**Proceeding Report ii**

EXPERIENCE SHARING WORKSHOP ON RURAL ROADS MONITORING

LALitpur, Nepal, September 2012

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**Jointly Organized by:**

 

**In collaboration with:** 

ABBREVIATIONS & TERMS

CSOs Civil Society Organizations

DDC District Development Committee

DTO District Technical Office

DoLIDAR Department of Local Infrastructure Development & Agricultural Roads

DoR Department of Roads

LGCDP Local Governance & Community Development Project

LSGA Local Self Governance Act

NGO Non-Governmental Organization

PAC Public Affairs Centre /India

PMGSY Pradhan Mantri Gram Sadak Yojana. India

VDC Village Development Committee

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**INTRODUCTION**

1. **BACKGROUND:**

Road and transport infrastructure is a means for economic development, service delivery and social integration. Transport is taken as a prerequisite for development as it facilitates reducing regional disparity, fostering economic development and development of other sectors as well as delivery of services. Thus, good quality roads are certainly a major input in a country’s development. Furthermore, the longevity of roads would be a major input in saving public money, whereas only a quality road would have longevity.

Rural infrastructure can be taken as the foundation of rural development of Nepal as about 84 percent people of Nepal live in rural areas. In this backdrop, roads play a crucial role in the socio-economic and cultural life of Nepal. Given the fact that the country is landlocked one, roads attain greater importance in the context of Nepal. By the end of FY 2065/66, total length of motorable road has been reached to 19447 KM, of which 6245 KM is black topped, 4336 km is graveled, and 8866 km is earthen. During this period, a total number of 1313 bridges have been constructed and 71 out of 75 district headquarters have been connected by roads. At present about 25,000 km rural roads tracks have been opened and 14,000 km motorable roads are built in the country. Of this, only 6,000 km roads are in operation condition in all the weathers. Similarly, 12,000 km tracks and trails and 4,100 suspension bridges are constructed in the country.

But, high transport costs and bad connectivity in rural hilly regions are some of the major impediments for road development in Nepal. The Government of Nepal as a part of its strategy to development road network in Nepal has set up Roads Board Nepal (RBN) to plan, finance, implement and maintain roads in Nepal. Furthermore, as a part of developing roads network, the Government has started Road Sector Development Project (RSDP) through the World Bank support. This project supports the Country Assistance Strategy objective to reduce poverty in rural areas, by improving rural access, and, prompting higher agricultural output, as well as non-farm income, in remote hill areas of the country. Similarly, one more project was initiated with the World Bank’s assistance – the Rural Access Improvement and Decentralization Project (RAIDP). This project is ongoing, which has been designed for the residents of participating districts to enable them utilize improved rural transport infrastructure, and services, and also benefit from enhanced access to social services, and economic opportunities.

Lack of devolution of the functions to the local bodies according to the local infrastructure policy, lack of skilled human resources, lack of technological base needed for sustainable infrastructure development, lack of capacity of local bodies in plan formulation, design, estimate, implement, maintenance, operation and monitoring, availability of only limited resources and lack of elected people's representatives in the local bodies etc. are the main problems of this rural infrastructure development sector including road development. In sum, formulation and implementation of plan is a great challenge faced in the rural infrastructure development sector. And, increase in awareness of people and increase in demand capacity can be taken as opportunities of this sector in the context of Nepal.

The Pradhan Mantri Gram Sadak Yojana (PMGSY) was launched by the Government of India in 2000 with the aim of providing better road linkage to all the villages of the country. It was found that owing to improper road connectivity in the villages, people faced difficulty in transporting their farm produce to the nearby markets. In 2005, the National Rural Roads Development Authority (NRRDA) approached Public Affairs Centre to formulate a pilot project proposal to test the feasibility of citizen monitoring of the quality of PMGSY roads. The objective was to empower rural citizens by creating a sense of ownership among them while enabling them to participate in the supervision of post-construction maintenance of PMGSY roads. Pilot phase I study ended in March 2008, one of the major achievements being the development of citizen-friendly tools for quality monitoring with the assistance of RASTA Centre for Road Technology. Pilot phase II study was launched in November 2008, the main objective of the phase being to field test a set of instruments in Orissa and Karnataka for monitoring the quality of some of the ongoing PMGSY work and auditing the performance of completed roads under the scheme. Ten completed roads and eight on-going road projects spread across four districts were selected for study in this phase. In implementing this phase PAC had the support of few local civil society organizations. The study amply demonstrated the feasibility of citizen monitoring of the quality of roads constructed under the PMGSY. Quality testing equipment that was introduced for the first time has been proved user-friendly and effective. The presence of local level civil society organizations to mobilize rural citizens’ participation in the monitoring and audit of PMGSY roads emerges as one of the most critical success factors.

