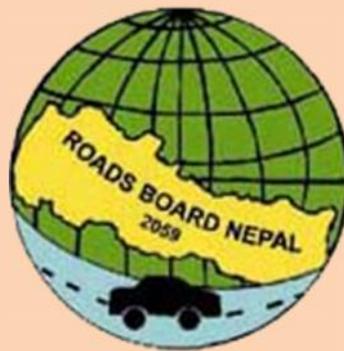


Roads Board Nepal

Min Bhawan, Kathmandu



Proceeding of

14th Anniversary Celebration

January 2017

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1. Background

Roads Board Nepal (RBN) has been established under the Roads Board Act, 2058 as funding entity for road maintenance throughout the nation. Modeled on 'Fee for Service' strategy, RBN collects road user's fee and manages road fund by prioritizing need-based fund allocations to road agencies for maintenance. RBN plays vital role in preservation of road asset and deliver designated level of service to the road users by maintaining the norms of "second generation road". It has been assumed that improved road service delivery due to maintenance indicates the satisfaction level of the road users. On this note RBN is creating awareness among the stakeholders about the need of road maintenance and tried to play role in meeting the expectancy of the road users.

RBN has completed its fourteenth year of its establishment. It has started with funding 12 DDCs, 22 MUs and DoR now reached to 61 cost centres in DROs and 73 DDCs and 217 MUs in FY 2072/73.

RBN has marked 15th of Poush as its establishment date every year and celebrates annual day on its own way.

Annual day celebration is a day to celebrate previous year's achievement and look forward for future journey ahead. On the occasion of celebrating its 14th annual day, an event was organized to set the stage for unveiling the journey of FY 2072/73 and describing the aspiration that RBN aspire to achieve in the coming years.

The program was scheduled on 30th December 2016 and comprised of compact programs that include: Inaugural Session and Technical Session.

The Schedule of the program and the list of participants is attached in Annex-1 & 2.

2. Inaugural Session

The inauguration session was initiated with warm welcome speech by Executive Director Er. Krinshna Singh Basnet. He welcomed all the distinguished guests and participants of the ceremony in the 14th anniversary celebration day of RBN. In his deliberation, he had informed that the Executive Committee of RBN has come up with the agenda of "Change". He stated the vision of RBN as "Pothole Free Road". He added for this purpose every stakeholder should be united for change and progress to achieve the desired destination of RBN. He thanked the valuable contributor who played vital role in the progress of RBN. He further stressed on the vision of RBN for the role that need to be played by every stakeholders for the maintenance of road.



Then the program was inaugurated by distinguished chief guest honorable Minister Mr. Ramesh Lekhak by lighting lamp in panas. Then he has unveiled Annual Report of Roads Board Nepal.

Then the key note speaker Dr. Bindu Nath Lohani, former vice president of ADB addressed the gathering with the importance of revisiting maintenance as road wealth maintenance. He emphasized on separation of maintenance with repair. He focused on basically maintenance as minor maintenance such as routine, recurrent and periodic maintenance of road assets. He urged for the need of developing norms for maintenance of roads and further he added that managing maintenance with plan and prioritization will help in meeting

goal of road maintenance. He insisted on specific areas such as proper maintenance funding, assessing and developing periodic review. Finally he had focused on one door policy for maintenance fund and also fund accuracy.

After key note, the chief guest had launched a mobile apps developed by



MERO SADAK

RBN named " Mero Sadak". This mobile application is for helping road users in registering the complaint about pothole on strategic road network. It is multilingual app where a user can use either Nepali or English language. In the app. the GPS of the mobile can automatically tracked the exact location of the pothole while registering

the complaint. A small demonstration of downloading mobile app. and complaining procedure was explained by the software developer team (Mr. Barun Bhandari and Mr. Santosh Sigdel) on the occasion.

Vice Chairman, National Planning Commission, Mr. Min Bahadur Shrestha gave away remarks on road maintenance.

He explained how road plays role for socio-economic transformation of the country. He stated that road connectivity and its elaboration helps to lead the country

towards development as the economic activities increases in multifold. He had mentioned that the bad roads contribute in increasing vehicle operation cost, maintenance cost, and time and safety measures. He congratulated RBN and encouraged for launching "Mero Sadak" app.



Then honorable state minister of MOPIT Mr. Sita Ram Meheta had pointed out the pathetic condition of road, He had stressed on lack of coordination among the stakeholders.

After remarks from honorable state minister of MOPIT, presentation of "Token of Appreciation" and "Certificates" were distributed by the chief guest to the Former Chairperson and Former members of Executive Committee of RBN. After distribution of

trophy and certificates, Er. Purna Prasad Kaderia (Former Chairperson, RBN & Former Secretary, MOPIT) gave remarks on the occasion. He had pointed out the



bottleneck of maintenance is existing procurement process. He had suggested the multiyear contract for proper utilization of fund and time. He insisted on complete use of maintenance fund. Former Executive Member of RBN and Former Chairperson of NEA, Er. Dhurba Thapa, stated that the process of road maintenance is not synchronized and the priority is given for the road construction rather than road maintenance which has resulted on the backlog in maintenance and final result is rehabilitation which require more investment in road.

