



Roads Board Nepal

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Annual Progress Report

2008
FY 2064/065

Government of Nepal

Tel: {4211670 (Off.)
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Hon'ble Bijay Kumar Gachhadar
Minister
Physical Planning & Works



Personal Secretariat
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Sub:

Message

Road infrastructure is a backbone to the overall social and economic development in the country. Over the last six decade, significant network expansion has taken place but we are yet to achieve desired impact on our social and economic activities. The present demand of road travel is efficiency, reliability and safety and the timely maintenance is only the means to ensure these functions.

Although Government of Nepal has been gradually increasing maintenance fund for the road maintenance, but the pressure for fund is ever increasing due to increase in road length coupled with insufficient allocation and accumulation of backlog maintenance works. With the limited resources available, the real challenges lie in maintaining the road to optimum level services to the users. I urge Roads Board Nepal and other road agencies to pay considerable attention towards prioritizing the essential elements of maintenance and implement them effectively and efficiently.

It is good to see that Roads Board Nepal has compiled and published its activities through this Annual Report 2008. I congratulate Roads Board Nepal on successfully completing five years of operation and its dedication and initiation of planned road maintenance practice. I appreciate the contribution made by Roads Board Nepal for creating awareness and capacity building efforts in both Strategic Road Network and Local Road Network towards developing sustainable road maintenance practices in Nepal.

.....
Bijay Kumar Gachhadar
Minister

Physical Planning and Works

Minister for Physical Planning & Works

Message

Almost 90 % of people use road transport for the movement of goods and services in Nepal. Road density in Nepal is very low even by the South Asian standards. In this context road sector has to cope with two sets of problems. First, network has to be expanded with more road development to improve the accessibility. Second, institutionalize road asset management in order to improve mobility in already accessible areas. Both require huge financial resource and improved management. Though a significant percent of country's budget is allocated to road sector, it is yet inadequate. In this regards, country is seeking financial resources from development partners, particularly for road development. A more sustainable model is necessary for road maintenance and its asset management as government budget alone can not afford this. A Road Fund was created and it is being managed through an independent entity with representation from road user groups, who actually pay a certain amount as road user charges for the maintenance of roads. Roads Board Nepal was established to manage the Road Fund and to cause planned road maintenance through road agencies; a) Department of Roads, b) District Development Committees and c) Municipalities.

With the establishment of the Roads Board Nepal [RBN] as provisioned in the Roads Board Act 2002, the scenario is improving. Primary objective of the RBN is *to create a stable fund through involving road users, channel it to the road sector to implement the Integrated Annual Plan [IAP] and road development and research.* RBN is gradually achieving results and has been attracting more attention from road users since its establishment six years ago.

As an effort towards achieving transparency and to inform the general public about its activity, RBN is publishing its Annual Report every year. This Report covers the period of FY 2064/65. It is being unveiled in a celebration organized on the occasion of its Sixth Anniversary. I take this opportunity to express my best wishes to the road users. I also would like to congratulate the RBN for regularly publishing the Annual Reports.

Implementation of planned road maintenance management comprising routine, recurrent, periodic and few other maintenance activities in time can lead to the preservation of the network valued at around 200 bl Rs (based on replacement cost) and defer more expensive rehabilitation. In order to improve the road condition and deliver better services to road users, more financial resource and improved management are needed. Roads Board is going through a process of reform. I hope with those reforms in place, it will become more successful in carrying out its responsibilities in near future.

On behalf of the Ministry of Physical Planning and Works, I would like to reiterate Government of Nepal's commitment towards progressive improvement of the RBN and the road transport service provision to the people.

Purna Kadariya
Secretary
Ministry of Physical Planning and Works
Chairman
Roads Board Nepal

Date: 7th February, 2009 AD

Foreword

With the realization that huge investment made in road development cannot sustain in absence of adequate road maintenance, government has established Roads Board Nepal [RBN] as provisioned in the Roads Board Act 2002. Its objective as provisioned in the Act is "to create a stable fund through involving road users, channel it to the road sector to implement the integrated annual plan [IAP] and other road development and research activities". RBN basic principle lies in the concept of "Fee for Service", which shall be used in best possible manner to provide better road services to road users – its ultimate customers. ". As the RBN is created in line of a second generation road fund, its objective could be widened to overall road asset management.

RBN is operating since last six years. As a matter of fact last six years were full of difficulties as the nation itself was passing through a hard time. That perhaps is the reason, RBN could not draw adequate attention for ensuring higher budget and better management practices through its proposed reform in order to contribute more generously towards road asset management in the country.

RBN has been carrying out its functions of collecting road user fee, managing the road fund by prioritizing need based fund allocations to Road Agencies [RA] for effective road maintenance works as efficiently as possible within its capacity. It is but natural to encounter multitude of problems and challenges in this process. On the other part, eminent value addition has been identified after establishment of RBN. Improvement in road condition during first two years of its establishment is eminent. But, again the condition started to deteriorate. This fact is a result of increasing road length on one hand and stagnant funding for road maintenance on the other. Lack of capacity in planning, implementing and monitoring the maintenance works could be another reason for it. On Strategic Road Network [SRN], routine and recurrent maintenance are established according to planned road maintenance management system. Planning is carried out based on objective data. Reporting, otherwise very weak in road agencies, is improving. In Local Road Network [LRN], RBN input has been instrumental in raising adequate awareness to establish maintenance culture, which has been hitherto absent. Numerous opportunities are associated with RBN to improve road maintenance management. Future achievement, however, depends upon how the challenges are transformed into opportunity.

In order to ensure access of information to general public regarding its work, RBN provides information in its website [www.roadboardnepal.org] and publishes gist of works carried out in a given fiscal year on 15th of Paush each year in Gorakhapatra. Further, as an effort towards establishing transparency in its deeds, RBN is publishing its Annual Report since its operation. This report covers the period of Fiscal Year 2064/065. The achievement in this FY is more eminent because of significant increase in maintenance fund in this fiscal year. The fund is yet inadequate to cater to maintenance need. Demand prioritization based on available traffic data, road condition and maintenance category of the road are yet to be institutionalized. The overall functioning of the RA also needs strengthening.

RBN is progressively working towards having better result and is confident in improving for attainment of set goal with the support from policy making level, implementing agencies, and most of all, from the stakeholders and its customers.

As there always remains room for improvement, valuable suggestions for future improvements in reporting are most welcome.

Er Dipak Nath Chalise
Executive Director
Roads Board Nepal

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Abbreviations

ARMP	Annual Road Maintenance Plan
DDC	District Development Committee
DoLIDAR	Department of Local Infrastructure Development and Agricultural Roads
DoR	Department of Roads
DRO	Division Road Office
FY	Fiscal Year
GoN	Government of Nepal
IAP	Integrated Annual Plan
LRN	Local Road Network
MC	Municipalities
MOF	Ministry of Finance
MPPW	Ministry of Physical Planning and Works
PSA	Public Service Advertisement
RA	Road Agency
RBN	Roads Board Nepal
SRN	Strategic Road Network

1. Introduction

We are all aware that roads are extremely important and costly infrastructures. Without them all our development activities come to a halt. Although compared to other developing nations, our per capita road network is bare minimum. Still, in the last six decades, we have managed to grow from few hundred kilometers to more than thirty thousand kilometers. In a country like Nepal, with diverse terrain and scattered inhabitants, all roads do not seem to be economically feasible: but are being built with the view of strategic and social importance. With such a huge investment in road network, we have a challenging task of preserving those assets. Due to constraint of funds, we have not been able to cater the maintenance need of all the existing roads, thus have given priority to the roads that need immediate attention.

