



## Second Bridges Improvement and Maintenance Program (P161929)

SOUTH ASIA | Nepal | Transport Global Practice | Requesting Unit: SACNP | Responsible Unit: ISAT1  
IBRD/IDA | Program-for-Results Financing | FY 2019 | Team Leader(s): Oceane Keou, Deepak Man Singh Shrestha

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### Program Development Objectives

Program Development Objective (from Program Appraisal Document)  
To provide safe, resilient and cost effective bridges on Nepal's Strategic Road Network.

### Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	<span style="color: orange;">□</span> Moderately Satisfactory	<span style="color: orange;">□</span> Moderately Satisfactory
Overall Implementation Progress (IP)	<span style="color: orange;">□</span> Moderately Satisfactory	<span style="color: orange;">□</span> Moderately Satisfactory

### Implementation Status and Key Decisions

Similarly to other transport projects, the COVID-19 pandemic has affected the implementation of a few activities under the Program, including construction or supervision activities and some of the environmental and social safeguards related activities. Still, the Program has made some notable progress. As regards the **civil works**, under DLI-5, bridge civil works were successfully achieved, and the target is likely to be exceeded. The Program recently completed the verification process of 932.91 m and 2,395.60 m of bridges. Under DLI-3, two contracts for the construction of 15 bridges along the Mugling-Narayanghat road with total length of 823 m have been awarded in March 2020 and the contractors are mobilized. On the **institutional development** side, the Bridge Site Monitoring System (BSMS) design revision was completed which will support enhanced remote supervision. The Department of Roads (DoR) successfully completed their very first Human Resources survey. Lastly, knowing that the operation already had a particular focus on occupational and community health and safety issues, the Bridge Branch has drafted a Standard Operating Procedure (SOP) document for health and safety measures against COVID-19 for DoR road and bridge works, which is being finalized with support from the World Bank, the Asia Foundation and International Labor Organization (ILO). Considering the completion of the preparatory work related to various DLIs (1, 2 and 3) and other progress made regarding institutional development activities, the Program is, for now, on course to achieve its set development objectives. However, going forward, the Program needs to focus on expediting the procurement and construction activities related to the remaining civil works as soon as the COVID pandemic situation improves.

### Data on Financial Performance

#### Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P161929	IDA-63170	Effective	USD	133.00	133.00	0.00	51.57	81.56	39%

#### Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
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P161929	IDA-63170	Effective	26-Sep-2018	14-Nov-2018	03-Dec-2018	15-Jul-2023	15-Jul-2023
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**Program Action Plan**

<b>Action Description</b>	All Program implementing units equipped with mobile tablets and BSMS made operational in all Program implementing units including DROs, Bridge Sector Offices, and Bridge Branch Headquarters.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Technical		Bridge Branch	Other	Initial accomplishment within 9 months of effective date and subsequent use for duration of Program.	In Progress
<b>Completion Measurement</b>	<p>Initial milestone: At least 5 complete BSMS reports filed per DRO and Bridge Sector office.</p> <p>Measure of sustainable use: At least 2 reports per month per bridge site with active works contracts.</p>				
<b>Comments</b>	<p>BSMS updated with environmental and social safeguards considerations and with provision for generating customized report</p> <ul style="list-style-type: none"> <li>Orientation set-back due to Covid-19 pandemic</li> <li>BB proposed review for virtual orientation with video tutorial at DOR</li> </ul>				

<b>Action Description</b>	The DOR to establish a DATC within Bridge Branch, satisfactory to the Association, for insourcing a fraction of bridge-related engineering tasks and developing the capacity of junior engineers, with a particular focus on training and developing female				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Technical		DOR's office of the Director General	Other	First cohort (approximately 5–10 engineers or specialists) recruited within 18 months of effective date. Subsequent cohorts recruited annually with approximately 5–10 engineers or specialists per cohort.	In Progress
<b>Completion Measurement</b>	<p>(a) Endorsement of DATC ToRs by Secretary of MoPIT through official letter to all DOR units;</p> <p>(b) Initial and subsequently annual recruitment of the DATC cohort completed; and</p> <p>(c) Cohorts to target not less than one-third female participants.</p>				
<b>Comments</b>	<ul style="list-style-type: none"> <li>Requirement to promulgate endorsed DATC ToRs by Secretary of MOPIT in DOR has been accomplished through official letter to all DOR Units by DDG BB</li> <li>Equipage and staffing in DATC partly accomplished and on progress</li> </ul>				



