



Government of Nepal



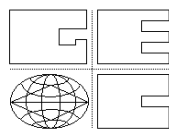
Implementing the Rural Access Programme Phase-2 Nepal

RAP

**Trimester Progress Report
16 July to 15 November 2011**



in association with



◀ **helvetas** Nepal ▶

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Rural Transport Infrastructure Sector Wide Approach: Trimesterly Progress Report

ABBREVIATIONS AND ACRONYMS

ADB	Asian Development Bank
ADT	Average Daily Traffic
ARMP	Annual Road Maintenance Plan
BG	Bhojpur Ghodetar District Road
CB	Chainpur Barhabise District Road
CM	Chupra Meheltoli District Road
CTA	Central Technical Assistance
Cu.m./m ³	Cubic metre
DDC	District Development Committee
DDF	District Development Fund
DECS	District Emergency Coordinators
DEO	District Engineering Officer
DFID-N	Department for International Development Nepal
DFO	District Forest Office
DK	Diktel Khotang Bazaar District Road
DM	Desigade Mahabu District Road
DoLIDAR	Department of Local Infrastructure Development and Agricultural Roads
DoR	Department of Roads
DP	Dipayal Patihalne District Road
DRCC	District Road Coordination Committee
DRILP	Decentralised Rural Infrastructure & Livelihood Project
DRSP	District Roads Support Programme
DTA	District Technical Assistance
DTICC	District Transport Infrastructure Coordination Committee
DTL	District Team Leader
DTMP	District Transport Master Plan
DTO	District Technical Office
EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
FY	Fiscal Year
GBP	Great Britain Pounds
GIS	Geographic Information System
GIZ	German Development Cooperation
GoN	Government of Nepal
Ha	Hectare
HD	Hile Bhanjyang Dingla District Road
IEE	Initial Environmental Examination
IGA	Income Generating Activity
IRF	International Road Federation
KJ	Kamalbazaar Jungalghat District Road
km	Kilometre
LDO	Local Development Officer
LIDP	Local Infrastructure Development Policy
LP	Length Person

LRCC	Local Road Coordination Committee
LRN	Local Road Network
LRPs	Local Resource Persons
LRUC	Local Road Users Committee
LSGA	Local Self Governance Act
MoF	Ministry of Finance
MoLD	Ministry of Local Development
MOU	Memorandum Of Understanding
MS	Myanglung Sankranti Bazaar District Road
NGOs	Non Government Organizations
NRs	Nepali Rupees
OVI	Objectively Verifiable Indicators
PM	Programme Manager
PMU	Programme Management Unit
PPS	Project Planning Schedule
QMS	Quality Management Systems
RAIDP	Rural Access Improvement & Decentralisation Project
RAPI	Rural Access Programme Phase 1
RAPII	Rural Access Programme Phase 2
RBGs	Road Building Groups
RC	Rajpur Chamara Chautara District Road
RIA	Road Influence Area
RMUC	Roads Maintenance Users Committee
RRRSDP	Rural Reconstruction & Rehabilitation Sector Development Programme
RS	Ramaghat Singhasen District Road
RTI SMP	Rural Transport Infrastructure Sector Maintenance Pilot
SBGs	Special Building Groups
SC	Supervision Consultant
SDC	Swiss Development Cooperation
SED	Social and Economic Development
SEDC	Safe and Effective Development in Conflict
SEDO	Social and Economic Development Officer
SPAFs	Seriously Project Affected Families
STS	Senior Technical Supervisor
SWAp	Sector Wide Approach
TA	Technical Assistance
ToR	Terms of Reference
TR	Timilsen Ramaroshan District Road
UK	United Kingdom
VAT	Value Added Tax
VDCs	Village Development Committees

1 INTRODUCTION

01 This report covers the period mid-July to mid-November 2011, the first trimester of Nepali FY 2068-69. As with earlier trimester progress reports, this report also contains five chapters with a combination of standard sections that are updated every trimester and sections covering particular issues encountered during the trimester and specific issues on which the project requires the Steering Committee's guidance.

02 As usual, chapters 2 and 3 report on activities, physical progress and 'burning' issues, making reference to detailed monitoring and cost tables shown in the annexes. Chapter 4 normally draws attention to issues for endorsement at the next RAP Steering Committee meeting. Since there are no outstanding or emerging issues to report in this trimester, no proposals are made for SC's considerations and endorsements. Chapter 5 of the report presents an indicative plan of activities for RAP for the next trimester.

03 Also, in view of the very recent SC meeting of 02 November 2011, there is no need for an SC meeting in January 2012. The next SC meeting will be therefore will be scheduled immediately after the distribution of the next trimester report in March 2012.

04 **Annex A** includes minutes of the most recent Steering Committee Meeting held on 2 November 2011 at MoLD where the progress of last GoN Fiscal Year, including the third trimester ending mid-July 2011 and was discussed and issues were presented for SC's consideration. Decisions related to issues are in process of implementations.

2 ACTIVITIES AND PROGRESS

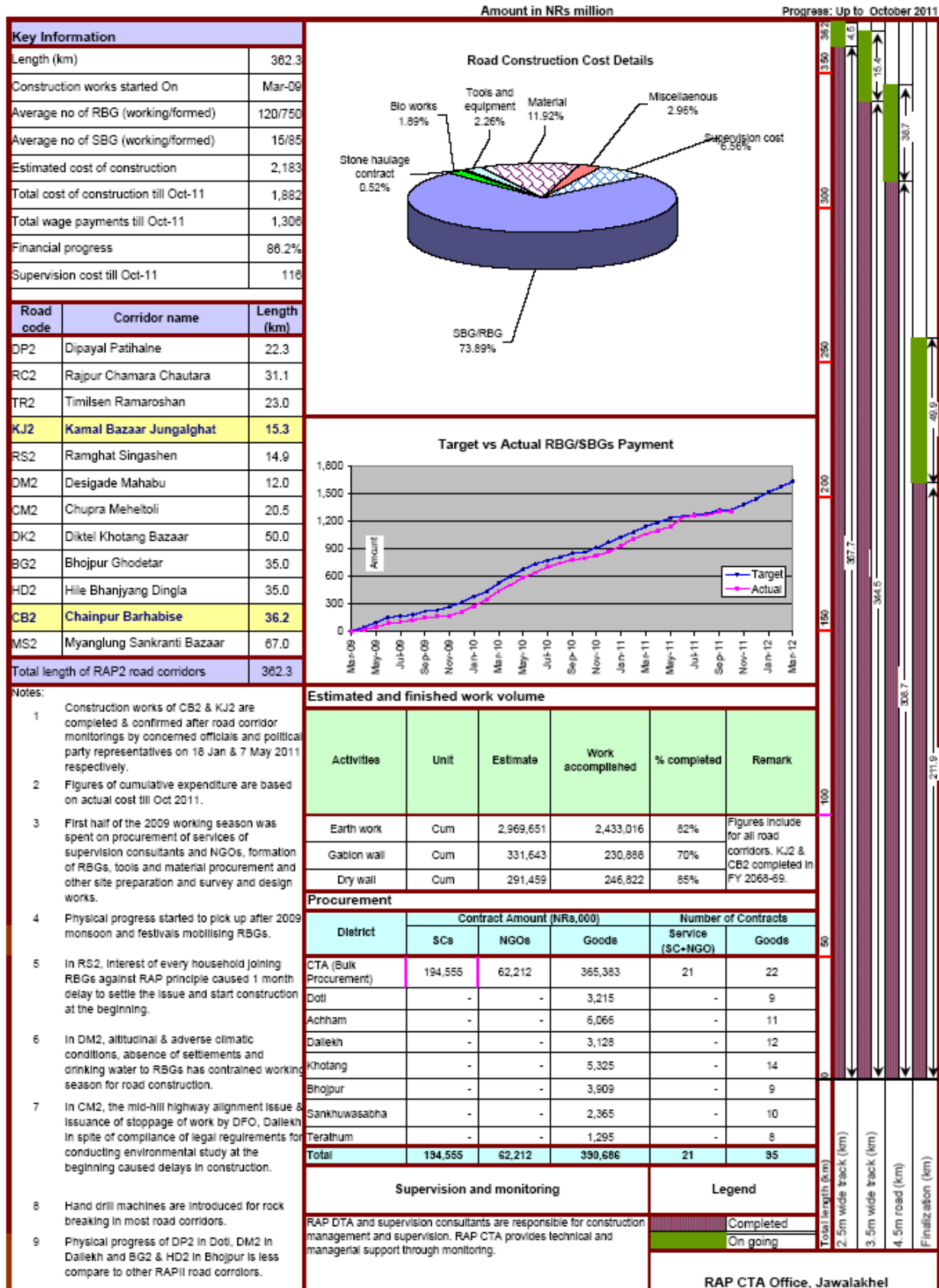
2.1 ROAD CONSTRUCTION WORKS

05 **Physical progress** – As this reporting period includes the monsoon season, followed by two major festivals and peak cultivation season for members of RBGs, the road construction works remained virtually stopped except for the two-week period leading up to Dashain when RBG members tend to work to meet the cost of festival celebration. Exceptional long monsoon period of this year and local festivals celebrated by communities immediately after Tihar and Dashain festivals in western cluster districts contributed to lower turnover of RBGs than in past years. Hence, construction work progress this trimester period is mostly confined to bioengineering, monsoon damage repairs and discrete maintenance intervention to minimise damage to permanent works. The detailed progress status of road construction on each road corridor is presented in **Annex C: Monitoring Sheets** with the summary of physical progress of all road corridors is presented in Figure 2.1 below. A large part of the outstanding works include rock breaking and construction of gabion retaining walls in kholas/kholsas and a few discrete sections where sufficient road width is not readily available due to pending decisions by the local community on land take issues.

06 **Wage payment** - The wage payment to RBGs and SBGs for the period July to October 2011 was recorded at NRs 69.85 million in this trimester, which translates to 40% of total wage payment of the last trimester period due to reasons stated above.

07 **Mobilisation of RBGs and SBGs** - Besides the normal seasonal fluctuations in RBG attendance, the overall engagement of RBGs has progressively reduced as sections of road corridors are completed and groups de-mobilised. Due to seasonal constraints SBGs mobilisation too remained at the lowest level during this reporting period. However, the number of RBGs and re-engaged SBGs registered an improvement in November and at the current trend we expect full mobilisation of planned RBG/SBG resource by mid-December. This delayed mobilisation, due to abnormally late harvesting season, has had a negative impact on the planned works programme but contingency measures are in place to compensate for lost time.

Figure 2.1: Physical progress at a glance



2.2 MONSOON DAMAGE EFFECTS

08 **Status survey** – Status survey of monsoon damage effects on construction works of all remaining RAPII road corridors was carried out immediately after the end of the peak monsoon season. Landslips in cut slopes and washout by storm water flow in some of the on-going gabion structures are the common damages recorded. Based on the inventory of monsoon damage reports, the total cost for reinstating all damaged works was estimated at NRs 21 million, which is equivalent to be NRs 67,000 per km on average over the remaining RAPII roads.

