



Outcome Monitoring Report

July 2007-July 2008 (FY 064/65)



Bhainsedanda Bazar, (Mudhe-Melung Road-Dolakha-2006)



Bhainsedanda Bazar, (Mudhe-Melung Road-Dolakha-2008)

FRISA-ITECO in association with **SKAT**
Swiss Joint Venture Consultants



DRSP Summary Outcome Monitoring

District: ALL 6 DRSP Districts

Reporting Period: 17 July 2007- 16 July 2008*

FY: 064/65

Indicators	Baseline/ Targets	Achievements and Status as of July 2008						Total/comments
		Okhaldhunga	Sindhuli	Ramechhap	Dolakha	Sindhupalchowk	Kavrepalanchowk	
Outcome 1 (Access related): The remote rural population benefit from motorable access to resources and opportunities								
1.1: Unskilled workers are employed for at least 90 days per year, of which 2/3 are DAGS (% working above 90 days)	Baseline: NA Target: 75 %, of which 2/3 are DAGs (by 2010)	Achievement: 90 days: 9% DAG: 74% Status: Partly met	Achievement: 90 days: 0% DAG: 79% Status: Partly met	Achievement: 90 days: 0% DAG: 92% Status: Partly met	Achievement: 90 days: 0% DAG: 69% Status: Partly met	Achievement: 90 days: 51% DAG: 47% Status: Not met	Achievement: 90 days: 30% DAG: 54% Status: Partly met	Achievement: 90 days: 11% DAG: 72% Status: Partly met Comment: district emphasis on more workers.
1.2 At least one Bus/jeep per day is operating and is affordable on all DRSP supported roads within 1 year of completion (100% for roads with public transport)	Baseline: 0 Target: At least one per day; prices not more than Rs. 2.5/km above national average	Achievement: Public transport operational Status: Met Comment: Cost of public transport average Rs. 5.5-8.9/km	Achievement: Public transport operational Status: Met Comment: Cost of public transport average Rs. 2-4/km	Achievement: Public transport operational Status: Met Cost of public transport average Rs. 2.5-3.5/km	Achievement: Public transport operational Status: Met Cost of public transport average Rs. 2.5-3.5/km	Achievement: Public transport operational Status: Met Cost of public transport average Rs. 3.75-5/km	Achievement: Public transport operational Status: Met Cost of public transport average Rs. 2.5-3.5/km	Achievement: Public transport operational at varying levels. Either bus or jeep are operating in the completed roads. Status: Met The affordability is difficult to define and comprehensive to study. Only comparison of cost can be made at this stage.



Indicators	Baseline/ Targets	Achievements and Status as of July 2008						
		Okhaldhunga	Sindhuli	Ramechhap	Dolakha	Sindhupalchowk	Kavrepalanchowk	Total/comments
1.3 Increase in public utilities and services (shops, pharmacies, schools, new village roads) along the road (% increase from previous year)	Baseline: previous year data	Achievement: Overall increase: 90%	Achievement: Overall increase 31%	Achievement: Overall increase 31%	Achievement: Overall increase 37%	Achievement: Overall increase 8%	Achievement: Overall increase 4%	Achievement: Overall increase 35%
	Target: At least show the positive increment	Status: Met Shops: 15% Pharmacies: 200% Schools: 425% Village roads: 67%	Status: Met Shops: 48% Pharmacies: 19% Schools: 32% Village roads: 113%	Status: Met Shops: 32% Pharmacies: 33% Schools: 43% Village roads: 43%	Status: Met Shops: 39% Pharmacies: 80% Schools: 33% Village roads: 15%	Status: Met Shops: 8% Pharmacies: 5% Schools: 0% Village roads: 32%.	Status: Met Shops: 3% Pharmacies: 0% Schools: 0% Village roads: 26%	Status: Met Significant and anticipated changes in access of services and market has taken place. More changes have taken place in new corridors than rehabilitated ones.
Outcome 2 (Capacity related): Institutional structures and capacities at all levels are improved to ensure good governance and acceptable levels of workers welfare								
Individual								
2.1 Increase in annual turnover of saving and credit groups (% increment)	Baseline: Turnover of the previous year	Achievement: 22% growth	Achievement: 32% growth	Achievement: 105% growth	Achievement: 100%	Achievement: 74% growth	Achievement: 68% growth	Achievement: 64% growth
	Target: 50 % (by 2010) Increase in the amount.	Status: Met	Status: Met	Status: Met	Status: Met	Status: Met	Status: Met	Status: Met Comment: High overall increase noted. Loan put to productive use.
Institutional								
2.2 Annual maintenance plans are established and "x" km of motorable	Baseline: NA Target: ARMP prepared every	Achievement: Plan not prepared. 40% of district	Achievement: Plan prepared. 54% of district	Achievement: Plan prepared. 46% of district	Achievement: Plan prepared. 67% of district	Achievement: Plan prepared. 57% of district road network	Achievement: Plan prepared. 27% of district road network	Achievement: Overall, 49% of 6 district road network is