<b>Action Description</b>	The DOR to update Bridge Policy and Strategy with additional focus on resilient systems approach and the principles that will be applied to achieving resilience in subsidiary plans.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Technical		Bridge Branch	Other	Within 24 months of effective date	In Progress
<b>Completion Measurement</b>	Official promulgation of updated Bridge Policy and Strategy by MoPIT Secretary.				
<b>Comments</b>	Update of DoR Bridge Policy and Strategy-2004 to be carried out after publication of "DoR overall Departmental Policy and Strategy"				

<b>Action Description</b>	The DOR to update CMS and FMIS software and to relaunch the updated CMS and FMIS. The Program's contracts and financial transactions will use the CMS/FMIS.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Fiduciary Systems		DOR's office of the Director General	Other	Revised CMS/FMIS software launched within 18 months. All contracts and transactions through the FMIS/CMS within 24 months of effective date.	Delayed
<b>Completion Measurement</b>	Confirmation letter from MoPIT secretary regarding relaunch of the updated CMS and FMISs. All Program contracts to be covered under the CMS/FMIS with all Program transactions made through the FMIS.				
<b>Comments</b>	Not yet initiated. Upgradation of CMS with required features for contract management is now expected to complete by January 13, 2021				

<b>Action Description</b>	DOR's outstanding audit observations up to FY 2017/18 and each subsequent fiscal year are recorded annually and addressed as part of continuously monitored plan to reduce audit observations.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Fiduciary Systems		DOR	Other	Within 18 months of effective date and annually thereafter	In Progress
<b>Completion Measurement</b>	FMIS to record audit observations, spreadsheet tool to track action against addressing audit observations.				
<b>Comments</b>	Audit observations are being maintained on excel spreadsheet, but the audit observations of FY 2018/19 are yet to be recorded. This is to be completed by 30 November 2020				

<b>Action Description</b>	Contractor market assessment updated, and recommended procurement strategy developed for future DOR bridge works (including those under potential major projects).				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Fiduciary Systems		Bridge Branch	Other	Within 18 months of effective date	Delayed



<b>Completion Measurement</b>	Final report endorsed by the MoPIT and presented to the NPC and the MoF. Revised report approved by the NPC.
<b>Comments</b>	Not initiated. DOR confirmed to initiate procurement process for selection of a consultant and prepare TOR by January 31, 2021.

<b>Action Description</b>	Prepare and approve the business plan for GESU for the next three years.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Environmental and Social Systems		GESU	Other	Within 12 months of effective date	Completed
<b>Completion Measurement</b>	Business Plan approved by the DOR DG				
<b>Comments</b>	GESU three-year Business Plan has been approved by the Director General, DOR. It is now need to implement 3 Year Business Plan.				

<b>Action Description</b>	Revise bidding documents with distinct reflection of costs for OCHS, environmental and social management mitigation cost in the BoQs, and inclusion of relevant provisions under the conditions of contract.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Environmental and Social Systems		DOR/Bridge Branch/GESU	Due Date	30-Sep-2018	Completed
<b>Completion Measurement</b>	Revised bidding documents in practice				
<b>Comments</b>	Bidding document for D&B contract type and BoQ contract type has already been finalized.				

<b>Action Description</b>	The DOR's ESMF updated (in whole or with addendum) to include enhanced provisions relating to OCHS, labor camp management, CE protocol, provisions on the prevention of child labor, provisions on prevention of GBV and SEA.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Environmental and Social Systems		MoPIT/GESU	Other	Within 24 months of effective date	In Progress
<b>Completion Measurement</b>	Official approval of updated ESMF (in whole or with addendum) by the MoPIT Secretary and public disclosure thereafter.				
<b>Comments</b>	EOI will be published by October 31, 2020.				

<b>Action Description</b>	Effectiveness of GESU				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Environmental and Social Systems		GESU and BB	Other	Within 12 months of effective date	Delayed
<b>Completion Measurement</b>	Confirmation from the DOR DG of: (a) Set up of functional team in GESU for OCHS and labor standards;				



	(b) Approved organizational structure for GESU; (c) ToRs defined for specialists; and (d) Specialists in post and performing daily functions.
<b>Comments</b>	Consultant hiring process will be completed by October 31, 2020.

