

建設産業情報（最近の動向）

在外公館名 在ネパール大使館

記入日 2015/06/30

1. 現地の建設・不動産市場に係る経済情報

現地の建設・不動産市場に係る経済情報

該当なし

2. 建設業制度、入札契約制度、不動産業制度の改正動向

該当なし

3. 報道情報

	タイトル、概要	日付/掲載紙
1	シンズリ道路の開通により沿線農民の生活水準も向上（日本関連）	2015/04/05 ライジングネパール
2	ナグドゥンガトンネルプロジェクト、着手への期待（日本関連）	2015/04/10 カトマンズポスト
3	中国、チベット～ネパール間の鉄道建設を検討中	2015/04/10 カトマンズポスト
4	中国、エベレストにトンネル建設を検討中	2015/04/10 ヒマラヤンタイムズ
5	世銀、トリシュリ第1水力発電プロジェクトに向けて準備に着手（世銀関係）	2015/04/10 ライジングネパール
6	アમેレガંજીરાગાજુઆલ間オイルパイプライン着手についてインドーネパール間で合意（インド関係）	2015/04/11 カトマンズポスト
7	メラムチ給水計画、トンネル建設に遅れ（ADB 関係）	2015/04/11 カンティプルデイリー
8	ポカラ上水道計画、NJS コンサルタントが受注（日本関係）	2015/04/11 カンティプルデイリー

9	中国、ウエストセティ水力発電プロジェクトの工事に着手 （中国関係）	2015/04/14 ライジングネパール
10	タナフ水力発電、受注したコンサルタントが所得税をめぐ り政府と対立（日本関係）	2015/04/16 カトマンズポスト
11	2015 年度不動産博覧会を開始	2015/04/17 カトマンズポスト
12	シンズリ道路写真（日本関係）	2015/04/18 リパブリカ
13	世銀、ナラヤンゴット〜マグリリング間の道路拡幅を実施 （世銀関係）	2015/04/24 リパブリカ
14	代替空港の必要性	2015/05/18 ヒマラヤンタイムズ
15	日本のダム専門家、クリカニダムを調査（日本関係）	2015/05/24 カトマンズポスト
16	マハカリ灌漑プロジェクト（インド関係）	2015/06/01 カトマンズポスト
17	ナラヤンガディー〜マグリリング道路の改築に着手（世銀関係）	2015/06/02 ヒマラヤンタイムズ
18	インド、ネパールへの新規 3 空路承認	2015/06/06 リパブリカ
19	ネパール政府、シンズリ道路における過積載車両の通行禁 止へ（日本関係）	2015/06/11 リパブリカ
20	中国、ウエストセティ水力発電プロジェクト調査着手へ	2015/06/15 ヒマラヤンタイムズ
21	政府、鉄道の実行可能性調査へ	2015/06/29 ヒマラヤンタイムズ
22	タナフ水力発電、コンサルタント契約（ADB 関係）	2015/06/30 ヒマラヤンタイムズ

4. その他我が国の建設産業界にとって参考となりうる最近の動向（報道情報以外）

該当なし

Cold storage uplifts farmers' livelihood

By CK Khanal
Sindulibazar, Apr. 3

After the establishment of cold storage following the construction of Dhulikhel - Sindhuli- Bardibas road (B. P. Highway) sweet orange farming is uplifting the livelihood of farmers residing in remote villages of Sindhuli district.

The indigenous citrus fruit of Sindhuli district locally known as junar used to be just a gift to the guests in past. Now it is changing the living standard of the hill side people of the district as its farming get commercialized in technical and financial support of Japan.

Dipak Prasad Koirala, Chairman of Central Junar Cooperative Association said that it was the technical assistance of Japanese volunteers and financial support from Japan International Cooperation Agency (JICA) to establish cold storage in the district that the district is now becoming popular as the district of Junar Production.

Before the establishment of cold storage in Sindhuli, farmers used to get less than Rs. 1 for a kg of Junar but now, they

are getting around Rs. 15 per kg, he said.

Cold storage for Junar located at Dhovantar of Kamalamai Municipality was constructed 10 years back by investing Rs. 9.6 million out of which JICA contributed 6 million Japanese Yen and rest was contributed by VDCs, DDC and farmers.

The cold storage house and B. P. Highway have been boon for the commercial farming of junar in the district. Currently, individual farmers are earning

by saving from his income and now he has admitted his two children to a boarding school in Sindhulibazar from his village.

Farmers from Tinkanya, Bsheshwor, Ratanchura, Jalkanya, Majuwa, Bitijor, Bluwaweshori and Sitalpati VDCs are mainly involved in commercial junar production, he informed.

He, however, said that junar is found in 42 VDCs of the district.

Tilak Bahadur Thapa, chairman of Junar Development Association Sindhuli informed that Kathmandu, Sindhuli, Biratnagar, Japampur and Bardibas are

main market for the junar produced in the district.

Out of the total production, 35 per cent goes to Kathmandu, he informed.

Sindhuli district alone is producing around 12-13 metric tons of junar every year. Junar production takes place in two districts-- Sindhuli and Ramechhap.

According to Koirala total junar production in Sindhuli and Ramechhap district is around 20 to 21 metric tons a year.

Dhulikhel-Sindhuli Road

up to Rs. 1.5 million from junar production a year, he added.

Koirala informed that more than 3,000 farmers from eight village development committees (VDCs) of Sindhuli district are involved in commercial junar farming.

Junar farmers have formed 39 junar cooperatives in the district. A Junar farmer Ram Bahadur Thapa from Jalakanya VDC said that he is earning around Rs. 5000,000 a year from junar farming.

He has built a house in Sindhulibazar

Survey deal for tunnel road 'soon'

POST REPORT

KATHMANDU, APRIL 9

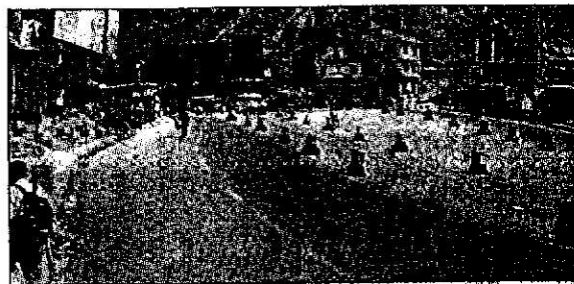
Nepal and Japan are expected to sign an agreement to conduct a basic design survey for the Nagdhunga Tunnel Road Project soon, a top official of the Ministry of Physical Infrastructure and Transport said.

Japan has agreed in principle to bankroll the construction project if it is feasible. It is estimated to cost around Rs15 billion, according to a preliminary study conducted by a hired consultant. Of the projected outlay, Rs12.88 billion is for civil construction and around Rs2 billion is for land acquisition.

Secretary at the ministry Tulasi Prasad Sitaula said that three agreements would be signed for different jobs - basic design survey, detailed design survey and construction of the project.

Speaking at an event held at the Nepal Chamber of Commerce on Thursday, Japanese Ambassador to Nepal Masashi Ogawa said that two countries would sign an accord as the study of the project had reached the final phase.

According to the project office, the Japan International Cooperation



Agency (Jica) is likely to provide a loan at 1 percent interest with a maturity period of 40 years.

The plan involves boring a 2.5-km tunnel under the hills on the western side of the Kathmandu valley to eliminate the winding mountain route which is currently the main access to the Capital.