09 **Major reasons of monsoon damages** – From the field inspection surveys, major causes of monsoon damages on the RAPII roads were mainly as a result of any one or a combination of factors listed below:

- Disturbance in naturally balanced slopes with vegetation clearance and slips on geologically fragile slopes;
- Incomplete or inadequate drainage systems in on-going permanent works before the start of the monsoons;
- Unregulated construction of irrigation channels by local communities along and across the road;
- Poor workmanship of Road Building Groups especially on compaction of backfill to retaining structures, stone packing in gabion baskets and maintaining proper shape and size of gabion structures.

10 **Mitigation measures and monitoring** – In view of experience from the last monsoon season and mitigation measures adopted pre-and during-monsoon, RAP has decided to adopt and continue implementation of the following mitigation measures to help minimise the extent of damages during construction phase of hill roads:

- Section based construction planning and prioritisation of work on sections prone to water damage;
- Construction of temporary drainage for safe disposal of storm water with due consideration of existing natural longitudinal and cross drainage system;
- Re-vegetation in cut slopes and fill sections through proper bioengineering measures;
- Provide skill development training to Road Building Group members on methods of construction of dry walls, gabion retaining wall, back filling works etc.
- Inspection of works at least one month before the onset of monsoon in order to identify specific protective measures for incomplete parts of the works.

11 **Lessons learned** – Mitigation measures adopted during the last monsoon helped reduce monsoon damage costs registered in the two preceding monsoons on RAPII road corridors. RAP strategy to form rapid response maintenance gangs with a view to provide emergency maintenance helped minimise the incidental damage resulting from landslips and changes in drainage paths caused surface water erosions. The above approach focussed at timely identification of monsoon damage and temporary intervention to limit incidental damage to works will be continued in the 2012 monsoon season and lessons gained will be shared with RTI maintenance component to inform on maintenance standards and implementation arrangements.

2.3 REHABILITATION AND MAINTENANCE OF RAPI ROADS

12 Although, RAPII had a separate component for RAPI road maintenance some of the roads in the western cluster districts, constructed under the GIZ/WFP arrangements, could not be maintained to desired levels by respective DDCs during the co-financing period, of 3 years starting from January 2009. As a result, at least 4-5km sections of DM1 in Dailekh, and the entire length of TR1 in Achham became un-motorable even in dry seasons. Unless rehabilitation and maintenance of damaged sections in these road corridors are undertaken, access to on-going

RAPII corridors will not be possible. More detailed assessment of above two road corridor suggests that poor workmanship, due to constraints placed by heightened conflict in the west, has led to discrete sections falling into dis-repair and are in a state of non-conformance to current RAPII standards. RAP has therefore procured additional funding to undertake rehabilitation and maintenance works on the above two road corridors so that the respective DDCs are in a position to maintain them with their constrained annual maintenance budgets.

2.4 MOTORABLE BRIDGES ON RAPII ROADS

13 **The rationale** – As in RAPI construction programme, there was no provision for motorable bridges in RAPII programme. In complying with current DoLIDAR standards, RAP roads are designed to provide transport facilities to rural communities during fair weather conditions only and as such only low-cost gabion mattresses were provided for river crossings. These flexible mattresses are temporary in nature and are appropriate low-cost solution for shallow gradient rivers that do not carry boulder materials during peak flows. However, some of the river crossings have recorded significant increase in peak flow levels and have maintained relatively high flow levels even during the dry season. Here, the low-cost solution is not feasible and RAP has therefore sought additional funding to provide motor able bridges for some of the river crossings in Doti, Achham and Bhojpur.

14 **Site identifications** –RAP has started preliminary site surveys to prioritise possible bridge sites in RAPII road corridors. Towards the end of this trimester reporting period, the Programme Manager and Team Leader Bridge component visited the western cluster districts to identify sites for motorable bridge construction and have prioritised two bridge sites, one each in RC2 and DP2 in Doti. At the moment, preliminary design works are underway and procurement modalities are being finalised. In the same way, RAP has planned to explore couple of bridge construction sites in eastern cluster district road corridors in the next trimester period.

15 **Design and construction** - Design works of selected bridges will be carried out in the next trimester period and given the difficult access and low local capacity for high quality reinforced concrete construction, bridge decking will be prefabricated modular steel truss system that can be easily transported and erected on site Construction works of these bridges will commence immediately after the designs are finalised.

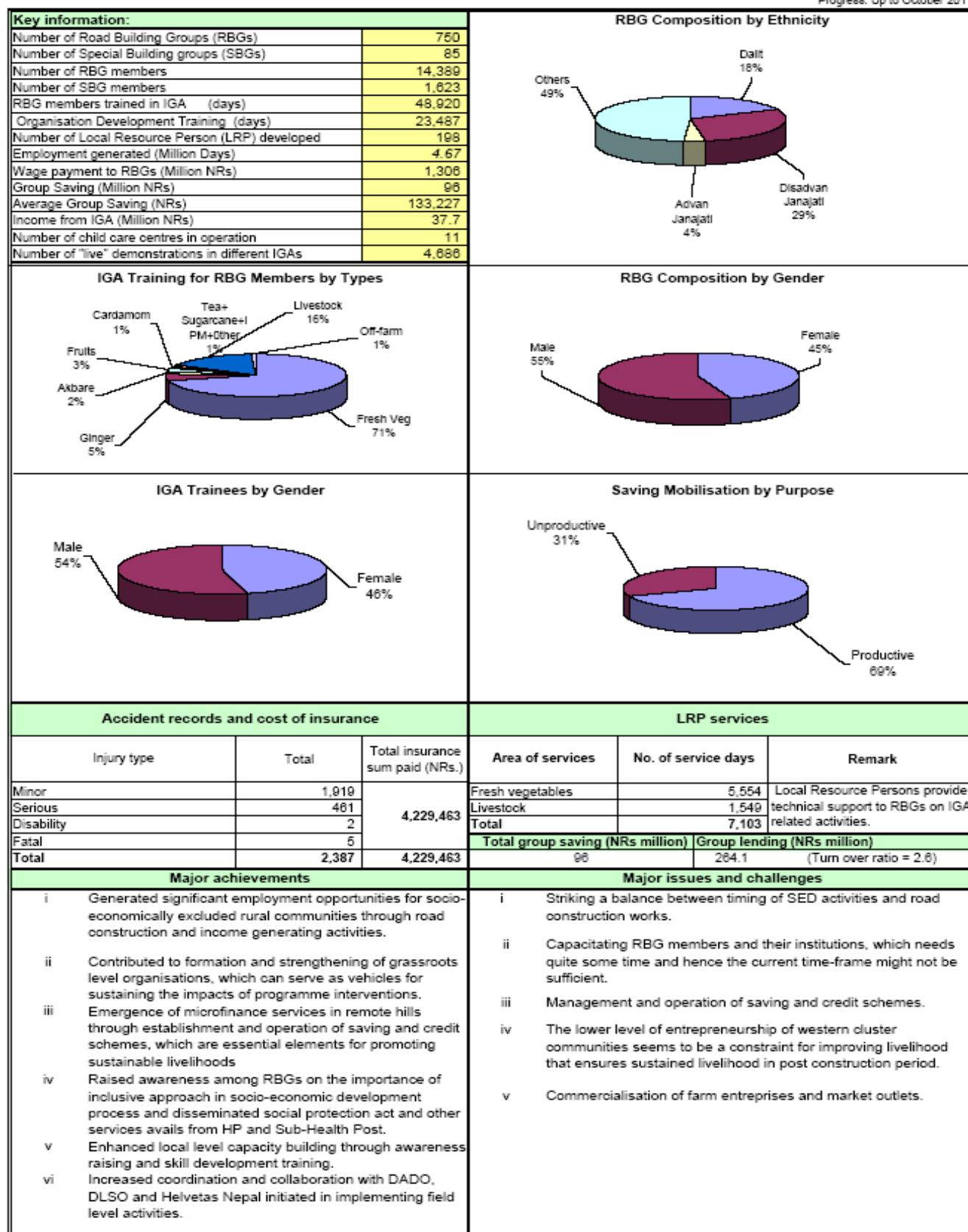
2.5 SOCIAL AND ECONOMIC DEVELOPMENT

16 **RBG saving and lending** – All RBGs have continued operating their saving and credit schemes. Total amount of group savings by October 2011 has exceeded NRs 96 million with an average lending turnover ratio of 2.6 within the group members. Each savings group has fixed its lending interest rate in a range of 12-24% per year and is being supported by the NGO Social Mobilisor in monitoring the effective use of funds. The range of group saving varies from one to the other both intra and inter RAPII road corridors based on work deliveries and the amount of income earned by the groups. The group lending is made for both the productive and unproductive sectors, with more weighted on productive sector in general. The major area of investments is in agricultural related income generating activities, including livestock rearing with minimal amount of investments on off-farm related ones.

17 The current system of peer monitoring adopted by RBGs since the beginning of programme is found to be very effective and has ensured the loans are used primarily for productive purposes and to enhance member's livelihoods. However, a significant proportion of wage income with part of savings taken from group lending schemes are currently being lent out to meet member's household needs rather than to enhance the livelihood potential. In spite of high spending trend, amount of group saving is swelling up and remaining idle because of limited scope of investments in the remote physical settings contexts. In view of this trend, RAP TA is exploring ways of identifying untapped investment opportunities through consultations with other

Figure 2.2: Social & economic development progress at a glance

Progress: Up to October 2011



21 **Experience and lessons learned** – With several years of implementation experience of social and economic development component in RAP, it is clear that the concept of engaging poor and disadvantaged in road construction works with complementing on-farm and off-farm based income generating activities has led to visible livelihood changes within RBG households. Although the percentage of RBGs making such changes in their livelihoods is on an increasing trend, it has been a challenge to motivate all the RBG members to participate actively in SED initiatives. Small size of land holding, climatic constraints and unavailability of irrigation waters, level of entrepreneurship and unavailability of improved agricultural inputs on time are some constraints to inhibit members participating in SED initiatives.

22 In view of the above, RAP had emphasised on improving irrigation facilities within RIAs and started establishing linkages between the RBG households and district level GoN service agencies in order to support during post construction phase of the programme. Additional efforts include community level water harvesting options in dry locations, crop diversification using low cost and an appropriate options, area zoning for selected item of crop cultivations and animal rearing, focus-based skill enhancement training to the needy and enthusiastic members on their special area of interests. It is hoped these efforts will provide the motivations for non-active RBGs to join SED programmes.

2.6 PROCUREMENT OF TOOLS AND MATERIALS

23 **Materials & tools in stock and assessment on utilisation** – Galvanised iron wire, construction tools, safety equipment, and drill machines and spare parts are the major items of materials, tools and equipment used in RAP road construction works. Demands for various items are collected from DTAs and assessed quantity in stock before initiating the bulk procurement process from the centre. In view of the requirements of these items procurement plans are prepared centrally and delivery schedules agreed in line with material requirements for each RAP road corridor.