PAC having its experience and background in monitoring roads through training grassroots communities/citizens has been sharing its experience and knowledge gained with monitoring rural roads in India along with methodology and the lessons learnt through that monitoring exercise. PAC also has been sharing its road monitoring tool kit and seeking suggestions. Given the similarities between DoLIDAR roads in Nepal and PMGSY roads in India, one experience sharing workshop on rural roads monitoring was organized in Nepal, the workshop being expected to go a long way in replicating experiences in monitoring of rural roads.

1. **OBJECTIVES:**

The workshop is the initiation for sharing Indian experiences on rural roads monitoring to assure good quality rural roads. The workshop has followings objectives:

* Sharing of Rural Roads Monitoring experiences from India and Nepal with specific focus on good governance, community participation and road quality.
* Understanding salient features of PMGSY in India (synopsis + details)
* Understanding toolkit and process for monitoring, and
* Identification of possible strategic options for replication in Nepal

1. **DATE/DURATION:**

The workshop was organized for two days on September 27/28, 2012 at Lalitpur. The workshop program was divided into five sessions over two days. The first day of the workshop consisted of an inaugural session and a technical session followed by a field visit. Technical sessions followed by a brainstorming session were the businesses of the second day. (See Annex One for the workshop schedule)

**5. VENUE:**

The workshop venue was “Hotel Himalaya”, Pulchowk, Lalitpur.

**6. PARTICIPANTS:**

The workshop drew a range of participants from grass root food right activists to national level government authorities including political parties, district and local levels journalists and community media representatives, I/NGOs and local development actors. (See Annex Two for the list of participants). There were altogether 55 participants in the workshop few having either first day or second day participation only. The targeted participants of the workshop were the following:

* DoLIDAR and its related agencies
* Multi and bi-lateral agencies
* CSOs and consulting agencies
* PAC/India and HELVETAS Nepal representatives

**7. MANAGEMENT:**

The workshop was conceptually and financially supported by PAC whereas all local level logistics management and other supports as per requirements were managed by HELVETAS Nepal in close coordination and consultation with DoLIDAR and PAC. The formal invitation to the related agencies and relevant donors were sent by DoLIDAR where as those to the CSOs were done by HELVETAS Nepal. Furthermore, the exposure visit to the nearby rural road was coordinated by DoLIDAR. The inaugural session of the first day proceeding was facilitated by Jeevan Kumar Shrestha, Senior Divisional Engineer, DoLIDAR where as that of the technical session of both two days was facilitated by Dev Bir Basnet, Freelance Consultant, Alliance Nepal. HELVETAS Nepal documented the entire workshop proceedings for distribution and any future reference.

**8. PREPARATION:**

The workshop preparation started few months in advance. Dr. P. Srikant, Programme Officer in PAC, India and Badri Manandhar, Programme Coordinator in HELVETAS Nepal were designated as focal persons for the purpose of workshop. Likewise, Jeevan Kumar Shrestha, Senior Divisional Engineer was also appointed as focal person in DoLIDAR. A lot of email communication took place between HELVETAS Nepal and PAC India to finalize the workshop schedule and other logistics. Likewise, various meetings and consultations were conducted between HELVETAS Nepal and DoLIDAR. All the aspects of the workshop were covered and finalized during these meetings. After arrival of PAC representatives in Kathmandu, consultative meetings with the facilitator as well as DoLIDAR focal persons were also conducted for finalization of the workshop schedule.