<b>Action Description</b>	OCHS and labor management guidelines (bridge-specific elements) developed and deployed on Program contracts.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Environmental and Social Systems		GESU and BB	Other	Interim guidelines endorsed by the DOR by end September 2018; Final guidelines endorsed by the MoPIT within 12 months of effective date	Delayed
<b>Completion Measurement</b>	Deployment of specific provisions for worksites to be included in contracts, BoQ items, social/ environmental documents; Deployment of specific provisions to ensure control over subcontracted arrangements in the supply chain of goods works and services				
<b>Comments</b>	The Policy is being reviewed and will be finalized after presentation and discussion with different authorities of DoR				

<b>Action Description</b>	The DOR OCHS and labor policy: Integrated OCHS and labor standards developed to align with national legislation (incl Labor Act 2017) and matching updates to DOR's ESMF (or addendum to ESMF) to reflect DOR policy and OHCS and labor mgmt. guideline				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Environmental and Social Systems		GESU and BB	Other	Within 24 months of effective date	In Progress
<b>Completion Measurement</b>	MoPIT endorsement/confirmation through letter of: (a) Final OCHS and labor management policy; (b) Completion of stakeholder consultation on ESMF update; and (c) Public disclosure of final updated ESMF (or addendum developed).				
<b>Comments</b>	The draft OCHS Policy is being reviewed by DoR. Consulting firm for updating the DOR's ESMF is in hiring process.				

<b>Action Description</b>	OCHS management officers assigned to Program sites.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Environmental and Social Systems		BB and GESU	Due Date	30-Jul-2019	In Progress
<b>Completion Measurement</b>	(a) DOR engineers assigned as OCHS management officers for all Program sites; (b) Consultants assigned to support officers with field monitoring and reporting; and (c) Assignment register developed, promulgated, and updated in each Trimester Report.				
<b>Comments</b>	The two activities (a) and (b) completed. However, the third activity (c) is pending.				



<b>Action Description</b>	OCHS capacity-building program (training, awareness, and education)				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Environmental and Social Systems		Road Sector Skill Development Unit/BB	Other	Within 12 months of effective date and annually thereafter	Delayed
<b>Completion Measurement</b>	Modules developed and delivered annually before beginning of each construction season covering (a) Training for DOR engineers and consultants; (b) Contractors compliance training; and (c) Demand-side awareness raising training initiative for workers				
<b>Comments</b>	BB agreed to prepare an action plan (considering COVID-19 conditions) within one month (November 10, 2020) to implement the training in NM road Bridges				

<b>Action Description</b>	OCHS system monitoring				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Environmental and Social Systems		GESU and BB	Other	Within 12 months of effective date and annually thereafter	Completed
<b>Completion Measurement</b>	Documentation in BSMS of (a) Regular and unannounced site visits by OCHS management officers, support consultants to worksites to ascertain actual performance at implementing OCHS standards;(b) Consultations with communities near Program worksites				
<b>Comments</b>	OCHS has been incorporated in BSMS and Payment Modality also has been purposed. 3% of OCHS budget has been allocated in Narayanghat-Mungling-Sadak Khanda (15 Bridges).				

<b>Action Description</b>	OCHS system near miss and incident data collection.				
<b>Source</b>	<b>DLI#</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Timing Value</b>	<b>Status</b>
Environmental and Social Systems		GESU/BB	Other	Within 12 months of effective date and continuously thereafter	Delayed
<b>Completion Measurement</b>	a) Accidents and near misses documented made public; (b) Worker grievances to be directed to GRM system; (c) Documentation in the BSMS and public disclosure of incidents through DOR website; (d) Injured workers to be engaged as trainers/speakers				
<b>Comments</b>	Delayed due to COVID -19 situation. Bridge Branch with the help of OCHS monitor will collect accident/ incident records from each construction sites and from contractors, every 3 months				

<b>Action Description</b>	OHCS independent system validation and corrective actions.				
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Source	DLI#	Responsibility	Timing	Timing Value	Status
Environmental and Social Systems		BB	Other	Reports provided annually by end July of each fiscal year; Action plans to be in place by September of each year	Delayed
<b>Completion Measurement</b>	Independent assessments of in-practice function of OCHS and labor standards to include field validation and community consultation. Executed by one or more external bodies. Annual action plans developed/agreed with IDA.				
<b>Comments</b>	Its not been started yet.				