24 **Bulk orders** – Major orders made during this trimester through central procurement system include G.I. wires for gabion baskets. G.I. wires manufacturer selected based on competitive bidding process has started supplying G.I. Wires to designated RAP stores located at road heads of RAP II road corridors. The suppliers will complete supplies during the next trimester period. Safety gumboots have also been procured to replace pairs that are worn out and to provide pairs for newly engaged SBGs. Details of all purchase orders and procurement status are given in **Annex D**. Procurement plans for tools and other safety equipment proposed for the next trimester period are depicted in Annex C: Monitoring Sheets.

25 **Delivery and compliance test** – Quantities of each supply are checked and verified at the delivery points and G.I. Wire samples are jointly taken for tests and sent to laboratory for testing. Payments for GI wire deliveries are only made after material compliance standards are confirmed by off-site tests.

2.7 ENVIRONMENTAL MANAGEMENT AND BIOENGINEERING

26 **Conversion of existing land area to road infrastructure** – Different categories of existing land area is occupied by on-road and off-road carriageway in the process of constructing roadways. However, acquiring cultivated land area for road construction is kept to the minimal level to the extent possible at the time of fixing the route of road alignment at the beginning. The land take status and conversion of existing land use pattern in all RAP II road corridors is depicted in the Table 2.1 below and the corridor wise land take details are presented in **Annex F**.

Table 2.1: Conversion of existing land to road infrastructure

S.No.	Existing land category	Length (km)	Percentage	Land area with 5.5m road width (ha)	Remark
1	Khet land (Paddy field)	86.13	23.8	47.37	Total road width equals 5.5m with 4.5m for carriageway and 1m extra widths for fixing the side drain.
2	Bari land	78.50	21.7	43.18	
3	Forest land	96.45	26.6	53.05	
4	Grass land	61.38	16.9	33.76	
5	Barren land	15.84	04.4	08.71	
6	Others (rock cliff, khola)	24.10	06.6	13.23	
Total		362.4	100.00	199.30	

27 Land take impacts are permanent in nature and irreversible ones. Mitigation measures pertaining to conversion of Khet and Bari land into road assets could be done through direct compensation either by cash or providing the same category of land to project affected families. Although, direct compensation system does not exist, RAP through direct means has put its effort to address the issue to the extent possible. Engagement of PAFs in road construction and other livelihoods creation activities are the major mitigation measures of indirect compensations in RAP.

28 **Implementation of environmental management plan** – Mitigation measures stated in the environmental management plan embedded in IEE study report of each road corridors are being taken care of during the construction works. Based on level of applicability the prescribed mitigation measures and issues emerging at the time of construction but not included in EMPs are being identified and mitigated through the RAP in-house monitoring mechanism and site recording system in place.

29 The RAP DTAs with the help of Supervision Consultants have continued implementing site-specific environmental mitigation measures on all road corridors. The RAP CTA through regular monitoring visits continues to provide technical support and feedback on compliance to environmental management plans. Despite the project effort to replace existing irrigation canals and water supply systems with more robust systems, unplanned and un-engineered irrigation canals and livestock drinking ponds by local farmers continue to severely damage the road. Unless local policing to curb this practice is in place, the DDC will find it difficult to maintain and keep roads operational. RAP management intends to raise this issue as a high priority at the next public audit meetings within each LRUC and co-opt VDC's support to help end this practice.

30 **Reinstatement of public utility services and structures** – Public utility services and structures damaged and/or disturbed during the road building works are either re-instated or relocated / reconstructed by the programme. Communities are consulted before initiating works for the reinstatement of damaged structures and LRCC is co-opted to gain a consensus on proposed mitigation measures. The major public utility structures reinstated in RAP road corridors include foot trails, water supply distribution system and irrigation channels. In addition, reinstatement of cultivated land and structures affected by the construction activities or likely to pose a risk to the future serviceability of the road corridor are also included under environmental mitigation measure. A list of work items undertaken is presented in Table 2.2 below.

Table 2.2: Utility services and structures reinstated in road corridors

District	Road corridor	Foot trail		Irrigation canal		Water supply		Building	Remarks
		No.	Length (m)	No.	Length (m)	Pipe (m)	Structure	Number	
Doti	DP2	2	-	-	-	-	-	1 (Temple) 2 house	Damaged utility structures are reinstated with high priority. Spoilage of cultivated area is cleared and built terraces. Reclamation of land in BG2 and HD2 in this trimester remained at 1,312 m ² and 23.62 m ² respectively.
	RC2	10	-	6	511	54	-	-	
Achham	TR2	10	-	3	150	-	-	-	
	KJ2	8	175	1	100	450	-	-	
Dailekh	RS2	5	-	-	-	-	-	-	
	DM2	4	-	-	-	6930	-	-	
	CM2	11	-	-	-	100	(Intake) 1	-	
Khotang	DK2	48	314	76	225	573	(Toilet) 2	3	
Bhojpur	BG2	32	-	-	4502	420	-	-	
	HD2	38	-	-	1857	334	-	(Shed) 1	
S'sabha	CB2	82	423	-	2898	580	3	-	
Terhathum	MS2	54	526	13	1450	2230	-	-	

31 **Bioengineering approach** – Depending on the nature of a particular site, bioengineering measures are adopted to stabilise cut and mountain slopes. Field based training of supervision and construction staff is paying dividends with larger proportion of bio-engineered slopes functioning to desired service levels. Typical bioengineering techniques include; grass seeding, grass/tree plantation, brush layering, live check dams, jute/coir netting. Local bio species of economic importance are used to the extent possible for the purpose.

32 **Bioengineering works** – As the reporting period was the peak season for bio works, priority was laid implementing it in finished sections in all road corridors, except in already completed ones. Bioengineering works accomplished up till the last monsoon season is presented in the following Table 2.3.

Table 2.3: Bioengineering works accomplished during the last monsoon season

Corridor	Type of bioengineering measure					Remarks	
	Grass plantation (m ²)	Brush layering (m)	Check dam (m)	Tree plantation (No)	Structure (m ³)		
Doti	DP2	309	518	15	Bamboo sampling 948	42	Bioengineering works in on-going road corridors will be continued next monsoon as well.
	RC2	535	2,936	57	1200	-	
Achham	TR2	516	556	18	Bamboo sampling 33	7	
	KJ2	5,260	2,703	17	-	156	
Dailekh	RS2	3,323	2,882	-	638	-	
	DM2	1,151	2,459	6	173	87	
	CM2	1,276	615	-	-	137	
Khotang	DK2	2,926	5,197	142	6320 Bamboo 516	-	
Bhojpur	BG2	1,670	7,979	-	-	1,957	
	HD2	2,438	3,028	-	1,637	1,538	
Sankhuwasabha	CB2	12,573	10,711	-	-	10,210	
Terhathum	MS2	5,103	2,130	-	-	45,000	

33 As the road construction works of two-road corridors - KJ2 in Achham and CB2 in Sankhuwasabha were completed during the last working season, including bioengineering works, figures presented in Table 2.3 denote the final figures related to the bioengineering.

2.8 SUPPLEMENTARY INFRASTRUCTURES MANAGED BY DDCS

34 **Physical progress** – DDCs in the seven RAP districts have selected a total of 176 sub-projects following the provisions of sub-agreements for implementation and a total of NRs 80.939 million (86.28% of total allocated budget) has been disbursed by the end of this reporting period. Out of the total of 176 subprojects, implementation of 123 subprojects is completed leaving others at various stages on completion, except 3 subprojects, which are not started yet. Summary of subproject implementation progress status is presented in Table 2.4 below.

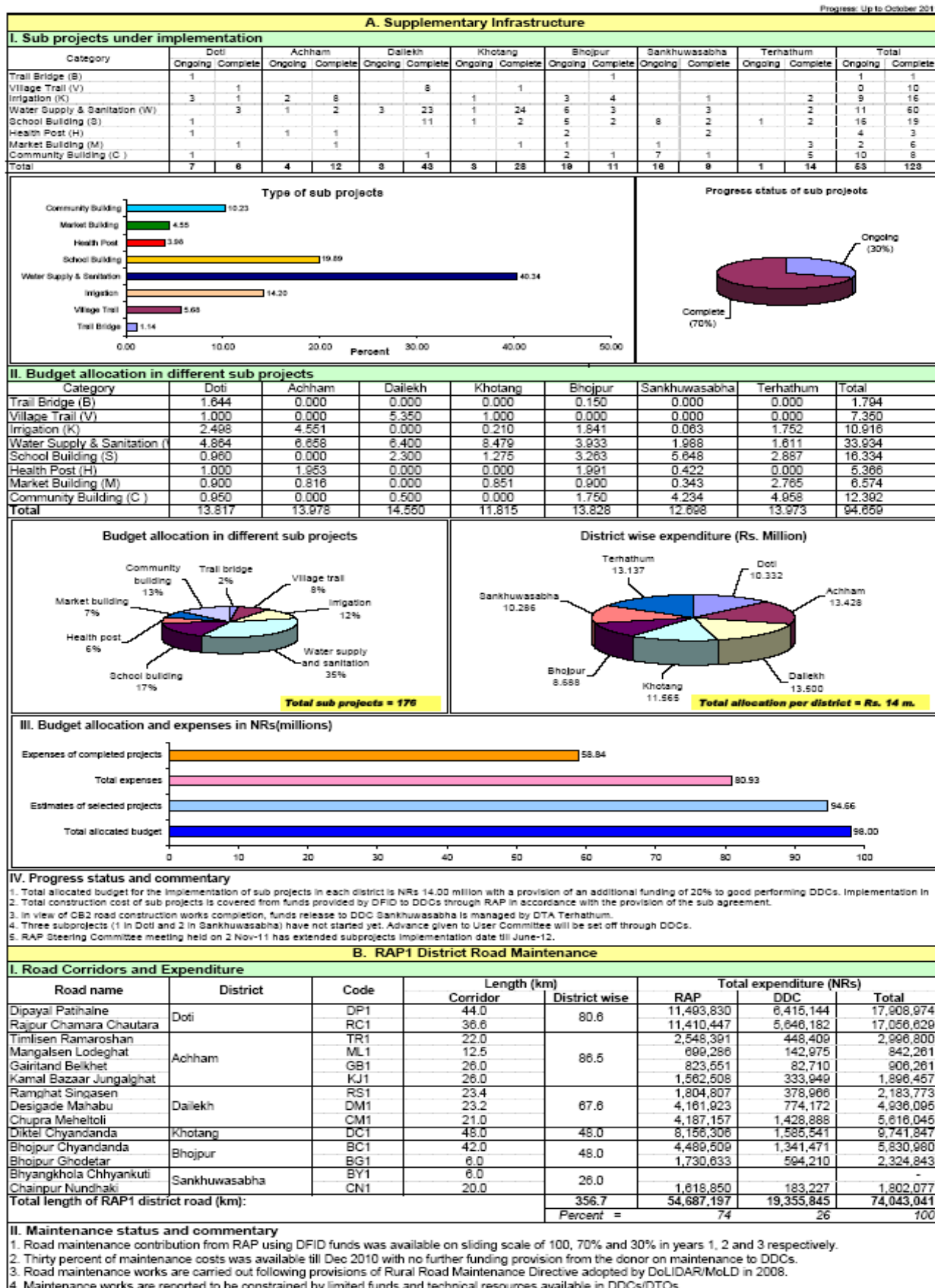
Table 2.4: Progress summary of supplementary infrastructures