The program was processed by remarks given by honorable minister Mr. Ramesh Lekhak. He stated that fund is not only the problem but its proper utilization demands more. Road is only infrastructure that is directly connected to the people and every penny spend is counted and all the stakeholders are responsible for them. He added that proper use of the mobile application will help to reduce the number of potholes in the strategic roads. He had announced that the DROs will be rewarded if they keep their roads pothole free. He added that it will be an indicator for performance

evaluation too. The knowledge pool of former chairpersons of RBN will be used as team of consultants for further improvement of RBN and road maintenance. He emphasized that timely maintenance with quality is demand of the day. He also focused on multiyear contract and timely work completion of the maintenance project.

The session was closed by the chairperson of RBN and Secretary of MOPIT, Er. Dhan Bahadur Tamang. In his closing remarks he added value of roads for economic prosperity of the nation. He had given innovative concept of "Road Inspector". He congratulated RBN for launching the apps and gave direction for further study on the impact of apps. The inauguration session was closed after his remarks.

3. Technical Session

The second session was of technical session. A Technical Paper was presented by Er. Kamal Raj Pandey, former joint secretary, MOPIT on "Roads Board Nepal: A Brief Note". In his presentation, he had started with the



number of cost centres in both SRN and LRN and increasing trend of maintenance budget as well as cost centres. He pointed out total budget that is allocated from MoF and generated from toll collection and expenditure percent. Further he explained the maintenance budget allocated to DOR and kilometer addressed. He emphasized on the under staffing in DOR as new recruitment is comparatively low. He gave information on current network assessment of SRN against allocation of maintenance budget. Further he gave suggestion on developing model of multiyear scheme in construction

and maintenance, implementation of motorway toll schemes, revision of toll rates. He added ensuring funding and developing capacity is major issues to be addressed in policy level as well as involvement of private sector in maintenance and enhancing public service delivery. His complete deliberation is attached in Annex.

The session was chaired by Dr. Jagdish Chandra Pokhrel, former Vice Chair of NPC. The panelists were Dr. Baikuntha Aryal, Joint Secretary Ministry of Finance, Er. Birendra Bahadur Deuja, Former Joint



Secretsyt, MOPIT, Mr. Suraj Baidya, Former Chairman FNCCI and Executive member RBN, Er. Hareram Shrestha, President, NEA. The session was moderated by Er. Kamal Pandey, Former Joint Secretary, MOPIT. The rapporteurs were Er. Him Jyoti Thapa and Er. Dharma Upadhya, Officer, RBN.

The chair of the session has started with the conceptual background of road maintenance, its ownership and beneficiaries which was pointed out by Dr. Lohani in his key notes. He emphasized on institutional innovation which could be an experimental. He insisted that there is need of looking at the learning's from fourteen years of experience in road maintenance funding. He suggested taking references of other federal nations in order to develop mechanism and strategy for road maintenance funding and its implementation when Nepal completely adopts federal structure. He suggested "Interstate Highway" for overall development of country as it is life line for economic activities.

A panelist Dr. Aryal has focused on need based or priority based budgeting. He stressed that if there is program, no need to worry about the fund. He explained relation between the ownership and needs. He mentioned that stakeholders are still having conflict regarding the issues of keeping road intact. He added there needs to be clarity on modality of toll collection, fuel levy and vehicle registration. He stressed on "One Door System" regarding the fund for road maintenance. He mentioned that mechanism and trend of expenditure of budget is taken as consideration while allocating budgets by MOF. He urged for activity wise reporting to MOF.

Er. Birendra Bahadur Deuja, another panelist, mentioned his involvement during developing proposal of toll collection in Nepal. He insisted that the concept of toll charge must be materialized on the basis of traffic volume. Since the toll rate has not changed since last thirteen years of RBN's establishment, as the vehicle is in increasing trend, the toll rate needs to be revised. He stressed on the universally accepted concept of toll fee collection. He suggested that assessment of road condition on the basis of SDI and IRI and assessment of road maintenance budget needs to be figure out by RBN. He emphasized on restructuring of RBN and DOR for optimum utilization of resources.

Further the panel discussion is followed by Mr. Suraj Baidhya's remarks. He endorsed version of Dr. Pokhrel "Adopt a Highway" . He questioned on how to address non engineering roads as he named it " Bull dozer culture". He suggested conducting research on road accident issues, economic viability of the road and its maintenance. Further he added involvement of private sector in any development activities has to be ensured by government.

Finally Er. Hareram Shrestha, the last panelist emphasized on new innovations and PBMC as a mild stone for effective road maintenance. He insisted on basic action matrix in implementation level. He stated that commercialization of roads should be reflected in the policy. He emphasized on road asset management. He insisted on exercise of climate change adaptation and road design for future. Furthermore he added adaptation of effective road maintenance technology from other countries as reference.

The floor was open for discussion.

Er. Dilli Raman Nirauala, former SE, DOR has raised question on politicizing maintenance. He had suggested that maintenance branch needs to be separated from DOR for better maintenance result.

