,249.00
119	Madhya Nepal Municipality	3,000,000.00	900,000.00
120	Ramduni Municipality	2,490,116.00	747,035.00
121	Haripur Municipality	2,500,000.00	750,000.00

S.N.	Municipality	Program Approved	Disbursement
122	Bhangaha Municipality	2,200,000.00	2,197,859.00
123	Rajdevi Municipality	2,100,000.00	630,000.00
124	Dudhauri Municipality	2,999,946.00	899,984.00
125	Ramgopalpur Municipality	2,200,000.00	2,200,000.00
126	Maulapur Municipality	2,200,000.00	2,200,000.00
127	Kageshwori Maohara Municipality	3,700,000.00	1,110,000.00
128	Mahalaxmi Dhankuta Municipality	2,496,366.00	748,910.00
129	Bideha Municipality	2,100,000.00	2,093,672.00
130	Balwa Municipality	2,100,000.00	630,000.00
131	Aurahi Municipality	2,200,000.00	2,197,487.00
132	Rajpur Municipality	2,272,210.00	618,663.00
133	Hanuman Nagar kankalini Municipality	2,199,974.00	1,948,406.00
134	Fatuwa Bijaypur Municipality	2,100,000.00	630,000.00
135	Sahidnagar Municipality	2,100,000.00	630,000.00
136	Manarsisawa Municipality	2,100,000.00	630,000.00
137	Mahagadhimai Municipality	1,799,442.00	1,755,897.00
	Total	493,327,783.00	257,638,786.00

Annex 5B**Program Approved and Disbursement of Rural Municipality in Fy 2076/77**

S.N.	Rural Municipality	Program Approved	Disbursement
1	Abukhaireni Rural Municipality	1,000,000.00	300,000.00
2	Kaligandaki Rural Municipality	700,000.00	680,486.00
3	Fedikhola Rural Municipality	800,000.00	800,000.00
4	Sandakpur Rural Municipality	1,100,000.00	1,100,000.00
5	Adhikhola Rural Municipality	900,000.00	900,000.00
6	Jwalamukhi Rural Municipality	1,100,000.00	330,000.00
7	Indrawati Rural Municipality	1,000,000.00	300,000.00
8	Gaumul Rural Municipality	800,000.00	738,698.00
9	Dupcheshor Rural Municipality	963,971.00	963,971.00
10	Rautamai Rural Municipality	900,000.00	900,000.00
11	Shahidlakahan Rural Municipality	1,000,000.00	859,157.00
12	Sudhodhan Rural Municipality	1,000,000.00	934,404.00
13	Sanibheri Rural Municipality	600,000.00	600,000.00
14	Laljhadhi Rural Municipality	1,000,000.00	968,871.00
15	Naukunda Rural Municipality	575,947.00	572,975.00
16	Mohanyal Rural Municipality	900,000.00	270,000.00
17	Sagurigadhi Rural Municipality	599,993.00	588,729.00
18	Atharai Triveni Rural Municipality	600,000.00	439,491.00
19	Tripurasundari Rural Municipality	600,000.00	600,000.00
20	Udayapurgadhi Rural Municipality	800,000.00	772,209.00
21	Jhapa Rural Municipality	800,000.00	794,637.00
22	Ekdara Rural Municipality	799,999.00	768,150.00
23	Balefi Rural Municipality	600,000.00	600,000.00
24	Kanchan Rural Municipality	800,000.00	240,000.00
25	Nawadurga Rural Municipality	480,146.00	475,653.00
26	Netrawati dubjong Rural Municipality	1,092,000.00	1,092,000.00
27	Galchi Rural Municipality	1,000,000.00	1,000,000.00
28	Sailung Rural Municipality	600,000.00	600,000.00
29	Gadhi Rural Municipality	900,000.00	900,000.00
30	Badigad Rural Municipality	900,000.00	900,000.00
31	Sammarimai Rural Municipality	800,000.00	800,000.00

S.N.	Rural Municipality	Program Approved	Disbursement
32	karaimai Rural Municipality	800,000.00	767,654.00
33	Roshi Rural Municipality	969,144.00	969,144.00
34	Bhotekoshi Rural Municipality	600,000.00	600,000.00
35	Sonma Rural Municipality	800,000.00	800,000.00
36	Brahmipuri Rural Municipality	800,000.00	800,000.00
37	Kaudeni Rural Municipality	800,000.00	800,000.00
38	Pathivara Yangwarak Rural Municipality	600,000.00	450,000.00
39	Banglachuli Rural Municipality	1,000,000.00	1,000,000.00
40	Kotahimai Rural Municipality	800,000.00	800,000.00
41	Malarani Rural Municipality	600,000.00	180,000.00
42	Gajuri Rural Municipality	900,000.00	900,000.00
43	Bishnu Rural Municipality	799,179.00	798,342.00
44	Bishrampur Rural Municipality	800,000.00	240,000.00
45	Kailari Rural Municipality	700,000.00	210,000.00
46	Jahada Rural Municipality	800,000.00	240,000.00
47	Durga Bhagwati Rural Municipality	700,000.00	210,000.00
48	Kamal Rural Municipality	800,000.00	709,285.00
49	Modi Rural Municipality	600,000.00	180,000.00
50	Bhumli Rural Municipality	700,000.00	700,000.00
51	Khanikhola Rural Municipality	800,000.00	800,000.00
52	Darma Rural Municipality	500,000.00	500,000.00
53	Dhankaul Rural Municipality	700,000.00	700,000.00
54	Bhairavi Rural Municipality	600,000.00	180,000.00
55	Sidingwa Rural Municipality	500,000.00	150,000.00
56	Helambu Rural Municipality	600,000.00	600,000.00
57	Benighat Rorang Rural Municipality	800,000.00	800,000.00
58	Jharapjong Rural Municipality	599,760.00	599,760.00
59	Gurans Rural Municipality	700,000.00	700,000.00
60	Chulachuli Rural Municipality	700,000.00	575,531.00
61	Kispang Rural Municipality	800,000.00	700,000.00
62	Shivapuri Rural Municipality	700,000.00	800,000.00
63	Doli	8,000,000.00	1,170,675.00
	Total	56,280,139.00	40,249,147.00