Indicators	Baseline/ Targets	Achievements and Status as of July 2008						
		Okhaldhunga	Sindhuli	Ramechhap	Dolakha	Sindhupalchowk	Kavrepalanchowk	Total/comments
roads are regularly maintained	year with required budget allocation. 400 km (by 2010)	road network maintained. Status: met Comment: The maintenance plan not yet prepared and approved.	road network maintained. Status: Met Comment: The maintenance plan prepared and approved.	road network maintained. Status: Met Comment: The maintenance plan prepared and approved.	road network maintained. Status: Met Comment: Plan prepared 67 % network	maintained. Status: Met Comment: Plan prepared 40% network.	maintained. Status: Met Comment: 72km of DRSP road covered.	covered for maintenance. Status: Met Comment: Management of maintenance out of DRSP roads is still weak. Target of maintaining 400km of DRSP road by 2010 is met at 91%.
2.3. Workers insured by a representative and replicable insurance system (%)	Baseline: 0 Target:100 %	Achievement: 100% Status: Met	Achievement: 100% Status: Met	Achievement: 100% Status: Met	Achievement: 100% Status: Met	Achievement: 100% Status: Met	Achievement: 100% Status: Met	Overall achievement for DRSP is good. Not yet replicated outside DRSP. Insurance carried out for a defined but unnamed number of workers.
2.4 Workers who are paid within 30 days of work measurement (%)	Baseline: previous year data Target:100 %	Achievement: 100% Status: Met Comment: Work for the current year in progress. Payment to follow.	Achievement: 100% Status: Met Comment: Work for the current year in progress. Payment to follow.	Achievement: 100% Status: Met Comment: Work for the current year in progress. Payment to follow.	Achievement: 68% Status: Partly met Comment: Work for the current year in progress. Payment to follow.	Achievement: 100% Status: Met Comment: Work for the current year in progress. Payment to follow.	Achievement: 72% Status: Partly Met Comment: Work for the current year in progress. Payment to follow.	Overall achievement is good. Work in some district underway and payment yet to be made. General practice of paying within 30 days of measurement is respected.



Indicators	Baseline/ Targets	Achievements and Status as of July 2008						
		Okhaldhunga	Sindhuli	Ramechhap	Dolakha	Sindhupalchowk	Kavrepalanchowk	Total/comments
Enabling environment								
2.5 Public hearing and audits are held inclusively in every road corridor <i>(% for Public Hearing and Public Audit)</i>	Baseline: previous year data Target: at least one hearing and one audit are held annually for each road.	Achievement: 100% Public audit: 2 nos. Public hearing: 2 Status: Met DAG participation: 46%	Achievement: 60% Public audit: 1 nos. Public hearing: 2 Status: Met DAG participation: 62%	Achievement: 80% Public audit: 4 nos. Public hearing: 4 Status: Met DAG participation: 60%	Achievement: 100% Public audit: 5 nos. Public hearing: 6 Status: Met DAG participation: 100	Achievement: 50% Public audit: 2 nos. Public hearing: 0 Status: Met DAG participation: 93%	Achievement: 50 % Public audit: 5 nos. Public hearing: 0 Status: Met DAG participation: 34%	Achievement: the Public hearing and public audits are regularly practised. Public hearings in some districts are awaiting completion of work and payments following which auditing will be carried out.