Er. Dipak Nath Chalise, Former Executive Director of RBN gave his view



on dedicated fund that should come to RBN directly as per the RBN Act suggests. He has emphasized on investment on importance of 'Second Generation Road'. He added that need basis maintenance funding and its proper utilization will help in preservation of road assets.

Er. Purna Kaderia, Former Chairperson RBN, and Former Secretary MOPIT, has suggested that spending mechanism should be developed and simplified. He further added there is urgency of introducing time friendly multiyear contract system for road maintenance.

Er. Hareram Acharya, DDG, DOR, suggested categorization of contractor on the basis of different infrastructure.



Er. Shiva Hari Sapkota, RD, Eastern Region Road Directorate suggested that RBN should work out of the box and has to establish proper monitoring mechanism.

Er. Arjun Jung Thapa, SE, CIAA, emphasized on technical audit of road maintenance work. He had suggested on developing mechanism of merging routine and recurrent maintenance. He insisted that recurrent maintenance needs to be completed on the same FY. He added that will power and ethics is needed for playing significant role regarding road maintenance.

Er. Rabindra Nath Shrestha, DDG, DoR, emphasized on ownership of maintenance issues. He further suggested that there is necessity of adopt "Prediction Model" in maintenance.

Er. Kishore Jha, Former Executive Committee Member RBN, suggested that RBN should play educational role to develop maintenance culture throughout the country.

Then the program was ended with the closing remarks by Dr. Jagdish Chandra Pokhrel, former Vice Chair of NPC. In his closing remarks he mentioned the importance of maintenance practice for preservation of road assets and its role in sustainable development of country.

Then Executive Director of RBN, Er. Krishna Singh Basnet gave "Token of appreciation" and "Certificates" to the employee of RBN who gave contribution in RBN for ten long years. After distribution, he gave vote of thanks to all the distinguished guests, participants, RBN team and media members for their contribution and giving their precious time to make program a success.

Annexes



Annex

Program Schedule

Roads Board Nepal

Min Bhawan, Kathmandu

Program Schedule for Celebration of 14th Anniversary "Maintenance Practice & Sustainability"

Venue: Indreni Complex, 5th Floor, Maitri Hall, New Baneshwor, Kathmandu

Date: 30th December 2016

Time	Description	Person
8:00 am - 9:00 am	Registration with Breakfast	
<i>MC: Mr. Ram Prasad Gauli</i>		
9:00 am - 9:05 am	Welcome address by Er. Krishna Singh Basnet, Executive Director, Roads Board Nepal	
9:05 am - 9:07 am	Inauguration of 14 th Anniversary Program by Distinguished Chief Guest Hon. Minister	
9:07 am - 9:12 am	Unevailing of RBN Annual Report by Chief Guest	
9:12 am - 9:27 am	Key Note Address by Dr. Bindu Nath Lohani, Former Vice President, ADB	
9:27 am - 9:32 am	Lunching "MERO SADAK" Apps for Complaining potholes on Strategic Road	
9:32 am - 9:40 am	Remarks by Dr. Min Bahadur Shrestha, Member, National Planning Commission	
9:40 am - 9:45 am	Remarks by Hon. Sita Ram Mehata, State Minister, MoPIT	
9:45 am - 9:55 am	Inaugural Address by Hon. Ramesh Lekhak, Minister, MoPIT	
9:55 am - 10:05 am	Presentation of Token of Appreciation and Distribution of Certificate	
10:05 am - 10:10 am	Remarks by Former Chairperson and Former Board Member (tbd)	
10:10 am - 10:15 am	Closing Remarks by Chairperson Er. Dhan Bahadur Tamang, Chairperson of RBN and Secretary, MoPIT	
Technical Session		
10:15 am - 12:20 pm	Chair: Dr. Jagdish Chandra Pokharel, Former Vice Chairman, National Planning Commission Pannel Discussion: 1. Dr. Shanta Raj Subedi, Secretary, MoF 2. Er. Birendra Bahadur Deuja, Former Actg. Secretary 3. Mr. Suraj Vaidya, Former President, FNCCI 4. Er. Hare Ram Shrestha, President, NEA Moderator: Er. Kamal Raj Pande	
12:20 pm - 12:30 pm	Closing Remarks by Chairperson Dr. Jagdish Chandra Pokharel, Former Vice Chairman, National Planning Commission	
12:30 pm – 1:30 pm	Lunch	

Annex

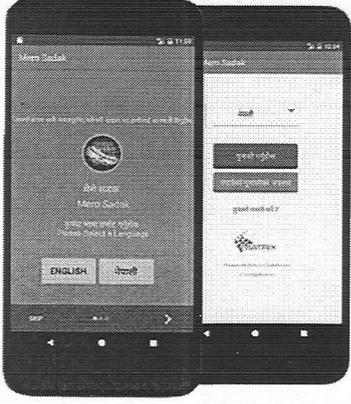
List of Awardee

List of Awardee for "Token of Appreciation" and "Certificate"