<b>Action Description</b>	Annual DOR staff surveys to be completed using questionnaire satisfactory to the Association. Annual staff survey results reports to be independently compiled and publicly disclosed				
Source	DLI#	Responsibility	Timing	Timing Value	Status
Other		NPC	Other	Within 12 months of effective date and surveys administered annually thereafter by December 31 of each calendar year	Completed
<b>Completion Measurement</b>	Public disclosure of results reports on the DOR website.				
<b>Comments</b>	The first HR survey has been completed and the final report is in the process of dissemination to concerned stakeholders. The preparation for second survey will start on January 2021 and plans to be enrolled by May 2021.				

<b>Action Description</b>	Bridge development process defined with specific Gate Reviews and input stages from key technical, social, and environmental work streams.				
Source	DLI#	Responsibility	Timing	Timing Value	Status
Other		BB	Other	Within 9 months of effective date and continuously thereafter.	Completed
<b>Completion Measurement</b>	(a) Bridge development process endorsed by the MoPIT for initial use; and (b) Documentation and signoffs for Gate Reviews completed for each Bridge Dossier.				
<b>Comments</b>	Bridge development process defined with specific Gate Reviews and is in practice in Department				

<b>Action Description</b>	Update of model bid documents technical, fiduciary, and environmental and social provisions used for contracting Program works				
Source	DLI#	Responsibility	Timing	Timing Value	Status
Other		BB	Due Date	30-Sep-2018	Completed
<b>Completion Measurement</b>	Model bid documents, satisfactory to the Association, adopted by Program for works contracts.				



Comments	All comments from the Bank have been incorporated to update bid document for BoQ contracts and circulated into DOR.
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**Risks**

**Systematic Operations Risk-rating Tool**

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	High	High	Substantial
Macroeconomic	Moderate	Moderate	Substantial
Sector Strategies and Policies	High	High	Substantial
Technical Design of Project or Program	Moderate	Moderate	Moderate
Institutional Capacity for Implementation and Sustainability	Moderate	Moderate	Moderate
Fiduciary	Substantial	Substantial	Substantial
Environment and Social	Substantial	Substantial	Substantial
Stakeholders	Moderate	Moderate	Moderate
Other	--	--	Substantial
Overall	High	High	Substantial

Comments

**Political and Governance: Substantial**

In contrast to the frequent changes in government that characterized Nepal’s decade-long transition to federalism, Nepal is looking at a period of political stability. The new government until recently had enjoyed two-thirds majority in Parliament but with the withdrawal of support by one of the parties, the government now has only simple majority. At the same time, state restructuring on this scale is uncharted territory for Nepal and smoothing the transition from the previous unitary system to the new federal one will remain a challenging task. The new system, in principle, provides opportunities to decentralize development benefits and make service delivery more effective and accountable. However, the risks of political ideological differences, jurisdictional overlap between the three tiers of government, lack of clarity and coherence between policies and devolved powers, and duplication of efforts will remain during the coming few years. Key aspects of the new system require further definition and may continue to be contested by different population groups. Despite the lack of clarity at this stage to define roles, rules and create governance capacity at the provincial and local levels, the overall political and governance risk that are likely to impact the Program’s development objectives, has decreased from High to **Substantial**.

**Macroeconomic: Substantial**

A widespread domestic outbreak of COVID-19 requiring an extended period of movement restrictions, protracted recessions globally, and a significant decline in remittance inflows (particularly from the gulf region). These risks could potentially translate into an increase in the fiscal and external deficits. Key mitigating factors include the steps already taken by the government to reduce the economic risk from COVID-19 and its efforts to mobilize concessional financing for a comprehensive economic support package. In addition, the government remains committed to maintaining macroeconomic stability and is coordinating its pandemic response measures with international financial institutions, both on financing and technical assistance. Nepal’s low debt to GDP ratio also provides a buffer and despite the increase in spending to deal with the pandemic, the country continues to be at low risk of debt distress. However, there is considerable uncertainty on the duration and depth of the crisis. Despite the mitigating factors, the residual risks to the operation has increased from Moderate to **Substantial**. This is because the crisis could divert the government’s resources to deal with the evolving situation and this could potentially impede activities supported by this Program.