The Government of Nepal, having realized the importance of road maintenance and with the view of providing stable fund generated through the road users, has established Roads Board Nepal (RBN) as a self sustainable and autonomous entity under the Roads Board Act 2058. The broad objective of RBN is to generate stable fund and channel it to Road Agencies (RAs) to maintain roads that provide safe, reliable, comfortable and economical transport facility to all its users. Its very composition in Executive Committee comprising of representatives from different road user groups have reflected the Public Private Partnership (PPP) model.

RBN aims to upkeep the existing roads in a maintainable condition through the process of Planned Road Maintenance Management System. In order to maintain the existing roads, Roads Board facilitates various Road Agencies with maintenance fund and other supports wherever possible. In order to be sustainable and to generate sense of ownership along with awareness, RBN has been advocating on "Fee for Service" model.

Since its establishment, RBN has been addressing the maintenance need of both Strategic Road Network and Local Road Network through Department of Roads, Municipalities and District Development Committees respectively.

We are all aware that well maintained road is an indicator of socio-economic development of that particular country, where adequate number of accesses and smooth mobility can also be linked to the poverty level. Absence of Planned Maintenance invites costly rehabilitations works. Bad road leads to increase in travel time, increase vehicle operating cost and are prone to road accidents that ultimately reflect retardation of economical and developmental activities of that area.

With this realization, Government of Nepal (GoN) has increased budget allocation to RBN by 95% i.e. from 39 Crores in FY 063/64 to 76 Crores in FY 064/65. Even with this increment, demand for maintenance fund has been much higher

than the supply. However, again in year 2065/66 the budget has been reduced by 14% against the backdrop of increasing maintenance need.

On the Sixth year of operation, RBN has initiated policy reform process like Performance Evaluation, Rules and Regulation Amendment, Preparation of Monitoring Manual, Fund allocation criteria, etc. Act Amendment Bill has also been tabled in the Parliament aiming to make RBN a more effective and efficient organization.

2. Administrative Report

On the sixth year of operation, i.e., FY 064/65, RBN has managed to conduct fourteen Executive Committee meetings with 62 agendas. Numbers of decisions made were 78, out of which 75 decisions were implemented during that year. The table stating the status of Executive Committee's decisions and implementation is attached in Annex- 1. The list of Executive Board members is attached in Annex-3.

The Executive Committee had formed ten sub committees in that fiscal year to pursue various tasks. Major functions of Sub committees were: tender evaluation, performance evaluation, amendment of RBN rules, regulations, directives etc, monitoring manual preparation, negotiation with the contractor, development of fund allocation criteria, preparation of response on the final audit report, etc. The table illustrating the status of sub committees is attached in Annex-2

On the part of human resource management, the frequent turnover of its employee has been high. Retention of qualified and experienced employees is ever becoming difficult and this trend seems to be rising. The employees have been provided some opportunities for knowledge enhancement through trainings, seminar and workshops.

A brief of the administrative activities of RBN for FY 2064/65 are is given below.

2.1 Human Resource Management

Retention of qualified and experienced human resource has been a continuous challenge to RBN since its establishment. Due to limited avenues for knowledge enhancement through higher studies, long duration trainings, study and observation tours abroad, lack of opportunity on career promotion, lack of incentives as per corporate standard, limited contract period, there have been minimum motivational factors that have led towards escalation of retention problem. The list of employees is attached in Annex-4

2.1.1 Staff Recruitment

The Recruitment Committee of RBN has timely recruited various vacant positions in the FY 2064/65. The position of Senior Engineer, Engineer and Account Assistant were filled in 2064/01/23, 2064/09/29 and 2064/04/13 respectively. Since the number of Road Agencies and road networks is ever increasing, RBN has acquired two light vehicles for regular monitoring. Two Drivers, one Runner and one Peon have also been recruited on contract basis to meet the growing need.

In the fiscal year 2064-65, following employees have resigned from their present positions.

List of employees who have resigned in the last couple of months

SN	Name of Personnel	Designation	Joining Date	Resigning Date
1.	Mr.Prem P. Iteni	Engineer	2064/01/16	2064/10/06
2.	Mr. Rakesh K. Shah	Engineer	2064/01/17	2064/07/26
3.	Mrs. Savari K Shrestha	Sr. Finance and Account Officer	2061/05/01	2065/05/01
4.	Mr. Sudarshan L. Shrestha	Director (Technical)	061/12/15	2065/05/01
5.	Mr. Kiran Shrestha	SR. Engineer	062/11/29	2065/07/01

In order to motivate the employees, Executive Committee had recommended some increase in present remuneration scale, which had been forwarded by the Ministry of Physical Planning and Works to the Ministry of Finance for approval. RBN is still awaiting the positive outcome of the recommendation. Again four posts were left vacant due to resignation by three employees and sad demise of one of the employees. The recruitment committee has initiated the recruiting process again to fill those positions. Four vacancies have been already announced in Daily Newspaper for different vacant posts.

2.1.2 Human Resource Development

In the FY 2064/65, RBN provided opportunities to participate in trainings and workshops to its employees as shown in the table below :

SN	Training /Workshop	Date
1	ARMP Training for LRN	2065/01/15-18
2	Resealing training for Sr. Engineers of RBN at Shivpur	2065/01/23
3	Training for Sr. Account on Amendments in Taxation by Finance Act 2064	2064/04/26
4	Participation of RBN Technical group in ARMP preparation organized by DOR	2064/11/30
5	Participation of Technical team in regional ARMP workshop	2064/10/29
6	Participation on developing program organized by Kathmandu Metropolitan	2064/10/30
7	ARMP Training for LRN	2064/08/13-14
8	ARMP Training for LRN	2064/06/30

2.2 Publication

RBN, since a couple of years has been producing and distributing working calendar to its stakeholders comprising of various dissemination materials. Maintaining the tradition, this year too, similar type of material was printed and disseminated widely. The dissemination materials included information regarding Budget allocation to the RAs including Department of Roads (DoR) for maintenance of Strategic Road Networks (SRN) and Municipalities and

District Development Committee (DDCs) for maintenance of Local Road Networks (LRN). It has also printed and provided copies of RBN Act, Rules, and Directives etc to all the Road Agencies to make them aware of its procedures.

Half yearly Bulletin was published as per Executive Committee's instructions. The second volume of the bulletin has been already published. The objective of publishing the bulletin was to disseminate among broader mass and to make aware about the programs and activities of RBN. It has been widely distributed among the stakeholders.

2.3 Dissemination Works

RBN had also organized an event of press release to disseminate the program of FY 2064/65 to all its stakeholders at United World Trade Centre on 2064/05/26. On that event, amount of allocation fund provided to the Road Agencies through RBN was made public. The spokesperson of MPPW Mr. Ishwori Prasad Poudel participated as the chief guest, where other dignitaries, media-persons and representatives from ministries were also present.

RBN has developed six Public Service Advertisement (PSAs) in collaboration with Ujjalo Network to sensitize the road users with educative and informative materials and have been broadcasting till now. This has generated positive enthusiasm among the listeners. RBN wishes to open up some avenues to work in collaboration with FM stations.