S. No.	Name of RBN Staff
1.	Mrs. Chetna Thapa
2.	Mr. Ram Prasad Gauli
3.	Mr. Pradhumna Prasad Neupane
4.	Mr. Tek Raj Aryal
5.	Mr. Nabin Shrestha
6.	Mr. Nitesh Pokharel
7.	Mr. Jai Naran Timilsina
8.	Ms. Nirmla Ganagai

Annex

Presentation



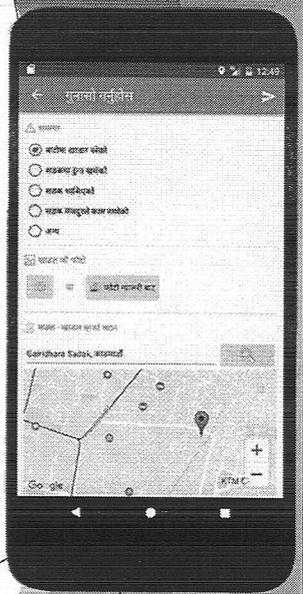
Mero Sadak

Roads Board Nepal
rbn.org.np

Developed By: Matrix Softech Pvt. Ltd.
msoftech.net

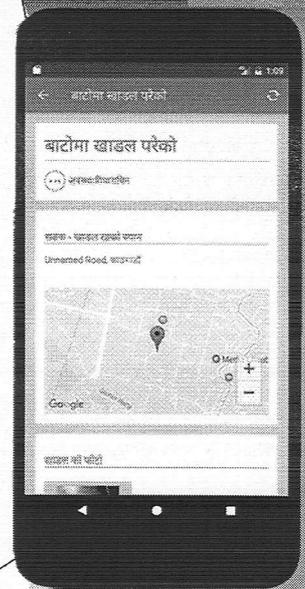
Introduction of Mero Sadak

- ▶ Mero Sadak is an app for registering the complain of the bad roads of Strategic Roads of Nepal.
- ▶ It is publicly available on Google Play Store and is named as “Mero Sadak”.
- ▶ It is a multilingual app where user can use either Nepali or English language.
- ▶ The UI and UX of the app is kept simple so that anyone could register the complain easily.
- ▶ The GPS of the mobile is automatically tracked so that the exact location of the user could be traced while registering the complain.



Features of Mero Sadak

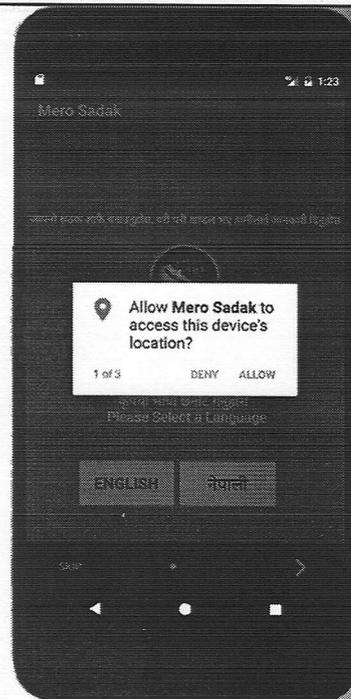
- ▶ A simple concept “Take the Photo and Complain”.
- ▶ App automatically gets the geolocation from the photo if available. Otherwise from the current GPS position of the user.
- ▶ User can also choose the location manually and reposition the location by dragging the marker.
- ▶ As the complain is registered, user would be notified via push notification and can see the updates of the activities being carried out on the complained road.



How to use Mero Sadak

Step 1:

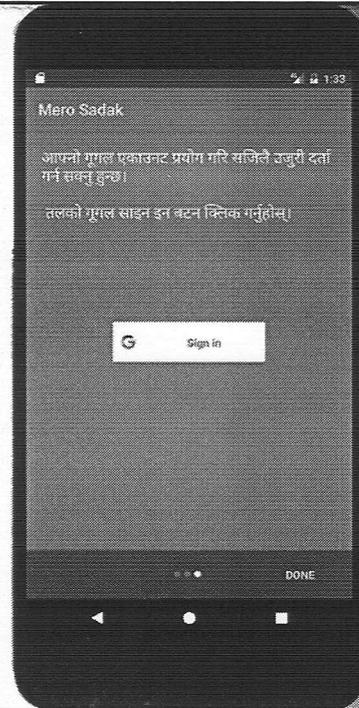
- ▶ Allow all the required permission if asked?
- ▶ Select the language



How to use Mero Sadak

Step 2:

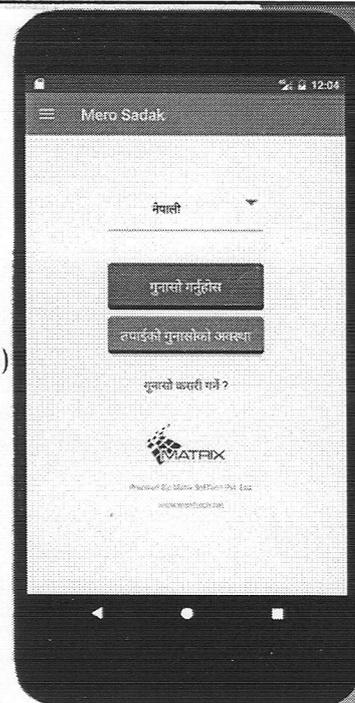
- ▶ Click on “Sign in” button for signing in using your google account.



