



Programme Support Unit  
Manbhawan  
P.O. Box 113  
Kathmandu / Nepal

**Applicant:** Josef Zimmermann  
**Project:** District Roads Support Programme (DRSP)  
**Technical Category:** Rural Transport

## **A 500 word summary describing the scope and content of the project**

### **1. Project Justification**

The hilly Nepalese terrain has historically limited access of remote rural populations to essential services of schools, health centres, and markets, leaving communities isolated, underdeveloped, and harbouring social exclusion<sup>1</sup>. DRSP was initiated by SDC<sup>2</sup> in 1999 in six districts in the mid-hills of Nepal with a goal to contribute to “improved livelihoods of the discriminated and the poor within rural populations in programme districts.”

### **2. Time and Cost**

DRSP is currently in its fourth and final phase of operation (2010-2013). It is jointly funded by SDC and the Government of Nepal. The overall cost of the project CHF 61 million.

### **3. Outcomes**

DRSP has two intended Outcomes: (i) to increase motorable *access* to resources and opportunities for remote rural populations; and (ii) to strengthen *capacity* of institutions at all levels to ensure good governance for road building with acceptable levels of workers welfare.

### **4. Deliverables**

#### **4.1 Rural Transport Infrastructure**

DRSP constructs, rehabilitates, and maintains roads and bridges in its programme districts. DRSP roads feature appropriate low-cost methods that use locally available resources such as: mass balancing, retaining structures, stone gravelling, water management, and bio-engineering.

#### **4.2 Community Development Initiatives**

**4.2.1 Social Mobilization:** Programs conducted prior to and during roadwork; ex.: discussion with locals on selection of new road; formation of RCG<sup>3</sup>, LRUC, and LRCC<sup>4</sup> and ensuring that they are socially inclusive.

#### **4.2.2 Social Intervention**

**Non-Income Generating Activities:** Programs that contribute to improvement of livelihood of local communities; for ex. literacy programme, basic health and hygiene campaign, and HIV/AIDS awareness.

**Income Generating Activities:** Programs that provide a sustained source of income for locals after roadwork; for ex. saving and credit schemes, and vocational skill training.

### **5. Approach**

Roadwork is implemented by district and local bodies<sup>5</sup> and is financed by District Road Fund set up for DRSP. DRSP's specialized advisors, technicians, engineers, and social mobilisers strengthen the capacity of local and district bodies to plan, manage, and implement roadwork. Roadwork is conducted using a *labour-based, environmental-friendly, and participatory* (LEP)

<sup>1</sup> Nepalese society is traditionally patriarchal in nature and divided into castes where upper castes are disproportionately in positions of power; the bottom most in the hierarchy - especially *Dalits* or untouchables - have historically suffered from social discrimination and dismal economic conditions.

<sup>2</sup> Swiss Agency for Development and Cooperation

<sup>3</sup> Road Construction Groups: Groups of road workers from the local community. There are several RCGs in one road corridor.

<sup>4</sup> LRUCs manage the RCGs and LRCCs in turn oversee the activities of the LRUC. DRSP assists in their formation and ensures that they are inclusive on women and people from disadvantaged groups.

<sup>5</sup> LRUC, LRCC



## DISTRICT ROADS SUPPORT PROGRAMME (DRSP)

District Authorities in collaboration with Swiss Agency for Development and Cooperation

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approach. Locals from disadvantaged groups (DAG<sup>6</sup>s) are prioritized to work on the road and are trained on-the-job; while sections of road that require additional skill are delegated to local contractors.

Workers are provided timely payment within 30 days of work completion and are provided accident insurance. All workers are paid equal wages for equal work.

DRSP monitors its outcomes through an Outcome Monitoring Summary and DRSP's outputs are monitored through the programme Log-frame. In addition DRSP conducts monthly, trimester, and annual reviews.

### 6. Milestones

DRSP has provided all-weather motorable access on 500km of roads, generating 2.5 million person days of employment. People living within 30 minutes walking distance from the nearest road have increased to more than 50 per cent in the districts where DRSP is operating. In its current phase DRSP phased out of 3 districts and entered a new one. Building on DRSP's model and best practices two separate road projects - DRILP<sup>7</sup> and RRRSDP<sup>8</sup> – have been initiated by other donors; these projects share human resources with DRSP and have benefited from DRSP's experience and know-how<sup>9</sup>.

<sup>6</sup> Socially discriminated and economically poor locals identified through an initial household survey

<sup>7</sup> Decentralized Rural Infrastructure and Livelihood Project (funded by Asian Development Bank). The use of existing DRSP management structure for DRILP has led to significant resource savings.

<sup>8</sup> Rural Reconstruction and Rehabilitation Sector Development Programme (funded by Asian Development Bank, OPEC Fund for International Development, and Government of Nepal)

<sup>9</sup> DRILP was chosen as the best project in ADB portfolio in Nepal in 2010.