Executive Summary

Designing of Hybrid Electronic Toll Collection Plaza

Hybrid-Electronic toll collection system is a very fast and efficient mode for collection of toll charges at the toll plazas. This saves a lot of time since vehicles passing through the toll plaza do not stop to pay toll and the payment automatically takes place from the account of the vehicle.

This job of Designing of Hybrid Electronic Toll Collection Plaza has been carried out as per the contract between Roads Board Nepal (RBN) and Innovative Engineering and Construction Technologies Pvt. Ltd. to prepare complete design document and estimate in order to construct the toll plaza at four locations (Kavrebhanjyang-Kavre, Khalte - Sindhuli, Kaniyakharka - Sundhuli, Bardibas - Mahottari) of BP Highway.

A suitable solution of the toll payment system as per the local situation has been proposed and designed for the highway. A combined transaction options namely manual and ETC has been designed. While designing of the toll plaza standardized factors like Traffic Demand and the Customer, Types of Toll Systems, Methods of Toll Collection, Lane Capacity, Staffing, Plaza Location, Operation and Maintenance, Environmental Issues, Toll Audit (Detection and Enforcement), Security and Lane Configuration (Methods of Payment) have been considered. Complete civil design, proper ETC equipment and accessories with technical specification, detailed drawings and cost estimate with rate analysis according to standard, have been prepared and presented to RBN before preparation of final report.

Innovative Engineering and Construction Technologies Pvt. Ltd.
New Baneshwor, Kathmandu

Executive Summary

Detail Survey of Locations for Modern Toll Collection Center

This job of “Detail Survey of Locations for Modern Toll Collection Center” has been done for detail engineering survey to identify total quantity of required civil work to be done in order to estimate the cost as per the design of toll plaza for the four locations (Kavrebhanjyang-Kavre, Khalte – Sindhuli, Kaniyakharka – Sundhuli, Bardibas – Mahottari) in BP Highway.

As per the scope of the work, detail survey has been conducted with monumentation, traversing and chainage marking. The quantity of civil work like site clearance, earth work, pavement work, stone masonry work, footpath work, road marking, for 4 locations, has been estimated according to the design of the toll plaza. The engineering drawings including alignment plan, design profile and design cross-section have been prepared.

Furthermore, the quantity of civil works helps to prepare total cost estimate of the project and the drawings helps during construction of the project.

Technoquarry Consults Pvt. Ltd.
Bhaisepati, Lalitpur

Executive Summary

Feasibility Study for Road Users' Fee Collection Center

this Final Report on “Feasibility Study for Road Users' Fee Collection Center for Contract No.: RBN/CS/2019/03 has been prepared as per the agreement between Roads Board Nepal, Min Bhawan, Kathmandu as the client and North Star Engineering Consultant (P) Ltd, Jawalakhel, Lalitpur as the Consultant, made on 10th June, 2019, in accordance with Terms of Reference of the Consultants' Services. Draft report was prepared after the field visit of the respective road sections. Final report has been prepared incorporating all the comments received from the client and comments and suggestions given during draft report presentation. This report briefly outlines the plan, procedures, approach and methodologies adopted and the findings of the study in the course of fulfilling the requirements of the present assignment by the consultant.

The main objective of the consultancy service is to review the existing feasibility study reports including related documents and conduct Feasibility study for Road Users' Fee collection centres and submit report to the RBN. Scope and nature of the work is clearly mentioned in the ToR and agreement paper. The study team comprising of a team leader, two civil engineers is formed to accomplish the job within timeframe as per ToR.

This report has Seven Chapters. The first chapter reflected the general background, objectives and scopes of the present study while the chapter two explained the overall planning of whole feasibility study process. In chapter three, methodology adopted in carrying out the assigned task has been explained while the primary and secondary data collection and the development of questionnaires/ checklists have been explained in chapter four. General observations, analysis and interpretation of raw data collected at field have been given in chapter five. Finally the Road wise findings derived from the feasibility study; and the conclusion and recommendations are given in six and seven chapter respectively.

Field visit was carried out by two teams. Khaireni-Pokhara, Pokhara-Baglung and Pokhara-Butwal road sections were visited by one team and Butwal-Kohalpur, Kohalpur-Surket and Kohalpur-Attariya road sections by another team. Field visit is aimed to collect as much information as possible with the main focus on identification of fee collection centres, appropriateness of locations and status of road condition of each road sections as primary data. Traffic data and road maintenance cost is collected from DoR as secondary data. On the basis of the data collected at the field, the consultant has analyzed the data and interpreted for all six roads.