How to use Mero Sadak

Step 3:

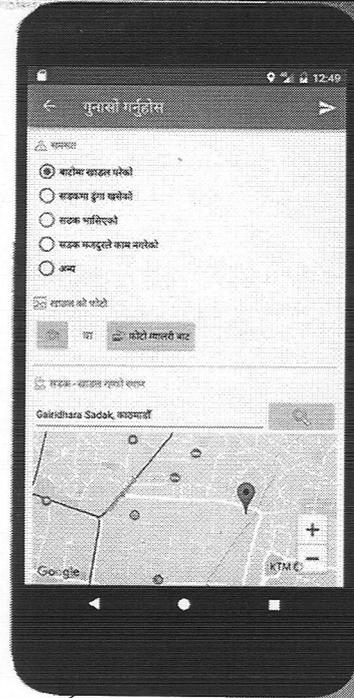
- ▶ Click on “गुनासो गर्नुहोस्” (Post Complain) to complain
- ▶ If you have already complained, then click on “तपाइको गुनासोको अवस्था” (Your Complain Status) to see the status of already registered complains.



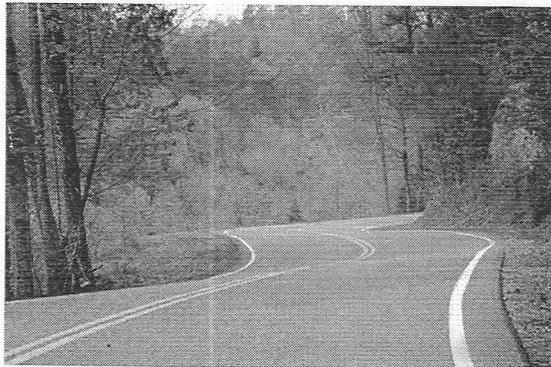
How to use Mero Sadak

Step 4:

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



Conclusion



- ▶ We hope to transform the roads of Nepal to safer.
- ▶ It can be much more easier to travel.
- ▶ Our app can make a difference with our own efforts.
- ▶ We hope to make our app much more useful in upcoming days.

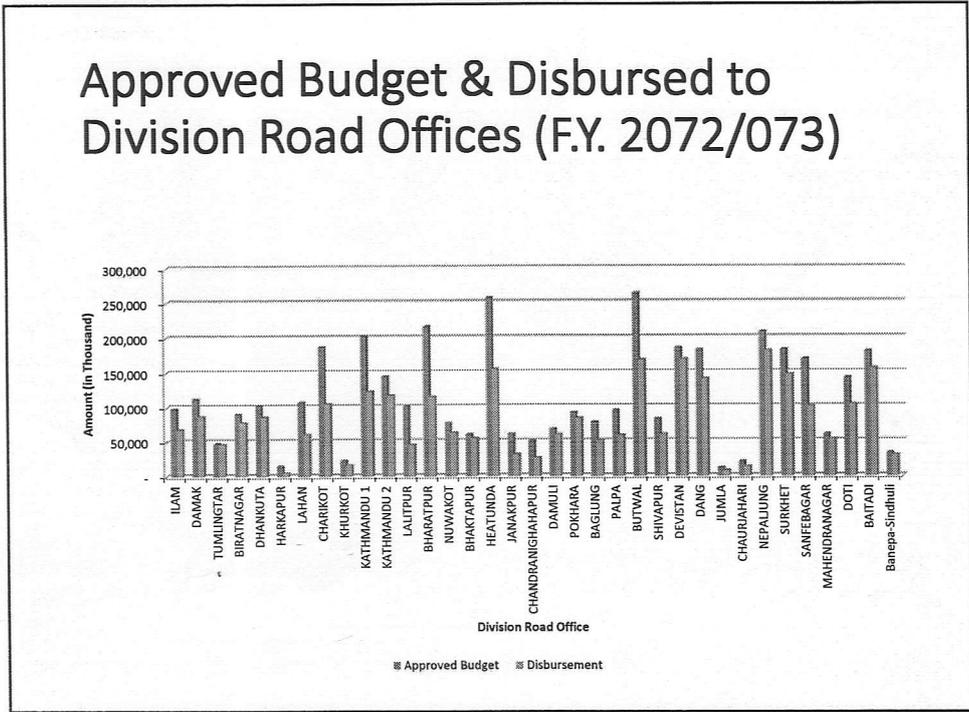
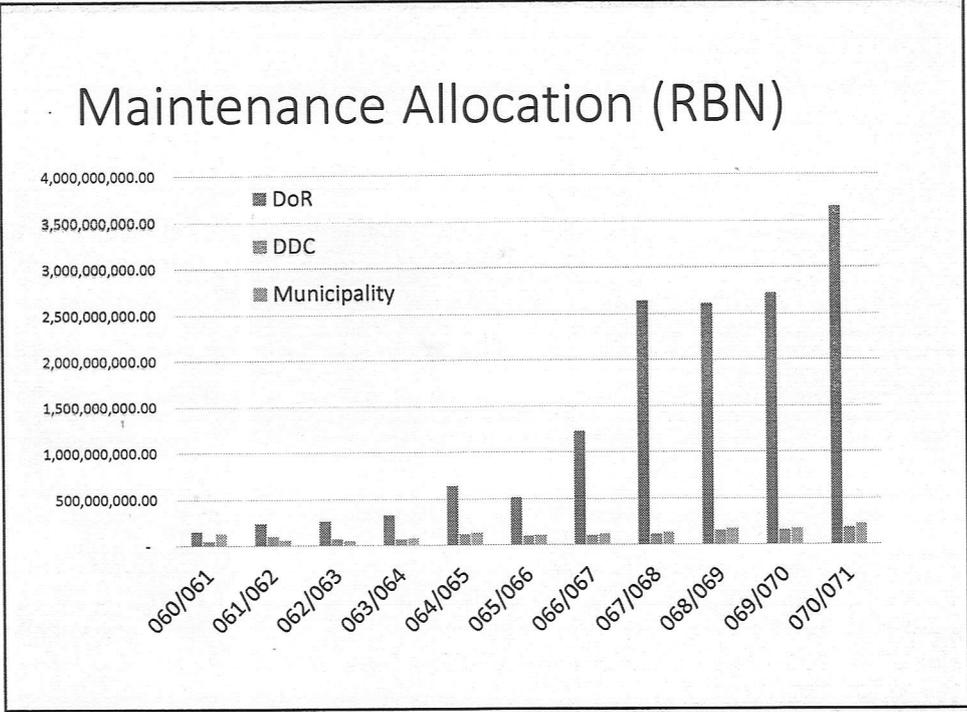
Roads Board Nepal