**9. METHODOLOY:**

The workshop was designed to be interactive in order to maximize the involvement of participants in discussing important issues related to rural roads monitoring. A variety of methods were applied to facilitate learning sharing and to optimize exchange of experiences at the workshop. These included:

* Plenary presentations by the designated persons or resource persons in which most recent information and insights in the given topic were shared and discussed.
* Brief questions and answers sessions for clarification purpose
* Field visit for learning and demonstration
* Group work to discuss on specific topics and sharing of its outcomes to the plenum.
* Interactions for sharing of views and ideas

Throughout the workshop, a collegial atmosphere was maintained which included many constructive debates on issues over which opinions were often divided.

**PROCEEDING**

1. **INAUGURAL SESSION:**

Jeevan Kumar Shrestha, Senior Divisional Engineer of DoLIDAR, facilitated the inaugural session by welcoming all the participants. He then requested Bhupendra Bahadur Basnet, Director General of DoLIDAR to chair the session. He invited Bhim Prasad Upadhyaya, Deputy Director General of DoLIDAR, Shiva Aryal, Country Director of HELVETAS Nepal, P. Srikant, Programme Officer and Harish Kumar M.P. both from PAC/India to the dais. In the beginning Shiva Aryal, Country Director of HELVETAS Nepal, welcomed the participants. With brief background information on the workshop, he extended warm welcome to all and wished them an exciting and fruitful workshop. This was followed by a brief round of introduction by all participants. Then, Harish Kumar M.P. from PAC/India highlighted in brief the objectives and methodology of the workshop and requested all participants for their active and enthusiastic participation.

* 1. ***Presentation on Introduction of PMGSY Project***

This was followed by a presentation on Pradhan Mantri Gram Sadak Yojana (PMGSY) by P. Srikant from PAC/India who ended his presentation with a message that “Better designed and constructed roads would lead to economic development” (See Annex Three for presentation). The presentation was followed by a brief discussion for clarifications and comments. Major points of the presentation are as follows:

* In India, almost 50% of villages out of 684,620 villages have remained unconnected.
* PMGSY is a flagship project of the Government of India and was launched in December 2000.
* Providing connectivity, through good all-weather roads to all unconnected habitations with a population of more than 500 people by 2007 was the main objective of the project.
* PMGSY is a centrally sponsored project and its revised cost is IC 132,000 crores of which IC 2500 crores are available per year from 50% of diesel tax.
* Construction of all-weather roads, utilization of locally available materials, procurement from the nearest possible distance, display of information boards, community’s inbuilt role in road construction etc. are some of the features of the project.
* In PMGSY roads, funds cannot be used for land acquisition.
* Execution of road construction works should be within nine months, excluding monsoon but even then within 12 months work should be completed.
* Defects liability and maintenance period of 5 years after which they would be transferred to the local panchayat raj institutions for further maintenance.
  1. ***Closure of the inaugural session:***

From the chair, Bhupendra Bahadur Basnet, Director General of DoLIDAR extended his thanks to all the participants and closed the session by giving some remarks. Major points of his remarks are as follows:

* Roads are the infrastructures for other infrastructures.
* The objective of DoLIDAR is to undertake infrastructure development programmes in accordance with decentralization policies by making the local authorities technically capable and competent and ensuring their accountable participation.
* There are a lot of similarities between DoLIDAR roads in Nepal and PMGSY roads in India. Hence, the workshop would go a long way in replicating experiences in monitoring technical aspects like quality of roads.
* DoLIDAR will be benefited from rich experiences of PMGSY’s works and experiences in India.
* The workshop will be successful in bringing Indian experiences on rural roads monitoring in access to Nepalese counterparts.

1. **TECHNICAL SESSION :**

This session was facilitated by the facilitator Dev Bir Basnet. He firstly gave brief description of the agenda and process of the technical session. This session was intended for mutual sharing of experiences and learning gained in rural roads monitoring in India and Nepal. There were two presentations in the technical session of the first day. Each presentation was followed by a brief discussion for clarifications and comments. Before the presentation, Badri Manandhar gave a brief presentation on the objectives and logistics related to the field visit.