**Sector Strategies and Policies: Substantial**

The previously identified risk under the sector strategic and policies of the Program has decreased to **Substantial** from High. This is mainly due to the current Government policy in place which has clearly defined the ownership of road and bridge networks to fall into the federal and provincial jurisdiction. Accordingly, the implementation modality of the Program has been confirmed under the federal government’s authority. Furthermore, the risk of the government’s investment prioritization likely to be driven by the political influence, as envisioned during the Program preparation time, has been now minimized. This is mainly due to the Bridge Management System (BMS) designed under the Program has been helping the government in tracking bridge inventory and gaps that requires future bridges. As the system being operational, the government has been prioritizing





maintenance and new construction of bridges according to a multi-criteria formula that considers need and criticality. With this mitigation measures in effective, the residual risk under the sector strategy and policies is reduced to **Substantial** from High.

**Fiduciary: Substantial**

The residual fiduciary risk under the Program continues to remain substantial. The risk stems from the potential fraud and corruption issues likely to face the Program, which could potentially impede achievement of development objectives. For bridge works, key concerns relate to collusion or manipulation of bidding processes, fraudulent claims for payment against quantity items, deficient quality combined with inappropriate payments for completed works, and erroneous contract variations. To mitigate these risks, the Program has placed additional strengthening measures through the Program Action Plan. These include: (a) verification of Bridge Dossiers and physical inspection of Program bridges to trigger disbursements, (b) technical auditing by the NVC and subsequent referral of serious non-compliances to Nepal's Commission for the Investigation of Abuse of Authority, (c) use of the BSMS which offers enhanced means of quality control on remote worksites, (d) deployment of the PAT to enhance contract monitoring and management, and (e) deployment of one or more supervision and oversight consultancies.

**Environment and Social: Substantial**

The residual risk continues to remain Substantial. There are various potential E&S risks associated with the Program such as, vulnerability of works to natural disasters and climate change, potential exposure to child labor, and labor influx including GBV and risk of SEA. To mitigate these risks, the Program Actions Plans has been devised with the multi-tiered approach, that is being followed by the implementing agency, as a part of the legal covenants, while implementing the Program. The key implementation support plan also includes a pillar on labor risk management focus on monitoring enforcement of contract provisions relating to labor camps, workers' conduct, prohibition of child labor, and access to resources for communities that may be affected.

**Others (COVID-19 impact): Substantial**

The ongoing COVID-19 situation continues to disrupt the pace of the Program implementation and any potential future lockdowns, could further delay the work progress. With this view, the other risk category relating to the impact of pandemic on the Program implementation, is rated as substantial. As an immediate measure, the implementing agency is working towards developing a department-wide Standard Operating Procedure (SOP) document, focusing on health and safety measures to be followed considering COVID-19 context, while resuming works at site.

**Overall: Substantial**

Some of the individual risks of the Project have been reduced, however, the COVID-19 pandemic continues to impose threat to the overall performance of the Program. Accordingly, the overall residual risks of the Program, after mitigation measures, are assessed as **Substantial**.

**Results**

**PDO Indicators by Objectives / Outcomes**

Safe Bridges				
▶ Reduced likelihood of road departure crashes on Program Bridges (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	18.00
Date	03-May-2018	14-Dec-2019	09-Oct-2020	15-Jul-2023
Comments	<ul style="list-style-type: none"> <li>Selection criteria/ template for identification of bridges requiring road safety upgrades have been developed and will be finalized by International Road Safety Consultant</li> <li>Final verification will be carried out by the end of the Program</li> </ul>			
Resilient Bridges				
▶ Enhanced DOR capabilities for developing resilient bridge designs (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	10.00
Date	03-May-2018	14-Dec-2019	09-Oct-2020	15-Jul-2023



Comments	<ul style="list-style-type: none"> <li>BB plans to complete concept designs of first 4 priority signature bridges by Dec 31, 2020 and another 6 bridges by February 28, 2021. Procurement process is ongoing to recruit consultants for concept design.</li> <li>Update on the indicator will be provided once the design is completed.</li> </ul>
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#### Cost Effective Bridges