3. Fund Management in RBN

RBN now is in the sixth year of operation. As prescribed in Roads Board Act 2058, the sources of fund that are listed are: road user's fee, fuel levy, vehicle registration fee, fee for vehicles that is registered abroad and used in Nepal, penalties for non compliers to the rules under the Act, any subsidy and grant from GoN and any support from donors and international agencies. Among these, only three sources are being tapped so far, they are: fuel levy, vehicle registration charge and road users' charge. RBN receives annual budget through Ministry of Finance under the budget head of 48.4.695. In comparison to last fiscal year's budget of 39 Crore, this year RBN has received 76 cores with an increase of 95%.

The feedback received from the RAs during ARMP workshops has been taken into considerations for improvement of various formats like preparation of ARMP and accounts formats, etc. The RAs were sensitized for completing those formats for timely disbursement of fund and proper account keeping.

As RBN is convinced and advocating the concept of 'Fee for Service' model, so far it has managed to collect users' charges from three sections of SRN only, they are: Hetauda- Narayanghat and Narayanghat- Butwal section of Mahendra Highway and Naubise-Mugling section of Prithivi Highway through contract management. Contracting of Narayanghat- Butwal road section has been in the process after the FY 064/65. Management part of Toll Collection Contract is getting more complex due to various claims / counter claims because of various bandh and other local problems.

3.1 Financial Report

RBN received Rs. 76,00,00,000/- (Rupees Seventy six Crore) from MOF through MPPW for the FY 2064/65. Installment amount were received as per the following:

SN	Allocated funds for	Installments	Allocated fund	Fund received Date
A	Development	First	Rs. 6,59,69,380/-	2064/08/17
		Second	Rs. 22,03,16,760/-	2064/09/16
		Third	Rs. 45,92,13,860/-	2065/01/03
		Total:	Rs. 74,55,00,000/-	
B	Operational	First	Rs. 48,33,000/-	2064/08/17
		Second	Rs. 48,33,000/-	2064/09/16
		Third	Rs. 48,34,000/-	2065/01/03
		Total:	Rs. 1,45,00,000/-	

The details of allocation and disbursement in FY 2064/65 are presented graphically in Annex- 5 (a-j). Financial statement of 2064/65 (yet to be finally audited) is attached in Annex-6 .Total allocation details of RAs are presented in Annex- 7-9.

Since the working cycle for all the RAs have been extended till the end of Kartik, and the documents of work completion have started coming in, the present status of fund release for the program of FY 2064/65 is provided as below:

RAs	Fund Allocation	Fund Disbursement	Percentage %
DRO	Rs. 64,02,01,370/-	Rs. 54,00,22,050.63/-	84.35
MC	Rs. 11,83,40,200/-	Rs. 28,67,35,01,100/-	39.16
DDC	Rs. 13,70,90,000/-	Rs. 40,91,66,99,176/-	41.91

The disbursement of fund from budget/program of FY 2063/64 in FY 2064/65 is given in table below:

RAs	Approved* Celling 63/64	Approved* Budget 63/64	Disburshed*			%
			in FY 63/64	in FY 64/65	Total	
DOR	32,92,76	32,92,76	25,14,74	3,95,59	29,10,34	88.39
MC	7,40,20	6,24,94	1,17,53	2,81,82	3,99,35	63.90
DDC	6,84,80	6,24,27	1,18,89	2,99,61	4,18,50	67.04
Total	47,17,76	45,41,97	27,51,17	9,77,03	37,28,20	82.1

*(in thousand)

3.2 Toll Collection

RBN has been collecting road user's fee in three sections of the SRN as given below:

- Hetauda - Narayanghat Road Section of Mahendra Rajmarg
- Narayanghat - Butwal Road Section of Mahendra Rajmarg and
- Naubise - Mugling Road Section of Prithivi Rajmarg.

Among these three toll roads, Hetauda- Narayanghat road section had been contracted to Ashish Nirman Sewa Pvt. Limited and Naubise-Mungling road section to Rabina Construction Pvt. Ltd. These contractors had started collecting toll from 2063/12/1 to 2065/2/32. Collection of Toll in Narayanghat - Butwal road section had been done by DOR.

Collection of Toll has been continuing in a primitive manner. RBN has initiated the process of upgrading Toll Booths as Toll Plaza, for which a Consultant had been outsourced to study and prepare a detailed design. RBN received the final report with various suggestions for design of toll booths at six locations along with the approximate cost. Keeping in view the huge amount of cost to be involved, RBN is trying to convince the various agencies for gradual financial support to construct those plazas.

The following table illustrates the collection amount from last three consecutive years. It is seen that 13% of collection had decreased in FY 2063/64, whereas 35% increase had been recorded in this FY. There had been various reasons behind decline in collection amount due to political instability and various agitations all over the country in those couple of years. Things are expected to improve in the coming years, with improved governance.

Toll Roads	Collected Amount		
	FY 2062/63	FY 2063/64	FY 2064/65
Naubise - Mungling	20,336,554.87	17,750,538.00	26,494,352.41
Hetauda - Narayanghat	13,598,676.10	10,547,446.00	18,093,809.57
Butwal - Narayanghat	12,457,227.33	11,901,132.66	9,786,798.00
TOTAL	46,392,458.30	40,199,116.66	54,374,959.98

4. Technical Report

In the FY 2064/65, number of RAs seeking RBN support for road maintenance has increased as compared to last fiscal year. The Executive Committee had formed a subcommittee to Prepare Monitoring Manual and to develop fund allocation criteria to the LRN. The subcommittee completed the task and provided the recommendation. The Executive Committee further formed a subcommittee comprising of Board Members and RBN staff to analyze and recommend without being in conflict with the existing RBN rules and regulations. After wider consultations with representatives of Local Agencies, and with few changes the report was presented to the Executive Meeting where it was approved. The grievances of many LRN regarding delay in fund transfer has also been taken care of through initiation of direct fund transfer from RBN to Local RAs and notifying to DoLIDAR. It is yet to be seen that this process will improve their efficiency. RBN also has simplified the formats for preparation of ARMP keeping in view of the feedback received from them.

According to prevailing data, output in road maintenance has improved after RBN funding. In SRN, 4558 Km of roads has been taken care of for Routine and Recurrent Maintenance. It has also started to address the need for Periodic Maintenance of various roads. This Fiscal Year, 234 km of Strategic Road has undergone Periodic Maintenance. Similarly in LRN, 196 km of roads in Municipalities and 696km in DDCs have been addressed for recurrent and periodic maintenance.

4.1 Planning , Programming and Budgeting

In FY 2064/65, the number of RAs demands fund for road maintenance has increased than that of previous year. Due to the initiation taken by RBN to sensitize RAs through ARMP workshops, it has improved the understanding among the technicians and thus processes of receiving annual program have improved. According to IAP for 2064/65, fund allocated to SRN was RS. 64, 02,01,370/- and LRN was RS. 25,54,30,200 The budget ceiling for both SRN and LRN was approved by the 34th Executive Committee Meeting held on 2064/04/30. In this FY, allocations were made to 25 DROs (from DoR), Banepa-Sindhuli Bardisbas Road, Chauharwa-Pathlaiya PBMC Contract, landslide/flood Damage reinstatement, Emergency preparedness, road sealing and demonstration to trainees/R&D, monitoring and evaluation and SMD support for RBN financed maintenance activities, Chidiya khola landslide investigation-recommendation (Geo technique), 50 Municipalities, 57 DDCs and DoLIDAR. Among them final program were received from 25 DROs (DOR), 42 Municipalities and 47 DDCs. The reason behind having less number of Agencies for final allocation were non submission of final program till the extended period, program not following RBN guidelines and late submission of the programs. It is expected that things will improve in the coming days due to various changes made in the process by RBN and continued consultations with the Road Agencies.