* All figures provided above are measured at 15th of June 2008 (end of Jestha 2065) and may slightly change at the end of fiscal year (15th of July 2008/ end of Asad 2065)



BRIEF ANALYSIS OF OUTCOMES FROM DRSP PROJECT ACTIVITIES

A. Introduction

DRSP has a strong social policy to help the people from socially backward and economically poor communities to improve their living standards. This is reflected in all the rural access, institutional strengthening and social development programmes supported by the project.

DRSP Outcome Monitoring process is introduced and designed to sensitize, develop awareness and commitment among the project staff and stakeholders towards this overarching priority. The project monitors the outcome of services supported by the project and documents the emerging changes and effects using a series of simple indicators that reflect project priorities.

This report looks at the status of various access improvement and capacity strengthening indicators in the six districts where DRSP provides technical and capacity building support to the local government bodies, mainly the DDC, for improved motorable access in those districts. These DRSP districts are: Kavrepalanchowk (Kavre), Sindhupalchowk, Dolakha, Sindhuli, Ramechhap, and Okhaldhunga.

B. Outcome Indicators

The Outcome indicators were jointly identified and finalised by the project and SDC with the support from the external consultants fielded by SDC in November 2006 and September 2007. The Outcome indicators for DRSP activities are broadly categorised into two: access improvement and capacity development. A number of indicators are developed to assess the outcome in these two areas.

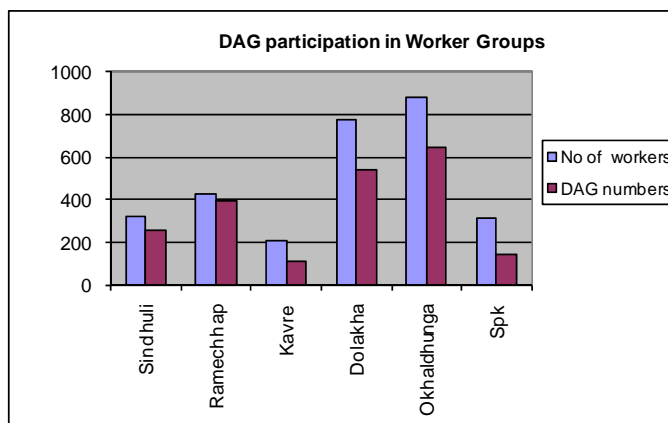
These two Outcome areas, indicators and the current status of their values are briefly described below.

Outcome 1: The remote rural population benefit from motorable access to resources and opportunities.

Improved motorable access contributes to bringing health, education and market facilities and infrastructures closer to the rural communities often deprived of essential services and opportunities. DRSP road support activities start with opportunities for the poor families to engage in construction work to bring in good wage in a timely manner.

1.1 Longer term (more than 90 days) wage opportunities are available in road construction;

Regular wage earning for more than 90 days helps to develop surplus at household level and is particularly attractive to families of disadvantaged groups (DAGs). The level of participation of DAG in the districts is high at an average of 71% for all the districts. This indicator demonstrates good participation of deprived communities in the daily wage opportunities offered by the project. The overall performance for the longer duration of work period (90 days), however, is far below the target. The underlying reasons are explained below.