Open toll collection which is manual and conventional toll collection system is appropriate in the context of Nepal and recommended for different road sections under study. Two separate lanes will be developed at the collection center, one adjacent to the road center for heavy vehicles and the other one for light vehicles and two/three wheelers. However, it is found from queuing theory that three separate lanes to be developed for Butwal towards Kohalpur direction in Butwal to Kohalpur section due to having more AADT.

The study team divided all motorized traffic into three categories viz. heavy, light and motorcycle (MC) and Tempo in AADT to ease the estimation of the annual revenue of particular road. Finding the trends of traffic growth is very difficult because AADT is decreased in one direction and increased in other direction of same road and it seems in traffic categories too.

Estimated Road maintenance cost for FY 2076/77 to different roads prepared by concerned

road division offices is obtained from DoR, Maintenance Branch. Maintenance cost is not similar in all roads. It depends on topography, climatic condition, traffic volume and design standard of road etc. Annual operation cost is estimated of 6.84 million to each road. Preliminary total establishment cost for each collection centre is NRs. 6.17 million without VAT.

The study team has proposed users' fee rate on the basis of prevailing rate as is being applied in different other road sections by RBN. The rate is slightly adjusted in analytical rate (per Km weighted average rate) depends upon road length and terrain. Annual revenue collection from Road Users' Fee system apply to study roads is determined by the study team on the basis of recommended fee rate to different categories of traffic and the numbers of estimated traffic in AADT of particular roads. Total AADT is adjusted by deducting local road user's and government vehicles assuming 5% from that in all road sections and used in determination of revenue estimate.

Difference between the expenditure and the revenue gives the funding gap to different roads. Funding gap seems very high in Aanbu Khaireni-Pokhara, Pokhara-Butwal and Kohalpur-Surkhet road sections, where estimated revenue covers 26 %, 32% and 47% of the total annual maintenance cost respectively. Similarly estimated revenue covers 67 % of maintenance cost in Butwal-Kohalpur road section. However, estimated revenue of Kohalpur-Attariya and Pokhara-Baglung roads will have surplus amount after the deducting the total expenditure.

Besides road users' fee, maintenance revenue includes the fuel levy, which is a significant amount and the vehicle registration fee. If these amounts are also included, the actual revenue for maintenance of the concerned roads will significantly increase.

Finally, the consultant has made conclusion and some recommendations as follows:

All the Roads were found feasible and justifiable to implement certain amount of maintenance fee from vehicles for using the road.

Detailed estimate of the Infrastructure development at the selected locations for the fee collection centres to be prepared on the basis of district rate and typical design could be changed as per requirements.

Road Users' fee collection system to be initiated as soon as possible to the studied roads, so that collected revenue can contribute for maintenance work to a great extent.

If any of these roads is being upgraded or rehabilitated, development of fee collection center is also recommended to be done side by side or it can be included in the road contract itself. It can be immediately done in Pokhara-Baglung Road.

Butwal towards Kohalpur direction of Butwal-Kohalpur section need to install one more toll booths in the collection centre than other due to having more traffic.

Executive Summary

Office Automation System

Office Automation System is a management system specially designed for tracking the movement of letters/files inside as well as outside of the organization. It is always a challenge in an organization to keep the day to day formal records on any ongoing activities. As we are moving from traditional record keeping to digital record keeping this automation system will be of immense importance to any parties who care for the fast and reliable management of their official activities.

This system would be handy to stakeholders when they need to register, dispatch, or make a tippani. Each member are given specific permissions to use the system according to the type of work they do. They can assign work to a member of another section just by sending their assignment via the system. A company can record the entries received, files dispatched or tippani being circulated inside the organization. All the records would be easily visible in just a push of a button.

The system can automatically send the email notification to the other party about the proposal being registered or dispatched. Along with the email, a uniquely generated barcode and registration number will be sent so that other parties can track the movement of their proposal in the proposed section or organization. This way sender and receiver will exactly know the current status and activity of the assigned work.

Matrix Softech Pvt. Ltd.

Mero Sadak Apps Manual

How to use Mero Sadak

Step 1:

- ▶ Allow all the required permission if asked?
- ▶ Select the language



How to use Mero Sadak

Step 2:

- ▶ Click on "Sign in" button for signing in using your google account.



How to use Mero Sadak

Step 3:

- ▶ Click on "गुनासो गर्नुहोस्" (Post Complain) to complain
- ▶ If you have already complained, then click on "तपाइँको गुनासोको अवस्था" (Your Complain Status) to see the status of already registered complains.



How to use Mero Sadak

Step 4:

- ▶ Select the type of complain
- ▶ Take the photo of the road
- ▶ Location will be automatically selected
- ▶ Location can be also manually set
- ▶ Then submit the complain and your complain will be sent to concerned Office.