Even though the planning and programming phase in RBN along with the RAs is improving, it still needs further improvements and follow the guidelines appropriately. As far as budgeting is concerned, it has not reflected the demand of the RAs. RBN is not able to fulfill need based fund demanded by the interested RAs and good performers.

4.2. Monitoring and Evaluation

In order to look after the RBN funded works, RBN has conducted out number of visits for monitoring works. The major obstacle that is observed during the monitoring visits is about not following RBN guidelines and reportings. The Work Completion Reports (WCR) submitted to RBN by RAs have been either incomplete or not following the required format. Many of the RAs have submitted the WCR lately. In this regard, RBN is also trying to sensitize most of the RAs during ARMP trainings and during field visits for quicker and more efficient service from both sides. RBN also has developed Technical Monitoring and Evaluation Sheet that will help to collect data from the RAs, its technical capacity, cycle wise technical report, auditing report and field supervision, evaluating timely work execution etc. The data collected will help RBN for proper documentation.

The following table illustrates monitoring works done by RBN employees at various locations.

SN	Monitored RAs in FY 2064/65	No of Agencies
1	Central Development Region – 4 DROs, 4 DDCs, 6 MCs	14
2	Western Development Region – 4 DROs, 4 DDCs, 3 MCs	11
3	Mid Western Development region - 2 DROs, 2 DDCs, 1 MCs	5
4	Far Western Development region – 3 DROs, .1 DDCs, 1 MCs	4
5	Toll Booths and others	15

Ex/Committee Decisions and implementation

SN	Meeting No.	Date	No. of Agendas	No. of Jankaris	No. of Discussion	No. of Decisions	No. of Implemented	Pending Implementation	Remarks
1	33 rd	064/04/14	7	3	-	10	8	2	@MPPW (Salary & TA/DA)
2	34	064/04/30	7	1	-	12	11	-	
3	35	064/06/03	3	5	1	4	4	-	
4	36	064/06/21	5	3	-	6	6	-	
5	37	064/07/18	2	1	1	3	3	-	
6	38	064/07/29	1	-	—	1	1	-	
7	39	064/09/04	5	4	1	6	6	-	
8	40	064/10/27	7	3	1	9	9	-	
9	41	064/12/05	5	4	-	5	5	-	
10	42	065/01/12	8	2	-	8	7	1	R/Meeting
11	43	065/02/1	3	1	-	3	3	-	
12	44	065/02/26	2	1	1	3	3	-	
13	45	065/02/31	3	-	-	4	4	-	
14	46	065/03/30	5	7	-	5	5	-	
TOTAL	14	In one year	62	35	4	78	75	3	

Status of Sub-Committees formed in FY 2064/065

Board Meeting No	Date	No. of Sub-Committee Formed	Objective	Work Accomplished Date
33 rd	064/04/14	2	A. Tender Evaluation Committee B. Performance Evaluation Committee	A. 2064/05/06. B. 2064/6/27
35 th	064/06/03	1	Amendment of Rules and regulations of RBN	2065/3/20
39 th	064/09/04	3	A. Tender Evaluation Committee B. Monitoring Manual Preparation Committee	2064/10/10 2064/9/20
			C. Negotiation Committee for Lama Sahiba JV	2064/10/13
40 th	064/10/27	1	A. Monitoring Manual Preparation Committee	2065/3/25
41 st	064/12/05	2	A. Tender Evaluation Committee B. Fund Allocation Criteria	2064/12/24 2065/01/06
45 th	065/02/31	1	Committee made to Final Audit Objection of FY 2063/64	2065/03/22
Total		10	All work carried out	

List of Executive Committee Members representing RBN since its formation

S.No.	Board Members		Remarks
1.	Chairman Ministry of Physical Planning and Works	Mr. Bharati Sharma Mr. Mahendra Nath Aryal Mr. Tirtha Raj Sharma Mr. T.D. Niraula Mr. Janak Raj Joshi Mr. Narayan Prasad Silwal Mr. Purna Prasad Kadaria	at present
2.	Member Ministry of Finance	Mr. Shyam Prasad Mainali Mr. Krishna Babu Tiwari Mr. Narendra Man Shrestha Mr. Krishna Hari Baskota Mr. Rana Bahadur Shrestha	at present
3.	Member Ministry of Local Development	Mr. Kapil Dev Ghimire Mr. Padam Raj Regmi Mr. Hari Prasad Rimal Mr. Ganga Dutta Awasthi Mr. Dinesh Kumar Thapaliya	at present
4.	Member Ministry of Industry, Commerce & Supply	Mrs. Romi Manandhar Mr. Niranjan Baral Mr. Lilamani Poudyal Mr. Tana Gautam Mr. Bimal Wagle Mr. Niranjan Baral	at present
5.	Member Department of Roads	Mr. Madan Gopal Malekhu Mr. Durga Prasad K.C. Mr. Tulsi Prasad Sitaula	at present
6.	Member, VDC Federation	Mr. Bhim Prasad Dhungana	at present
7.	Member, Municipalities Association	Mr. Madan Krishna Shrestha	at present
8.	Member, FNCCI	Mr. Anand Raj Mulmi Mr. R.B. Rauniyar Mr. Birendra Bahadur Thapaliya Mr. Chop Narayan Shrestha	at present

Contd...