Officials of the government and Jica had recently reached a "gentleman's agreement" to involve Nepali companies even if the project is developed under Japanese funding.

According to government authorities, both the parties have agreed that the international contractor winning the construction deal will form a joint venture with a Nepal-based company and will help transfer tunnel construction technology and help enhance the capacity of local companies.

"Jica itself had proposed involving Nepali contractors because Nepal needs many tunnel roads, and the transfer of technology will help it build other tunnels on its own later," a Jica source had said recently.

Japan's keen interest in developing the Nagdhunga-Naubise tunnel road is shown by the flurry of visits to Japan it has arranged in the last few months for Nepali ministers and senior government officials to observe its tunnel technology.

Following the visits of Physical Infrastructure Minister Bimalendra Nidhi last year and secretaries of various ministries to Japan a few months ago, another government team from the Department of Roads and Finance Minister Ram Sharan Mahat reached Japan in February to see things firsthand.

Report: China eyeing Tibet-Nepal railway

AGENCE FRANCE-PRESSE
BEIJING, APRIL 9

A railway between China and Nepal that could include a tunnel under Mount Everest is under consideration, Chinese state media said on Thursday, as Beijing builds links with a country India regards as firmly within its sphere of influence.

The Qinghai-Tibet railway already links the rest of China with the Tibetan capital Lhasa and beyond, and an extension running as far as the international border is already being planned "at Nepal's request", the China Daily newspaper reported, quoting an expert at the Chinese Academy of Engineering.

This is expected to be completed by 2020, it cited a Tibetan official as saying.

Chinese foreign minister Wang Yi visited Kathmandu in December and, according to Nepalese reports, said the line could eventually be extended to the Nepalese capital and further, potentially providing a crucial link between China and the huge markets of India.

Such a plan could see a tunnel being built under Mount Everest, the China Daily said.

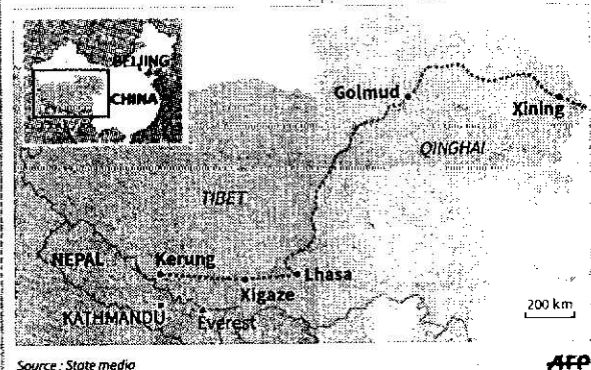
"The line will probably have to go through Qomolangma so that workers may have to dig some very long tunnels," expert Wang Mengshu told the newspaper, referring to Everest by its Tibetan name.

He said that, due to the challenging Himalayan terrain with its "remarkable" changes in elevation, trains on any line to Kathmandu would probably have a maximum speed of 120 kilometres per hour. Chinese tourism to Nepal, which is home to eight

Railway on the roof of the world

China's Qinghai-Tibet railway could eventually connect with the Nepalese capital of Kathmandu, according to reports in Chinese state media

----- Existing railway ----- Planned extension to Kerung (Approximate route)



Reports on tunnel 'unauthentic'

KATHMANDU: Amid reports that China is considering a tunnel under Mount Everest to extend Qinghai-Tibet railway to Nepal, a senior government official termed the report "unauthentic." Neither there has been any agreement with China to extend the road to Nepal through Everest route nor construction of tunnel under the Everest

looks reasonable even as the area is preserved in both Nepal and China," said Tulasi Prasad Sitaula, secretary at the Ministry of Physical Infrastructure and Transport. Earlier, reports suggested that China planned to extend its Qinghai-Tibet Railway network up to Kerung, the nearest Chinese town from Nepal, by 2020. (PR)

of the world's 14 peaks over 8,000 metres, is also climbing.

Beijing's increasing role has raised alarms in New Delhi that China, already closely allied to Pakistan, is forging closer economic ties with Sri Lanka, the Maldives and Nepal in a deliberate strategy to encircle India.

In an apparent counter-move, Indian Prime Minister Narendra Modi pledged late last year that South Asia's largest economy would fund a series of region-

al investments and free up its markets to its neighbours' exporters. But India has struggled to compete with China's financial muscle.

Chinese plans to expand the rail network in Tibet have also come under criticism from rights groups including the International Campaign for Tibet, which has warned of the project's "dangerous implications for regional security and the fragile ecosystem of the world's highest and largest plateau".

TIBET-NEPAL RAILWAY

China may build tunnel under Everest

Agence France Presse

Beijing, April 9

A railway between China and Nepal that could include a tunnel under Mount Everest is under consideration, Chinese state media said today.

The Qinghai-Tibet railway already links the rest of China with the Tibetan capital Lhasa and beyond, and an extension running as far as the international border is already being planned "at Nepal's request", the *China Daily* newspaper reported, quoting an expert at the Chinese Academy of Engineering.

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"The line will probably have to go through Qomolangma so that workers may have to dig some very long tunnels," expert Wang Mengshu told the newspaper, referring to Everest by its Tibetan name.

He said that due to the challenging Himalayan terrain with its "remarkable" changes in elevation trains on any line to Kathmandu would probably have a maximum speed of 120 kilometres per hour.

The proposal underscores China's influence in the Nepal, where Beijing has for years been building roads and investing billions of dollars in hydropower and telecommunications.

Chinese tourism to Nepal, which is home to eight of the world's 14 peaks over 8,000 metres, is also climbing.

However, Chinese plans to expand the rail network in Tibet have come under criticism from rights groups, including the International Campaign for Tibet, which has warned of the project's "dangerous implications for regional security and the fragile ecosystem of the world's highest and largest plateau".

"The Chinese government's claim that rail expansion on the plateau simply benefits tourism and lifts Tibetans out of poverty does not hold up to scrutiny and cannot be taken at face value," ICT president Matteo Mecacci said in a statement last year.

Year 2015, Month 4, Date 10.06.2015

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THE RISING NEPAL / THE KATHMANDU POST / THE HIMALAYAN TIMES / REPÚBLICA

IFC seeks 'bankable PDA' to build Upper Trishuli-1 hydroelectric project

Pushpa Raj Acharya
Kathmandu, April 9

The International Finance Corporation, the private sector wing of the World Bank Group, is preparing to mobilise necessary funds to build Upper Trishuli-1 hydroelectric project within the next four months.

This message was communicated to Energy Minister Radhakumari Gyawali and other senior officials of the Ministry of Energy earlier this week by a three-member team that arrived from IFC's headquarters in Washington DC. IFC, which has a 15 per cent

stake in the hydropower project, has been managing the fund for Nepal Water and Energy Development Company, the developer of the 216-megawatt hydroelectric project, which is estimated to cost US\$550 million.

"The European Investment Bank, Commonwealth Development Corporation of the UK, DEG-Germany, Proparco France and Netherlands Development Finance Company (FMO) have shown interest to finance the Upper Trishuli-1 project," Raghuveer Sharma, chief investment officer, Infra and Natural Resources, IFC, told *The Himalayan*

Times.

Sharma, one of the members of the delegation led by IFC Director Sujoy Bose, said the project developers were seeking a bankable Project Development Agreement from the Ministry of Energy so that financial closure could be achieved at the earliest.