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नेपाल राजपत्र

नेपाल सरकारद्वारा प्रकाशित

खण्ड ६९) काठमाडौं, वैशाख २ गते, २०७६ साल (संख्या १

भाग ५

नेपाल सरकार

भौतिक पूर्वाधार तथा यातायात मन्त्रालयको सूचना

नेपाल सरकारले सडक बोर्ड ऐन, २०५८ को दफा ६ को उपदफा (२) को खण्ड (क) ले दिएको अधिकार प्रयोग गरी देहायका सडक खण्डमा चल्ने सवारी साधनबाट देहाय बमोजिमको सडक उपभोग दस्तुर असुल गर्ने निर्णय गरेकोले सर्वसाधारणको जानकारीको लागि यो सूचना प्रकाशन गरिएकोछ ।

(क) यस पूर्व लगाई आएको सडक उपभोग दस्तुरमा वृद्धि गरी देहाय बमोजिम कायम गरिएको :-

क्र.सं.	सडक खण्डहरू	सवारी साधनको किसिम र दस्तुर (सरकारी सवारी साधन बाहेक)			तीनपाइरो टेम्पो र मोटरसाइकल (रु.)
		बस, मिनिबस, ट्रक, मिनिट्रक र हेभिमेसिनरी इक्वीपमेन्ट (रु.)	कार, जीप, पिकअप भ्यान र ट्रयाक्टर (रु.)		
१.	हेटौंडा- नारायणघाट	१००/-	४०/-	१०/-	
२.	नारायणघाट- बुटवल	१३०/-	६०/-	१०/-	
३.	नौबिसे-मुग्लिन	१२०/-	५०/-	१०/-	
४.	भैरहवा-भूमई	३०/-	२०/-	१०/-	
५.	काकडभिट्टा- दमक	७५/-	३०/-	१०/-	
६.	दमक-इटहरी	१२५/-	५०/-	१०/-	
७.	विराटनगर- धरान	७०/-	२५/-	१०/-	
८.	कोशी-चैहर्वा	१४०/-	५५/-	१०/-	
९.	चैहर्वा-पवलैया	१२५/-	५५/-	१०/-	
१०.	हेटौंडा-विराज	८५/-	३५/-	१०/-	
११.	विराज- पवलैया	५०/-	२०/-	१०/-	

(ख) यस पूर्व सडक उपभोग दस्तुर नतोकिएका देहायका सडक खण्डमा चल्ने सवारी साधनमा देहाय बमोजिमको सडक उपभोग दस्तुर :-

क्र.सं.	सवारी साधनको किसिम र दस्तुर (सरकारी सवारी साधन बाहेक)			
	सडक खण्ड	बस, मिनिबस, ट्रक, मिनिट्रक र हेभिमेसिनरी इक्वीपमेन्ट (रु.)	कार, जीप, पिकअप भ्यान र ट्रयाक्टर (रु.)	तीनपाइरो टेम्पो र मोटरसाइकल (रु.)
१.	धुलिखेल -खुर्कोट	१२५/-	५०/-	१५/-
२.	खुर्कोट- सिन्धुली- बर्दवास	११५/-	४५/-	१५/-
३.	पौचखाल -मेलम्ची	५०/-	१५/-	५/-

आज्ञाले,
मधुसुदन अधिकारी
नेपाल सरकारको सचिव

Format

स्थानीय सडक मर्मत सम्भार सम्बन्धीकार्यक्रमको सहमतीका आधार मर्मत योग्य सडकलाई बर्षेभरी आवागमन गर्न सकिने अवस्थामा राख्ने उद्देश्यले सो सडकको मर्मत सम्भार गर्दा सडक बोर्ड ऐन २०५८, सडक बोर्ड नियमावली २०६०, सडक बोर्ड निर्देशिका २०६१, कार्यकारी समितिको निर्णय तथा निर्देशनका साथै सडक बोर्ड नेपालबाट गराईएका जानकारीलाई समेटि निम्नानुसारको कार्यहरू प्राथमिकता अनुसार गर्दा सडक सम्पत्तिको संरक्षण गर्न सकिने आंकलन गरिएको छ ।

सडकको मर्मत सम्भारमा क्रमशः कालोपत्रे, ग्रामीण सडक, कच्ची ग्रामीण सडकको नियमित, पटके, आवधिक, विशेष मर्मतको प्राथमिकताका आधारमा तहाँको स्वामित्वमा रहेका सडकहरू मध्ये छनौट गरी सोही बमोजिम स्थानीय सडक मर्मत सम्भार सम्बन्धी वार्षिक कार्यक्रम तहाँबाट स्वीकृत गर्ने र सहमतीका लागि सडक बोर्ड नेपालमा पठाउनु पर्नेछ। सडक बोर्डबाट सहमती प्रदान गरिएका सडक मर्मत सम्भार सम्बन्धी वार्षिक कार्यक्रमहरू नियमानुसार सम्पादन गरी प्रमाणित विवरणहरू (जस्तै: मर्मत कार्य सम्पादनका विवरण, प्रगती प्रतिवेदन, कार्य सम्पन्न प्रतिवेदन, ठेक्का बिल) सहित पेश गरी रकम निकासालिनु पर्नेछ ।

सडक मर्मत संभार कार्य छनौटको प्राथमिकता:

सडक मर्मत संभारको कार्य	नियमित मर्मत संभार	पटके मर्मत संभार	आवधिक मर्मत संभार	विशेष मर्मत संभार
सडकको किसिम				
कालोपत्रे सडक	१.०	२.०	३.०	४.०
ग्रामीण सडक (खण्डास्मिथ, ढुङ्गा छापेको, ईटा छापेको, PCC, RCC गरेको सडक)	५.०	६.०	७.०	८.०
कच्ची ग्रामीण सडक	९.०	१०.०	११.०	१२.०