Annex-4

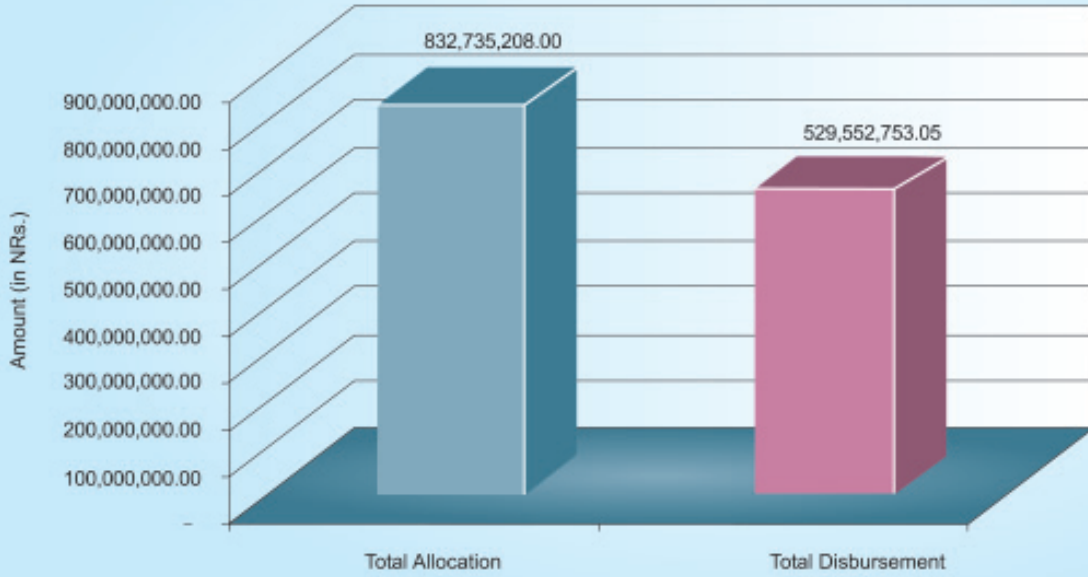
S.No.	Board Members		Remarks
9.	Member Nepal Engineers Association	Mr. Dilli Raman Niraula Mr. Min Raj Gyawali Mr. Saligram Singh Mr. Shambhu K.C.	at present
10.	Member A Road/Transport Expert	Mr. N.D. Sharma Mr. Madan Gopal Maleku	Resigned at present
11.	Member Consumer's Forum	Mr. Harendra Bdr. Shrestha Mr. Narottam Lal Shrestha Mr. Buddhi Prasad Lamichhane	at present
12.	Member Transport Entrepreneur's Association	Mr. Bishnu Shiwakoti Mr. Hira Uddas Mr. Bishnu Shivakoti Mr. Dinesh Bhandari	at present
13.	Member Commercial Farmers	Mr. Suraj Baidhya Mr. Madhav Thapa	at present

Staff Members of Roads Board Nepal

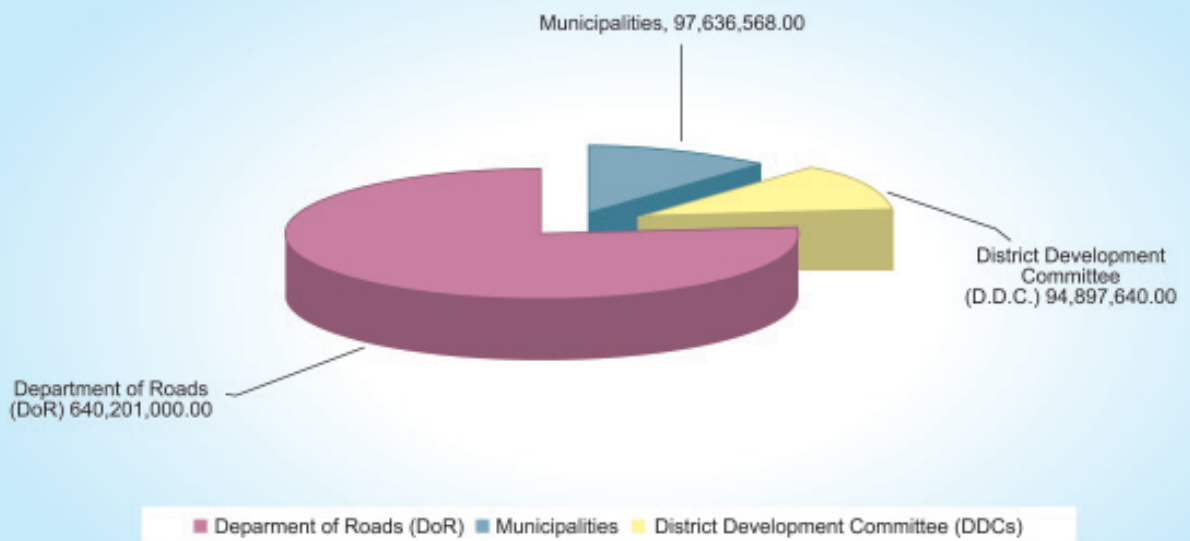
S.No.	Name	Designation	Qualification
1	Dipak Nath Chalise	Executive Director	M.Sc. in Civil Engineering, M.Sc. in Management & Implementation of Development Projects
2.	Ramesh Nath Bastola	Director (Admin. & Account)	M.B.A., M.P.A. C. Engineer
3.	Chetna Thapa	Sr. Officer (Admin. & Public Relation)	MPA, MA, PGs
4.	Sagar Gyawali	Sr. Engineer (Planning, Programming and Budgeting)	M.Sc. in Environmental Engineering, B.E. in Civil Engineering
5.	Ram Pd. Gauli	Office Secretary	B.Com.
6.	Krishna Singh Basnet	Engineer	B.E. in Civil Engineering
7.	Bishal Dhungel	Engineer	B.E. in Civil Engineering
8.	Pradhumna Neupane	Assistant (Admin.)	B.B.S.
9.	Tek Raj Aryal	Assistant (Account & Finance)	M.B.S.
10.	Nabin Shrestha	Receptionist cum Computer Operator	10+2
11.	Nitesh Pokharel	Runner	S.L.C.
12.	Nirmala Gangai	Peon	
13.	Jaya Narayan Timilsina	Driver	



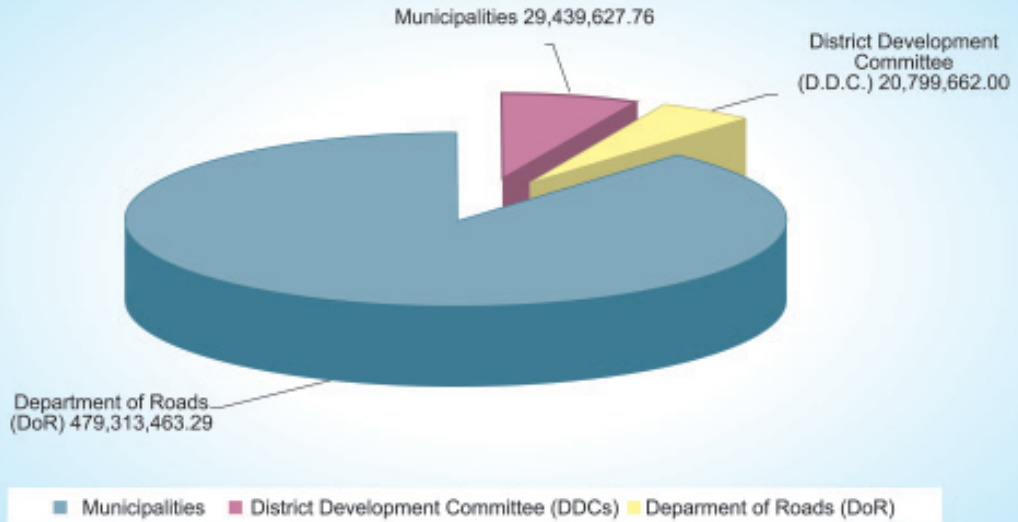
Total RBN Allocation & Disbursement For the F.Y. 2064/065