(NRs million)

District	Number of subproject	Estimated budget	Expense	Balance		Remarks
				Amount	Percent	
Doti	13	13.817	10.332	3.485	25.2	i. One in Doti and 2 subprojects in Sankhuwasabha in spite of providing advance to user committees by DDCs have not been started yet. ii. Actions to cancel these subprojects will be initiated with advance set off with DDCs.
Achham	16	13.978	13.429	0.549	3.9	
Dailekh	46	14.550	13.500	1.050	7.2	
Khotang	31	11.815	11.566	0.249	2.1	
Bhojpur	30	13.828	8.688	5.140	37.2	
Sankhuwasabha	25	12.698	10.287	2.411	19.0	
Terhathum	15	13.973	13.137	0.836	6.0	
Total	176	94.659	80.939	13.720	14.5	

35 The progress status on implementation of supplementary sub-projects shows that Bhojpur compared to other RAP districts is lagging far behind followed by Doti and Sankhuwasabha. Again amongst the selected subprojects for implementation, 1 in Doti and 2 subprojects in Sankhuwasabha have not been started by concerned User Committees after taking NRs 240,000 and NRs 571,000 money in advance from DDCs respectively. RAP has requested DDCs to drop implementation of those 3 subprojects and recover the advance taken by User Committees. Implementation activities of other on-going subprojects are expected to complete before the end of the extended period of tripartite sub agreement, in July 2012 signed at the beginning of RAP II. The physical progress status of sub-projects is presented in Annex C: Monitoring Sheets and the details of expenditure in **Annex E: Financials – RAP Expenditure details**. Likewise the summary of progress is depicted in Figure 2.3 below.

Figure 2.3: Supplementary Infrastructure and RAP1 Road maintenance progress at a glance



development partners, co-operatives and user-groups working in RAP programme districts. In this regard, RAP TA and Helvetas Nepal have agreed to cooperate in implementing programmes in common programme districts together. Two programme districts - Achham and Dailekh are now identified for cooperation with Helvetas activities. Possible areas of cooperation are identified and agreed at the district level to commence implementation of subprojects. It is hoped this strategy will complement current project initiatives and in the long run provide some level of continuity after the end of RAPII project activities.

18 **IGA training and demonstrations** – Income-generating activity training to RBG members is mainly confined to vegetable farming and livestock rearing. Local Resource Persons (LRP), identified and trained with refresher training from the RAP programme, provide IGA training to interested RBG members. In addition, expert level services through outsourcing provisions are being provided to enhance skills of LRPs and support motivated RBG members on IGA initiatives. Through institutional linkages facilitated by the programme, the LRPs are taking initiatives to embark on agro-processing and value-added enterprises. LRPs are also known to offer their services and advisory support to the wider community in RAP districts. Up to October 2011, a total of 48,920 equivalent days of training provided to RBG members on various income generating activities by means of 4,086 ‘live’ demonstrations. The majority of participants received training on vegetable farming followed by livestock, ginger and fruits farming. Analysis of participation by gender shows an increasing trend in women participation with almost 46% women registering themselves for training, mainly with a view to better utilise the available land and livestock resource. This is partly attributed to RAPII effort in encouraging women participation and in part by peer-to-peer sharing of learning experiences and tangible benefits within the RBGs.

19 **Other skill development training** - Apart from on-farm related income-generating training, RAP has provided skill development training to SPAFs and other needy people engaged in road construction. These training programmes are focused at imparting specific skills such as tailoring, electric wiring, mason, carpentry and food processing. Up to October 2011, a total of 248 RBG members received training on skill development. The duration of these training ranges from 7 days to 3 months. In order to assess the effectiveness of the training programme, RAP management has initiated a training impact study. The outcome of this study will guide the management on future course of action to improve and sustain capacity developed under RAPII.

20 **IGA initiations by RBG households** – RBG members who acquired skills and knowledge related to on-farm and off-farm enterprises through various training of RAPII have used these to initiate different income-generating activities. The outcomes of income-generating activities have started contributing enhancing sustainable livelihoods of the participating members in the immediate future. Total income through sales of surplus production from various IGAs has reached at NRs 37.7 million and is in increasing trend. The outcomes of different IGAs achieved so far are encouraging and provides a platform for achieving a sustained reduction of chronic poverty and social exclusion in the seven programme districts, provided that present initiatives are continued during the post construction phase of RAPII activities. To reduce the start-up risks experienced by the RBG members, the field based NGOs continue to monitor and provide advisory services to the nascent enterprises. Summary of social and economic development related activities and progress is presented in Figure 2.2.

36 Construction of one health post and one school building in Doti is stopped due to lack of budget in DDC to cover additional budget surpassed over the ceiling. In view of investment made and dire need of the community to use the structures for the intended services, RAP requested and sought Steering Committee's approval for additional funding to complete these two structures. These 2-subprojects will be treated as an exception and will not act as precedence for other Districts. DDC Doti is advised to proceed in accordance with the approved proposal to complete works of two subprojects before July 2012.

2.9 MAINTENANCE OF RAPI ROADS MANAGED BY DDCS

37 **Implementation and funding arrangements** – RAPII maintenance component provided funds for maintenance on a sliding scale of 100%, 70% and 30% in years 1,2 and 3 respectively and with a target DDC making up the difference to maintain an unchanging maintenance budget over the 3 years. As per the provision the funding was made available from RAP to programme DDCs till the end of December 2010. It is learnt that some of the DDCs mobilising the internal resources are implementing emergency types of road maintenance works after Dec 2010 but actual spend on RAPI roads has been difficult to quantify. Details of expenditure from the beginning till the end of December 2010 are presented in Figure 2.3. During this period, programme DDCs spent 26% of the total expenditure on RAPI road maintenance using 74% funds available from the RAP.

38 **RAPI roads maintenance experience** – The following are some of the experiences drawn from RAPI road maintenance:

- Routine and recurrent maintenance of road does not fall under the present priority of DDCs and engagement of length persons to carry out these maintenance works have not been uniformly implemented by the districts and where they have, monitoring is weak and as a result routine maintenance interventions are not effective.
- Rehabilitation of monsoon damage works are carried out in order to make the road motorable, but little maintenance is undertaken on a routine basis to preserve the road during the fair weather operation period.
- Road Maintenance Users Committees formed as per the provision of Rural Road Maintenance Directive, 2008 are found to be heavily politicized thus frustrating the decision making process. Members of RMUC are also allied to or are owners of heavy equipment and as a result there is no motivation to undertake routine or periodic maintenance, where use of machine is minimal.
- DDC priorities lean more to building new road rather than on maintenance of existing section of roads and where funds are spent on maintenance these are mainly to deal with emergencies, such as landslides rather than on preserving the road asset.
- Low level of awareness on cost-effective network management strategies and weak accountability on value-for-money considerations has contributed to a poor maintenance culture within the DDCs.
- Low level of institutional and technical capacity within the DDCs also has hindered for the effective implementation of road maintenance programme at the local level.

39 **The way forward** - RAPII experience has been an input in designing and implementing RTI maintenance pilot programme, which focuses for providing longer-term support to the pilot DDCs to embed a 'preventive maintenance' culture at the operational level, including with institutional capacity enhancement programme both at the centre and at the DDC levels.

40 RAP field teams and the core staff in Kathmandu will continue providing technical and logistical support to RTI maintenance pilot initiatives planned in the two RAP districts. Lessons from these pilot initiatives will inform RAP management on possible low-level technical support for the remaining RAP districts.

2.10 RAPII BRIDGE COMPONENT

41 **Design and build contract** - The Contract Agreement was signed with the Chinese/Nepalese Contracting Joint Venture of CTCE and Kalika on Friday 1st October 2010. The Contract is for the Design and Construction of the two river Bridges, one over the River Arun at Leguwa and the other over the Sabha Khola River near Tumlingtar.

The Contract start date was notified to the Contractor as being 22nd October 2010.

The End of the Contract period is therefore 22nd October 2012.

The corresponding date for the End of the Defect Liability period is October 22nd 2013 (the actual date dependant on the issue of the Completion Certificate, or any award of Extension of Time).

42 **Capital works cost** - The latest capital works budget has been reviewed and the final cost re-estimated to include the likely escalation due to the contract provisions for price escalation, and adverse currency exchange fluctuations and the effects of the revised cash flow brought about by the late start to the works on the site.

43 The final estimated capital works costs may be around 18% higher than the Tendered costs and a revised estimated final cost figure of GBP 4.724 million has now been included in the Addendum No 1 which was agreed and signed at the end of July 2011. The allowance for 10% inflation on capital works costs is included in this latest Capital Works cost and DFID has acknowledged that additional funds may be required depending on the actual inflation rate and currency fluctuations.

44 **Finances** - The Initial Advance Payment was made to the Contractor in November 2010. Interim Account No.1 covering the ordering of the steelwork for the truss in accordance with the contract provision for the 5% of Superstructure Lump Sum price due on placement of orders for the steelwork was approved for payment at the end of February 2011. A Second additional advance payment of GBP 300,000 split in the relevant currency proportions set out in the Contract Appendix to Tender has been made to the Contractor at the end of July.

45 **Activities and progress** - The Contractor has carried out Topographical checks on both bridge sites and has confirmed that there are no significant discrepancies in the data supplied by the Contract documents.

46 Sabha Khola substructure is to be founded on the rock outcrops as identified during the preliminary design review carried out by RAP in 2009. The Contractor carried out a trial excavation in the first week of April to assess the level and strength of the rock layer. The trial excavation revealed that the rock is heavily weathered and a meeting has been held with the designer and the contractor's material/geotechnical engineer to discuss how to proceed. It has been agreed that on site testing is required to assess the actual rock/soil matrix characteristics. The contractor has carried out plate bearing test at several locations at the site of both abutments and base foundation bearing calculations is to be determined on the results of these tests. It has also been agreed to change the axis of the bridge centreline by up to 2 degrees to enable the foundations to ensure that the abutment is sited on the weathered rock on the Tumlingtar abutment. The span remains unaltered at 120 metres. The Contractor has remobilised to the Sabha Khola site during the first week in November and is currently engaged in construction of the east abutment foundation slabs.

47 The Contractor is not fully mobilised on the Arun bridge site in Leguwa but is currently constructing the Engineer's offices. Programmed completion of these offices is the first week in December 2011. The steel for the Sabha Khola truss is being moved to the site from its current location in Biratnagar.

