Participatory Approach for Roadside Protection of Rural Roads in Nepal

Mr. Ghanashyam Pandey, HELVETAS Nepal

IRIM 25-27 February 2019, Kathmandu, Nepal
The Context

- Nepal is moving into federal political system with new constitution 2072 and three (local, province and federal) tiers of elections completed and set up the structure.
- Pilot study of participatory Approach for Roadside Protection of Rural Road in Nepal started on July 2017
- Preparatory activities carried out up-to Nov 2017
- Two pilot sites selected considering the hill and plain (such as Kailali, Sukhad-Bhajani and Chhintang in Dhankuta,)
- Later, another site selected in Hile- Chhintang road after not being feasible of Sukhad site of Kailali

IRIM 25-27 February 2019, Kathmandu, Nepal
Objectives of research

- To Improve protection of road, particularly in steeper road slopes.
- To provide livelihood opportunities for people living close to the road.

IRIM 25-27 February 2019, Kathmandu, Nepal
Key Process

- Consultation with stakeholders
- Site identification-Selection
- MoU with municipalities and Users Groups
- Participatory Plantation Plan (site mapping, clearance, plantation and post plantation activities)
- Baseline study
- Community mobilization>>capacity building>> Knowledge sharing>> institutional set up.

IRIM 25-27 February 2019, Kathmandu, Nepal
The process...

## Status

<table>
<thead>
<tr>
<th></th>
<th>Site-1</th>
<th>Site-2</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Location- Dhankuta District</strong></td>
<td>Chhintang (Police station - Sambagaun)</td>
<td>Marga-Dharmasala</td>
<td></td>
</tr>
<tr>
<td><strong>Municipalities</strong></td>
<td>Shahidbhumi Rural Municipality</td>
<td>Dhankuta &amp; Pakhribas Urban Municipalities</td>
<td></td>
</tr>
<tr>
<td><strong>Distance from Hile Bazaar</strong></td>
<td>20 km</td>
<td>5 km</td>
<td></td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td>1 km</td>
<td>2.1 km</td>
<td>3.1 km</td>
</tr>
<tr>
<td><strong>Area planted</strong></td>
<td>1.16 ha</td>
<td>1.7 ha</td>
<td>2.86 ha</td>
</tr>
<tr>
<td><strong>Approximate altitude</strong></td>
<td>1,200 m</td>
<td>1,600 m</td>
<td>-</td>
</tr>
<tr>
<td><strong>No. of amrisso (Broom Grass) saplings planted</strong></td>
<td>6,090</td>
<td>8,060</td>
<td>14,150</td>
</tr>
<tr>
<td><strong>Length of fencing used</strong></td>
<td>1,000 m</td>
<td>350 m</td>
<td>1,350 m</td>
</tr>
<tr>
<td><strong>Households in RUG</strong></td>
<td>17</td>
<td>35</td>
<td>52</td>
</tr>
<tr>
<td><strong>Progress as of Dec 2018</strong></td>
<td>33%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Scope

- Total LRN Length = 57,632 km in which 3.5% Black Top, 22.2% Gravel and 74.3% Earthen roads exist

(Source: Statistics of Local Road Network (SLRN) 2016)

Issues

- Right of Way (RoW): is not fully communicated among the stakeholders while building the rural roads in Nepal and where as conversed and acquired land, the ownership of land is not transferred to Government (e.g. Hile Chhintang Roads). The land owner has been paying revenue/tax of the land as well as they are selling piece of land and constructing houses under RoW.
Challenges

- The project was piloted in the district road. District roads were under the jurisdiction of the DDCs. In the changed context, there is no new categorisation of road thus the institutional ownership of the road is still not clear i.e. province or municipalities. This might have implication on road (standards, maintenance etc)

- Though not related to this particular pilot sites, coordination for maintenance of roads for multi-municipality roads is a challenge
Thank you for your attention

www.research4cap.org

Follow ReCAP on:

LinkedIn  Facebook  Twitter  YouTube

#IRIM2019