##### ► Estimated road user cost savings achieved by Program interventions (Amount(USD), Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	26,049.97
Date	03-May-2018	14-Dec-2019	09-Oct-2020	15-Jul-2023
Comments	<ul style="list-style-type: none"> <li>BB plans to procure consultant to develop model to establish estimated road user cost saving.</li> <li>Final verification to be carried out by the end of the Program.</li> </ul>			

#### Intermediate Results Indicators by Results Areas

#### Safe Bridges

##### ► Road Safety upgrades on Program Bridges (Meter(m), Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	8,000.00
Date	03-May-2018	14-Dec-2019	09-Oct-2020	15-Jul-2023
Comments	BB plans to onboard contractor for construction of 639m road safety upgrades on bridges by Feb 28, 2021; and consulting firms for survey, design and cost estimate of 1,638m length of bridges by January 31, 2021.			

#### Resilient Bridges

##### ► Design and Advanced Technology Cell created (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N/A	The DATC TOR is approved by Ministry. The process of staffing and mobilization of the cell is ongoing. Update on the indicator achievement will be provided in next review.	The DATC cell has been created and the process of staffing and mobilization of the cell as per the approved ToR is ongoing.	DATC staffed/mobilized
Date	03-May-2018	14-Dec-2019	09-Oct-2020	15-Jul-2020
Comments	DATC cell has been created and staffing /mobilizing equipment and logistic as per the ToR is on progress.			



Resilient Bridges				
► Mobilization of advanced design skills for improved resilience and inclusion (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	10.00
Date	03-May-2018	14-Dec-2019	09-Oct-2020	15-Jul-2023
Comments	To be measured and reported only after actual design works mobilized.			

Resilient Bridges				
► Female Engineers recruited in the Design and Advanced Technology Cell and given advanced skills training (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	6.00	6.00	6.00	33.00
Date	03-May-2018	14-Dec-2019	09-Oct-2020	15-Jul-2023
Comments	Selection of staffing process on the DATC is ongoing. Updates on the indicator will be provided once the staffing process is completed.			

Cost Effective Bridges				
► Implementation of high priority maintenance to extend asset lives (Meter(m), Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	4,500.00
Date	03-May-2018	14-Dec-2019	09-Oct-2020	15-Jul-2023
Comments	<ul style="list-style-type: none"> <li>BB is preparing to procure contracts for 1,615m and additional 1,022m bridge maintenance</li> <li>Process for survey and design is ongoing for another 4,000m bridge maintenance works</li> </ul>			

Cost Effective Bridges				
► Completion of backlog bridges to reduce road user costs (Meter(m), Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1,170.00	4,497.56	5,000.00
Date	03-May-2018	14-Dec-2019	09-Oct-2020	15-Jul-2023
Comments	<ul style="list-style-type: none"> <li>1st Tranche: 2,101.96m verified and disbursed</li> <li>2nd Tranche: 2,395.60m verified and being disbursed</li> </ul>			

Cost Effective Bridges				
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► Construction of New Bridges to reduce road user costs (Meter(m), Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	6,000.00
Date	03-May-2018	14-Dec-2019	14-Dec-2019	15-Jul-2023
Comments	Potential bridges for new construction/replacement/rehabilitation have been identified. Updates on the indicator achievement will be provided by the end of the Program.			

Beneficiary Feedback				
► Responsiveness of DOR's Grievance Redress Mechanism (Days, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	31.20	224.00	15.00	10.00
Date	03-May-2018	14-Dec-2019	09-Oct-2020	15-Jul-2023
Comments	<p>There are altogether 3 grievances reported for this calendar year (2020) until October 2020, for only bridges related concerns. The average response time to grievances as reported by BB has been reduced to 15 days compared to earlier 224 days taken.</p> <p>Note: The responsiveness of GRM is now being monitored by the Bridge Branch (not the entire DoR) for the bridges related concerns only. This is mainly being done due to technical issue with the GRM system in the division offices. The developer (contractors) who designed the system are no longer in contract with the DOR. The functionality of the system will be revisited once the DOR manages to fix the system.</p>			

Beneficiary				
► Anticipated beneficiaries of inclusive design concepts (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	5,000.00
Date	03-May-2018	14-Dec-2019	09-Oct-2020	15-Jul-2023
Comments	Updated result achieved will be assessed by the end of the Program.			