Brief Note

Roads Board: Cost Centers

Ministry of Physical Infrastructure & Transport
Department of Roads – 61

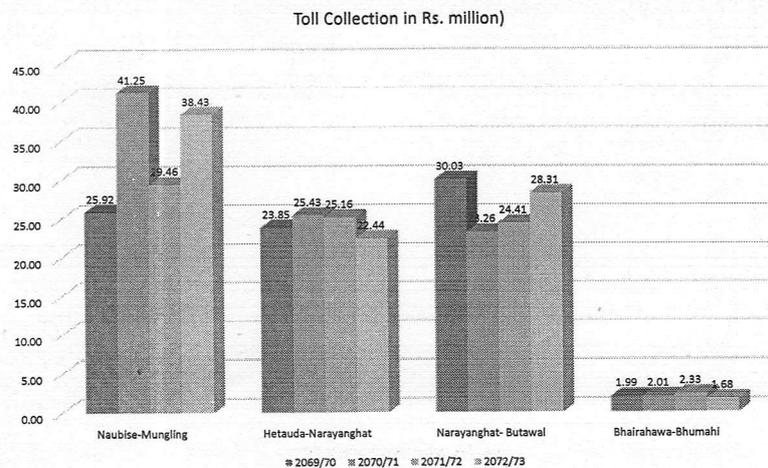
Ministry of Federal Affairs & Local Development
District Development Committees – 73
Municipalities – 217