2.11 INCREASE IN RAP WORKS BUDGET

48 RAP management has requested an additional £4.3 million to complete works on the on-going RAPII road corridors. All the funds are assigned to RAPII works budget and are in line with recommendations of the Mid-term review report of June 2010. However, in addition to the original scope defined in the above report, RAP is proposing to revise designs at some of the river crossing and at kholsis to cater for the heightened high flow levels in dry season resulting from climate change effects.

49 The request for above funds was discussed and approved in principle at the last Steering Committee meeting. The process for seeking a formal approval from GoN has been initiated by the Programme Coordinator and is expected to be completed within the next reporting period.

50 The estimated spend breakdown for the additional GBP 4.3 million budget will be:

a) Construction works of RAPII road corridors	GBP 2.85 million
b) Spot improvements works of RAPII roads (climate change effects)	GBP 0.20 million
c) Construction of bridges at 3 river crossings (climate change effects)	GBP 0.50 million
d) Major maintenance on two RAPI road corridors	GBP 0.25 million
e) Support to Trail Bridge Programme (procurement of steel wire ropes)	GBP 0.50 million

This takes the total consolidated budget for the three RAPII components to GBP 29.8 million

3 RAP ISSUES

3.1 CURRENT DEVELOPMENT RISKS

51 Transient political environment, absence of elected local body representatives coupled with a weak law enforcement culture has continued, thus leading to a difficult working environment. Frequency of strikes, intimidations, threats and vandalisms are on the increase. Limbuwans and Kirats representing ethnic groups in the eastern districts have continued intimidating VDC secretaries for donations and bandhs. However, RAP has not been a target to-date and has systems in place to deal with such situations. The Kirat Janabadi Workers' Party cadres especially in southern part of Khotang and Bhojpur districts also have continued their activities posing threats especially to VDC secretaries.

52 Up till now, none of the agitating groups and party cadres has tried to influence and disturb RAP programme districts with unnecessary pressures. Regional level bandhs organised by local ethnic groups and political parties and their sister organisations affected access and material deliveries during the period. Apart from following RMO advice on each occasion, no special actions were needed, and there have been no delays to RAP.

53 Embezzlement of cash by LRUC representatives in two Districts has created a threat to the proven track record of RAP payment system adopted since the beginning of the programme in 2002. Although, a significant part of the embezzled cash is recovered and distributed equally to RBG members in Bhojpur, the perpetrator in Achham is still roaming freely in the Tarai district. The Achham district court, in absence of the perpetrator, announced its verdict on 7 July 2011. The verdict states that the defendant is arrested and imprisoned for five years with the total recovery of embezzled amount of money plus the same amount of money as a government penalty. Now, the implementation of the court decision rests with the district police administration. In Bhojpur, LRUC representatives have filed a case against culprits in the District Court for the recovery of remaining money. It is learnt that the case is now under consideration by the District Court. RAP management policy has been to actively support the affected RBGs to seek redress through legal means and not to take liability for embezzlements that have taken place under the oversight of LRUC. In order to minimise risks from future occurrences, RAP has taken additional precautionary measure by requiring at least 5 LRUC members to be present at the time of cash withdrawal from banks. The new arrangement has been found effective and RAP will continue this practice.

54 As usual, RAP continues to support the RMO with monthly security reports from each RAP districts, and 5 DTLs also act as District Emergency Coordinators for the RMO in Achham, Dailekh, Khotang and Bhojpur. The DTL of Doti is acting as an alternate District Emergency Coordinator for the RMO. All DEC's and alternate DEC working for the RMO coordinate with other DFID and GIZ assisted projects and programmes in the districts and regularly review development spaces in local situation and security conditions and report to information and assess local situations at the field level regularly.

3.2 ACCIDENTS AND WORKERS WELFARE

55 RAP is providing basic protective wear such as steel toe gumboots, goggles, hard hats, gloves and masks to RBG members. Depending on site conditions and available workspace areas harnesses are also being provided to some members of groups exposed to higher accident risks. In spite of these efforts, it has been difficult maintaining safe working conditions due to the reluctance of RBG members to wear safety gears for all operations, which is also attributed to the increasing number of RBG accidents during construction. To motivate a change in attitude, RAP is re-issuing gumboots to those RBG members whose original issue has worn out very soon. It is also issuing safety gears to newly recruited SBGs and new members added to existing RBGs.

56 RAP system of closed monitoring through Supervision Consultants, Non Government Organisations and programme staffs, awareness raising programme on work safety is an on-going activity and will keep continue extensively till the end of construction works in all the RAP II road corridors. With an aim to reduce RBGs accidents, RAP has designed and issued a work safety guide in road construction sites (**Annex G**) delineating responsibilities of staff involved in supervision and monitoring with the provision of regular reporting.

3.3 NORMS FOR ROCK BREAKING USING HAND DRILLS

57 **The need** – Norms for rock breaking activity using hand drills is not available, except in a few districts that have used hand drills for trail bridge construction. Although, hand drills using feathers & wedges and hand drills with splitters are been used intermittently on RAP, the payments to drill operators and helpers are largely based on RAP daily wage rates. This was appropriate since the drill gang members were drawn from the RBGs and their outputs were considered as part of the overall group’s output in calculating wage payments. However, efficiency analysis showed poor utilisation of this resource and led to a significant change in the way this resource would be used for future rock breaking activity. Hence, RAP management embarked on a programme to train dedicated rock drill operating gangs who would not belong to any particular RBGs and would rely solely on wages derived from rock breaking operations. This would allow RAP to identify and engage rock drill gangs at work sites better suited to mechanised rock breaking operations and provide the motivation for the specialised gang to attain higher outputs and thus higher wages.

58 **Process design and trials** – To develop norms for the mechanised rock breaking activity, a work-study was designed for both the Drill + feather and wedge and Drill + splitter operations. The operation and outputs of the trained gangs, engaged on selected sites on a Bhojpur corridor, was carefully recorded over a period of one week. Time taken for daily routine drill checks, pre-operation routines, rest period for both drills and operators, and time taken for re-fuelling and cleaning the drills at the end of days operations were also recorded to derive the actual time of working and the expected outputs, The outputs from this work study was compared to known outputs recorded on RAP works to arrive at a realistic norm for these activities.

59 **Norm derivation and adaptation** - Details of time logs against volume of hard rock breaking was then derived with respect to the actual labour inputs. The derived norms for per unit volume (m³) of rock breaking works are presented in Table 3.1 below.

Table 3.1: Norms for rock breaking using hand drills

Volume (m ³)	Daily working hours	Labour requirement			Material requirement	Remarks
		Operator	Helper	Labour		
a. Hand drill with feather and wedge						
1.00	8.00	0.50	0.50	1.00	Petrol = 1.23 litre Mobil = 0.17 litre Grease = 0.09kg	Material is for estimation purpose only.
b. Hand drill with splitter						
1.00	8.00	0.25	0.25	0.75	Petrol = 1.31 litre Mobil = 0.21 litre Engine oil = 0.15 litre Grease = 0.01kg	Material is for estimation purpose only.

60 As hand drill, splitter and feather and wedge and other materials are provided by the project, costs of these items as indicated in the above Table are not included in the proposed norm. The above labour inputs for rock breaking works are adopted on a trial basis for further validations under the field operational condition. All districts will keep detail records of rock breaking activities using drill gangs and the average outputs achieved will be used fine-tune the norms for this activity.

4 RAP ITEMS FOR ENDORSEMENTS AND CONFIRMATIONS

61 As the RAP Steering Committee meeting held on 02 November 2011 captured most of the programme related items for endorsements and confirmations, there are no significant items that need endorsement and confirmation by the Steering Committee before the next Trimester reporting period. Hence, this report is exclusively a programme progress report for a period of first trimester of GoN FY 2068-69 and RAP management is therefore proposing not to convene a Steering Committee meeting, as has been the norm in the past.

5 PLAN FOR THE NEXT TRIMESTER

62 For the period 16 November 2011 to 15 March 2012, RAP will perform the following activities:

- Continue and expedite road construction works by mobilising maximum number of RBGs and reformed SBGs;
- Initiate rehabilitation and maintenance works in selected locations on DM1, TR1 and DP1 road corridors to bring them to RAP II standards;
- Initiate bridge construction works in 3-4 river crossing locations on RAP II road corridors in order to accommodate changes needed to address the climate change impacts;
- Conduct 2-day district level workshop to review construction progress against planned work plan, review and validate measured works against physical progress and undertake a joint technical audit to assess the quality of works achieved and agree improvements in process and control activities, if required. This workshop will be conducted on a two monthly basis and will be timed to coincide with the measurement activity.
- Procurement of materials, tools and other equipment required to complete works;
- Continue social and economic development activities;
- Continue training RBG members in income generating activities; and
- Finalise all bills for work done and pay wages at least on a monthly basis;
- Continue running repairs on all rock drills, splitters and wheel barrows;
- Organise on-the-job training to drill operators in the districts; and
- Guide and support DDCs in the implementation of supplementary infrastructure component following the provisions of sub agreements.

63 For the RAP bridge component, major activities planned during the next trimester include:

- Completion of construction of the Engineer's site office at Leguwa and mobilisation of supervision staff to Arun (Leguwa) sites;
- Material sourcing and approvals;
- Completion of the Concrete mix design and trials for the Arun Bridge;
- Completion of the eastern foundation slab and start of construction of the east abutment for Sabha Khola;
- Start on the western foundation slab of the Sabha Khola Bridge;
- Start on the Northern and Southern foundations of the Arun Bridge;
- Completion of moving the Sabha Khola Truss steelwork to site at Tumlingtar;
- Movement of Arun River bridge steelwork to site at Leguwa; and
- Initiations of bridge superstructure works.

ANNEX A.