Comments and recommendations:

The indicator for 90 days or longer working days for workers has shown inadequate results where none of the districts met or even close to the target. The main reason behind this is due to huge demand of the works in comparison with the work available or offered by the project. Most districts



argued that there is a high demand of work by many workers who are unemployed and it is very difficult to practice the criteria of 90 days in that situation which creates more conflict amongst the workers and also between workers and the project. It shows from the experience of last couple of years that this indicator is really challenging and difficult to meet therefore this indicator needs to be discussed at policy level. However, the situation may slightly improve in coming year (FY 065/66) where the resources for DRSP is expected to increase by almost three folds with the objective of pre-financing of year 4 budget to year 3 to upscale the activities.

In this FY, DRSP in coordination with F-Skill (SDC supported project) has carried out skill training in the Masonry trade to 25 unemployed youth. Participants were selected from among DRSP road users committees. The main objective of the training was to equip these youth with employable skills in the Masonry trade. Even when the participants are not involved in DRSP work, they are able to work as masons in the district.

Employment outcome monitoring conducted at six months after completion of training showed that all participants are gainfully employed as Masons and are earning incomes of over Rs. 5,000/ month.

This is an excellent example of synergy between two SDC projects.

Table 1.1: Details of workers and employment

Category	Sindhuli	Ramechhap	Kavre	Dolakha	Okhaldhunga	Sindhupalchok
No. of workers	325	428	212	779	880	311
Female	88	137	55	249	367	61
DAG	258	393	115	537	650	145
Workers worked > 90 days	0	0	64	0	80	160
DAG participation (%)	79	92	54	69	74	47

1.2 Transport services are regular and affordable

The physical target of having a functional transport system in all the completed DRSP road sections is met at 100%. A number of passenger services, mainly buses and jeeps, are regularly plying on the completed roads while tractors are used to transport goods. This regular and keen



Joy of people when 1st vehicle started plying on Okhaldhunga-Rumjataar road

use of the roads reflects the appropriateness of the selected road alignments. The fares charged to the commuters in all the 6 DRSP districts widely vary without any specific pattern. While the national rates for strategic/feeder roads are fixed by the government at around Rs 2.5 to 3.5 per kilometre, the charges taken in DRSP sections range from Rs 2.5 to Rs 5.5 per km. The highest per km fare is charged in Okhaldhunga district (Okhaldhuga-Rumjataar road) where the average per km fare is Rs 5 and Rs 8.5 in bus and jeep respectively. The higher charges make the journey unaffordable to general rural population, but this

trend is widespread over Nepal and not specific to DRSP districts.

Comments and recommendations:

However, the management of the transport system in DRSP roads, an area outside the remit of DRSP, is a reflection of wider practices at national level in the sector. The charges made to the passengers are more dependent on the condition of the road and does not always reflect the rates specified by the governmental bodies. Moreover, the safety level of the used transport systems is



also known to be low with buses often overloaded with passengers, the vehicles in poor conditions and the road pavements not properly maintained.

1.3 There is increase in the number of service and market utilities and infrastructures along the roadside;

The performance of this indicator is good for all 6 districts reflecting healthy outcomes on the local economy and service delivery. The indicators show steady increase in the number of shops, schools, hospital/pharmacy/health posts and new village road links originating from DRSP roads. The overall growth rate has ranged from 4% for Kavre to 37% for Dolakha. Among the growth areas, the biggest increase has been for the shops for all districts and, in the case of Dolakha, of pharmacies at 80% over a year's period. A large number of new village roads have linked with DRSP roads, increasing around 30% per year that connect new villages and settlements with main DRSP roads. Table 1.2 provides the details of increases for different types for utilities and services between 2007 and 2008 reporting periods.

With the improved access and increased in number of services and market utilities, the freight cost has gone down from 6/kg to 1/kg in Virkot-Chhaunde & Manthali-Khurkot road areas in Dolakha and Ramechhap respectively. Similarly, the cost of the fertiliser used to cost 1,800/bag before in Khurkot area where it has to be transported from Ktm-via Manthali and by porter from Manthali to Khurkot, but after the road was opened it used to cost only Rs 1,200 (reduction of 33%)

Comments and recommendations:

The growth of public utilities is higher in newly constructed roads than those where existing roads are rehabilitated and hence it is recommended to focus more on new roads to provide the access rather in the rehabilitation. This would also assist in improving the criteria of 90 days employment to some extent. The increasing trend for improved services is likely to continue as more population get attracted by improved access in the DRSP districts.

