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✓ श्री राष्ट्रिय सूचना प्रविधि केन्द्र,
सिंहदरबार, काठमाडौं

विषय: राष्ट्रिय पोर्टलमा समावेश गर्नका निम्ति अद्यावधिक सूचना उपलब्ध गराईदिने सम्बन्धमा ।

उपर्युक्त सम्बन्धमा तहाँको प.सं ०७४/०७५ च.नं १८० मिति २०७४/०७/२९ को पत्र प्राप्त भई व्यहोरा अवगत भयो । सो पत्रमा उल्लेख गरिए बमोजिको विवरण यसै पत्र साथ संलग्न गरि पठाईएको व्यहोरा अनुरोध छ ।

दिनेश अर्याल
युनिट प्रमुख

बोधार्थ:

श्री महानिर्देशक ज्यू, सडक विभाग, चाकुपाट, सलितपुर
श्री योजना तथा डिजाईन महाशाखा, सडक विभाग, चाकुपाट, सलितपुर

1) Background:

Department of Roads (DoR) had been established along with Department of Building after splitting from Public Works Department (PWD) in 2077 B.S. Mr. Dipti Jung Thapa became the chief Engineer of DoR and served as such from 2077 till 2032 BS.

During Rana regime, there was a road office named "Bato Kaj Goshwara" and "Chhembhadel Adda" for construction & maintenance of Civil Engineering works. There were branch offices such as "Banaune Adda" for other parts of the country. Then "Naya Bato Kaj Goshwara" and "Purano Bato Goshwara" were established for new construction and maintenance works respectively. An army unit called "Samarjung" used to carry out the routine maintenance under the "Purano Bato Kaj Goshwara".

Both "Naya Bato Kaj Goshwara" and "Purano Bato Kaj Goshwara" were merged into a new office as Public Works Department (PWD), which was located in Singh Durbar after the advent of democracy in 2007 BS.

Under PWD two sections were created - one as road section and the other as building section (for all kinds of civil engineering works other than that of roads). Mr. Kul Ratna Tuladhar was the first Chief Engineer of PWD.

"Bagmati valley Road Project " was set up to carry out the detail survey and construction of Kanti Rajpath. In 2011 BS, Royal Nepal Army completed it's detail survey. In 2017 BS, Rajdal Army Battalion completed the construction of 70 Kms. of 91 Km. long Kanti Rajpath. In 2017 BS, three sub-sections, named as Construction, Planning and Maintenance, were created under road section of PWD. Three Chief Engineers were appointed for each sub-section. They were Mr. Bishnu Bahadur Karki, Mr. Gyan Prasad Sharma and Mr. Birendra Keshari Pokhrel respectively.

Along with three Chief engineers, the technical adviser Mr. F.J. Chaudoley from UN had been appointed as Engineer -in- Chief for technical assistance. In addition, four more technical advisers viz., Mr Sorber (Design), Mr. Glaister (Planning), Mr. Zegnate (Maintenance) and Mr. Bell (Mechanical) were appointed from OPEC countries for technical strengthening of road department.

The Road Transport Organization (RTO) was in existence as a Project Office separately but it had been winded up in 1962 transferring all its activities to DoR.

Mr. B.B. Karki continued as Chief Engineer till DoR broke away from PWD (2077 BS).

2. Vision:

"Managing Roads for National Integration and Socio-Economic Development" is the vision for development of roads in Nepal. The overall goal is to contribute in achieving sustainable socio-economic development by providing safe affordable public road infrastructure services through building of a cost-effective, efficient and reliable road network system. At the end of its plan period, the 20 year Master Plan for Strategic Road Network envisages the following outcomes from the implementation of the proposed road program:

- Motorable access to all the 75 District Headquarters in the country with Bituminous sealed road to almost all District HQ;



- Doubling of the length of the present Strategic Road Network with a target road density of 15 km per 10,000 populations.
- Ensuring more than 95 percent of SRN in a good/fair annual condition;
- Substantially reducing the walking distance of 13 days to 3 days in extreme cases to reach the motor-head in High Himalayas & Mountains; and reducing the walking distance of 4 hours to reach motor-head in Terai and Hills;
- Establishment and functioning of Autonomous Road Agency to manage central road network with increased level of user's involvement;
- Establishment and functioning of monitoring system for an effective and efficient service delivery through an independent annual user's satisfaction survey; and
- Substantial reduction in accidents rate.

3. Mission:

The mission statement for the Department of Roads is "To Contribute Towards the Betterment of Living Conditions of the People through Effective, Efficient, Safe and Reliable Road Connectivity"

4. Objectives:

With the ultimate objective of directly contributing to the alleviation of poverty in Nepal, the main objective of road development is to develop, expand and strengthen the road network in a sustainable way for enhancing the overall socio-economic development and integration of the country through balanced regional development by providing due consideration for remote areas and deprived communities.

In order to realize the objective of the road sector, the study carried out for the Road Master Plan has identified the following development priorities as presented in the previous Chapter 3:

- To maintain road network effectively and efficiently (Asset Preservation): Mechanism is now in place to address the basic issue of an adequate and stable flow of funds for maintenance. The establishment of Roads Board with all the support from the stakeholders including donors is taken as a pioneer step in this direction.
- To provide access to all District Headquarters to strengthen social, economic, administrative linkages: Access to essential services is a basic ingredient in improving the quality of life and, thereby, reducing poverty. The priority for the Government is to provide efficient and reliable motorable access to all District Headquarters. In order to bring the Districts into the road network map, the Government has committed itself to first opening up motorable access to these districts.
- To improve existing access to District Headquarters for safe, reliable and cost effective travel: Efficient and improved road condition has found to have significant impact on



economic development of the region. The target is to provide all-weather bituminous pavements to the existing roads connected to District Headquarters within 11th Plan period. Bridges on these roads are also proposed to get completed by the end of the 11th Plan.

- To develop roads to supplement Poverty Reduction Program and to improve accessibility in Mid-hills and Terai: The basic thrust is for a gradual build-up of two Highways of national importance -- Mid Hill and Postal. As for the national highway through the Mid Hill, there remains a significant length of access not yet opened. On the other hand, the Postal Road has access but is in need of substantial improvement of existing track/road. Postal Roads need a careful consideration & incorporation of the surrounding drainage pattern integrated into the road system while developing this important road corridor.
- To develop and expand the existing SRN to facilitate effective and efficient movement of goods and services and to foster economic growth;
- To develop and adopt cost effective measures by initiating innovativeness in road pavement and bridge design;
- To develop roads to support other infrastructure development and to link areas of significant social and economic importance; and,
- To encourage private sector participation in the development, maintenance and management of roads.