Total Budget Allocation for Road Agencies For the F.Y. 2064/065

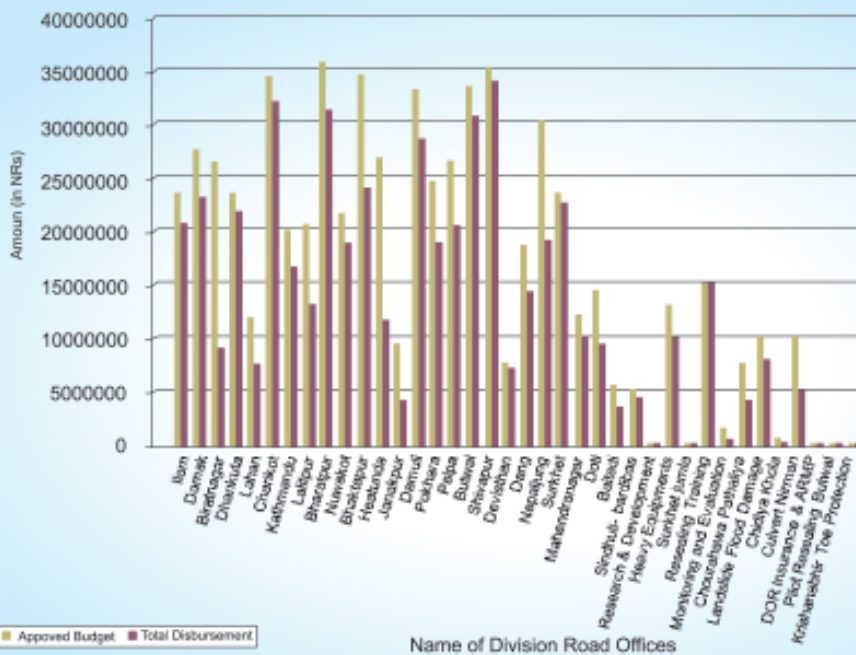


Total Budget Disbursed to Road Agencies For the F.Y. 2064/065



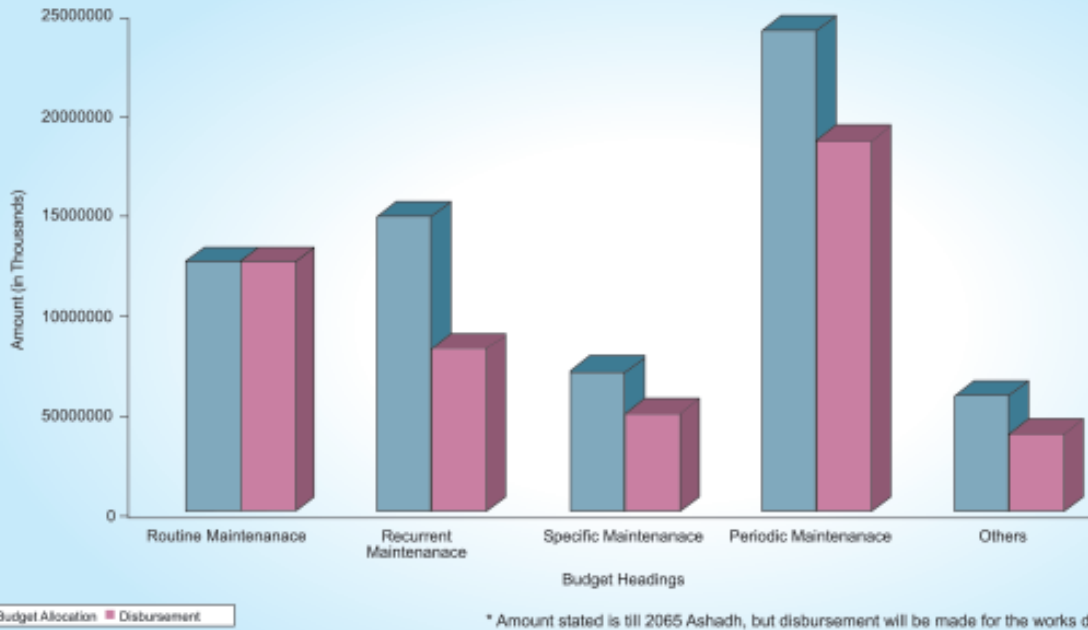
* Disbursement to continue for the works done till Kartik 2065.

Total Budget Allocation & Disbursement to Department of Roads (SRN) For the F.Y. 2064/065

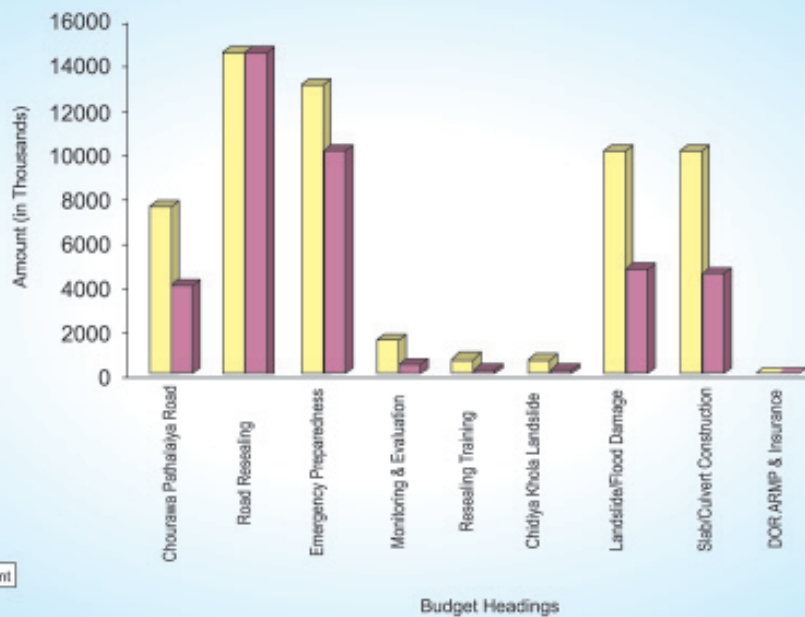


* Amount stated is till 2065 Ashadh, but disbursement will be made for the works done till Kartik 2065.

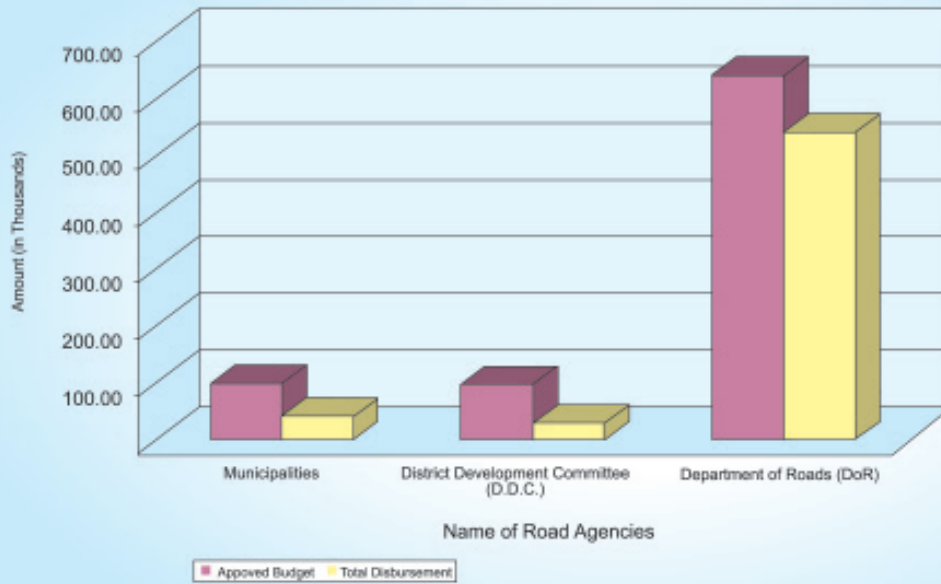
Total Budget Allocation & Disbursement to DoR For the F.Y. 2064/065 (For Different types of Maintenance)