Although negotiations on Upper Trishuli-1 PDA began in January last year, both the parties — the government and project developers — have not been able to strike a deal so far.

PDA is a crucial document for developers of hydel projects, as it sets out obligations of the gov-

Financial institutions in the country and abroad finance hydel projects based on the content of the PDA.

Once the PDA is signed, the developer of Upper Trishuli-1 expects to complete all construction works within five years.

After these works are complete, Rasuwa-based project will start evacuating 1533.1 GWh of electricity per year to the national grid, which will help the country to bring down loadshedding hours.

Earlier, the World Bank, on behalf of the government, had expressed commitment to provide

cover of up to \$100 million to insulate the hydel project from risks that may emanate from the government's failure to fulfil contractual obligations.

The insulation would be provided using an insurance product called partial risk guarantee, which covers all types of risks, including political force majeure, such as expropriation and threats emanating from political disturbances that affect the project.

The Ministry of Finance has already extended approval to provide the insurance coverage, which works like a sovereign guarantee.

Nepal, India to sign oil pipeline deal by May

DEVENDRA BHATTARAI
NEW DELHI, APRIL 10

Nepal and India are scheduled to sign an agreement to implement the long-delayed Amlekhgunj-Raxaul oil pipeline project by the first week of May, Minister of Commerce and Supplies Sunil Thapa said on Thursday.

Thapa, who is on a personal visit to New Delhi, said that Indian Petroleum Minister Dharmendra Pradhan would arrive in Kathmandu to sign the accord.

"The Indian government will be injecting IRs 2.75 billion into the project while Nepal will contribute IRs 750 million," said Thapa. "The construction of the pipeline is expected to be completed within 30 months."

Nepal's contribution will be spent on automating Nepal Oil Corporation's (NOC) Amlekhgunj depot and upgrading its capacity and building a pumping station. The government plans to construct the pipeline along the Amlekhgunj-Pathlaiya-Simara-Raxaul highway.

Earlier, the planned agreement on laying an oil pipeline between Nepal and India had snagged on differences over the period of the supply contract. Indian Oil Corporation

(IOC) had said that Nepal should pledge to buy petroleum products from it for 15 years, but NOC wants to continue with the present five-yearly pact.

The two countries review the supply agreement every five years. NOC and IOC have signed a new petroleum supply pact which is valid till March 31, 2017. The deal confirms IOC as the sole exporter of petroleum products to Nepal for the next five years.

Minister Thapa said that the provision to buy petroleum products from India for five years could be extended for another five years if required.

The 41-km long cross-border pipeline to Amlekhgunj is the first phase of the project. Under the second phase, the pipeline will be extended to Kathmandu as agreed during Indian Prime Minister Narendra Modi's visit to Nepal last August.

The pipeline, which was first proposed by IOC in 1995, is expected to reduce fuel transportation costs by over 50 percent.

It is expected help reduce leakage, make the supply cleaner and cheaper and provide relief to Nepali consumers from frequent shortages caused by strikes.

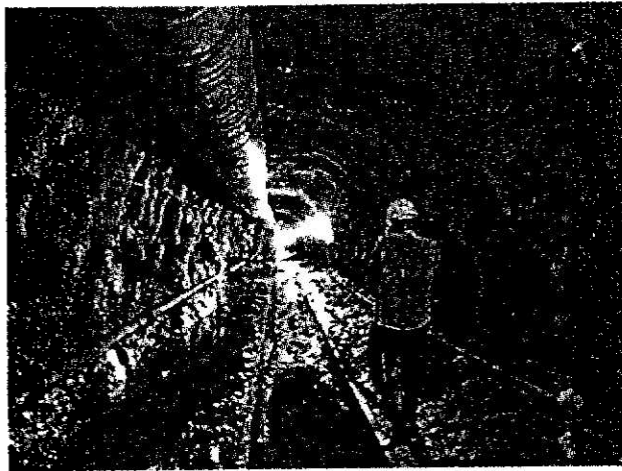
मेलम्चीको ठेकेदारद्वारा ८० करोड क्षतिपूर्ति दाबी

■ दीपेन्द्र शिष्ट, काठमाडौं

वृत्तिगत मेलम्ची खानेपानी आयोजना सुरु निर्माणको ठेक्का पाएको सीएम डी रामेन्नाले ८० करोड क्षतिपूर्ति रकम दाबी गर्दै नयाँ काम ठप्प पार्ने चेतावनी दिएको छ। सुरु निर्माण सुस्त रूपमा खनिरहेको ठेकेदारले टुक्रेटाको कामको पनि पूर्ण भुक्तानी माग गरेको छ। आयोजनाका अनुसार ४० प्रतिशत टुक्रेटाको काम सिध्याएर उसले पूर्ण भुक्तानी माग गरेको छ।

पूर्ण भुक्तानी नदिए आयोजनाको सबै काम ठप्प पार्ने उसले 'बार्गेनिङ' गर्दै आएको छ। ठेक्का पाएदेखि दक्ष कामदार, पर्याप्त रूपमा सुरु खन्ने मेसिनसमेत ल्याएको छैन।

गत कात्तिकदेखि दैनिक ४० मिटर सुरु खन्ने प्रतिबद्धता जनाए पनि हाल दैनिक २० मिटरभन्दा बढी खन सकेको छैन। काम रोक्ने चेतावनी दिएपछि



मनिलाबाट सुरु निर्माणको दातृ निकाय एसियाली विकास बैंकका प्रतिनिधि काठमाडौं आइपुगेका छन्। बैंकका प्रतिनिधिले मेलम्ची खानेपानी विकास समितिका प्रतिनिधि र ठेकेदारलाई काम समयमै सम्पन्न गर्न सुझाव दिएका छन्। सोतका अनुसार आयोजना निर्माणमा सुस्तता गरे ऋण सहायता फिर्ता गर्नेसमेत बैंकले चेतावनी दिएको छ। आयोजनाका प्रमुख घनश्याम भट्टराईले ठेकेदारले सुरु निर्माणभन्दा निहुँ खोज्ने काममात्र गरेको बताए। 'काम सिध्याएपछि भुक्तानी दिन्छौं भनेकै छौं, काम नगर्ने हो भने सबै भुक्तानी हुन

सक्दैन,' उनले भने, 'पूर्ण भुक्तानी माग्न त्यसै किसिमको काम पनि हुनुपर्छ।' ठेकेदारले करिब २५ प्रतिशत सुरु खन्ने काम सम्पन्न गरेको छैन। समय भने ४५ प्रतिशतभन्दा बढी गुडिसकेको छ। हालसम्म ठेकेदारले ११ किमि सुरु खनेको छ। अरू १५ किमिभन्दा बढी खन बाँकी छ। निकै ढिलाइ भइसकेको छ, हालसम्म ४ किमिभन्दा बढी खनी सक्नुपर्ने हो, काम निकै सुस्त छ,' उनले भने।

मुख्य सुरुको लम्बाइ २० किमि हुनेछ। त्यस्तै सहायक सुरुको लम्बाइ करिब ६ किमि हुनेछ। सहायक सुरु

कार्य सम्पन्न भइसकेको छ। प्रमुख भट्टराईले ठेकेदारले करिब ८० करोड रूपैयाँभन्दा बढी क्षतिपूर्ति दाबी गरेको बताए। 'ठेकेदारमा काम नगर्ने अनि क्षतिपूर्ति माग्ने प्रवृत्ति छ। त्यसो गर्न पाइदैन,' उनले भने। उनले जति ढिलाइ भए पनि निर्धारित समयभित्रै उपत्यकामा खानेपानी ल्याइछाड्ने दाबी गरे।