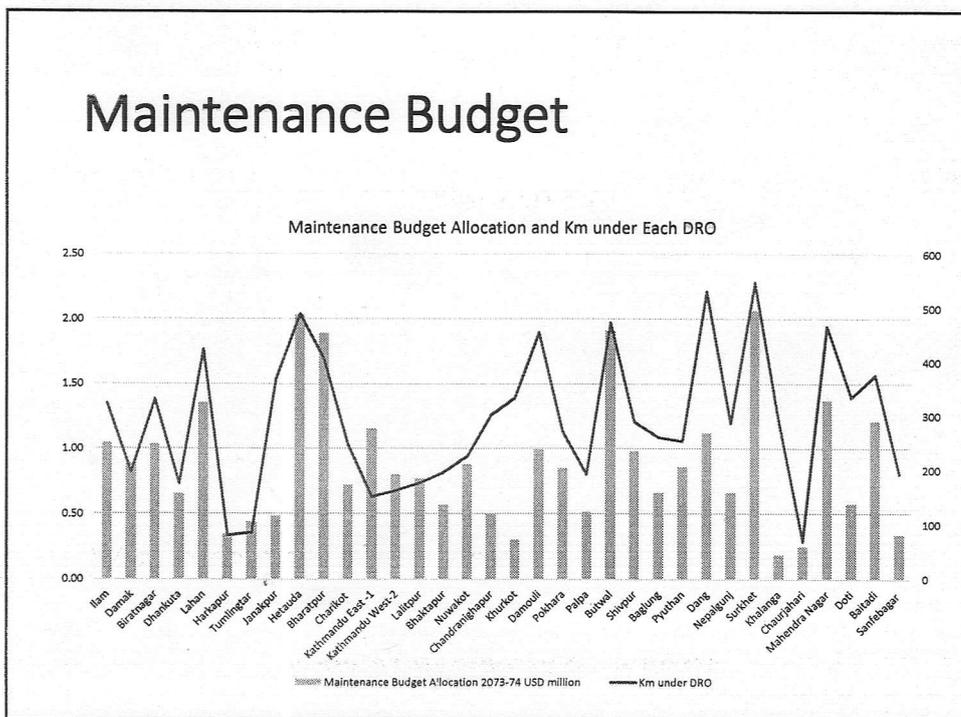
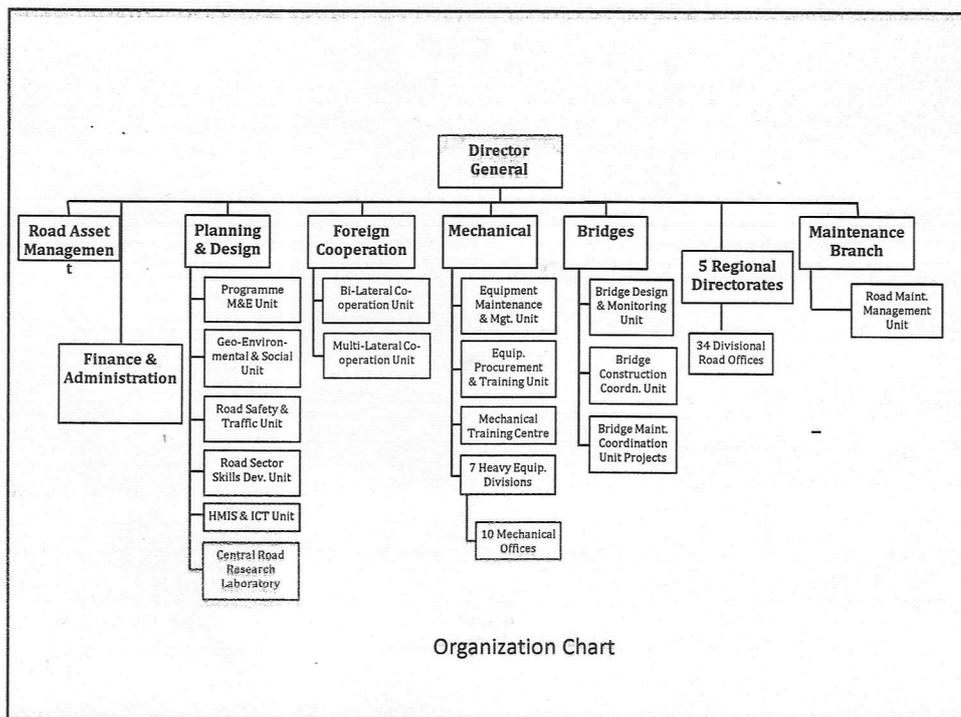


Budget & Expenditures

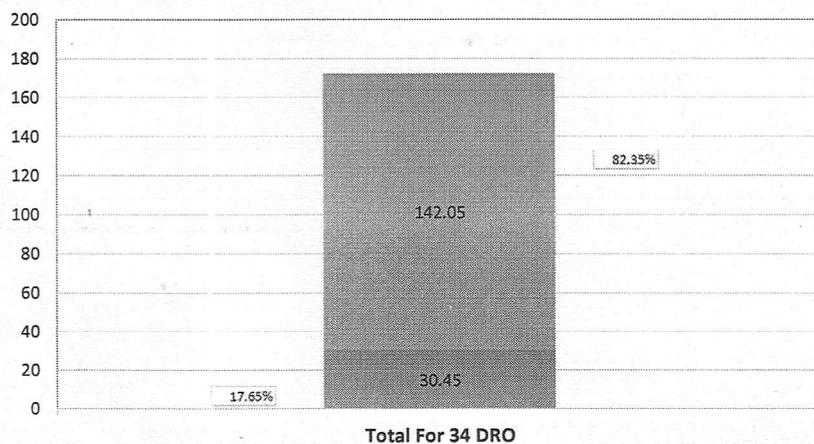
FY	Budget from MoF	Annual Increase %	Toll Collection		Total	Expenditure	% of Expenditures
			Toll collection	% of total Revenue			
			in million Rs.				
2010/11	2662		76.74	2.88	2738.3	2250	82.16%
2011/12	2768	4	69.76	2.52	2837.8	2419	85.26%
2012/13	2451	-11.45	81.79	3.34	2533	2402	94.83%
1013/14	4000	63.19	91.95	2.30	4092	3306	80.79%
2014/15	4239	5.97	81.35	1.92	4320	3076	71.21%
2015/16	4,399	5.97	90.87	2.07	4489.9	3425	76.28%
2016/17							

