

Transversal Themes

Transversal themes of gender balance and poverty orientation are at the core of the DRSP programme. All of the road implementation works are aimed at employing women and deprived groups, and ensuring that the employment is used in a positive and lasting way for their long-term benefit.



Strengths of DRSP

The strengths of DRSP are the fact that we work within the existing administrative structure of the District Development Committees (DDCs), where the DDC makes the decisions and effectively runs the programme at district level. This has proven to be an appropriate approach, which gives the district some ownership of the process involved. The funds for road maintenance and construction are put into a district roads fund (DRF), into which DoLIDAR, the DDC and Village Development Committees (VDCs) all contribute and which is then administered by the DDC. The DDC involve the local road committees in the decision-making process at district level, and are then jointly responsible for administering the fund and implementing the work through the local user groups. This allows the district to take charge and have ownership of the funding mechanism.



Ownership and Commitment

The local community have ownership and commitment to the programme as they are integrally involved in the road works themselves, right from the initial planning stage through to completion and beyond. Communities are more likely to accept responsibility for maintenance of a road if they have been involved in the planning and construction. The DDC also have ownership of the programme, as they are primarily responsible for the decisions taken in terms of funding and management of the road in the long-term.



Partnerships

DRSP is involved in partnerships with other rural community focused programmes. The programme is always willing to consider further partnerships with other programmes or organisations in order to enhance their impact, avoid duplication and provide cooperation and coordination. DRSP can provide technical and social expertise based upon local experience gained in the rural roads sector. DRSP is also involved in the Rural Roads Forum, which provides an opportunity to share information and experiences in the rural roads sector. With 13 districts bordering the DRSP cluster, there is a strong need and opportunity for cooperation and partnerships. An example is the coordination of district planning through the DTMPs, to ensure that inter-district roads will be linked and that parallel roads are not planned independently by neighbouring districts.

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FRISA-ITECO Joint Venture
in association with SKAT

District Roads Support Programme

'Overview Brochure 2003'



'Empowering district organisations and communities to provide improved access and mobility to the local population'



HIS MAJESTY'S GOVERNMENT
OF NEPAL
(HMGN)



SWISS AGENCY FOR DEVELOPMENT
AND COOPERATION
(SDC)

Background

The District Roads Support Programme (DRSP) is an SDC funded programme that focuses on improving access to benefit the people who really need it. It is aimed at building the capacity of the participating district organisations to plan, design and implement the maintenance, rehabilitation and construction of district roads. Our partners are principally the Districts and the Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR).

The programme wherever possible uses labour-based working methods, employing people who live within the road corridor. A strong emphasis is put upon ensuring that the benefits of employment through the programme go to the poor and deprived sections of the community. Hence the development of the 'Beyond Roads' programme, which includes social interventions designed to ensure that the people involved in the programme are able to transform those benefits into long-term self-sufficiency.



Guiding Principles

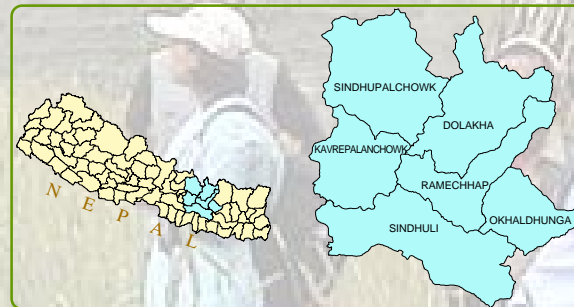
Improved access has to lead to improved economic production before poverty can be affected. During the DRSP Build-Up Phase several community development activities were implemented in order to complement the provision of access, these were designed to bring longer-term benefits to the people who needed them most, the poor and deprived. The DRSP 'Beyond Roads' programme is specifically aimed at achieving poverty orientation and gender balance in the long-term.

DRSP was established with the following principles in mind:

- Decentralisation and empowerment of the district authorities
- Concentration on processes and focusing upon the district authority and district technical unit as implementers
- Pursuance of both policy change for the rural roads sector and operational improvement
- Prioritisation of institutional improvements and good governance
- High importance to advocacy at all levels
- Flexibility and acceptance in pursuing direction and pace of change and development
- Promotion of social justice and equity

Where DRSP works

DRSP operates in six districts, Kavrepalanchowk, Sindhupalchowk, Dolakha, Ramechhap, Sindhuli and Okhaldhunga, as shown in the map below.



DRSP Strategy and Methodology

Strategy

The strategic thrust of DRSP will increasingly be geared towards empowering districts as providers of efficient and effective transport services to the people. Such services are explicitly demand-oriented and will enhance wider access and improved mobility, generate income from road works and support the poor and underprivileged people through the 'Beyond Roads' programme of social interventions. Support to the districts such as physical inputs, funding, standards, guidance, know-how and manpower will come from external temporary (DRSP) and permanent (HMGN) sources.



DRSP operates using four specialist sections, all working within one integrated unit called the Programme Support Unit (PSU).

The sections are:

Planning

The planning section assists the districts to prepare 'District Transport Master Plans' (DTMPs), upon which basis the physical work is prioritised and carried out. Detailed maps and plans are also produced and updated by this section.

Technical

The technical section provides technical advice and support in implementation of district road maintenance, rehabilitation and construction. DRSP aims to provide locally-based technical support to the districts by July 2004.

Community Development

This section helps the districts to form and mobilise the necessary committees and user groups that will execute the works. 'Beyond Roads' social interventions are also used to extend the benefits of the road works on a long-term basis to the people who live and work in the road corridor.

Training and Institutional Development

The overall aim of DRSP is capacity building of the district organisation, to provide improved transport facilities. Within the programme training is provided to all levels of HMGN staff, both in the districts and in DoLIDAR, and advice is given for strengthening the existing institutional arrangements.