Minutes of the RAP Steering Committee Meeting


Government of Nepal
Ministry of Local Development
Department of Local Infrastructure Development and Agricultural Roads
(DoLIDAR)
Rural Access Programme Phase II

Minutes of the Meeting

Meeting held: Date: 02 November 2011
Time: 11.00 hours
Venue: MoLD Office Building, Shree Mahal, Lalitpur

Subject: RAP Steering Committee Meeting

Present:

Mr Sushil Ghimire	- Secretary, Ministry of Local Development	Chairperson
Mr Bhupendra B. Basnet	- Director General, DoLIDAR	Member
Mr Ram Krishna Sapkota	- Deputy Director General, DoLIDAR	Member
Mr Bhava K. Bhattarai	- Joint Secretary, NPCS	Member
Mr Bharat B. Khadka	- Member ADDCN	Member
Mr Khemraj Upadhyaya	- Economic and Local Advisor, DFID Nepal	Member
Mr Bharat Patel	- Programme Manager, RAP	Member
Mr Jeevan Kumar Shrestha	- Programme Coordinator, RAP/DoLIDAR	Member-Secretary

Invitees:

Mr Bhim P. Upadhyaya	- Deputy Director General, DoLIDAR
Mr Ganga B. Basnet	- Senior Divisional Engineer, DoLIDAR
Mr Ramesh Adhikari	- Under Secretary, MoLD
Mr Arjun Poudel	- Deputy Programme Manager, RAP
Mr Tim Stiff	- Team Leader, RAP Bridges
Mr Dilli P. Sitaula	- Deputy Team leader, RTI Maintenance SWAp
Mr Tritha Poudel	- Section Officer, HRM, MoLD
Ms Bijaya Prasain	- Section Officer, Planning Section, MoLD

Apology:

Mr Dinesh K. Thapaliya	- Joint Secretary, MoLD	Member
Mr Indu Sharma Dhakal	- Director General, DoR	Member
Mr Yognath Poudel	- Under Secretary, Ministry of Finance	Member

Agenda of the Meeting:

1. Third Trimester Progress Report and FY 2067-68
2. Progress status of RAP Bridges
3. RTI SWAp Maintenance Activities and Progress
4. Issues for discussion and endorsements:
 - i. Formation of task force to deal with emerging issues in Local Road Network
 - ii. Budget shortfall of on-going supplementary infrastructure subprojects in Doti
 - iii. Extension of supplementary projects sub agreement
 - iv. Proposal for amendment – A case for additional GB 3.9 million
5. Any other business

Meeting Minutes:

- a. **Objectives of meeting** - The RAP Programme Coordinator, Mr Jeevan Kumar Shrestha welcomed the participants and briefed on the objective of the meeting. Following his brief introduction of participants, the Secretary, MOLD was then requested to chair the meeting.
- b. **Initiation of meeting** - The chairperson of the RAP Steering Committee, Secretary of Ministry of Local Development Mr Sushil Ghimire chaired the session. The chairman welcomed all committee members and the participants of the meeting and reminded the meeting that he was new to this sector and therefore would appreciate a more detailed presentation of Programme. He then asked Mr Arjun Poudel, RAP Deputy Programme Manager to present the progress report of the third trimester period and FY 2067-68 for all the 3 components of RAP1 (roads, bridges and RTI maintenance).
- c. **Presentation of RAP1 progress** – Mr Poudel presented physical, livelihood and financial progress status of all 3 components of RAP1. He also presented the progress status on supplementary infrastructure and RAP1 maintenance component, informing that the sliding scale funding arrangement for this component came to an end in Dec-10. Except for works completed by Dec. but not invoiced, all road maintenance works carried out from Jan-11 onwards will be fully financed through GoN and DDC resources.

The DPM informed on progress in the social development and supplementary projects sub-component and the programme impact on the livelihoods of RBG household using the key findings of the independent impact assessment study of RAP1 roads.

A plenary session helped clarify issues presented and additional feedback was shared on the following:

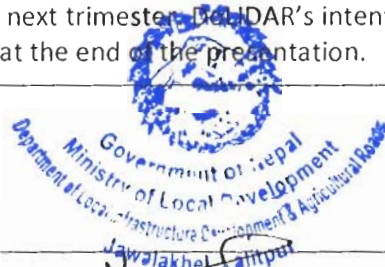
- i) initial findings of RTI on status of road maintenance in the target districts
- ii) the review and upgrading of drainage requirements taking account of climate change effects
- iii) RAP's phased construction approach to allow stabilisation of cut faces and roadways
- iv) bi-annual public audit open meetings to maintain a high level of transparency and trust
- v) Issues pertaining to right-of-way, land acquisition, environmental mitigation and road safety

On-going SED support to DDC Sankhuwasabha and KJ2 in Acham: To assure a phased exit of programme support to target communities, RAP2 has agreed to provide on-going SED support (skills and organisational development to RBGs and RBG affiliated co-operatives) through NGO partners who were active in the construction phase.

- d. **Status of RAP Bridges component** –Major Bridges are proposed at Leguwaghat over Arun River and at Katleghanjyang, Tumlingtar over Sabha Khola provides vital links to 3 district headquarters with national road network systems. The DPM presented progress to-date and planned activities for the next trimester. Key achievements recorded in this trimester are: engineer's approval of foundation design, delivery to Biratnagar of bridge decking steel from UK, start of foundation works at Saba khola.

Due to late monsoon rains and contractor's delay in completing foundation designs, the works programme is now revised so that foundation works are on-going concurrently on both the bridges sites. The contractor is planning to transport bridge decking steel truss to the sites in this month and the overall progress is satisfactory.

- e. **RTI Sector Maintenance Pilot** – The DPM gave brief presentation on major activities and outputs of the proposed RTI SWAP TA and the planned activities for the next trimester. DDC/DAR's intention of expanding the pilot to further 10 districts was also discussed at the end of the presentation.



The plenary following the presentations recorded the following actions / recommendations:

- i) Secretary: requested revision of geometry standards in view of problems with land acquisition and accidents
- ii) Secretary: informed that more emphasis is needed on environmental and maintenance aspects at the policy, design and construction of LRN roads
- iii) BB Khadka: suggested review of standards on road safety, drainage and right-of-way
- iv) BK Bhattarai: suggested RAPII provides additional small to medium bridges on the roads in addition to the 2 major bridges

f. **Major issues for decisions** – After presenting the progress of different components the Deputy Programme Manager put forward some issues for the Steering Committee's endorsement

Issues forwarded for discussions and decisions in the meeting are as under:

i. **Issue 1** – Since DoLIDAR does not have a standing committee dealing with policy and standards, lessons and experiences at the project level do not get translated into effective policy and appropriate standards. RAPII proposes that DoLIDAR set up an institutional body or mechanism to deal with emerging issues related to the LRN on a regular basis.

Discussion on decision options – DG felt that RTI maintenance SWAp which is mandated to work on a sector-wide basis be made responsible for addressing this shortcoming.

Decisions – RTI Maintenance SWAp to undertake an institutional assessment and make recommendations to address the current shortcoming.

ii. **Issue 2** – Two supplementary sub-projects in Doti have consumed their allotted budget ceiling and there is no provision to extend funds amounting to NRs 1.2 million to complete the two buildings (1 school and 1 health post building). RAPII therefore requested SC to consider raising the budget ceiling, as an exception, so that funds can be provided from the programme's works budget.

Decisions – SC approves the proposal and instructs RAPII to provide the additional funds from RAPII works budget to complete the school buildings.

iii. **Issue3** – tripartite sub-agreements with the DDC for implementing supplementary infrastructure project ended in July 2011 and further extensions to enable committed projects to be completed

Decisions – SC approves extending the sub-agreements up to the revised programme completion in March 2013

iv. **Issue4** – RAPII proposes an increased budget of 4.3 million UKP to enable completion of committed works and to procure steel wires for Trail Bridge. The mid-term review of RAPII recommended an increased budget of 10.4 million to complete the existing programme commitments of RAPII roads component. Additional 8.5 million UKP was granted in the last contract amendment but 1.35 million from this was allocated to the RTI SWAP TA. The current proposal is to bridge the shortfall and additional funds to upgrade the drainage structures to cater for climate change effects. In addition, a grant of 0.5 million is required to procure steels wire ropes for the Trail Bridge Programme.

Decisions – SC approves the above proposal pending submission of a cost breakdown outline for the additional 4.3 million-grant requests.



g. Additional issues presented included:

- i. *DoLIDAR plan for public information programme on local development* – In principle there is no objection to using the RTI modernisation fund. However, DFID needs to check with its procurement department if the current DFID policy permits the use of funds for this purpose.
- ii. *Community demand for earthquake damage response* - SC supports RAPII and DFID's proposal provided it does not affect the current programme of RAPII (financial and time for completion).
- iii. *Programme Design for RAPII follow-up* - plenary sessions to discuss this issue raised several opinions on the programme focus, management arrangements and the need to draw on the lessons from RAP2 and other on-going projects in the LRN. SC with DFID's proposal that each of the three stakeholder (GoN, DFID and RAP2 team) develop independent proposals and present them for discussions at a joint meeting in the next 2-3 weeks.
- iv. *DoLIDAR proposal to include 10 more districts into RTI SWAp* – DoLIDAR proposes to include a total of 10 additional districts into RTI Pilot with a view to represent all donor funded projects (RAPII, DRSP, RRRSDP, RAIDP) engaged in the LRN so that scaling up RTI maintenance practice sector wide would be made easier at a latter stage.

h. SC agreed that DoLIDAR make a case for adding 10 more districts given that RTI maintenance is a Pilot and define the scope of TA support that is required in the additional 4 RAP districts included in the above 10 districts. DoLIDAR and DFID to agree the level of support and source of additional funds for the TA support.

i. *Closing remarks*

On behalf of the Secretary, DG DoLIDAR in his concluding remarks from the chair thanked to all the participants and closed the meeting.

Distribution: Members of Steering Committee and Participants



ANNEX B.

RAPII Log-frame Rating and commentary

Increased access to market and social services for the rural poor and disadvantaged
See note 2

- i. Significant progress towards conflict resolution leading to improved economic growth and better access for the Government of Nepal (GoN) provided basic services.
- ii. Political situation at central & local levels does not hinder programme implementation.
- iii. Service delivery by other institutions is able to meet demand.
- iv. Improvement in socio-cultural environment allows excluded people to exercise their rights.
- v. Programme areas remain safe and secure for development programme implementation.
- vi. District Development Committee (DDC) gives priority to poverty-to-poverty reduction and good governance. District development initiatives under the Programme are not diverted or politicized (e.g. in the run-up to elections).

	iv. Person-days of employment in civil works with at least 80% provided to the poorest and excluded.				
	v. Increase in average household incomes of the surveyed Road Building Group members 2 years after construction.			20% (2 yrs after)	
		Baseline and impact surveys and reports			
		-	-	-	-
		Doubled during construction			
		Source:			
		Programme progress reports, baseline and impact study reports			
INPUTS (£)	DFID (£'000)	Govt (£)	Other (£)	Total (£'000)	DFID share (%)
	35.800	-	-	35.800	100
INPUTS (HR)	DFID (FTEs)	Note: DFID input for RAP II is GBP 35.3 million & for trail bridge programme is 0.5 million (GBP 35.8m in total). The above excludes GBP 0.9 million for impact and other sector studies that will be managed by DFID-Nepal			
	0.55	RAP2 requires only 0.30 of an FTE of Advisory inputs and 0.25 FTE of Administrative inputs.			