Table 1.2: Annual increase in the services and utilities in six DRSP districts.

	Okhaldhunga		Sindhuli		Ramechhap		Dolakha		S'palchowk		Kavre		TOTAL			
	2007	2008	2007	2008	2007	2008	2007	2008	2007	2008	2007	2008	2007	2008	+	(%)
Shops	33	38	323	371	251	332	214	297	407	438	215	221	1443	1697	18	
Pharmacies	1	3	5	24	12	16	5	9	38	40	17	17	78	109	40	
Schools	4	21	12	44	26	30	12	16	42	42	42	42	138	195	41	
Links to village roads	3	5	20	34	14	20	20	23	25	33	27	34	109	149	37	
Total	41	67	360	473	303	398	251	345	512	553	301	314	1768	2150	22	
Annual increase (%)		63		31		31		37		8		4		22		

Outcome 2: Institutional structures and capacities at all levels are improved to ensure good governance and acceptable levels of workers welfare

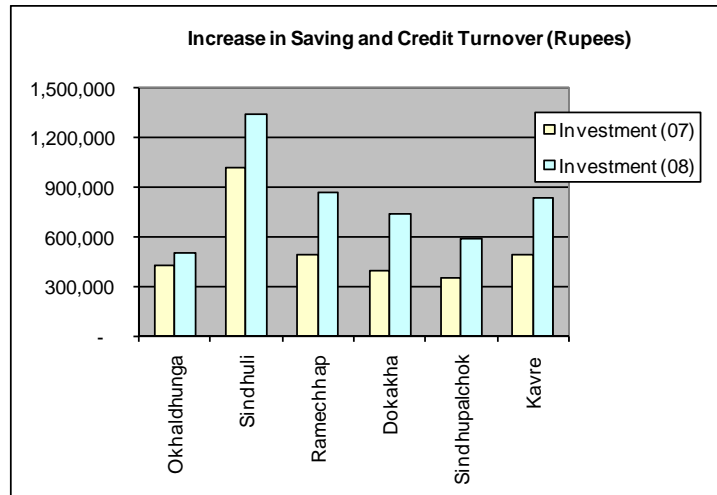
One of the key objectives of DRSP is to strengthen structures and capacities at the local level (individual, institutional, enabling environment) to enable local government institutions to undertake access development activities for their sustained growth and maintenance. Capacities are developed to ensure that these institutions are able to meet the technical, managerial and social responsibilities associated with access improvement.



The following indicators demonstrate the status of second Outcome for DRSP:

2.1 Increase of the annual turnover of the saving and credit groups formed under DRSP

All the Groups have demonstrated healthy growth in their membership, saving and annual turnover. This demonstrates dynamism in the management and use of resources by the Groups. Saving and credit activities support the economic development of the rural poor households and helps to empower women in decision making process related to resource use. DRSP supports each Saving and Credit Group (SCG) with Rs. 30,000 as start-up (revolving) fund. The members in the SCGs are mostly women (100% in Dolakha & Sindhupalchowk). DRSP districts have 8 to 35 groups in each district, with members averaging 36 per group. The DAG membership averaged at 78%.



Saving and investment has been encouraging in the group. The saving amount has increased in 2008 by 64% and the members have increased by 75% in the current year. Similarly, the turnover in the SCG has been increased by 53% in this year compared to last year. The groups have now topped their regular monthly saving with individual and collective saving. Collective saving is accumulated from group activities like *deusi-vailo* in *Tihar* festival and other community activities such as interest from mobilizing fund, fine, donation, share member etc. Some of the groups have increased monthly saving amount from Rs 10-20 a month to Rs. 50 per month. Some groups converted to cooperatives allow members to deposit block amount and pay interest.