Toll Revenue

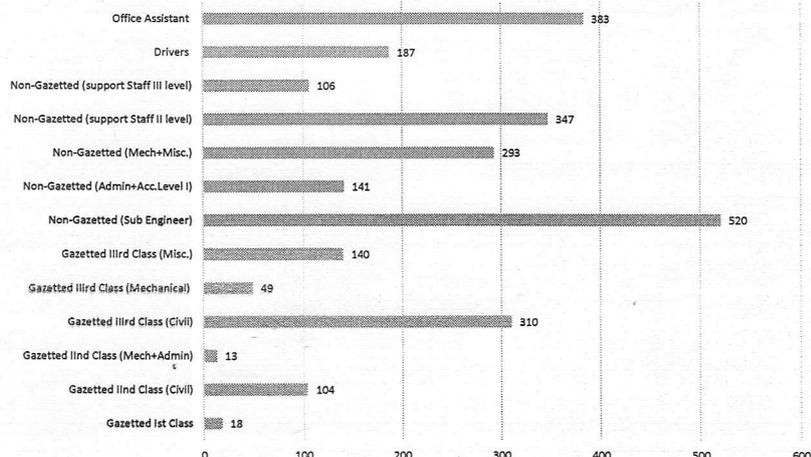




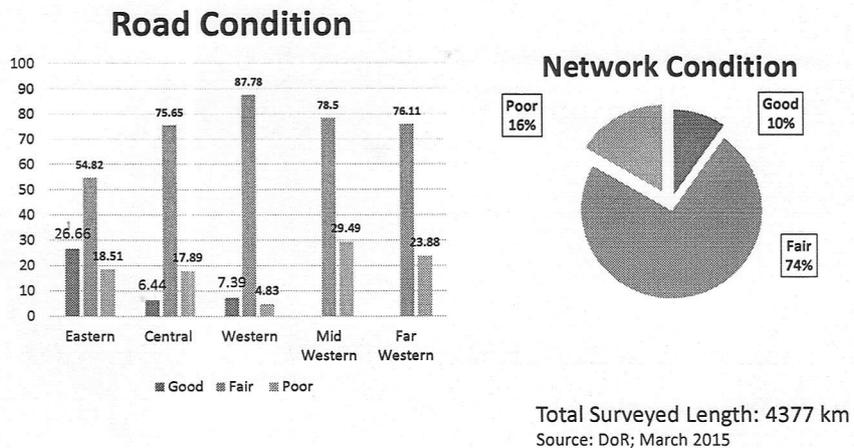
Total Budget to 34 DRO



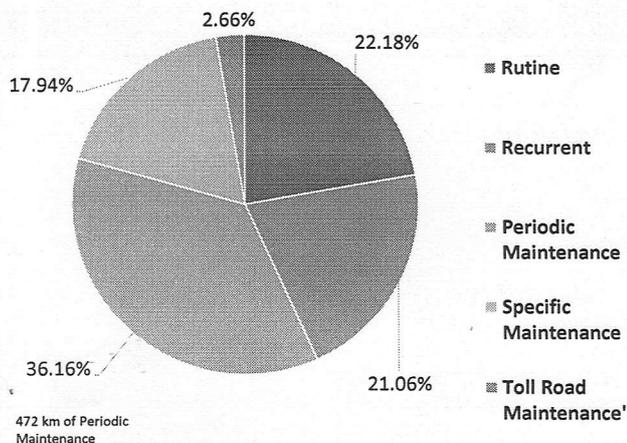
DoR Staff Position 2072-73



Current Network Assessment: SRN



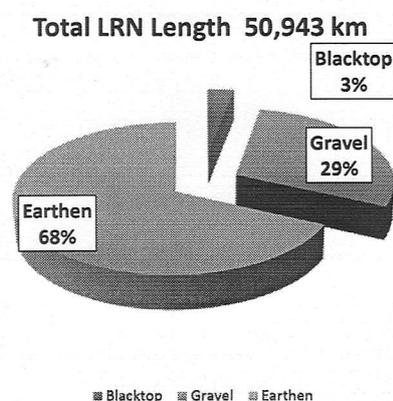
Maintenance of SRN: Allocation



Nepal Road System

- Local Road Network
 - District Roads
 - Village Roads
 - (Municipal Roads not accounted)

District Core Road Network: 29,000 km
(approx.)
(incl. 6,000 km of new construction)
416 VDCs not connected



Way Forward

- Developing model where construction and maintenance should be awarded in multiyear scheme.
- Successful implementation of motorway toll schemes for successful additional revenue generation.
- Toll rates revision be enacted and revised every five years
- Second generation road fund, the autonomous status of RBN to be maintained.

Policy Level

Ensuring funding and capacity, these are the fundamental issues of our road maintenance system. How will you see these issues to be addressed.

What is your general assessment of the overall road maintenance regime.

Private Sector

Various study suggest: cost of transport is highest in South Asia. Effective maintenance is one of the effort in reducing the transport cost to a minimum. How will you rate the effort made by RBN in this direction

How private sector can effectively enter into a partnership in maintaining our infrastructure and enhance the service delivery

Institution

What do you think of current institutional delivery mechanism of road maintenance system. Is there any rooms for any improvement.

Do you think, there is a need for an institutional reform in this sector.

In order to keep the maintenance first priority, what steps needs to be taken in resource allocation as well as monitoring the maintenance activities.

Technical

Any views on the current maintenance practices and its efforts in keeping the roads pothole free.

How would you evaluate the current capacity within the Road agency to effectively manage the maintenance activities.

Annex

Photo Gallery

