OUTPUT 1	IMPACT INDICATORS	MILESTONES					ASSUMPTIONS
		Baseline	Year I	Year II	Year III	Year IV	
Enhanced equity, employment and income opportunities for the poor and disadvantaged	i. Percentage of Road Building Groups (RBGs) members selected from the poorest of the poor, deprived communities and project-affected families.	100%	100%	100%	100%	100%	Employment and training opportunities are not diverted from poor and disadvantaged to upper strata of villagers
	Source:	NGO reports					
	ii. Percentage increase in incomes and assets in RIA households over income and assets of non-RIA households 2 years after completion.	-	10%	20%	20%	33% (2 yrs after)	
	Source:	- RBGs HH incomes doubled. Land asset value increased.					
	Source:	Baseline survey report and two impact studies					
	iii. Representation level of women in Road Building Groups (RBGs), Local Road Coordination Committees (LRCCs) and Local Road User Committees (LRUCs).	33%	33%	33%	33%	33%	
	Source:	30% 42% 43% 43%					
	Source:	NGO reports, progress reports and meeting minutes.					
	iv. Proportionate representation of marginalised communities, Dalits and indigenous nationalities (Adibasi Janjatis) in LRCCs and LRUCs matches share of local population (See note a)	100%	100%	100%	100%	100%	
	Source:	100% 100% 100% 100%					
Source:	Profile of building groups from progress reports and benefit monitoring and evaluation summaries.						
v. Members of building groups receive full wages within 30 days of interim or final measurement of works.	-	100%	100%	100%	100%		
Source:	- 100% 100% 100%						
Source:	Progress reports and annual review and Public audits reports						
vi. Person-days of employment created by the time of road opening.	-	0.5 million	4 million	5 million	6.5 million		
Source:	- 0.5 million 3.4 million 5.1 million						
Source:	Progress reports and programme completion report						
vii. Members of building groups are insured throughout construction activities to declared scales of compensation and expenses.	100%	100%	100%	100%	100%		
Source:	100% 100% 100% 100%						
Source:	NGO reports, programme progress reports						
viii. Percentage of men and women receive equal wages for equal work in RAP.	-	100%	100%	100%	100%		
Source:	- 100% 100% 100%						
Source:	NGO reports, programme progress reports						
ix. Numbers of members of groups receiving demand-driven skill training (with at least 50% women representation and proportionate representation from disadvantaged caste and ethnic groups before end of construction phase.)	0	850	6000	8000	9000		
Source:	- 850 16,140 48,920						
Source:	NGO reports, Programme progress reports						
x. Percentage of RBGs conduct annual public audits	-	100%	100%	100%	100%		
Source:	- 70% 100% 100%						
Source:	Public audit reports, NGO reports and programme progress reports						
IMPACT WEIGHTING		RISK RATING					
20		Low					
INPUTS (£)	DFID (£'000)	Govt (£'000)	Other (£'000)	Total (£'000)	DFID share (%)		
	1,364	-	-	1,364	100		
INPUTS (HR)	DFID (FTEs)						
	0.10						

Note: a/ Total population of Dalit, Disadvantaged Janjati, Advantaged Janjati and Others in RAP districts is 17.5, 28.3, 4.6 & 49.6% respectively; Source - National Census 2001, CBS.
Inputs include estimated cost of social and economic development activities and cost of services of NGOs plus 50% of supervision consultants.

OUTPUT 2	OUTPUT INDICATORS	MILESTONES					ASSUMPTIONS
		Baseline	Year I	Year II	Year III	Year IV	
District and village level roads built to DoLIDAR standard and put under sustainable maintenance	i. Length of road pliable by 4-wheel drive vehicle	0	0	64 km	280km	365 km	Sufficient personal security for staff, partners, RBGs etc. to work safely Continued central and DDC funding for maintenance available and transferred on time. DDCs have adequate and capable staff to manage maintenance.
		-	-	102 km	289km		
	Source:						
	Progress reports and programme completion report						
	ii. Percentage of RAP district roads using environmental management procedures during construction.	-	100%	100%	100%	100%	
		-	100%	100%			
	Source:						
Environmental monitoring reported in RAP annual reports.							
iii. Percentage of completed roads maintained by DDCs in the programme districts, including maintenance of RAP phase-1 roads.	-	25%	40%	45%	50%		
	-	25%	25%				
	Source:						
Programme reports, MoLD/DoLIDAR and Road Board reports and programme completion report.							
IMPACT WEIGHTING		RISK RATING					
20		Medium					
INPUTS (£)	DFID (£'000)	Govt (£'000)	Other (£'000)		Total (£'000)	DFID share (%)	
	24,425	-	-		20,625	100	
INPUTS (HR)	DFID (FTEs)						
	0.10						

Note: Inputs include all front line costs of construction, road maintenance, technical assistance and 50% service cost of supervision consultant.

OUTPUT 3	OUTPUT INDICATORS	MILESTONES					ASSUMPTIONS
		Baseline	Year I	Year II	Yea III	Year IV	
Community-based supplementary rural infrastructure developed and improved	i. Cumulative percentage of supplementary infrastructure budget used for village trails, trail bridges, water supply, micro irrigation, market and community buildings, primary school, and health posts to RAP- approved standards based on community demands.	-	-	40%	80%	100%	DDCs have adequate and capable staff to manage funds and implementation.
		-	-	36%	70%		
	Source:						
	Progress reports and programme completion report.						
	ii. Percentage of supplementary infrastructure maintained and operated by user groups.	-	0%	30%	70%	100%	
		-	-	15%	62%		
	Source:						
DDC statement of expenditure, progress reports, programme completion report							
IMPACT WEIGHTING		RISK RATING					
10		Low					
INPUTS (£)	DFID (£'000)	Govt (£'000)	Other (£'000)		Total (£'000)	DFID share (%)	
	784	-	-		784	100	
INPUTS (HR)	DFID (FTEs)						
	0.05						

OUTPUT 4	OUTPUT INDICATORS	MILESTONES					ASSUMPTIONS
		Baseline	Year I	Year II	Year III	Year IV	
Strengthened institutional capacity of MLD, DoLIDAR, DDC, VDC and communities	i. Cumulative percentage of training target of 65 persons achieved in road construction and maintenance procedures according to the DoLIDAR training needs survey	-	-	40%	80%	100%	Staff available for training No undue political interference in District Development Plans. Sufficient budget allocation for updating of DTMPs
		-	-	43%			
		Source: Training records and programme progress reports					
	ii. Percentage of participating communities contributing inputs to the RAP supplementary infrastructure component of annual district development plan	-	100%	100%	100%	100%	
		-	-	100%	100%		
		Source: DDC plans, Programme progress reports					
	iii. MLD/DoLIDAR approval of RTI maintenance pilot outputs for maintaining rural roads.	-	-	-	50%	100%	
		-	-	-			
		Source: RTI pilot maintenance or PBA document					
IMPACT WEIGHTING		RISK RATING					
5		High					
INPUTS (£)	DFID (£'000)	Govt (£'000)		Other (£'000)		Total (£'000)	DFID share (%)
	27	-		-		27	100
INPUTS (HR)	DFID (FTEs)						
	0.05						

OUTPUT 5	OUTPUT INDICATORS	MILESTONES					ASSUMPTIONS
		Baseline	Year I	Year II	Year III	Year IV	
GoN policies and plans are informed by programme and provide for effective rural access	i. GoN incorporates recommendations from RAP in the RTI sector road maintenance pilot (see attached Logframe for the RTI SMP in Annex B)	-	-	-	50%	100%	Impact study able to find adequate baseline information. RAP approach demonstrates success in implementation. DDC receive adequate maintenance budgets to undertake planned maintenance.
		-	-	-			
		Source: Study report(s) and RTI SMP progress and monitoring reports					
	ii. GoN Planning & Implementation Guidelines for rural roads include best practice based on RAP experience established in DoLIDAR and the DDC. (see attached Logframe for the RTI SMP in Annex B)				50%	100%	
		Source: DoLIDAR manuals and guidelines					
IMPACT WEIGHTING		RISK RATING					
10		Medium					
INPUTS (£)	DFID (£'000)	Govt (£'000)		Other (£'000)		Total (£'000)	DFID share (%)
	1,350	-		-		1,350	100
INPUTS (HR)	DFID (FTEs)						
	0.10						

OUTPUT 6	OUTPUT INDICATORS	MILESTONES					ASSUMPTIONS
		Baseline	Year I	Year II	Year III	Year IV	
Sankhuwasabha, Bhojpur and Khotang districts connected with the national transport networks	i. Numbers of vehicles per day cross Saba khola bridge after one year of opening	-	-	-	-	100	Basantapur-Khadbari and Hile-Bhojpur Feeder Roads upgraded to all weather standards
		Source: Progress report(s) and Traffic counts on RAP approach roads linking the bridges					
	ii. Numbers of vehicles per day cross Arun River bridge after one year of opening	-	-	-	-	100	
		Source: Progress report(s) and Traffic counts on RAP approach roads linking the bridges					
IMPACT WEIGHTING		RISK RATING					
15		Medium					
INPUTS (£)	DFID (£'000)	Govt (£'000)	Other (£'000)		Total (£'000)	DFID share (%)	
	6,000	-	-		6,000	100	
INPUTS (HR)	DFID (FTEs)						
	0.05						

OUTPUT 7	OUTPUT INDICATORS	MILESTONES					ASSUMPTIONS
		Baseline	Year I	Year II	Year III	Year IV	
RTI assets being managed by GON to provide sustainable access in rural areas (SWAp) (See Note 5)	i. Total and % of RTI assets in good or fair condition	-	-	-	25%	50%	<ul style="list-style-type: none"> - GON and districts continue to implement RTI Asset Management System and prioritise repair and maintenance programme over new construction - All RTI works, including maintenance, repair, rehabilitation, upgrading and construction, is carried out according to nationally approved maintenance, design and construction standards and specifications - Nationally approved maintenance, design and construction standards and specifications are appropriate to technical, management and funding limitations at local levels - Economic benefits of improved road access outweighs negative impacts of fuel price rises, fuel supply constraints, etc.
		Source: RTI Inventory and Condition Surveys RTI Status Reports District reports Feedback from road side communities/road users RTI Inventory and Condition Surveys against design standards Traffic surveys Market place surveys in selected locations					
	ii. Number and duration of road closures in previous year	-	-	-	-		
		Source: RTI Inventory and Condition Surveys RTI Status Reports District reports Feedback from road side communities/road users RTI Inventory and Condition Surveys against design standards Traffic surveys Market place surveys in selected locations					
iii. Total and % of RTI assets meeting defined standards and specifications	-	-	-	-			
	Source: RTI Inventory and Condition Surveys RTI Status Reports District reports Feedback from road side communities/road users RTI Inventory and Condition Surveys against design standards Traffic surveys Market place surveys in selected locations						
iv. Volume and composition of traffic	-	-	-	-			
	Source: RTI Inventory and Condition Surveys RTI Status Reports District reports Feedback from road side communities/road users RTI Inventory and Condition Surveys against design standards Traffic surveys Market place surveys in selected locations						
v. Cost of selected essential commodities in markets along roads	-	-	-	-			
	Source: RTI Inventory and Condition Surveys RTI Status Reports District reports Feedback from road side communities/road users RTI Inventory and Condition Surveys against design standards Traffic surveys Market place surveys in selected locations						
IMPACT WEIGHTING		RISK RATING					
20		Medium					
INPUTS (£)	DFID (£'000)	Govt (£'000)	Other (£'000)		Total (£'000)	DFID share (%)	
	1,350	0			1,420	95	
INPUTS (HR)	DFID (FTEs)						
	0.10						