स्थानीय सडकको योजनावद्ध मर्मत संभार कार्यमा आर्थिक श्रोतको अधिकतम सदुपयोग गर्नु पर्नेछ । तोकिएको प्राथमिकताको आधारमा कार्यक्रमको छनौट गर्ने दायित्व सम्बन्धित निकायको रहनेछ । साथै सडक बोर्ड नेपाल तथा डोलिडारको अनुगमनको क्रममा सम्बन्धित निकायले प्राथमिकताको क्रमबाहेक अन्य कार्यमा खर्च गरेको पाइएमा आगामी बर्षको कार्यक्रममा सडक बोर्ड नेपालले बिनियोजित रकम घटाउन/रोक्न सक्ने छ ।

माथि उल्लेखित तालिकाको सम्बन्धमा विस्तृत रूपमा तल व्याख्या गरिएको छ ।

स्थानीय सडक मर्मत सम्भार सम्बन्धीकार्यक्रमको सहमतीका आधारकालोपत्रे सडक

१.० कालोपत्रे सडकको नियमित मर्मत संभारका कार्यहरू:

१.१) सडक सतह, सोल्जर, Road Furniture, फुटपाथ आदिको सफाई गर्ने ।

१.२) सडक किनाराको नाली, कल्भर्ट, पुल, कजवे, आदिको सफाई गर्ने ।

२.० कालोपत्रे सडकको पटके मर्मत संभारका कार्यहरू:

२.१) पटहोल, सोल्जर, Road Furniture, फुटपाथ आदिको मर्मत संभार गर्ने ।

२.२) सडक किनाराको नाली, कल्भर्ट, पुल, कजवे, आदिको मर्मत संभार गर्ने ।

२.३) सडकमा विद्यमान टेवापर्खाल आदिको मर्मत संभार गर्ने ।

३.० कालोपत्रे सडकको आवधिक मर्मत संभारका कार्यहरू:

३.१) सडक सतहको Pre-treatment गरी Premix Carpeting, Re-sealing आदि कार्य गर्ने ।

३.२) सडक किनाराको नाली, कल्भर्ट, पुल, कजवे, आदिको मर्मत संभार गर्ने ।

३.३) सडक संरचनाको सुरक्षाको लागि बनाइएका टेवापर्खाल आदिको मर्मत संभार गर्ने ।

४.० कालोपत्रे सडकको विशेष मर्मत संभारका कार्यहरू:

४.१) विस्तारित अवस्थाको Pothole को Patch Work गर्ने कार्य ।

४.२) पानीबाट सडकमा हुन सक्ने क्षति न्यूनीकरण गर्न नाली, कल्भर्ट, पुल, कजवे, आदिको निर्माण गर्ने ।

- ४.३) सडक संरचनाको सुरक्षाको निम्ति बनाउनु पर्ने टेवापर्खाल आदिको निर्माण गर्ने ।
- ४.४) बायो इन्जिनियरिङ तथा Slope Stabilization सम्बन्धी काम गर्ने ।
- ४.५) सडक सतहको अत्यधिक भिरालो (High Grade) तथा साँघुरो घुमाउरो (Turning) स्थानहरूमा आवश्यक भएमा PCC वा RCC गर्ने ।
- ४.६) सडक सतहको High Grade तथा Turning हरूमा आवश्यक भएमा PCC वा RCC गर्ने ।
- ४.७) Road Safety सम्बन्धी कार्यहरू गर्ने ।

स्थानीय सडक मर्मत सम्भार सम्बन्धी कार्यक्रमको सहमतीका आधार ग्रामीण सडक (खण्डास्मिथ, ढुङ्गा/ईटा छापेको, PCC/RCC सडक)

५.० ग्रामीण सडकको नियमित मर्मत संभारका कार्यहरू:

- ५.१) सडक तथा सडक किनारामा उम्रेको घाँस तथा रूखका हाँगाहरूको सफाई गर्ने ।
- ५.२) सडक किनाराको नाली, कल्भर्ट, पुल, कजवे, आदिको सफाई गर्ने ।
- ५.३) सडकमा रहेको सामान्यखालको पहिरो हटाई सडक खुला गर्ने कार्य ।

६.० ग्रामीण सडकको पटके मर्मत संभारका कार्यहरू:

- ६.१) सडक सतहमा बनेका Pot hole, Reel तथा Rut आदिको मर्मत सम्भार गर्ने ।
- ६.२) सडक सतहको केही स्थानमा Spot Gravelling गर्ने ।
- ६.३) सडक किनाराको नाली, कल्भर्ट, पुल, कजवे, आदिको मर्मत सम्भार गर्ने ।
- ६.४) सडकमा विद्यमान टेवापर्खाल आदिको मर्मत संभार गर्ने ।

७.० ग्रामीण सडकको आवधिक मर्मत संभारका कार्यहरू:

- ७.१) सडक सतहमा Grading तथा Blending गरे पश्चात् Re-gravelling गर्ने ।
- ७.२) सडक किनाराको नाली, कल्भर्ट, पुल, कजवे, आदिको मर्मत संभार गर्ने ।
- ७.३) सडक संरचनाको सुरक्षाको लागि बनाइएका टेवापर्खाल आदिको मर्मत संभार गर्ने ।

८.० ग्रामीण सडकको विशेष मर्मत संभारका कार्यहरू:

- ८.१) High Grade तथा Turning हरूमा आवश्यकता अनुसार ढुङ्गा/ईटा छाप्ने, PCC/RCC गर्ने ।
- ८.२) पानीबाट सडकमा हुन सक्ने क्षति न्यूनीकरण गर्न नाली, कल्भर्ट, पुल, कजवे आदिको निर्माण गर्ने ।
- ८.३) सडक संरचनाको सुरक्षाको लागि टेवापर्खाल आदिको निर्माण गर्ने ।
- ८.४) Road Safety सम्बन्धी कार्यहरू गर्ने ।

स्थानीय सडक मर्मत सम्भार सम्बन्धी कार्यक्रमको सहमतीका आधार कच्ची ग्रामीण सडक

९.० कच्ची ग्रामीण सडकको नियमित मर्मत संभारका कार्यहरू:

- ९.१) सडक तथा सडक किनारामा उम्रेको बोट बिरूवा काट्ने तथा हटाउने ।
- ९.२) सडकमा अवस्थित नाली, कल्भर्ट, पुल, कजवे, आदिको सफाई गर्ने ।
- ९.३) सडकमा रहेको सामान्यखालको पहिरो हटाई सडक खुला गर्ने कार्य ।

१०.० कच्ची ग्रामीण सडकको पटके मर्मत संभारका कार्यहरू:

- १०.१) सडक सतहमा बनेका Reel तथा Rut आदिको मर्मत गर्ने ।
- १०.२) सडक सतह भासिएको अवस्थामा केही स्थानमा बाहिरबाट माटो ल्याइपुर्ने कार्य गर्ने ।
- १०.३) सडकमा अवस्थित नाली, कल्भर्ट, पुल, कजवे, आदिको मर्मत संभार गर्ने ।
- १०.४) सडकमा विद्यमान टेवापर्खाल आदिको मर्मत संभार गर्ने ।

११.० कच्ची ग्रामीण सडकको आवधिक मर्मत संभारका कार्यहरू:

- ११.१) सडक सतहमा Grading तथा Blending गरी माटो पुरी मर्मत संभार गर्ने ।
- ११.२) सडक किनाराको नाली, कल्भर्ट, पुल, कजवे, आदिको मर्मत संभार गर्ने ।
- ११.३) सडक संरचनाको सुरक्षाको लागि बनाइएका टेवापर्खाल आदिको मर्मत संभार गर्ने ।

१२.० कच्ची ग्रामीण सडकको विशेष मर्मत संभारका कार्यहरू:

- १२.१) High Grade तथा Turning हरूमा सडकको सतहमा आवश्यकता अनुसार ढुङ्गा सोलिङ्ग गर्ने ।
- १२.२) सडकको अत्याधिक ग्रेड तथा साँघुरो मोडको आवश्यकता अनुसार सुधार गर्ने ।
- १२.३) पानीबाट सडकमा हुन सक्ने क्षति न्यूनीकरण गर्न नाली, कल्भर्ट, पुल, कजवे, आदिको निर्माण गर्ने ।
- १२.४) सडक संरचनाको सुरक्षाको लागि टेवापर्खाल आदिको निर्माण गर्ने ।
- १२.५) सडक सुरक्षा सम्बन्धी कार्यहरू गर्ने ।

महानगर/उपमहानगर/नगर पालिका/जिल्ला विकास समितिको कार्यालय

ठेक्का सम्बन्धि बिल

ने क्रम संख्या :
 ने भा.नं. :
 :
 मिति :
 तः

भुक्तानी भाउचर नं. :
 भुक्तानी मिति :
 नापी किताब नं. को पृष्ठ नं. :

वेवरण	एकाई	अद्यावधि काम भएको			अधिल्लो विलमा चढेको			हाल भएको काम		कैफियत
		परिमाण	दर	जम्मा मूल्य	परिमाण	जम्मा मूल्य	परिमाण	जम्मा मूल्य		
	(३)	(४)	(५)	(६)	(७)	(८)	(९)	(१०)	(११)	

छ, भनी प्रमाणित गर्नेको सही :
 :
 ती भएको रू. :

ठेकेदारको सही :
 खुद दिनु पर्ने
 जम्मा रू. (अधारेपी)
 मात्र) को
 चेक नं. प्राप्त भएको भनि सही गर्ने ठेकेदारको सही

सही :
 ज्ञा

जाँच गर्नेको सही :
 दर्जा

हिसाब जाँच गर्नेको सही :
 दर्जा

स्वीकृती गर्नेको सही
 दर्जा

महानगर/उपमहानगर/नगर पालिका/जिल्ला विकास समितिको कार्यालय

.....

प्रगति विवरण

(सडक बोर्ड नेपालबाट प्राप्त सशर्त अनुदान अन्तर्गत सम्पादित कार्यक्रम)

१. आ.ब. रु हजारमा
२. ब.शि.नं : ३३७६५३ (२६४२२)
३. कार्यान्वयन गर्ने निकाय :
४. कार्यक्रम । आयोजनाको नाम :
५. आयोजना प्रमुखको नाम :
६. स्थान : जिल्ला
७. आयोजना शुरु हुने मिति : सालवसाली
८. आयोजना पुरा हुने मिति : सालवसाली
९. वार्षिक बजेट रु
- नेपाल सरकार :
- सडक बोर्ड :
- स्थानीय निकाय :
१०. आयोजनाको कुल लागत रु
११. यस आ.ब.को प्रतिवेदन अवधिको निकाशा :