रात दिन काम गरेर पनि दैनिक ४० मिटरभन्दा बढी सुरु खन्ने उनको भनाइ छ। तीव्र गतिमा काम अघि बढे १२ महिनाभित्र मेलम्चीको पानी उपत्यका पुऱ्याइने उनले दाबी गरे। गत साउनदेखि इटालियन कम्पनी सीएमसीले नयाँ ठेक्का पाएको हो। उसले हालसम्म दक्ष कामदार ल्याउन सकेको छैन। आयोजनाको लागत ७ अर्ब २७ करोड रूपैयाँ हो। त्यसमध्ये करिब साढे दुई अर्ब रूपैयाँ आयोजनाले ठेकेदारलाई भुक्तानी गरिसकेको छ।

जम्मा २६ दशमलव ५ किमिमध्ये मुख्य र अडिट सुरु गरी करिब ६ किमि यसअघि चिनियाँ ठेकेदार फिफ्टिन रेल्वे व्युरोले खनेको थियो। सन् २०१३ को सुरुमै सुरु खन्ने गरी सन् २००९ मा ठेकेदार पाएको चिनियाँ ठेकेदारले अत्यन्त सुस्त कार्य गरेपछि सरकारले गत कात्तिकमा ऊर्खण सम्झौता रद्द गरेको थियो। एसियाली विकास बैंकको सहलियत ऋण सहयोगमा निर्माण हुने आयोजनाबाट दैनिक १७ करोड लिटर पानी राजधानी ल्याउने योजना छ।

- काम गर्दैन, भुक्तानीमात्र माग्छ, काम नगरी भुक्तानी दिन्नौं : आयोजना
- १५ किमि सुरु खन बाँकी
- एसियाली बैंकका प्रतिनिधि राजधानीमा

- No construction work; only request for payment; no payment if no work (progress) – Project
- 15 km Tunnel construction work (is still)remaining
- ADB representative at Kathmandu.
- Though they have committed to construct (tunnel) 40 meters daily, they could not construct more than 20 meters a day. Contractor has just completed 25 percent of tunnel construction work wasting more than 45 percent of total construction time frame.

पोखरा खानेपानीलाई जापानी सहयोग

■ ईश्वरी न्योपाले

पोखरा- खोलाबाट ल्याएर वितरित पोखरा उपमहानगरको खानेपानीलाई जापानी सहयोगमा शुद्धिकरण गरेरमात्रै वितरण गरिने भएको छ। नगरका दक्षिण र पूर्वी भेगमा १५ दिन र एक सातामा एकछिनमात्र धारामा आउने र घमिलो हुने पानीका लागि प्रशोधन प्रणाली बन्न लागेको हो।

परियोजनाका लागि जापान अन्तर्राष्ट्रिय सहयोग नियोग (जाइका)ले ग्लोबल टेण्डरमार्फत विस्तृत अध्ययन गर्ने कम्पनी छनौट गरिसकेको छ। टोकियोस्थित एनजेएस कन्सल्ट्यान्ट कम्पनी लिमिटेडले खानेपानी संस्थानको पोखरास्थित कार्यालयमै कार्यकक्ष राखेर अध्ययन थालेको छ।

जाइकाले परियोजनामा सहयोगका लागि पूर्व तयारी पूरा गरेपछि सहरी विकास मन्त्रालयका सहसचिव रामचन्द्र देवकोटा र जाइकाका वरिष्ठ रात्नाहकार मालु मोटोले शुक्रबार राजधानीमा सम्झौतापत्रमा हस्ताक्षर गरे।

खानेपानी संस्थान लिमिटेडका अध्यक्ष परमेश्वर पोखरेलले अन्तर्राष्ट्रिय पर्यटकको पहुँच भएको पोखरामा अब विश्व स्वास्थ्य संगठनले तोकेको मापदण्डको शुद्ध गुणस्तरीय पानी वितरण हुने बताए। 'बस्ती क्षेत्र मुनीको खुला मुहानबाट आएको पोखराको पानी अब जोखिममुक्त हुनेछ' उनले टेलिफोनमा भने, 'पोखराका लागि वर्षौंदेखि अत्यावश्यक भन्दै सार्थ भइरहेको पानीको योजना बल्ल सुरु भयो।' पोखरेलका

अनुसार सम्झौतामा २ करोड ९० लाख डलर सहयोग गर्ने उल्लेख छ। परामर्शदाता कम्पनीको सर्वेक्षणका आधारमा यो अनुदान रकम थपघट हुन पनि सक्नेछ।

जाइकाले परामर्शदाता कम्पनी एनजेएसलाई विस्तृत सर्वेक्षणका लागि ९ महिनाको समय दिएको छ। यो टोलीले पहिलो चरणमा प्रशोधन र दोस्रोमा पाइप बिस्तारको सर्वे गर्ने खानेपानी

टोकियोस्थित एनजेएस कन्सल्ट्यान्ट कम्पनी लिमिटेडले खानेपानी संस्थानको पोखरास्थित कार्यालयमै कार्यकक्ष राखेर अध्ययन थाले

संस्थान पोखराका प्रमुख बुद्धरत्न महर्जनले बताए। विस्तृत अध्ययनपछिको २ वर्षमा परियोजना पुरा गर्ने लक्ष्य छ।

०४४ सालमा विच्छाडिएको १६ इन्चको पाइप हटाएर ०६८ सालमा २० इन्चको पाइपमा पानी ल्याइएको थियो। डकटायल आइरन पाइपको ८ करोड र त्यसका फिटिङ सामग्री ५ करोड ५० लाखसमेत १३ करोड ५० लाख रुपैयाँ मूल्यका सामग्री जाइकाकै सहयोगमा आएको थियो।

११ किलोमिटर टाढाको मर्दीखोलाबाट ल्याइएको पानी तीन वर्षदेखि ओभरफ्लो भएर खेर गइरहेको छ। विन्ध्यवासिनीसम्म पानी प्रशस्त आए पनि वितरण पाइप नहुँदा उपभोक्ताले भने

अभाव भोगिरहेका छन्। अर्कोतिर शुद्धीकरणबिना नै धारामा आउने पानी फोहर रहेको गुनासो उपभोक्ताले गर्दै आएका छन्।

खानेपानी प्राविधिकका अनुसार प्रशोधनका चार प्रक्रिया हुन्छन्। तर, यहाँको पानीमा केवल जीवाणुरहित पानी काँच मात्र गरिन्छ। त्यो पनि नियमित र प्रक्रियागत छ कि छैन भन्ने आशंका उपभोक्ताको छ। अब थिँग्र्याउने टयाङ्की र ड्र्याम पुनर्निर्माण गरिने छ। सेतीको बाढीले जोखिममा पारेको पाइप पनि सुरक्षित बनाइने परियोजनाले जनाएको छ।

परामर्श टोलीले उपयुक्त ठहर्‍याएको स्थानमा शुद्धीकरण केन्द्र बन्ने खानेपानी संस्थान पोखरा प्रमुख महर्जनले बताए। दोस्रो चरणमा पाइपलाइन विस्तार हुने छ भने पुरानो ठाउँमा २ देखि २० इन्चको पाइप गाडिनेछ। अहिले आधा इन्चदेखि सााना पाइप छन्।