Women members from S & C group keeping the account of deposited amount by fellow RCG members

Comments and recommendations:

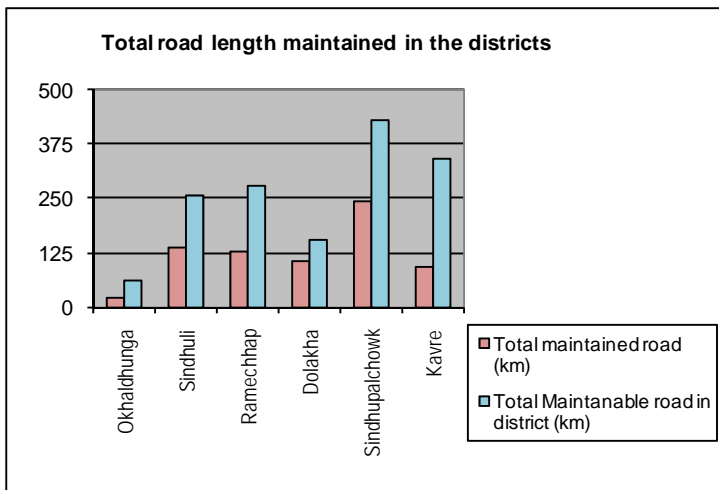
The use of funds loaned from the groups is found to be made in productive areas. A large number of members used the resources for income generation purposes with the activities ranging from livestock production and rearing to handicrafts. Some have started enterprises and opened shops. Inevitably, a portion of the funds has gone to repayment of family loans and in meeting health and educational emergency expenditures.

2.2 Annual maintenance plans are established and “x” km of motorable roads are regularly maintained

Adequate maintenance of the completed road sections, both supported by DRSP or those with DDC resources, are key indicators of institutional commitment for long term use of these access facilities. In addition, the preparation of Annual Road Maintenance Plan (ARMP) for the planned maintenance would be the key indicators which will show the commitment of the districts and institutionalise the maintenance culture. The resources DDCs derive are usually from Roads Board Nepal (RBN) and Rural Road Maintenance Fund (RRMF). The amounts these districts receive reflect the fulfilment of their earlier maintenance and reporting commitments.



Of the 6 DRSP districts, 5 districts have prepared Annual Road Maintenance Plan (ARMP) which assigns resources for completed roads, and is a step forward in the road network maintenance process. Okhaldhunga is yet to prepare and approve one. The road length covered for maintenance is increasing in all DRSP districts, and there is growing awareness to plan and prioritise maintenance. This is reflected by the fact that all the districts have committed rural road maintenance budget. Together, 732km of road length is budgeted for maintenance. This comes out to be around 49% of the total 1521km of maintainable rural roads that exists in the 6 districts. DRSP road length covered for maintenance is 364km, and this progress comes out to be 91% of the 400km to be reached by



the year 2010. This reflects good level commitment if properly executed.

The presences of Rekhals (length-persons) are mostly confined to only DRSP roads, indicating that the districts do not have enough resources for regular maintenance of non-DRSP roads.

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Comments and recommendations:

The maintenance of rural road network by the districts has not been clear-cut nor is the assessment easy for evaluation purposes. Fund allocations are usually under-budgeted and works are irregular. The budget and the length of roads cited in this report cover minimal and most essential maintenance works.

2.3. Workers are insured by a representative and replicable insurance system

The progress on this indicator is very positive in all DRSP districts. All the districts have ensured 100% insurance coverage for its workers for appropriate compensation for work-related accidents and deaths. This culture or practice has been introduced by DRSP in the districts for the workers welfare. However, it needs to be institutionalised in the districts by providing the provision of insurance in all road works irrespective of whether it is funded through projects/programmes or implemented through regular DDC/GoN funds. The insurance system adopted by DRSP is participatory and community based, and can be replicated for the other projects within DRSP districts. The insurance provision has been a big reassurance for the wage workers on the road while meeting a key labour welfare requirement.