क्र.सं.	कार्य विवरण	इकाई	वार्षिक कार्य लक्ष्य		वार्षिक बजेट	तेश्रो चौमासिक प्रगति						आयोजनाको कुल मध्य हालसम्म सम्पन्न	कैफियत					
			लक्ष्य			प्रगति		प्रतिवेदन अवधि सम्मको प्रगति		आयोजनाको कुल मध्य हालसम्म सम्पन्न								
			परिमाण	भारित		परिमाण	भारित	खर्च	भारित	परिमाण	भारित			खर्च	भारित			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
1																		
2																		
3																		
4																		
5																		
6																		
7																		
8																		
	जम्मा				6													

आ.ब. २०..... को तेश्रो चौमासिक भारित प्रगति

$10 / 8 \times 100 =$ %

आ.ब. २०..... को वार्षिक प्रगति

$16 / 5 \times 100 =$ %

तयार गर्ने

चेक गर्ने

स्वीकृत गर्ने

मिति : २०७६/..... /.....

श्री सडक बोर्ड नेपाल,
मिनभवन, काठमाडौं ।

बिषय : प्रतिवद्धता सम्बन्धमा ।

प्रस्तुत बिषयमा यस नगरपालिका/ गाउँपालिका अन्तर्गतका सडकहरू सडक बोर्ड नेपालबाट प्राप्त सडक मर्मत संभार कार्यक्रम कार्यान्वयन मार्गदर्शन तथा सडक मर्मत संभार कार्य छनौटको प्राथमिकता नं. अनुसार छनौट गरिएको हुँदा तहाँ बाट अनुगमन मूल्याङ्कन गर्दा फरक पर्न गएमा हामी जिम्मेवार हुने प्रतिवद्धता व्यक्त गर्दछौं ।

सडक बोर्ड नेपाल तथा स्थानीय तह बीच सडक मर्मत संभार कार्यको लागि गरिएको सम्झदारी पत्र
(Memorandum of Understanding)

सडक बोर्ड नेपालको तर्फबाट प्रतिनिधित्व गर्ने कार्यकारी निर्देशक(त्यसपछि प्रथमपक्ष भनेर संवोधन गरिएको) र सम्बन्धित..... नगरपालिका (महानगरपालिका तथा उपमहानगरपालिका समेत) /गाउँपालिकाको तर्फबाट प्रतिनिधित्व गर्ने प्रमुख प्रशासकिय अधिकृत (त्यसपछि दोश्रो पक्ष भनेर संवोधन गरिएको) बीच यो सम्झदारी कायम भएको छ ।