* 1. ***Presentation on Monitoring of PMGSY Roads***

This presentation on Monitoring of Pradhan Mantri Gram Sadak Yojana (PMGSY) Roads was made by P. Srikant from PAC/India. The objectives of the session were to sharing of Rural Roads Monitoring experiences from India with specific focus on transparency and accountability (See Annex Three for the presentations). Major points of the presentation are as follows:

* In PMGSY roads, monitoring is done at three stages namely procurement, constructed/maintenance of roads and on-going roads.
* The procurement process consists of tender notification, e-procurement (technical bid and financial bid), tender opening and qualification/disqualification.
* Monitoring of constructed roads consists of visual observations of different technical aspects of the roads and use of monitoring tool kits.
* Monitoring of on-going roads also consists of visual observations of different technical aspects of the roads and use of monitoring tool kits.

In response to a query, the presenter said that the maintenance cost of the road for five years is included in the initial bid which is about 20% of the total cost. In the case, the road is of poor quality, the maintenance cost of the contractor would increase the maintenance cost. So, the contractor is tempted and encouraged to construct a quality road. In the case of any deliberate faulty, black-listing of contractors can also be done.

* 1. ***Presentation on Citizen Monitoring & Audit of PMGSY Roads in Orissa & Karnataka***

P. Srikant from PAC/India also gave this presentation. The objective of the session was to sharing of steps, methodology, criteria and scoring scheme, monitoring results of the constructed/on-going roads and summary of key findings (See Annex Three for the presentations). Major points of the presentation are as follows:

* The process of citizen monitoring consists of a. Identification of civil society partners and the districts, b. Development of audit tools and instruments, c. Development of training modules, d. Constitution of a three member Citizen Monitoring and Audit Team (CMAT), e. Selection of completed/ongoing works, f. Training of CMATs, g. On and off site training, h. On-site training for field demonstration of tools and instruments, i. Field implementation of audit by CMATs and j. Data entry and analysis of monitoring, audit and survey.
* The criteria of rural roads monitoring are adherence to shoulder (score 4), adherence to road surface specifications (score 3), quality of road surface (score 6) and road furniture (score 2), thus the maximum score being 15.
* The benefit related to ease of transporting agricultural produce emerges as the most reported benefit. PMGSY roads are indeed beginning to have a positive impact on rural communities
* A large number of respondents are aware that the contractor is responsible for post construction maintenance and many of them are willing to be citizen road monitors. But, without the presence of intermediary NGOs at district level, it may be difficult to translate this potential into reality
* Older the roads, lower the adherence/quality score.
  1. ***Field visit:***

The second half of the first day of the workshop was devoted to a field visit to Lamatar-Lankuribhanjyang-Manedvan rural road (See annex four for the details of the road). The objectives of the field visit were to learn about status, monitoring mechanism and learning on rural roads in Nepal and to learn about the use of the rural road monitoring tool kit.

The field visit was facilitated by DoLIDAR in coordination with District Technical Office/Lalitpur. An official from DTO/Lalitpur and DDC/Lalitpur accompanied the visit to guide the team. There were altogether 26 participants in the field visit and it took almost one hour to reach the end point of the road, Manedobhan. An interaction took place with the members of road users committee. The visiting team members had good interaction with the committee. After being informed about the details of the road, the visiting team members tried to get information about local citizens’ involvement in planning, construction, monitoring and maintenance of the road. While returning from Manedobhan to Kathmandu, PAC team members practically demonstrated how to use different instruments of the tool kit. In the monitoring of PMGSY roads, the community volunteers have easily used such tool kit. The visiting team members enthusiastically observed the demonstration.

The detailed toolkit is given in the following table:

|  |  |  |
| --- | --- | --- |
| **SN** | **Tools** | **Utility** |
| 1. | Rucksack bag | To carry all the monitoring tools |
| 2. | 2 Meter Aluminum straight edge. | To place the camber board |
| 3. | One Camber Board | To measure the slope of the road and shoulder |
| 4. | One square ring containing 63 mm and 53 mm. | To measure the size of the aggregates (granule stones) |
| 5. | One square ring containing 53 mm and 45 mm. | To measure the size of the aggregates (granule stones) |
| 6. | One square ring containing 22.4 mm, 13.2 mm, 11.2 mm and 5.6 mm | To measure the size of the aggregates (granule stones) |
| 7. | One 12 inch steel scale. | To measure the size of the mile stones, sign boards, etc. |
| 8. | One dipstick with 75 mm and 20 mm measurements. | To measure the thickness of the bituminous layer, WBM layers, etc. |
| 9. | One 5 meter measuring tape. | To measure the road width |
| 10. | One 15 meters steel measuring tape | To measure the road width (boundary to boundary) |

1. **Second Day:**

The technical session of the second day began with recapitulation of the first day by the facilitator. The session consisted of a presentation on rural road monitoring in Nepal which was followed by a brainstorming session in groups. The outcomes of the group works were presented in the plenum later on.