Comments and recommendations:

Current insurance practices are limited in DRSP roads only. The representative nature and replicability of the insurance system is tested by its wider adoption other roads in the districts and this is yet to happen.

2.4 Workers are paid their wages at 30 days of measurement

Timely and fair payment to working groups after the completion or measurement of group works is key rights and welfare issue associated with the community wage labourers. DRSP provides that it pays its labourers within 30 days of the measurement of the completed works. Timely payment to building groups was managed well at district level. In road works, except in a very few cases,



payments were made to the UC/Labourers within 30 days of measurement of the work. There has been a vast improvement in case of timely payments over the past years. In some districts, such as Ramechhap, the start of the work was delayed and is still on-going and measurement has not yet taken place, and therefore the payment is yet to be made in most of the packages for this year.

Comments and recommendations:

Payment of wages within agreed time period helps resolve many household and poverty related problems encountered by wage labours who mostly come from poor backgrounds. This indicator will require continued emphasis in future planning exercises for its full realisation. This should also be practiced in other road sector program in the districts and ultimately to all other sectors to ensure the welfare of the workers who are primarily from poor and disadvantaged groups.

2.5 Public hearing and audits are held inclusively in every road corridor

Public hearing and audits help to improve transparency and accountability at local community level. Public hearings are carried out before the start of construction work to make the communities aware of the planned activities and the modality of work while public audits provide the detailed account of expenditures on work and invites possible grievances and feedback from the beneficiaries. These two exercises are carried out for each alignment at least once a year. Dolakha and Okhaldhunga, two of the six DRSP districts, have achieved 100% target. The remaining 4 districts have carried out these exercises for the roads where work have been completed in the current year. The average achievement is around 50% for this indicator mainly because the Public Audits are scheduled to be conducted at the end of on-going working period and after receipt of the wages by the worker.

Comments and recommendations:

The practice of public hearings & audits is well established in the DRSP roads and well recognized for its transparencies and information dissemination. This culture should also be extended to all other road sectors and ultimately to all other sectors in the districts.



ANNEX:

SELECTED SUCCESS STORIES

Thuli-kanchhi becomes the President!

Until few years ago, Mrs.Thulikanchhi Biswakarma, 40, of Gairimudi-1 Dolakha felt socially neglected and her own hopes for a better life seemed to fade away. Coming from a *dalit* class, she felt she had no status in the male and high caste dominated society.

But things soon changed for the better and quite dramatically.

Along with some dalit, janajati and other women and with the support of DRSP, Thulimaya registered *Kopila women's saving group* in 2061 (2004). Four years on, Kopila cooperative has 101 shareholders. total of 192 thousand rupees has been collected by the group. The money collected is mobilized in the group for income generation activities. 18% interest rate is charged on loan (whereas 24% is common for private lenders in the village) and 7% interest rate is given to savers. Amount deposited plus 20% extra can be provided as maximum loan to the loan aspirants. This has changed the whole image of lending from being exploitative to being accessible and community-owned. This cooperative meets the increasing aspirations of local women who are very much eager to start saving and engage in income generation activities.

Thuli-kanchhi is now a sought-after name. This 44 year old woman is the president of this village cooperative. "Initially, it was very difficult for me to speak in front of others. When I saw outsiders, my leg trembled. But now, I have gained confidence that has come with the respect I receive from the community. They consult me whenever there is a problem in the village. Programme in the village invite me for my views." says a proud and responsible Thulikanchhi Biswakarma"

Longer wage opportunities in Ramtel's livelihood

A *dalit* and deprived of social status, Mr. Bijuli Ramtel of Dandigurase-5 in Sindhuli, had little opportunities for improving his livelihood until 2002. In that year, DRSP started to work in Sindhulimadi-Kapilakot road and Mr. Ramtel got opportunity to work for 15-20 days per year. This continued until 2006, with the amount from wages supporting him for his basic needs. In 2007, there were some changes. He was told that DRSP was implementing a policy to provide more than 90 days employment opportunities to DAG, and a well-being ranking survey along the road corridor soon categorised him as a DAG member. In 2007, he was selected to work for 65 days. With more days of work on the road construction, he could now save from the wages. He used the first saving of Rs 15,000 to buy land of 2 kattha and one milking cow. His children started to go to school. In 2008 also, Mr. Ramtel has got opportunity to work for 35 days and has earned Rs.5320. He is planning to use this money to continue children's education and buy some more land.