- सडक बोर्ड ऐन २०५८, सडक बोर्ड नियमावली २०६०, सडक बोर्ड निर्देशिका २०६१, सार्वजनिक खरिद ऐन २०६३, सार्वजनिक खरिद नियमावली २०६४, कार्यकारी समितिको निर्णय तथा निर्देशनको परिधि भित्र रही सावधानी पूर्वक एवम् दक्षताका साथ कार्य गर्न/गराउन आवश्यक श्रोत र साधन समेतको समुचित व्यवस्थापन गरी निर्दिष्ट गुणस्तर तथा वातावरणिय संतलुन कायम राख्दै दोश्रो पक्षबाट तोकिएको सडक मर्मत सम्भार प्राथमिकताका आधारमा स्वीकृत तथा प्रथम पक्षबाट सहमति भएका सडक मर्मत सम्भार सम्बन्धी वार्षिक कार्यक्रम अनुरूपको सडक मर्मत संभार कार्य सम्पन्न गर्ने गराउने प्रतिबद्धता दोश्रो पक्षले व्यक्त गर्दछ ।
- दोश्रो पक्षद्वारा ठेक्का वा उपभोक्ता समिति मार्फत संचालित कार्य, प्रथम पक्ष वा यसका प्रतिनिधि वा डोलिडारले निरीक्षण, अनुगमन तथा मूल्याङ्कन गर्न सक्ने भएकोले सम्बन्धित सम्पूर्ण दस्तावेज उपलब्ध गराउने तथा निरीक्षणमा आवश्यक सहयोग उपलब्ध गराउने दायित्व दोश्रो पक्षको हुनेछ । नेपाल सरकारको आधिकारिक निकायहरू बाट निरीक्षणको क्रममा संचालित कार्यक्रमको गुणस्तर तथा प्रगति निर्धारित मापदण्ड अनुरूप नभएको जानकारी बोर्ड लाई प्राप्त भएमा बोर्डले उपलब्ध गराउने रकम रोक्का गर्न सक्नेछ ।
- दोश्रो पक्षबाट स्वीकृत एवम् प्रथम पक्षको सहमति अनुसारको कार्यक्रम चालु आ.व. को जेष्ठ मसान्त भित्र कम्तीमा ७०% को प्रगति पेश गरी सम्झौता बमोजिमको रकम निकासालाई सक्नुपर्नेछ ।
- प्रथम पक्षले रकम निकासालाई सडक बोर्ड निर्देशिका २०६१ दफा ४७ ले निर्धारण गरेको मापदण्डको परिधि भित्र रही निकासालाई दिने प्रतिबद्धता व्यक्त गर्दछ । यसरी निकासालाई पहिलो निकाशा रकम स्वीकृत बजेट अनुसार उपलब्ध गराइनेछ र बाँकी रकम संचालित कार्यक्रमको प्रगति तथा सम्झौता वा ठेक्का रकमको आधारमा हुनेछ ।
- मासिक प्रतिवेदन, चौमासिक प्रतिवेदन तथा वार्षिक प्रतिवेदन, खर्चको फाँटवारी लगायत अन्य आवश्यक विवरण प्रथम पक्ष समक्ष पेश गर्ने जिम्मेवारी दोश्रो पक्षको हुनेछ ।
- सडक बोर्डको स्वीकृत एकीकृत वार्षिक योजना (IAP) अनुसारको रकम मात्र प्रथम पक्षले दोश्रो पक्ष लाई उपलब्ध गराउन सक्नेछ ।
- आर्थिक वर्ष भित्र विशेष वा काबु बाहिरको परिस्थितिको कारण सवै कार्य पुरा हुन नसकेको अवस्थामा सम्पन्न भएका कार्यको मात्र खर्च लेखांकन गरिनेछ। बाँकी कार्यहरू अर्को आर्थिक वर्षको कार्यक्रममा समावेश गर्न सकिनेछ ।
- दोश्रो पक्षको मातहत भित्र रहेका सम्पूर्ण सडकको तथ्याङ्क सडक बोर्डले निर्दिष्ट गरेको ढाँचामा हरेक वर्ष पेश गर्नु पर्नेछ । प्रथम पक्षले विवरण प्राप्त गरेपछि उपलब्ध श्रोतको आधारमा आगामी आ.व.को लागि बजेट सिलिङ्ग उपलब्ध गराउनु पर्नेछ र सो कार्य सामान्यतया चालु आ.व.को श्रावण महिना भित्र गर्नु पर्नेछ ।
- दोश्रोपक्षले बजेट सिलिङ्ग, स्थानीय सडक मर्मत सम्भार सम्बन्धी वार्षिक कार्यक्रमको सहमतीका आधार स्थानीय निकायले व्यहोर्नु पर्ने म्याचिङ्ग फण्ड समेत समावेश गरी चालु आ. व. को कार्तिक मसान्त भित्र सडक मर्मत संभारको वार्षिक कार्यक्रम स्वीकृत गरी प्रथम पक्षको सहमतिको लागि पेश गर्नु पर्नेछ ।
- कुनै कारणवश कार्यक्रम संशोधन/थप गराउनु पर्ने भएमा वा विशेष कारणवश कार्तिक मसान्त भित्र कार्यक्रम स्वीकृत हुन नसकेको अवस्थामा चालु आ.व. भित्रै कार्य सम्पन्न गर्ने प्रतिबद्धताका साथ ढीलोमा चालु आ.व.को फाल्गुण मसान्त भित्र वार्षिक संशोधित/थप कार्यक्रम प्रथम पक्षको सहमतिको लागि पेश गर्नु पर्नेछ ।
- दोश्रो पक्षले चालु आ.व.को अषाढ मसान्त भित्र खर्च गर्न नसकेको एकमुष्ट बचत रकम सडक बोर्डमा फिर्ता गर्नुपर्नेछ ।
- कार्य सम्पन्न भएपछि दोश्रो पक्षले कार्य सम्पन्न प्रतिवेदन, अन्तिम प्रगति प्रतिवेदन, अन्तिम लेखा परिक्षण र कार्यको गुणस्तरिय भए/नभएको प्राविधिक पुष्ट्याईको विवरणका साथै माग भएका अन्य विवरण भदौ पहिलो साता भित्र प्रथम पक्षलाई उपलब्ध गराउनुपर्ने छ । उपभोक्ता समितिबाट भएको कार्यको हकमा "सडक बोर्ड निर्देशिका २०६१" मा उल्लेख भए अनुसारका कागजातहरू प्रथम पक्ष लाई उपलब्ध गराउनु पर्नेछ ।
- सडक बोर्ड नेपाल तथा डोलिडारको अनुगमनको क्रममा सम्बन्धित निकायले प्राथमिकताको क्रम बाहेक अन्य कार्यमा खर्च गरेको पाइएमा आगामी वर्षको कार्यक्रममा बिनियोजित रकम घटाउन/रोक्न सक्ने छ ।
- कार्य सम्पादन मूल्याङ्कनको आधारमा डोलिडार वा प्रथमपक्ष आफैले प्रत्येक निकायको एभचयकबलअभ मूल्याङ्कन गर्ने छ भन्ने दुवै पक्षलाई मञ्जुर छ ।

प्रथम पक्षको तर्फबाट

नाम :
पद :
दस्तखत :
कार्यालयको छाप :
मिति :
साक्षी :
नाम :
पद :
दस्तखत :

दोश्रो पक्षको तर्फबाट

नाम :
पद :
दस्तखत :
कार्यालयको छाप :
मिति :
साक्षी :
नाम :
पद :
दस्तखत :

Photo Gallery



Training and Sensitization Program on Road Maintenance for LRN (Bagmati Province)



Preliminary Location Identification for Establishment of Hybrid Electronic Toll Collection Centre in BP Highway



Sensitization Program on " Road Users Fee for Local Agencies of Dhulikhael-Sindhuli-Bardibas Road Section of BP Highway"



Counterpart Training on " The Project for Operation & Maintenance of Sindhuli Road (Phase II)" Japan November 4-15, 2019



Recurrent Road Maintenance



Routine Road Maintenance



Resealing Road Maintenance

Research Fellowship Orientation Program at IoE



Contract Agreement for “Detail Design, Preparation of Cost Estimation, Technical Specification, Bill of Quantity, and Bid Document for Construction of Modern Toll Plaza”



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