* 1. ***Presentation on Monitoring of Rural Roads in Nepal***

A presentation on rural road monitoring experiences in Nepal was done by Dr. Murali Govind Ranjitkar, Road Maintenance Advisor, DRIL-P/DoLIDAR, the title of the presentation being “Monitoring of Rural Roads in Nepal: Possibilities and Challenges”. His presentation mainly touched upon the topics of status, trends/challenges and monitoring practices of rural roads in Nepal, the presentation being woven around the experiences and learnings gained in DRIL-P (See Annex Three for the presentations). The presentation ended with some recommendations for monitoring of rural roads in Nepal. Major points of the presentation are as follows:

* DoLIDAR/MoFALD is lead organization for rural roads in Nepal, other important actors being DDCs, municipalities and VDCs and these are working through different donor funded projects such as RRRSDP, RAP, DRSP, RAIDP, RIL-P etc.
* More than 45000 km roads are constructed under local road network of which about 16,000 km roads are only all weather roads and about 12000 KM roads are in serviceable condition. Only 34 percent of the total rural populations are benefited by road
* There are various challenges in development of rural roads in Nepal. Some important ones are growth of non-planned, non-engineered and non-EIA rural road, lack of maintenance and ownership, lack of proper monitoring and supervision, use of heavy equipment etc.
* There exists a three level rural roads monitoring practice in Nepal which is constituted of central level monitoring led by PCU/PSC, district level monitoring led by DDC/DTO, district level independent monitoring led by District Road Coordination Committee (DRCC) in addition to community based performance monitoring.
* In order to ensure sustainability and local ownership of the rural roads, various measures need to be taken. Some important ones are developing technically empowered rural road authority, strong quality control mechanism, adherence to DTMP, participation of people’s representative at all stage, regular maintenance and rehabilitation, conduction of EIA and IEE etc.
* One of the important recommendations is to activate district road maintenance committee and development/application of monitoring tool kit.
  1. ***Presentation on Citizen Monitoring of PMGSY Rural Roads:***

This presentation made by P. Srikant from PAC/India had the objective of sharing purpose, roles, process adopted and costs incurred. To illustrate road monitoring tool kit was one of the objectives of this presentation. The presentation is included in Annex Three. His presentation dealt with the topics of why community participation?, defining the community, community’s role in road development, adapting roles to contexts, the process, the costs and road monitoring tool kit. Major points of the presentation are as follows:

* Community’s participation in road development is essential because of the limits of top down governance, links between partnership/ownership and complementing the State’s role
* Community’s major roles in road development are providing inputs in need assessment and at the design stage, sharing of cost, monitoring/watchdog during construction, support in maintenance etc.
* Community’s roles vary with contexts: roles are easier in local roads and in cohesive groups. But, lead organizations are key and standardization of roles difficult
* The process include roads/community Identification with the help of CSOs, toolkit preparation, training to communities and capacity building of partner CSOs and road monitoring by communities and field monitoring and reporting.
* The cost includes partner costs, training, toolkit, etc.
  1. ***Group Works and Plenary Discussion***

After all abovementioned inputs on experience and learning on rural roads monitoring in India and Nepal, the floor was provided to brainstorm in groups. Accordingly two groups were formed. These groups were given the common tasks to find answers to three questions which are as follows:

1. Opinions on the tool kit
2. Will it be a good tool for augmenting good governance?
3. What and how can it be replicated?

After group exercise, a plenary presentation by each group was made and clarifications, where necessary, were given by the respective groups. In the plenary discussion, participants were allowed to raise their concerns and questions.