Total Budget Allocation & Disbursement under Different Budget Headings for SRN For the F.Y. 2064/065

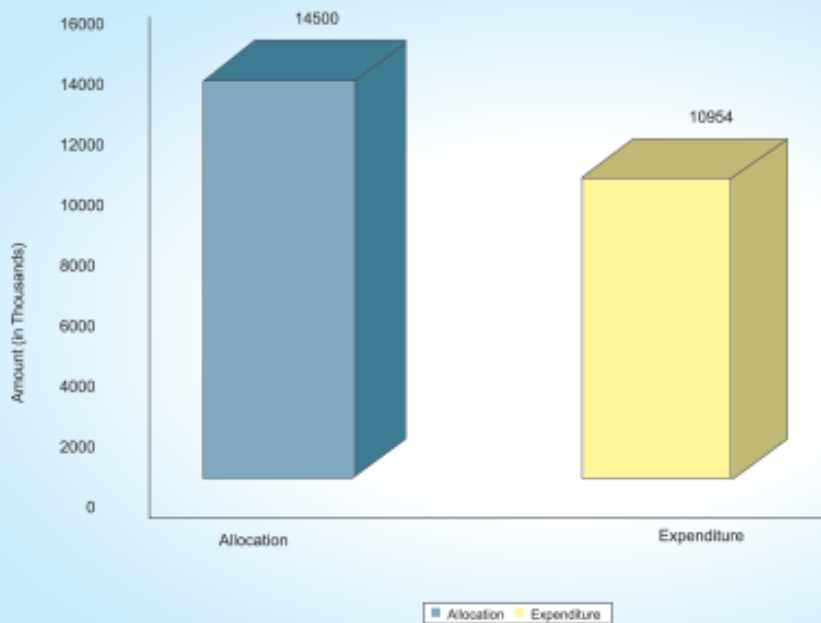


Total RBN Allocation & Disbursement to Road Agencies For the F.Y. 2064/065



* Disbursement to continue for the works done till Kartik 2065.

Total Operating Budget of RBN For the F.Y. 2064/065



Statement of Income and Expenditure
F.Y. 2064/65

S.No.	Particulars	Amount Rs. (in thousands)
	Income	
1	Funds Received from Ministry	760,000
2	Toll Fund Received	56,773
3	Interest Received from Banks	14,949
4	Miscellaneous	354
	Total	832,076
	Expenditure	
1	Toll Collection	6,831
2	Maintenance of Roads for SRN & LRN	78,979
3	Operating Expenses RBN	10,954
4	Capital Expenses	3,419
	Total	100,183
	*Saving	731,893

**Saving- This Heading includes Amount Payable to Road Agencies as the Completion Period is end of Kartik 2064.*

Approved Budget & Disbursed Amount of
SRN for the year FY 064/065

S.N	DROS	Approved Budget	Disbursed
1	Ilam	23,422,000.00	21,403,377.00
2	Damak	27,628,000.00	22,945,235.00
3	Biratnagar	26,385,000.00	8,818,800.00
4	Dhankuta	23,458,000.00	21,667,993.00
5	Lahan	11,758,000.00	7,203,103.00
6	Charikot	34,518,000.00	32,214,639.00
7	Kathmandu	20,058,000.00	16,677,748.00
8	Lalitpur	20,608,000.00	11,894,346.00
9	Bharatpur	35,733,000.00	30,883,550.00
10	Nuwakot	21,728,000.00	18,284,567.00
11	Bhaktapur	34,640,000.00	22,028,766.00
12	Heatunda	27,033,000.00	11,673,560.00
13	Janakpur	9,338,000.00	4,101,850.00
14	Damuli	33,229,000.00	27,827,942.04
15	Pokhara	24,702,000.00	19,007,674.00
16	Palpa	26,484,000.00	20,232,393.00
17	Butwal	30,807,000.00	24,192,221.00
18	Shivapur	34,292,000.00	32,563,732.00
19	Devasthan	7,531,000.00	6,976,658.00
20	Dang	18,583,000.00	12,840,292.00
21	Nepaljung	29,957,000.00	17,329,727.00
22	Surkhet	23,512,000.00	22,669,597.00
23	Mahendranagar	12,124,000.00	10,124,378.00
24	Doti	14,471,000.00	9,565,900.00
25	Baitadi	5,514,000.00	2,690,870.00
26	Sindhuli- bardibas	4,988,000.00	4,768,751.00
27	Research & Development	-	-
28	Heavy Equipments	13,000,000.00	10,000,000.00
29	Surkhet jumla	-	-
30	Resealing Training	15,100,000.00	15,073,427.00
31	Monitoring and Evaluation	1,500,000.00	375,000.00
32	Chourahawa Pathaliya	7,500,000.00	3,941,140.00
33	Landslide Flood Damage	10,000,000.00	4,712,630.25
34	Chidiya Khola	600,000.00	150,000.00
35	Culvert Nirman	10,000,000.00	4,473,597.00
36	DOR Insurance & ARMP	-	-
37	Pilot Resealing Butwal	-	-
38	Krishanabhir Toe Protection	-	-
	Total Amount	640,201,000.00	479,313,463.29

Approved Budget & Disbursed Amount of
Municipalities for the year 064/065

S.N	Municipalities	Approved Budget	Disbursed
1	Kathmandu Metro City	19,995,045.00	4,998,761.00
2	Dhulikhel	-	-
3	Madhya pur Thimi	-	-
4	Banepa	-	-
5	Panuti	1,994,929.00	498,732.00
6	Bhaktapur	2,999,790.00	749,947.00
7	Dhangadi	3,000,000.00	750,000.00
8	Dhankuta	1,599,500.00	399,875.00
9	Dharan	2,515,220.00	628,805.00
10	Pokhara Sub -Metrocity	5,000,000.00	2,684,965.00
11	Dipayal Silgadi	-	-
12	Nepaljung	2,998,203.00	749,550.00
13	Bharatpur	-	-
14	Inruwa	-	-
15	Siddharthanagar	3,000,000.00	2,546,777.76
16	Heatunda	3,000,000.00	750,000.00
17	Butwal	2,997,912.00	2,548,226.00
18	Biredranagar	1,600,000.00	400,000.00
19	Kirtipur	-	-
20	Lalitpur Sub-Metrocity	5,000,000.00	1,250,000.00
21	Kapilbastu	1,719,850.00	429,962.00
22	Kamalamai	-	-
23	Bhimeshwar	1,428,900.00	357,225.00
24	Biratnagar Submetrocity	5,000,000.00	1,249,999.00
25	Damak	2,938,400.00	734,600.00
26	Tribhuwannagar	1,620,000.00	405,000.00
27	Gaur	-	-
28	Itahari	2,009,826.00	502,456.00
29	Janakpur	-	-
30	Putlibazar	1,600,000.00	400,000.00
31	Rajbiraj	-	-
32	Ratnanagar	-	-
33	Waling	-	-
34	Kaliya	1,600,000.00	400,000.00
35	Mechinagar	-	-
36	Bhadrapur	3,000,000.00	750,000.00
37	Priithivinarayan	1,600,000.00	400,000.00
38	Ramgram	1,599,993.00	399,998.00
39	Tansen	1,600,000.00	400,000.00
40	Triyuga	1,600,000.00	400,000.00
41	Ilam	2,800,000.00	699,999.00
42	Mahendranagar	-	-
43	Baglung	-	-
44	Tikapur	1,600,000.00	400,000.00
45	Tulsipur	-	-
46	Bidhur	1,999,000.00	499,750.00
47	Byas	1,620,000.00	405,000.00
48	Birgunj	5,000,000.00	1,250,000.00
49	Malangawa	1,600,000.00	400,000.00
	Total Amount	97,636,568.00	29,439,627.76

