



Draft Design and Monitoring Framework

Project Number: 37266
March 2006

NEP: Road Connectivity Sector I Project

DESIGN AND MONITORING FRAMEWORK

Design Summary	Performance Targets/Indicators	Data Sources/Reporting Mechanisms	Assumptions and Risks
<p>Impact Reduce poverty of the isolated people in the hilly northern part of Nepal, and support economic growth of rural communities.</p>	<p>Reduced rural poverty rate</p> <p>Increased freight and passenger transport in the hilly areas</p> <p>Improved socio-economic indicators in rural areas, including income per capita per district, annual production of main cash crops, villages with telephone connections, primary school drop-out rate, middle school attendance rate and unattended home births</p>	<p>Regional and district statistics</p> <p>Statistics and surveys from DOR before construction and annually during project implementation.</p> <p>Socioeconomic and household surveys</p>	<p>Assumptions Continued complementary external assistance and Government's commitment in developing other economic infrastructure, and provision of basic social services</p> <p>Increased availability of transport services following improvement of the project roads</p>
<p>Outcome Enhanced access to district headquarters, markets, employment opportunities, and social services, including health and education.</p> <p>Reduce Road Accident Rate</p> <p>Improved efficiency and sustainability of DOR in planning, constructing and managing the SRN.</p> <p>Enhancing capacity of local construction and consulting services.</p> <p>Prevention of HIV/AIDS/Anti-trafficking</p>	<p>20 Districts of rural habitations with all-weather road access to markets.</p> <p>Improved access to health and education facilities</p> <ul style="list-style-type: none"> - Reduce VOC by 10% - 20% reduction to travel time on the project roads - 10% reduction in road accidents <p>Train 20 key DOR officials in feasibility study and construction management</p> <p>Improvement in ability of managerial and technical staff of local contractors and consultants by training 20 companies and consulting firms</p> <p>Works by domestic contractors increased to more than 25% of total works by 2011</p>	<p>Regional and district statistics</p> <p>Project completion report</p> <p>Impact monitoring by Consultant</p> <p>Data on technical skills of staff</p> <p>DOR Contract Data</p>	<p>Assumptions Availability of transport modes and services to newly connected habitations</p> <p>Government's continued commitment to the local private sector development and capacity building of DOR</p> <p>DOR's continued commitment to quality improvement</p>
<p>Outputs 1. Road Connectivity Component</p> <p>2. Road safety capacity improved in DOR</p>	<p>Construction and upgrading of 490 km feeder roads to all-weather standard</p> <p>Road safety audit manual/tools developed</p>	<p>DOR's progress reports</p> <p>ADB's review missions</p> <p>ADB's mid-term review mission</p> <p>Sub-project resettlement plans</p> <p>Resettlement external monitoring report</p>	<p>Assumptions Progress of works on schedule within the budget</p> <p>Implementation capacity of DOR, good performance of contractors and suppliers, and strict supervision and quality control</p> <p>Appropriate staff in charge of</p>

<p>3. Building capacity of DOR, local contractors</p> <p>4. HIV/AIDS & Anti-Trafficking Component.</p> <p>5. Domestic contractors engaged for works of project roads</p>	<p>Increase in technical capacity of staff of DOR and local contractors</p> <p>See Appendix 7</p> <p>More than 50% of works contracted to domestic contractors</p>	<p>Project performance management system</p> <p>Consultants' reports</p>	<p>road safety provided by DOR</p> <p>Timely completion of environmental clearance and land acquisitions</p> <p>Government's commitment to strengthening its capacity of asset management and road safety</p> <p>Appropriate processing of engaging domestic contractors and consultants</p>
<p>Activities with Milestones</p> <p>1. Implement Road Connectivity Component</p> <p>1.1 Civil works procurement by April 2008</p> <p>1.2 Civil works implemented by December 2012</p> <p>2. Implement HIV AIDS/Anti-Trafficking Component (see appendix 7)</p> <p>3. Consultant services</p> <p>3.1 Consultant selected by September 2007</p> <p>4. Implement Capacity Building (TA)</p> <p>4.1 Consultant selection by August 2007</p> <p>4.2 Strengthening of DOR capacity in road project feasibility studies by February 2008</p>		<p>Inputs</p> <p>ADB loan of \$55.0 million</p> <p>OPEC Fund loan of \$10 million</p> <p>ADF Grant Funds \$0.2 million</p> <p>Government financing of \$13.8 million</p> <p>Piggybacked TA \$0.3 million</p>	

ADB=Asian Development Bank; ADF=Asian Development Fund; DOR=Department of Roads; OPEC Fund=Organization of Petroleum Exporting Countries; SRN= strategic road network; TA=Technical Assistance