The gist of the group presentations is given below:

Group A (Presentation by Sahadev Bhandari):

* The tool kit seems to be very useful. Although some tool kit is made available in Nepal also, those are of temporary types.
* The tool kit seems to be more useful to monitoring road construction in plain land than in hilly/mountainous regions.
* DoLIDAR should develop or procure such tool kit and the concerned community should be trained in use of such tools to monitor road construction.
* In RAIDP, although the monitoring committee exists. But, they are without any such tools.
* Some incentives should be given to road monitoring community.
* Community monitoring of road construction should be made legally binding and it should be clearly mentioned in contract with the contractors and final payment should be made after getting community monitoring report.

Group B (Presentation by Kabindra Man Pradhan):

* The tool kit seems to be very useful. Replication can be done in Nepal. But, the tool kit needs to be adapted for Nepali context. Boning rod might be needed to include in the tool kit.
* In most of the cases, the community or users’ committee is unaware of technical specifications of the road under construction. So, such specifications should made available to them before any type of monitoring.
* The tool kit should be adapted for monitoring of other road related structures such as gabion wall.
* Use of tool kit should be complement to public audits so widely practiced in Nepal.
* Legal aspect of use of the tool kit needs to be explored in line with the block grant guidelines.
* In PMGSY, no fund is provisioned for land acquisition. The severity should be compensated.
  1. ***Discussion on Replication Possibilities and Strategic Options:***

On behalf of the organizer, Mr. Harish Kumar M.P. from PAC/India gave few thoughts and ideas to go together to the next level and give institutional touch to the rural roads monitoring. His concluding remarks consist of a presentation entitled “Community participation in rural road development: Why do we need community participation while a rural road is being developed?” He asserted that community’s participation is an essential ingredient and tried to answer 5W1H questions (What?, Who?, When?, Where? and How?). Major points of his remarks are as follows:

* Major actors of the rural roads monitoring would be DoLIDAR organised groups such as LRUCs & VRCCs, CSO organised groups and third party research reports with people.
* Possible stages of community participation are decision making, planning/designing, contracting process, procurement, implementation and maintenance phase.
* Community participation in rural roads monitoring would enhance transparency, accountability and grievance redressal.
* Community’s participation can be improved by development of road building booklet/guidelines with tech stages/specifications, training and tool kits adopted to monitor in local situation.
* Livelihood and afforestation issues should be addressed.

Finally, he concluded his remarks by expressing gratitude to all the participants for their active and enthusiastic participation as well as contribution in making the workshop a success. He also added that all thoughts floated in the workshop are to be documented with possible plan to start with and PAC/India is more than willing to join hand in hand with DoLIDAR in this regard.

* 1. ***Closing Remarks and Reflections:***

On behalf of DoLIDAR, Bhim Prasad Upadhyaya gave his impression and feedbacks on the businesses of the workshop. Major points of his remarks are as follows:

* This workshop has become successful in bringing all Swiss projects more closer and in understanding each other more better.
* DoLIDAR is benefited from rich experiences of PAC/India’s works in the rural roads monitoring in PMGSY roads.
* There has been a sort of revolution in community’s participation in the rural roads construction in Nepal. Community participation is in our blood.
* There are diverse experiences in community’s participation and we are also questioning the foreign wisdom.
* Although there are around 16,000 contractors in Nepal, only around 100 are competent. If community’s involvement can be ensured, roads construction works will become quite easier and malpractices can be minimized.
* An ironic situation persists in Nepal that community has become so powerful that they have started to dictate the government. This is also an issue.
* In the context of Nepal, community has also unfortunately become a sort of pseudo-contractor, just to gain some immediate monetary benefits. Environmental pollution has become a severe issue.
* It seems that there are many good opportunities for collaboration among DoLIDAR and PAC/India regarding rural roads monitoring. Such workshop is good forum for cross learning.
* Let’s build on what we can learn from each other.

Finally, he concluded the workshop by expressing gratitude to all the participants for their active and enthusiastic participation, to PAC/India team for their excellent inputs and to HELVETAS Nepal for their logistic management in making the workshop a success.