Activities Log

Output 1	Activity 1.1	Milestones					Risks	Monitoring Officer	
		Baseline	Year I	Year II	Year III	Year IV			
Enhanced equity, employment and income opportunities for the poor and disadvantaged	Percentage of Community and Group Organisation targeting the poorest of the poor and the disadvantaged.	-	100%	100%	100	100%	<ul style="list-style-type: none"> High turnover of appropriate staff during implementation period. Service providers are not able to respond to changes in demand. Possible political changes to local government disturb RAP implementation. Social unrests and conflicts 	DFID Advisor responsible for the programme with the support of PM RAP	
	Activity 1.2		Milestone						
	Percentage of works constructed using Local Building Groups (rural roads & supplementary infrastructure)	-	90%	90%	90%	90%			
	Activity 1.3		Milestone						
	Percentage of Groups with training needs identified and provided	-	10%	40%	80%	100%			
	Activity 1.4		Milestone						
	Percentage of infrastructure works for which public audits conducted	-	100%	100%	100%	100%			
		-	70%	100%	100%				
Output 2	Activity 2.1	MILESTONES					Risks	Monitoring Officer	
		Baseline	Year I	Year II	Year III	Year IV			
District and village level roads built to DoLIDAR standard and put under sustainable maintenance	Progress in selection of roads for RAP 2	100%	100%	100%	100%	100%	Ditto	DFID-Nepal Advisor with the support of PM RAP	
			Selection of RAP2 roads finalised at the beginning						
	Activity 2.2		MILESTONES						
	Progress in engagement of local consultants and NGOs.	-	100%	100%	100%	100%			
			7 SCs and 14 NGOs engaged since Feb '09 (1 SC completed the assignment in Mar-10)						
	Activity 2.3		MILESTONES						
	Progress in checking the adequacy of surveys, designs and Environmental Examinations, phasing and works allocation (RBGs, SBGs & Contractors), land acquisition plan, technical specification	-	80%	100%	100%	100%			
			Undertaken as planned						
	Activity 2.4		MILESTONES						
	Progress in forming groups for technical training and consolidation	-	100%	100%	100%	100%			
		-	100%	100%	100%				
Activity 2.5		MILESTONES							
Percentage of road alignments where diversion/protection of water sources, irrigation channels etc. carried out.	-	80%	100%	100%	100%				
		-	Complied	Complied	Complied				
Activity 2.6		MILESTONES							
Percentage of road construction programme carried out	-	15%	50%	80%	100%				

		-	13%	49%	72%			with the support of PM RAP	
	Activity 2.7	MILESTONES						Risks	Monitoring Officer
		Baseline	Year I	Year II	Year III	Year IV			
	Percentage of road where mitigation actions (physical and environmental –bio-engineering).carried out	-	20%	60%	80%	100%		Ditto	DFID-Nepal Advisor with the support of PM RAP
		-	20%	60%	70%				Monitoring Officer
	Activity 2.8	MILESTONES							DFID-Nepal Advisor with the support of PM RAP
	Percentage of roads in programme districts for which DDCs have prepared maintenance plans	-	25%	40%	40%	50%			Monitoring Officer
		-	Slow progress	20%	RTI Mtce				DFID-Nepal Advisor with the support of PM RAP
	Progress in the establishment of financial procedures for maintenance at district level including requests to Roads Board	-	25%	40%	40%				Now to be facilitated by RTI maintenance initiative
		-	25%	25%	RTI Mtce.				Monitoring Officer
	Activity 2.10	MILESTONES							DFID-Nepal Advisor with the support of PM RAP
	Percentage of roads that employ local length persons or maintenance groups and have started maintenance	-	25%	40%	40%	50%			
		-	25%	25%					
Output 3	Activity 3.1	MILESTONES						Risks	Monitoring Officer
		Baseline	Year I	Year II	Year III	Year IV			
	Progress on selection of supplementary infrastructure based on community participation	-	25%	100%	100%	100%			DFID-Nepal Advisor with the support of PM RAP
		-	Slow progress	80%	97%				Monitoring Officer
	Activity 3.2	MILESTONES							DFID-Nepal Advisor with the support of PM RAP
	Progress with survey, investigation and design; environmental assessment and mitigation plan; and social mobilisation.	-	25%	75%	100%	100%			Monitoring Officer
		-	Slow progress	50%	85%				DFID-Nepal Advisor with the support of PM RAP
	Activity 3.3	MILESTONES							Monitoring Officer
	Progress with contractors and/or Community Building Groups procured / employed	-	10%	60%	80%	100%			DFID-Nepal Advisor with the support of PM RAP
		-	0%	36%	70%				Monitoring Officer
	Activity 3.4	MILESTONES						Ditto	DFID-Nepal Advisor with the support of PM RAP
	Progress on procurement of equipment, tools and/or materials	-	10%	60%	80%	100%			Monitoring Officer
		-	0%	36%	70%				DFID-Nepal Advisor with the support of PM RAP
	Activity 3.5	MILESTONES							Monitoring Officer
	Cumulative percentage of construction completed	-	10%	60%	80%	100%			DFID-Nepal Advisor with the support of PM RAP
		-	0%	36%	70%				Monitoring Officer
	Activity 3.6	MILESTONES							DFID-Nepal Advisor with the support of PM RAP
	Progress on O&M plan, training and implementation	-	0%	40%	80%	100%			Monitoring Officer
		-	-	36%	70%				DFID-Nepal Advisor with the support of PM RAP
Output 4	Activity 4.1	MILESTONES						Risks	Monitoring Officer
		Baseline	Year I	Year II	Year III	Year IV			
	Strengthened institutional capacity of MLD, DoLIDAR, DDC,	-	-	100%	100%	100%		Ditto	DFID-Nepal Advisor with the support of PM RAP
				Partially					Monitoring Officer
	Activity 4.2	MILESTONES							Monitoring Officer

VDC and communities	Progress in implementing agreed training plan either separately under RAP programme or jointly with other donors and GoN, as agreed.	-	-	50%	80%	100%		DFID-Nepal Advisor with the support of PM RAP
	Activity 4.3	Partially						
		MILESTONES						
	System introduced for enhanced transparency in DDCs infrastructure activities (information on plans, contracts, variations, payments made, etc.)	-	100%	100%	100%	100%		
	Activity 4.4	Partially						
	MILESTONES							
	Provide inputs into the process of sector integration (RTI pilot mtce. / PBA)	-	100%	100%	100%	100%		DFID-Nepal Advisor with the support of PM RAP
			100%	100%	100%			DFID-Nepal Advisor with the support of PM RAP

Output 5	Activity 5.1	MILESTONES					Risks	Monitoring Officer
		Baseline	Year I	Year II	Year III	Year IV		
GoN policies and plans are informed by programme and provide for effective rural access. (For expanded scope of output 5, see attached Logframe for the RTI SMP in Annex B)	Progress on preparation of terms of reference for impact studies	-	-	-	-	100%	Ditto	DFID-Nepal Advisor with the support of PM RAP
	Activity 5.2	100% for RAP1						
		MILESTONES						
	Percentage completion of initial desk study, pilot surveys etc	-	-	-	-	100%		DFID-Nepal Advisor with the support of PM RAP
	Activity 5.3	MILESTONES						
	Percentage completion of impact study of immediate effects of RAP 1 roads	-	0	100%	-	-		DFID-Nepal Advisor with the support of PM RAP
	Activity 5.4	MILESTONES						
	Percentage completion of study of long-term effects of hills roads	-	-	100%	-	-		DFID-Nepal Advisor with the support of PM RAP
	Activity 5.5	MILESTONES						
	Progress with document and disseminate lessons learned from RAP	-	-	80%	100%	100%		DFID-Nepal Advisor with the support of PM RAP
	Done thru progress reports							
Activity 5.6	MILESTONES							
Progress with inputs to rural roads RTI pilot mtce. /PBA (continuous activity)	-	100%	100%	100%	100%	DFID-Nepal Advisor with the support of PM RAP		
			100%	100%	100%			DFID-Nepal Advisor with the support of PM RAP
Output 6	Activity 6.1	MILESTONES					Risks	Monitoring Officer
		Baseline	Year I	Year II	Year III	Year IV		
Sankhuwasabha, Bhojpur and Khotang districts connected with the national transport networks	Progress in review of designs and finalising mode of implementation	-	100%	-	-	-	Unsatisfactory work performance of contractors, high rate of price inflation and effects in financial outlay, social unrests and unexpected weather vis-à-vis high and unexpected floods	DFID-Nepal Advisor with the support of PM RAP
	Activity 6.2	100%						
		MILESTONES						
	Progress in engagement of construction contractors	-	100%	100%	100%	100%		DFID-Nepal Advisor with the support of PM RAP
	Activity 6.3	MILESTONES						
Progress with construction of bridges over Saba Khola and	-	20%	50%	75%	100%	DFID-Nepal Advisor		

	Arun River See note 3							with the support of PM RAP
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Output 7	Activity 7.1	MILESTONES					Risks	Monitoring Officer
		Baseline	Year I	Year II	Year III	Year IV		
RTI assets being managed by GON to provide sustainable access in rural areas (SWAp) (See Note 5)	RTI Asset Management Systems (AMS) implemented	-		-	25%	50%		DFID-Nepal Advisor with the support of PM RAP
	Activity 7.2	MILESTONES						Monitoring Officer
	Data available for evidence based decision making in RTI sector	-			25%	50%		DFID-Nepal Advisor with the support of PM RAP
	Activity 7.3	MILESTONES						Monitoring Officer
	Effective central level support systems in place for RTI asset management	-			25%	50%		DFID-Nepal Advisor with the support of PM RAP
	Activity 7.4	MILESTONES						Monitoring Officer
	Joint funding and monitoring of RTI asset management	-	%		25%	50%		DFID-Nepal Advisor with the support of PM RAP

Note: Milestone =  Target  Progress * Extended programme period to be formalised up to March 2013.

Reporting period corresponds with GoN FY

Note:

1. Original RAP2 Goal: More secure and sustainable rural livelihoods for the poor and disadvantaged in hill areas in Nepal
2. Original RAP2 Purpose : Improved connectivity of rural communities, enhanced economic and employment opportunities
3. Activities of Output 6, correspond to RAP bridges with separate contract started in July 2009 for a period of 3 years.
4. The period 'Begin' is from October 2008 – March 2009.
5. Output 7 will be managed and implemented as a stand alone, sector wide project with its own LogFrame built around the two indicators and nine activities shown in the RAP Logframe.
6. Output 7 was updated and approved in July 2011.

ANNEX C.

Monitoring Sheets

RAP Road Construction

DDC Supplementary Infrastructures

DDC road maintenance

ANNEX D.

Procurement

Services, materials and tools

ANNEX E.

Financials

RAP expenditure details

ANNEX F.

Land use details

ANNEX G.

Safety at work guide

ANNEX H.

Selected cases of changed livelihoods

ANNEX I.

Programme activity photographs