

Motorable Local Roads Bridge Programme (MLRBP) – Phase III



Schweizerische Eidgenossenschaft
Confédération suisse
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Federal Department of Foreign Affairs FDFA
Swiss Agency for Development and Cooperation SDC
स्वीस सरकार विकास सहयोग एसडिसि



IN NEPAL, MORE THAN 65% OF ROADS ARE NON-OPERABLE DURING MONSOON, DUE TO LACK OF BRIDGES.

Goal	People in the programme districts who will benefit from motorable bridges have improved livelihoods.
Target groups	Around 2 million people will benefit from improved physical access. The Department of Local Infrastructures Development and Agricultural Roads (DoLIDAR), the local authorities (the new Nagarpalika and Villagepalika), District Coordination Committee, local elected leaders, the national/local private sector including engineering institutions and engineering students will benefit from increased capacities.
Budget	CHF 9.9 million; Government of Nepal's contribution CHF 60 million
Geographic focus	Country-wide
Implementing agency	AF-Itenco AG
Time Frame	01.03.2017 – 31.07.2020

Summary

Lack of access to services, markets and opportunities is one of the reasons for high poverty incidence in Nepal. The Government of Nepal has accorded a very high priority to the construction of motorable bridges to improve the all-weather accessibility in Nepal by increasing the budget by around 5 times in the last five years. The proposed phase will further build on the confidence of the GoN on the Swiss technical support to accelerate the construction of bridges and facilitate improved access.

Outcomes expected

- People, especially disadvantaged groups, have improved access to services and opportunities.
- National and local institutions adopt appropriate local bridge strategy.



Background

The DoLIDAR estimates that there are 50,943 km of local roads in Nepal, out of which only 9,000 kms are said to be all-weather (operating throughout the year). Of the total roads 16,177 km (32%) are operable during dry season, while 68% are non-operable. While the issue of maintenance of local roads is being addressed in all major road sector programmes, the absence of motorable bridges remains a major bottleneck for improving all weather connectivity. As a result, benefit of investments made on roads sector so far could not be optimised.

Outputs

- The Local Bridge Section (LBS) at the programme districts' authorities strengthens its capacity to build road bridges with technologies that are cost effective, technically sound, labour based and locally adaptable.
- Disadvantaged groups within the zone of influence of the motorable bridge benefit from employment in bridge construction works.
- The LBS at DoLIDAR strengthens its capacity to produce standard type designs and pilot new types of bridges/river crossing and approaches.
- The LBS at DoLIDAR strengthens its capacity to develop and update norms and standards related with the bridge building.
- The private sector strengthens its capacity to construct local road bridges.



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