***Annex One***

**Workshop Schedule:**

|  |  |  |  |
| --- | --- | --- | --- |
| **SN** | **Activity** | **Time** | **Responsibility** |
| **DAY-I (September 27, 2012) (Ashwin 11, 2069 BS)** | | | |
| 1. | Welcome and opening remarks | 09.30-09.45 | HELVETAS. DoLIDAR, |
| 2. | Introduction (objectives, methodology of the workshop) | 09.45-10.15 | PAC |
| 3. | Presentation + Discussion:   * + The PMGSY programme in India   + Community Monitoring of Rural Roads   + PAC/India’s experiences on Rural Roads Monitoring | 10.15-12.00 (Tea/Coffee break in between for 15 minutes) | PAC |
| 4. | Field visit - objectives and logistics | HELVETAS Nepal |
| **Lunch Break 12.00-13.00** | | | |
| 5. | Field Exposure Visit for PAC-Rasta Team and Partner Organizations and back to workshop venue\* | 13.00-17.00 | DoLIDAR, HELVETAS |
| **DAY-II (September 28, 2012) (Ashwin 12, 2069 BS)** | | | |
| 8. | Presentation + Discussion:   * Monitoring of Rural Roads : Nepal experience | 09.00-09.45 | DoLIDAR |
| 9. | Group work + presentation + discussion   * Possibilities and challenges for community mobilization for roads monitoring works * Feedback from the Learning Groups | 09.45-12.30  (Tea/Coffee break in between for 15 minutes) |  |
| 10. | Discussion on replication possibilities and strategic options | PAC |
| 11. | Workshop Closure | 12.30-13.00 |  |
|  | **Lunch 13.00-14.00** | | |

***Annex Two***

**Participants of the Workshop (September 27 & 28, 2012)**

|  |  |  |
| --- | --- | --- |
| **SN** | **Name** | **Designation/Organization** |
| 1 | Bhupendra Bahadur Basnet | Director General/DoLIDAR |
| 2 | Bhim Prasad Upadhyaya | Dy. Director General/DoLIDAR |
| 3 | Jeevan Kumar Shrestha | Sr. Divisional Engineer/DoLIDAR |
| 4 | Sahadev Bahadur Bhandari | Sr. Divisional Engineer/DoLIDAR |
| 5 | Jeevan Guragain | Sr. Divisional Engineer/DoLIDAR |
| 6 | Santosh Bharati | Sr. Divisional Engineer/Consultant/DoLIDAR |
| 7 | Mahesh Aryal | CDE/DTO/Kathmandu |
| 8 | Kamal Jaishi | CDE/DTO/Lalitpur |
| 9 | Madhav Prasad Adhikari | Engineer/DTO/Lalitpur |
| 10 | Krishna Lal Piya | CDE/DTO/Kabhre |
| 11 | Bharat Prasad Aryal | CDE/DTO/Nuwakot |
| 12 | Ganga Tamrakar | Engineer/DoLIDAR |
| 13 | Krishna Kumar Katuwal | Engineer/DoLIDAR |
| 14 | Ram Parajuli | Engineer/DoLIDAR |
| 15 | Satya Narayan Dangol | Engineer/DoLIDAR |
| 16 | Dinesh Kumar Ghimire | Engineer/DoLIDAR |
| 17 | Krishna Bahadur Katwal | Engineer/DoLIDAR |
| 18 | Dipendra Bahadur Bista | Engineer/DoR |
| 19 | Birendra Kumar Shrestha | Engineer/CAIP/DoLIDAR |
| 20 | Raja Karmacharya | Coordinator/RAIDP/DoLIDAR |
| 21 | Ram Kumar Shrestha | Engineer/DoLIDAR |
| 22 | Lok Nath Regmi | Engineer/RWSSP/DoLIDAR |
| 23 | Sarita Dahal | Engineer/RAP/DoLIDAR |
| 24 | Vijay Singh Shrestha | Planning & Monitoring Specialist/LRBP/DoLIDAR |
| 25 | S. Manandhar | Engineer/DoLIDAR |
| 26 | Dr. Murali Govind Ranjitkar | Road Maintenance Advisor/DRIL-P/DoLIDAR |
| 27 | Prakash Thapa | Project Coordinator/ CIP/DoLIDAR |
| 28 | Indra Kumari Thapaliya | Programme Officer/National Planning Commission |
| 29 | Yamuna Kasajoo | Technical Advisor/Climate Change Project/ADB |
| 30 | Kabindra Man Pradhan | Sr. Programme Officer/GIZ |
| 31 | Arjun Poudel | DPM/RAP |
| 32 | Bishnu Bahadur Shah | Dy. Team Leader/DRSP |
| 33 | Aman Jonchhe | SDC |
| 34 | Binod Pant | Executive Director/SKY-Samaj |
| 35 | Prabhakar Pandit | Team Leader/SKY-Samaj |
| 36 | Sita Ram Kandel | Chairperson/SKY-Samaj |
| 37 | Dhruba Prasad Sharma | SKY-Samaj |
| 38 | Narayan Giri | Secretary/FNGGC |
| 39 | Rem Bahadur BK | President/JMC |
| 40 | Binod Sinjapati | Executive Director/RSDC |
| 41 | Bhawana Ghimire | Resource Person/RSDC |
| 42 | Milan Karki | Coordinator/Samuhik Abhiyan |
| 43 | Prakash Subedi | Progrmme Coordinator/ Samuhik Abhiyan |
| 44 | Bishnu Poudel | Project Leader/Forest Action |
| 45 | Shuva Kanth Sharma | Secretary/Rural Road Forum |
| 47 | Hare Ram Shrestha | President/SCAEF |
| 48 | Chandra Shrestha | MD/NTDRC |
| 49 | P. Srikant | PAC/India |
| 50 | Harish Kumar M.P. | PAC/India |
| 51 | Dev Bir Basnet | Moderator/Alliance Nepal |
| 52 | Shiva Prasad Aryal | Country Director/HELVETAS Nepal |
| 53 | Niraj Acharya | Programme Coordinator/HELVETAS Nepal |
| 54 | Badri Manandhar | Programme Coordinator/HELVETAS Nepal |