अहिलेको ३ सय किमिमामा पाइप फेर्ने र थप ७० किमिमामा नेटवर्किङ बढाउने प्रस्ताव संस्थानको छ। 'केही टाढाका क्षेत्रबाहेक अन्यत्र २४ सै घण्टा पानी आपूर्ति हुन्छ', महर्जनले भने। मर्दिबाट ल्याएको ठूलो पाइपले पोखरामा पानीको स्रोत पर्याप्त छ।

जाइकाको सहयोगका अतिरिक्त सहरभरि पूरै पाइप विस्तारका लागि सरकारसँग २२ करोड रुपैयाँ ऋण लिने प्रस्ताव खानेपानी संस्थानले गरिसकेको पोखरेलले बताए। पोखराका लागि अहिले प्रतिदिन ४ करोड २० लाख लिटरको माग भएपनि ३ करोड ५० लाख लिटरमात्र वितरण भइरहेको छ।

- JICA has already selected a contractor through Global Tender for conduct Project Detail Study.
- NJS Consultant, Tokyo, has established its site office at the premise of Nepal Water Supply Corporation Office at Pokhara.
- Senior Representative of JICA Mr. Matsumoto and Joint Secretary of MOUD Mr. Ramchandra Devkota has signed a MOU for this effect after completion of preparatory study. Referring to Mr. Pokharel, Chairman of Water Supply Corporation, said that indicated aid amount of the MOU is 29 MUS\$.
- Previously, a total of 135 million worth Ductile Pipe and Fitting supplied by JICA for replacing 400mm pipe by 500mm dia pipe in 2068 (2011).

Three Gorges given approval to construct West Seti hydel project

By A Staff Reporter

Kathmandu, Apr. 13

The Investment Board Nepal, Monday, won approval for the development of the West Seti Hydroelectricity Project.

A meeting of the board held in Singha Durbar gave permission to the project promoter company – the Three Gorges Company of China – to begin its preliminary works to construct the West Seti.

The board also paved the way for mobilizing the foreign investment required for the project.

The Chinese company can now start the process of registering the company for starting the construction works of the project.

The West Seti Hydroelectricity Project will occupy the territories of Baitadi, Bajura, Dadeldhura and Doti districts in the Far-west region.

“The Chinese company now starts drilling and associated works at the local level,” said chief Executive Officer of the Investment Board, Radhesh Panta.

The Chinese Three Gorges Company will invest 75 per cent and the Nepal Electricity Authority (NEA) 25 per cent of the total investment of the project.

Last month, a delegation comprising the chairman of the Three Gorges Company

See Page 6

Three Gorges given approval...

visited Nepal and asked the government to sort out the problems at the local level as well as those related to rehabilitation, resettlement and the construction of the transmission line. The total investment of the project is estimated at Rs 150 billion.

Similarly, the board cleared the deck to initiate the process of Project Development Agreement of the Tamakoshi-III. The construction site of the 650-MW project is in Dolkha. Panta said the PDA of the project would be signed in near future.

Likewise, the meeting also decided to take the construction works of the Tribhuvan International Airport and Nijgadh International Airport ahead coordinating with each other. Upgrading works at TIA are being carried out with the financial support of the Asian Development Bank.

The government allocated Rs 500 million for the construction of Nijgadh Airport in the current fiscal year. The government recently determined the four cardinal borders of the airport.

The meeting also decided to charge USD 1,500 with the promoters when the Project Development Agreement is signed. It is believed that by doing so, the promoters will have ‘sense of ownership’ while undertaking the project.

Likewise, a Coordination Committee will be formed under the convenorship of the Executive Officer of the Board and comprising the Chief of the Finance, Energy and Forest Ministries and Nepal Electricity Authority to solve the teething problems that might arise while taking forward the project.

tanahu hydropower project

Tax waiver issue delays contract signing

SANJEEV GIRI

KATHMANDU, APRIL 15

With the selected consultant for the Tanahu Hydropower Project demanding income tax exemption during ongoing negotiations before signing a contract, the Nepal Electricity Authority (NEA) has said that the government cannot provide the facility as the current tax law does not allow it.

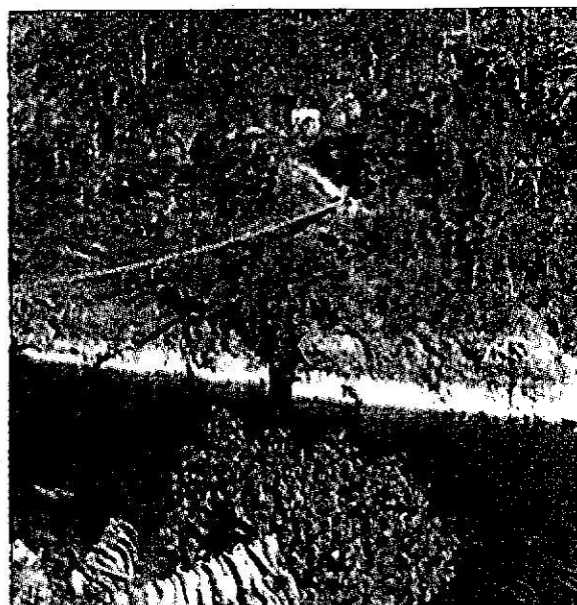
The NEA clarified the tax issue in the letters sent to the joint-venture of Germany's Lahmeyer International and Canada's Manitoba Hydro, selected as consultant and main financier by the ADB. Without being able to sign the contract, the project construction work has been delayed.

According to Mukesh Kafle, managing director at the Nepal Electricity Authority, the ADB and the consultant both want income tax exemption. "We clarified that the current income tax act does not allow us to give tax exemption to the consultant. We answered them after consulting the Finance Ministry," said Kafle.

The state-owned power utility body has asked the ADB and the selected consultant to clarify their stance on the tax issue.

"We had cleared our position earlier as well. However, they have once again expressed dissatisfaction over our position. Sensing possible deadlock, we have asked them to clarify their stance within 15 days," Kafle said.

According to a source at the ADB, the deal hangs on the issue of taxation for all



other issues have more or less been settled.

"Local tax system is quite complex in every country, and we are expecting that the consultants and the Tahanum Hydropower Limited would clarify what taxes are applicable to which entities and experts under which transactions, and negotiate which parties should bear the identified taxes, in accordance with the local tax law and the Request for Proposal (RFP)," said an official of the ADB. "For example, whether or not non-resident experts are levied income tax in the country of non-residence varies in different countries."

This now depends on negotiations and the proposed talks outcome is subject to ADB's review and endorsement as per the loan agreement, and we look forward

to seeing the proposed outcome as soon as possible."