Mr. Ramtel is now known in the society as a progressive and illustrative farmer who has become an inspiration to the others in the village.

Small works help realise personal dreams

Dhan Maya Biswakarma, a dalit women from Gairimudi Dolakha, now has a new roofing to her house. Like many of her better-off neighbours in her village, she wanted replace her old thatch roof with a shiny, low-maintenance zinc-plated steel roofing but had never any cash to realise her dream. This opportunity finally came when she got a work from a DRSP funded activity. She was assigned to weave coir net, locally used for bioengineering works along the road. Shortly, she was handed over cash of Rs. 11,700, the biggest amount she ever held in her life. This money soon helped her to realise her long-held dream of transforming the roof of her house.



Group work helps to assert community rights

Women's progress saving credit group of Thampalkot-3 Sindhupalchok, became aware that their VDC actually has provision of funds that is allocated for women development. Soon, they sat down to discuss the opportunities they could create for their common cause if this fund could be acquired. They lobbied with the VDC to release this fund that had come in the name of local people. The VDC was compelled to provide them Rupees forty five thousand (Rs 45,000) in response to their pressure. The group now plans to invest some of this money to build community hall and the remaining for coffee farming. All the women of the village and that of the Group are delighted with the outcome of this public pressure strategy and feel that they have learnt a valuable lesson that a lot of things can be achieved through united efforts.

Nala-Kashibhanjyang: *Second cycle of rehabilitation for more effective outcome?*

DRSP rehabilitated Nala-Kashibhanjyang road, Kabhrepalanchowk district in 2001/02. Rs 4.5 million were invested for the rehabilitation of the 5.4 km length of the road, which greatly improved the condition of the road reducing the time of travel by half. Under the support of DRSP the DDC maintained the road allocating approximately Rs 300,000 for the years from 2002/03 to 2004/05. Though periodic maintenance is carried out regularly, the DDC has not under taken routine maintenance with equal emphasis. Effective routine maintenance was observed only in 2004/05. It is to be noted that in 2005/06 road maintenance work were not carried to the full extent of the plan. This was the year when the DDC comprised of direct appointed members from the central government. Currently there exists the Local Road Coordination Committee (LRCC), which coordinates the maintenance activities and supervises the work of two 'rekhalus' (lengthperson).

Without adequate maintenance it is natural for roads that are built to the highest standard to deteriorate and degrade. Deterioration of the Nala-Kashibhanjyang road is observed to increase over the last couple of years. Accordingly, DDC's attempt to spend resources in 2006/07 with the balance of the previous year and allocated for the year failed to attend to the maintenance requirement in total. Budgetary provisions for Periodic maintenance and Routine maintenance were increased for 2007/08 to Rs 640,000 and 111,000 respectively, almost double of the allocations for the previous years. Today after the completion of the periodic maintenance work the condition of the road could not be improved to the condition that was initially rehabilitated to. This gives the indication that the road has completed its cycle where the road can be maintained following normal routine and periodic maintenance.



Increased opportunity for agriculture

In spite of drawbacks in the implementation of the maintenance activities, the road is in relative satisfactory condition; the side drains, sub-surface drains and the areas where pavement was improved are still in good condition. As a result the improved condition of the road has brought about remarkable improvements in the field of agriculture. There is diversity in the pattern in which the farmers produce cash crops such as; rice, potato and variety of vegetables. The number of new houses along the road corridor is countless. As prominent indicators of outcome, over the last year, number of shops along the road corridor has increased from 27 to 30 and number link roads have increased from 3 to 4.