**Disbursement Linked Indicators**

► DLI 1 Major bridge maintenance (Output, 13,087,728.00, 0%)				
	Baseline	Actual (Previous)	Actual (Current)	July 15, 2023
Value	0.00	0.00	0.00	1,250.00
Date	--	14-Dec-2019	09-Oct-2020	--
Comments	<p>In bidding process:</p> <ul style="list-style-type: none"> <li>• 1615m by Bridge Sector-3&amp;4</li> <li>• 1022m by RD Biratnagar</li> </ul>			



- In survey and design:
- 244m by BB-inhouse
  - 1,000m by each Bridge Sector

► DLI 2 Road safety upgrades on bridges (Output, 17,450,304.00, 0%)

	Baseline	Actual (Previous)	Actual (Current)	July 15, 2023
Value	0.00	0.00	0.00	2,444.00
Date	--	14-Dec-2019	09-Oct-2020	--
Comments	In bidding process: <ul style="list-style-type: none"> <li>• 639m by BB</li> </ul> In survey and design: <ul style="list-style-type: none"> <li>• 1,638m by BB (LRR, SH)</li> <li>• 8,769 m by BB (MBH,MHH)</li> </ul>			

► DLI 3 New 2 lane bridge construction, rehab., and replacement of bridges (Output, 35,288,393.00, 0%)

	Baseline	Actual (Previous)	Actual (Current)	July 15, 2023
Value	0.00	0.00	0.00	1,500.00
Date	--	14-Dec-2019	09-Oct-2020	--
Comments	On-board the Contractor <ul style="list-style-type: none"> <li>• 823m (NMR) by BB:</li> </ul> Under procurement: <ul style="list-style-type: none"> <li>• 890m (770m +120m) by BB,BCP</li> </ul> Plan to procure contracts: <ul style="list-style-type: none"> <li>• Approx. 3,000m (118 nos)</li> </ul>			

► DLI 4 New 4 lane bridge construction (Output, 25,205,995.00, 0%)

	Baseline	Actual (Previous)	Actual (Current)	July 15, 2023
Value	0.00	0.00	0.00	743.00
Date	--	14-Dec-2019	09-Oct-2020	--
Comments	<ul style="list-style-type: none"> <li>• Agreed for restructure:</li> <li>• BB to submit list of 500m to be under taken and Investment Plan by Nov 6, 2020</li> </ul>			

► DLI 5 Completion of backlog bridges under construction (Output, 22,055,246.00, 42%)

	Baseline	Actual (Previous)	Actual (Current)	July 15, 2023
Value	0.00	1,170.00	4,497.56	0.00
Date	--	14-Dec-2019	09-Oct-2020	--



<b>Comments</b>	<ul style="list-style-type: none"> <li>1st Tranche 2,101.96m, all disbursed by Oct 8,2020.</li> <li>2nd Tranche 2,395.60m, verified and disbursement approved.</li> </ul>
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► DLI 6 Improved fiduciary governance of design-build contracting (Intermediate Outcome, 2,000,000.00, 0%)				
	Baseline	Actual (Previous)	Actual (Current)	July 15, 2023
Value	No guidelines or standard documents	Procurement of consulting services for preparation of 'Design and Build' Standard Bid Document is under approval process	Standard Documents prepared and under review by DOR.	Standard documents and guidelines submitted to PPMO
Date	--	14-Dec-2019	09-Oct-2020	--
<b>Comments</b>	Procurement of consulting services for preparation of 'Design and Build' Standard Bid Document is under approval process			

► DLI 7 BSMS (mobile monitoring system) use on Program worksites (Output, 3,750,750.00, 0%)				
	Baseline	Actual (Previous)	Actual (Current)	July 15, 2023
Value	0.00	0.00	176.00	576.00
Date	--	14-Dec-2019	09-Oct-2020	--
<b>Comments</b>	<ul style="list-style-type: none"> <li>Covid -19 delayed the orientation and its use.</li> <li>Plan to conduct video tutorial and virtual orientation and updating of existing system.</li> </ul>			