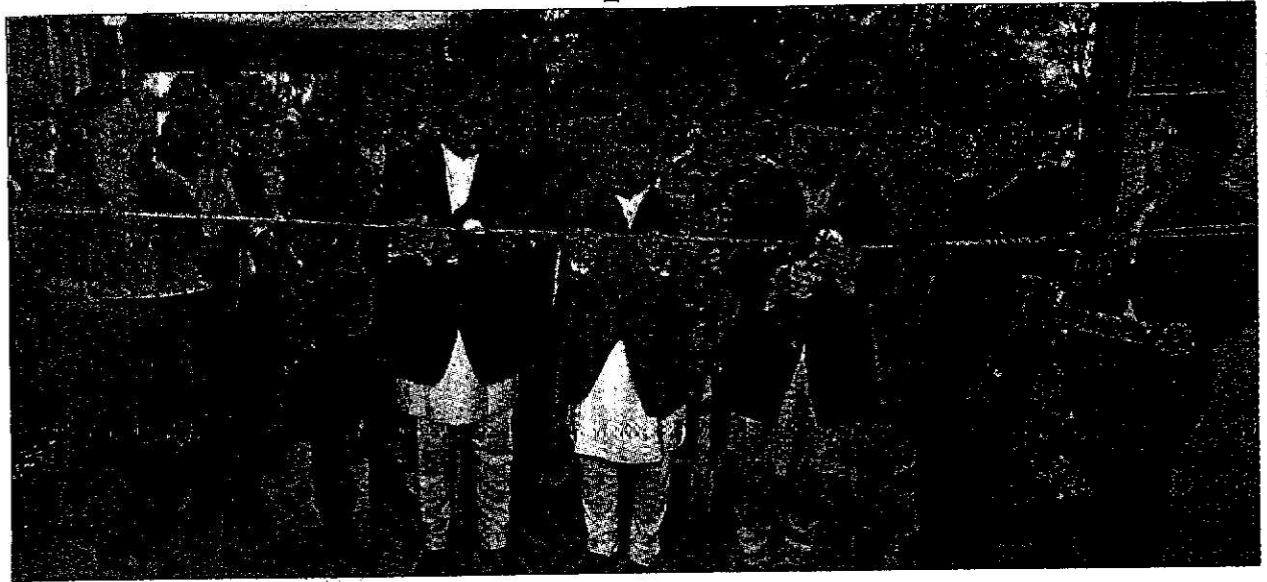
According to the ADB source, the donor agency would have no problem provided that the project and consultant agree on the terms and conditions.

As per an NEA official, ADB and the proposed consultant have also been asked to figure out alternative measures.

On January, a cabinet meeting had ended the deadlock regarding the controversy over consultant selection by overturning the decision of the Energy Ministry.

The Finance Ministry had scrapped the consultant appointment process of the project after the ADB selected the aforementioned company as consultant, which invited a cold war between the main project donor and the Energy Ministry.

Real Estate Expo '15 kicks off



■ Chairman of Constituent Assembly Subas Nembang (centre right) and Governor Chiranjibi Nepal (centre left) inaugurate the Arghakhanchi Cement Real Estate Expo at Bhrikutimandap Exhibition Hall in Kathmandu on Thursday.

POST PHOTO: HEMANTA SHRESTHA

POST REPORT

KATHMANDU, APRIL 16

The Arghakhanchi Cement Real Estate Expo kicked off on Thursday at Bhrikutimandap Exhibition Hall, following an inauguration by Constituent Assembly Chairman Subas Nembang. The event, organised by the Nepal Land and Housing Developers' Association (NLHDA), will be open for the public from 10am on Friday. Tickets are priced at Rs50.

The fair, into its fifth edition, aims to promote the real estate sector by providing a platform for housing developers and buyers to meet each other directly.

During the inauguration, Nembang urged the housing developers to make homes and

Fair aims to promote real estate sector by providing a platform for housing developers and buyers

apartments in classic design with the conservation of Nepali culture on mind. "The housing design plays very important role not only in personal life but it also affects the country's art and culture. So we all need to focus on the use of old-styled doors and windows that will add beauty to our the city areas," he said.

Nepal Rastra Bank Governor Chiranjeevi Nepal said that real estate had been playing an important role in the economic development and that everyone needs to

promote the sector. He also urged the developers to help in the planned urbanisation. "Everyone wants to own a small home and I hope that the fair would be helpful in catering to people from all income levels," he said.

NLHDA President Ichchhya Raj Tamang said this year's expo was being held in perfect time for home buyers as many developers would be offering their homes and apartments at cheaper rates.

"Realty sector started recovering from this year and the price would most certainly rise after this expo. So this expo is the right time to buy homes and apartments," he said, assuring the customers the products at the rates of 3-4 years ago.

According to him, apart-

ments ranging from Rs2 million to Rs15 million will be on offer during the expo.

"Out of 8,500 apartments made ready in the valley, 1,500 will be available for sales at this expo," said Minman Shrestha, the NLHDA general secretary and coordinator of the expo.

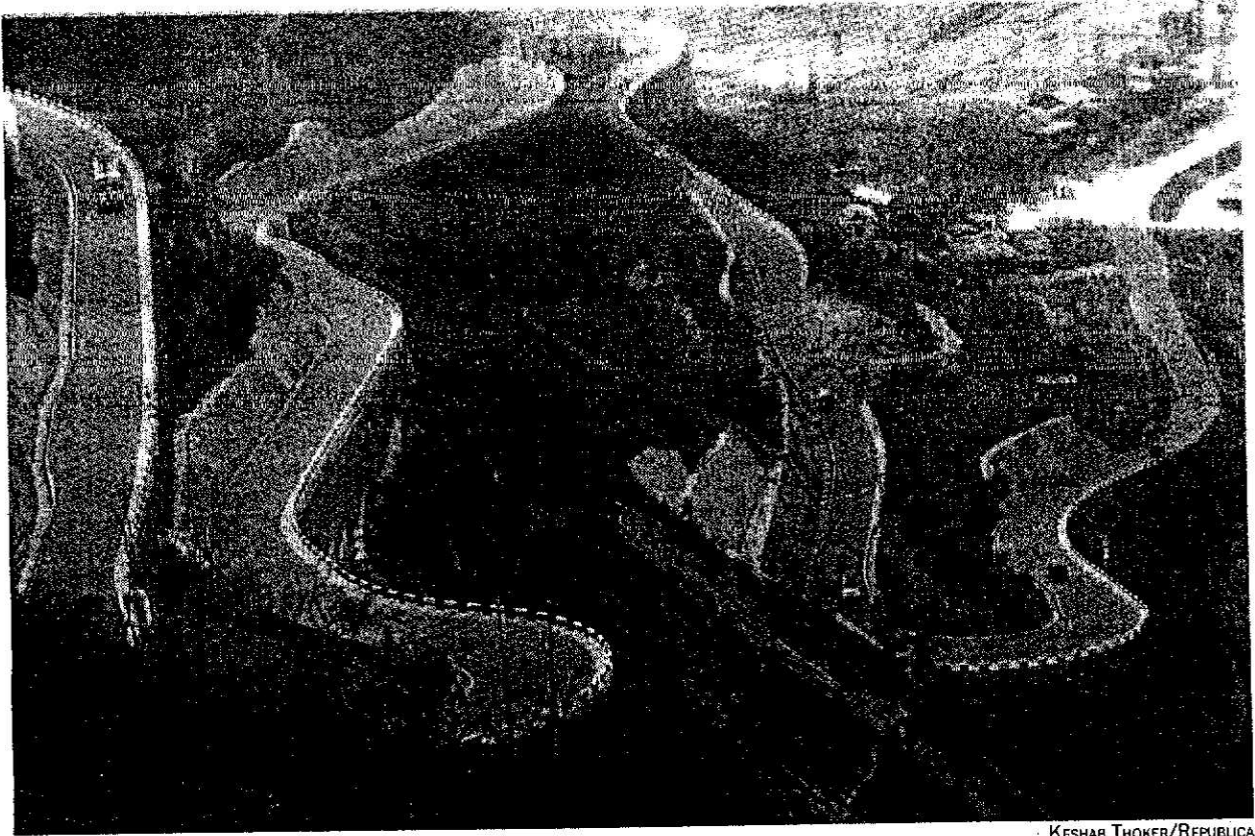
The fair features 125 stalls where the developers will be showcasing their latest apartment and housing projects. Also on display will be furniture and furnishing, plumbing and sanitary, housing construction materials, interior design, paint, pipe and fittings, among others. There will also be a UN habitat stall to promote green housing.