Approved Budget & Disbursed Amount of
D.D.C. for the year 064/065

S.N	DDC	Approved Budget	Disbursed
1	Rupendehi	3,000,000.00	750,000.00
2	Dhading	-	-
3	Sindhuli	1,600,000.00	400,000.00
4	Arghakhachi	1,600,000.00	400,000.00
5	Rautahet	-	-
6	Chitwan	4,000,000.00	2,533,279.00
7	Kathmandu	-	-
8	Nwalparasi	2,500,000.00	625,000.00
9	Gulmi	-	-
10	Sunsari	1,600,000.00	400,000.00
11	Sindhupalchowk	1,600,000.00	400,000.00
12	Dhanusha	-	-
13	Bara	2,500,000.00	625,000.00
14	Jhapa	-	-
15	Sarlahi	-	-
16	Bhaktapur	3,000,000.00	750,000.00
17	Dhankuta	1,600,000.00	400,000.00
18	Dolakha	1,591,125.00	397,781.00
19	Baglung	1,597,000.00	399,250.00
20	Kavrepalanchowk	2,400,000.00	600,000.00
21	Gorkha	1,599,860.00	399,965.00
22	Palpa	-	-
23	Lalitpur	3,000,000.00	750,000.00
24	Kanchanpur	1,600,000.00	400,000.00
25	Siraha	3,000,000.00	750,000.00
26	Kaski	-	-
27	Kapilbastu	2,000,000.00	500,000.00
28	Banke	3,000,000.00	750,000.00
29	Udayapur	1,600,000.00	400,000.00
30	Saptari	2,000,000.00	500,000.00
31	Bardiya	-	-
32	Nuwakot	1,600,000.00	400,000.00
33	Morang	3,000,000.00	1,710,000.00
34	Myagdi	-	-
35	Kailali	3,000,000.00	750,000.00
36	Rasuwa	-	-
37	Tanahu	-	-
38	Lamjing	1,600,000.00	400,000.00
39	Ilam	-	-
40	Mahottari	-	-
41	Ramechhap	-	-
42	Dang	1,600,000.00	400,000.00
43	Salyan	1,600,000.00	400,000.00
44	Dailekh	-	-
45	Parbat	-	-
46	Parsa	-	-
47	Makanpur	2,300,000.00	575,000.00
48	Doti	1,600,000.00	400,000.00
49	Surkhet	1,600,000.00	400,000.00
50	Syanja	1,600,000.00	400,000.00
51	Aacham	1,600,000.00	400,000.00
52	Pachthar	1,597,547.00	399,387.00
53	Taplajunj	1,600,000.00	400,000.00
54	Khotanj	1,600,000.00	400,000.00
55	Dolidar Monitoring	940,000.00	235,000.00
	Total Amount	73,225,532.00	20,799,662.00

Photo Gallery

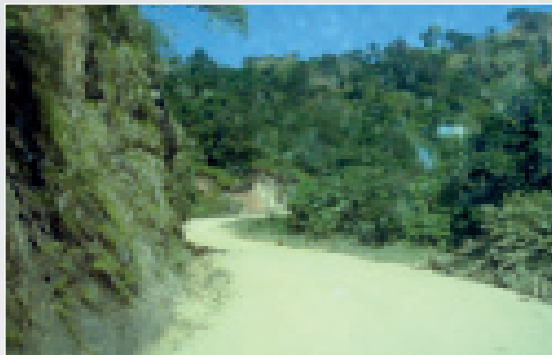
Photo Gallery



Patchwork -Recurrent Maintenance



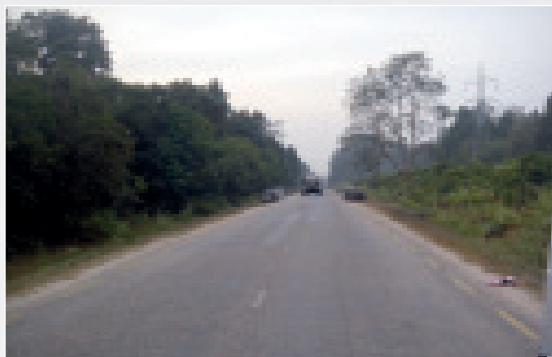
Maintenance of side drain at Syangja



Ameliya-Tulsipur Road (Gravel)



Gravel road maintained by Dhanusa DDC



Road section from East-West Highway



Side drain maintained at local roads



Photo Gallery

Photo Gallery



Regional workshop with Local Authorities



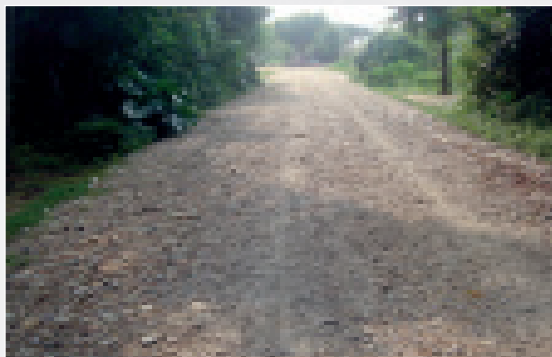
Patchwork (Recurrent Maintenance)



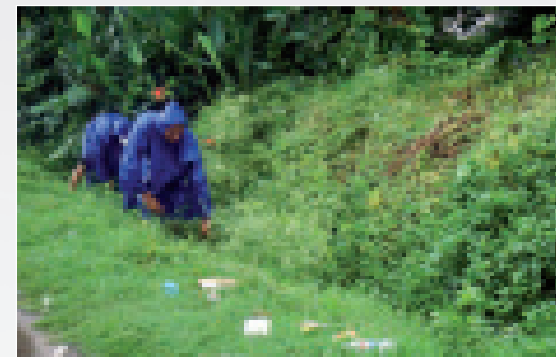
Toll collection booth of RBN



Road surface maintained through Ottaseal



Gravel Road maintained by DDC



Grass cutting as part of routine maintenance



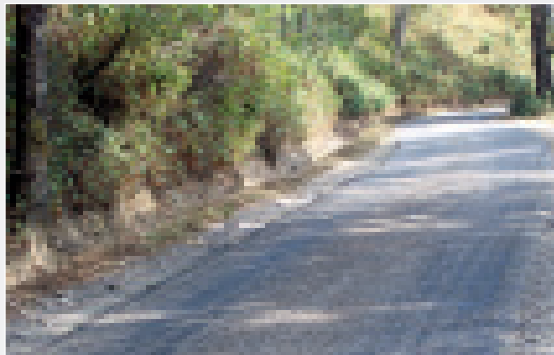
Photo Gallery



Routine maintenance by Lengthworkers



Glimpse of Road from Dhulikhel-Nepalthok section



Road with periodic maintenance