***Annex Four***

**Lamatar-LankuriBhanjyang-Manedovan Rural Road**

This road starts from Gwarko of Lalitpur Sub Metropolitan City at the point of Ring Road. It runs through Imadol, Tikathali, Siddhipur, Luvu, and Lamatar VDCs and ends at Ryale VDC of Kavre district. The average width of the road is about 6 M with drain in different places. Black-topped road is about 8 KM from Gwarko to Dhungin of Lamatar Bus Park and earthen road from Dhungin to Manedobhan is about 10 KM length.

**Historical Background:**

Gwarko-Dhungin road was constructed in Malla period which had 6 M width having sotone paving. When an American development project arrived in Nepal around 1958/59, the entire stone pavement had been removed. About 6 KM road had been changed to blacj topped in 1981 up to Luvu Bus Park. Widening of the road from Dungin to Manedobhan started through local level (DDC and VDC) after 1990.

**Status of the road:**

This road which is about 5 KM ascends from Dungin to Lankuri Bhanjyang at top of the hill. Then, it descends about 5 KM to Manedobhan. It is graveled from Dhungin to Lankuri Bhanjyang which is about 4 KM. Some of the sections of this road had been graveled from Lankuri Bhanjyang to Manedobhan for easy lying of the vehicles. 800 M earthen drain, widening about 10 KM, retaining walls (30 M at Manedobhan school), gabion walls (Bojetole), Hume pipe at streams crossing with gabion at Manedobhan) had been constructed by local bodies.

It eongates through Imadole, Tikathali, Siddhipur, Luvu and Lamatar VDCs of Lalitpur district and Ryale and Panauti of Kavre district which serve about 1 lakh population of Lalitpur and Kavre districts. Now, the road has been improved by Department of Roads (DoR).

**Salient Features:**

**Road Name**: Dhungin-Lankuri Bhanjyang-Manedobhan

**Resource Utilized**: 4 million from 1990 (0.8 million community contribution and 3.2 million DDC/VDC fund)

**Length**: 10 KM from Dhungin to Manedobhan

**Width**: 6-7 M

**Major Works**: Widening (3-4 M), gabion works, stone masonry, hume pipes, gravel and earthen drain

**Construction Modality**: Users Committee

**Implementing Agency**: District Development Committee and Village Development Committees

**Technical Support**: DDC and DTO

**Influential Areas:**

In Lalitpur district: Imadol, Tikathali, Siddhipur, Luvu and Lamatar

In Kavre district: Ryale and Kusadevi VDCs and Panauati Municipality