"Bank and financial institutions will also have their stalls," said Shrestha.

Year 201⁵., Month ⁴., Date ¹⁸..(S.A.T.)

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THE RISING NEPAL / THE KATHMANDU POST / THE HIMALAYAN TIMES / REPÚBLICA



KESHAB THOKER/REPUBLICA

Vehicles negotiating hairpin bends on the BP Highway, also known as Banepa-Bardibas highway, on Friday. The 160-km highway constructed with Japanese assistance was handed over to the government of Nepal last month.

12

Government set to widen road along Trishuli

BHUSAN YADAV
NARAYANGHAT, APRIL 23

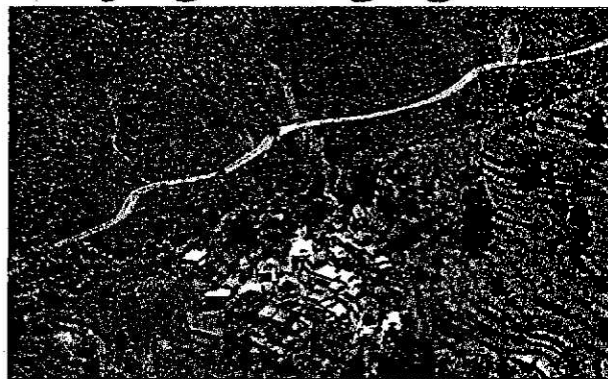
One of the major arteries of the nation's transport network connecting the Capital with Tarai districts, the Narayanghat-Mugling road stretch running alongside the Trishuli river is all set to be widened.

The tender process for the road widening project under Nepal-India Regional Trade and Transport Project (NIRTTP) has already been completed. The road is set to be widened to facilitate fast-paced two way transportation. Funded by World Bank (WB), the \$99 million NIRTTP is expected to considerably reduce the transport time and logistical costs for bilateral trade between the two neighbours Nepal and India and transit trade along the Kathmandu-Kolkata corridor.

A joint venture of Nepali and Indian construction companies is slated to begin work on widening the road stretch within one and a half months. The project, which is scheduled to be completed within the next two years (April, 2017) will upgrade and expand the 33km section of the Narayanghat-Mugling road to the Asian Highway standard and address road safety, axle load control and environmental sustainability issues along the trade corridor.

Following completion of the project, it will take just half an hour for heavy vehicles to pass through the section. Due to the dilapidated condition of the road stretch

narayanghat-mugling stretch



■ The Narayanghat-Mugling section experiences the heaviest traffic load, accounting for 90 percent of Nepal's total international trade traffic.

POST FILE PHOTO

The road section that is 6-7 metres wide at present will be expanded to double lane road with a width of 9-11 metres upon completion

at present, it takes an hour for all kinds of vehicles to cross through the stretch, while scores of lives are lost in accidents occurring annually in the section. According to Shiva Prasad Nepal, chief of the NIRTTP, Mugling, under the foreign cooperation branch of the Department of Roads (DoR), the road stretch spanning 33.2 kms will be constructed in three phases.

The road section that is 6-7 metres wide at present will be expanded to double lane road with a width of 9-11 metres upon completion, project sources informed. As per the

project, the road section from Aanptari, Chitwan to Jugedi will be expanded by up to 11 metres while the remaining portion will be widened by up to nine metres. "In sections without room for expansion, the road will remain 7 metres wide," Nepal said. According to him, in places with limited room for expansion, a separate metre wide lane for bicyclists and pedestrians will be constructed.

The government had started reconstruction project through a separate project after the repair work on the road did not even last for four months. The road had been in a dilapidated condition since the past decade due to the contractor's negligence, ineffective supervision and inadequate budget allocation. The DoR had been spending Rs 5 million every year for repairs on the road section alone.

There was huge congestion in air traffic after the earthquake on April 25. How did TIA manage to operate flights?

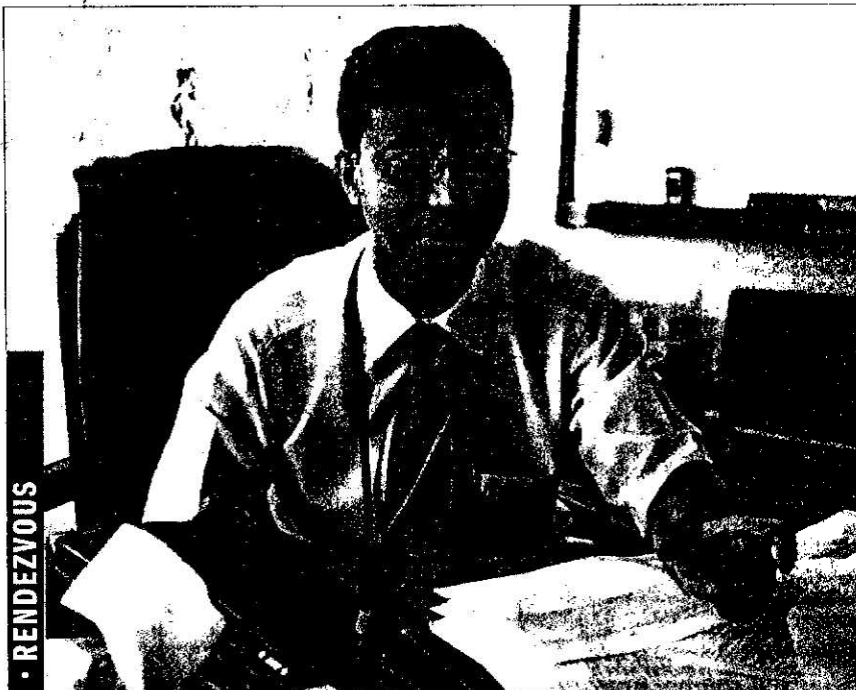
After the first big shock of April 25, we immediately halted take-off and allowed landing to some flights that were in the final position for landing. Actually, as it was a Saturday, I was travelling to Bhaktapur to meet my parents. As soon as I felt the jolt, I rushed to TIA without meeting my parents. In coordination with civil engineering, airport operation and flights operation divisions, we checked the runway and found it safe. Yet, I was not satisfied so once again we checked the runway by driving a heavy fire brigade vehicle on the runway. After being assured that the runway was fine, we were able to resume flights from 4pm onwards on that day. The first rescue flights had landed at 5:55pm from India. From April 26, more rescue and relief flights started to come to Nepal. As a result of the huge congestion, many relief flights had been asked to unload goods in the taxiway area and take off at the earliest. The number of flights leaving Kathmandu went up compared to those arriving in the first week after the earthquake as the international community evacuated their nationals after dropping rescue teams and relief materials.

What is the current situation of flight operation at TIA?

There has been good improvement in flight operation now and it is turning to normal gradually. Flight frequency of some international carriers has declined after the earthquake and the number of cargo or chartered planes bringing relief materials has also come down of late. We had also kept TIA open for 24 hours focusing on rescue and relief flights. During the period of April 26 to May 3, most of the international community had completed evacuating their nationals. Overall air traffic movement has declined from May 3. But helicopter movement has gone up significantly for rescue operations and relief distribution. Though there is a gradual decline in relief flights, we are expecting it to continue till mid-June. There has also been a decline in commercial flights. During the rush time, international airline companies also cut flights, some operated flights with big aircraft instead of flying twice to Kathmandu and Indian airline companies also merged their flights. Some companies like Malindo Air of Malaysia had cut its flights. Obviously, the low number of Nepali migrant workers leaving for employment after the shocks is also the reason behind the decline in commercial flights.

Has there been any damage to airport buildings, runway and taxiway that could pose a risk?

There is no such major damage in any infrastructure including the runway and taxiway. If there had been any major damage to the airport, we would not have been able to be connected with the rest of the world in this time of need. Maximum rescue and relief flights took off from TIA to save lives and support people from the earthquake. When there are such big tremors and high movement of aircraft, it is normal to witness minor damages.



• RENDEZVOUS

Skanda Gautam / TH

'If we had an alternative international airport, it would have been easier in managing distribution of relief materials effectively'

What are the minor damages?

Due to the increased operation of flights, there have been minor problems of the runway peeling off. And, such damages are being fixed quickly at intervals when there are no take-offs and landings of aircraft. There were also small cracks in the taxiway but they did not affect the regular operation of flights and we have also sealed those cracks. We have been told that the TIA building can withstand a 9-Richterscale earthquake. Knowing that the airport was safe, many people had also spent the night in the airport.

You said that there is no damage in runway. So, what was the reason behind restricting heavy cargo and chartered flights in the time of need?

We have only one single airstrip runway for bringing in relief materials and connecting the country with the world. As a precautionary measure a decision was taken to restrict heavy cargo and chartered flights

weighing over 196 tonnes to protect the runway from possible further damage. This does not mean we banned the movement of large aircraft. Big planes too could land at TIA by maintaining the total weight limit to below 196 tonnes including the weight of the aircraft and cargo. There are instances where the Boeing 747 aircraft with a total capacity of 250 tonnes has cut its weight to 196 tonnes and landed at TIA. Similarly, to keep the runway safe, relief flights have been given priority to land in between 6am and 10am, and 6pm to 12:30am as the condition of the runway during the daytime gets soft due to heat and possibility of damage to runway from landing of heavy planes carrying relief materials is high.

There has also been criticism over TIA management not being well prepared for disaster response and failing to provide effective service. What do you have to say?

Even the government is facing criti-

cism in this situation of post-disaster response. We have given our best in the time of emergency and it is also true that it is not possible to make all passengers happy by providing effective service during a crisis. We have many stakeholders in TIA and good coordination among them helps run the airport smoothly. Even if a single stakeholder makes a mistake, it will leave a negative impact on TIA. Some passengers' baggage might have been misplaced and some might have got wounded and failed to get a response quickly. This does not mean, we failed totally. In such an emergency, all stakeholders including Nepal Army, Nepal Police, and immigration, customs and vigilance departments gave their best performance to help operate the airport. We were also able to operate the airport round-the-clock because of good coordination among the stakeholders.

So, what is the major lesson learnt from the earthquake?

The first thing we realised is that nothing is impossible if the team is

The country's sole international airport — Tribhuvan International Airport — stood strong even after facing three major earthquake jolts in the last three weeks. As there was no major damage, the single runway of the airport acted as the lifeline in rescue operations and receiving international humanitarian support from over three dozen countries. Ramesh Shrestha of The Himalayan Times spoke to Birendra Prasad Shrestha, General Manager of TIA, regarding the huge congestion faced after the April 25 earthquake, disaster response, lessons learnt, decline in commercial flights and damages to airport infrastructure, among others.

good. Secondly, an alternative international airport is a must. If anything had happened to TIA, the country's international connection would also break making it impossible to take any support anywhere and save lives. We have a clear example of the Turkish Airlines' aircraft blocking the runway and keeping the country out of international contact. If we had an alternative international airport, it would have been easier in managing distribution of relief materials effectively. TIA runway has already saturated and it is also not possible to rehabilitate the airport fully without an alternative international airport. So, the Second International Airport is a must. To help reduce congestion, we are also preparing to construct three new parking bays and gradually rehabilitating the runway and taxiway. But this is not the long-term solution. To help reduce congestion at TIA, Indian Air Force aircraft are operating for rescue operations from Pokhara and Chinese helicopters fly in and out of Nepal from Kerung every day for rescue efforts. For other aircraft involved in rescue and relief, TIA is the base.

Japanese team to assess Kulekhani

SANJEEV GIRI
KATHMANDU, MAY 23

The Ministry of Energy (MoE) has invited a Japanese team to assess the status of the 92MW Kulekhani Hydropower Project after the earthquake.

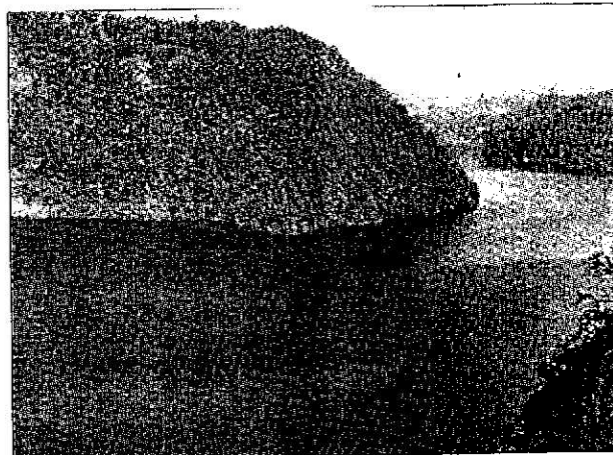
The only storage-type project of the country has sustained some "minor" impact at its dam. According to MoE, the jolt moved the Kulekhani dam, following which the water stored splashed creating a small crack, measuring around 100 metres, at the crest.

The ministry has asked Japan-based Nippon Koei to send experts, including dam experts, concrete structure experts and electro mechanical equipment experts.

"We have already assessed the dam and we know the damage is minor. We invited the Japanese firm for further study," said Keshav Dhwoj Adhikari, joint secretary at the ministry.

He said Nippon Koei is the same firm which was involved in the design and construction supervision of Kulekhani. "Since they are aware about the design, inviting them makes sense," he said.

A team of officials from the ministry, Nepal Electricity Authority (NEA), former NEA employees involved in the construction of project and experts have assessed the dam and have termed the impact "minor".



The team concluded the dam has no immediate threat, but it requires repair and maintenance.

The Japanese team will also assess the power house. "There is a hair-line crack. This too is not a big issue. But since we have already invited the foreign team, we want them to assess it as well," Adhikari said.

NEA Managing Director Mukesh Raj Kafle said they are expecting the Japanese team to arrive within a couple of weeks.

"Kulekhani, being the only storage-type project, is important for us. Also, there will be a huge impact the dam faces issues. So we want to make sure by holding multiple assessments," said Kafle.

The ministry has stated the problem at the dam is not new as a similar case had occurred in the very first year of the

operation of Kulekhani.

The reservoir feeds power to two projects—60MW Kulekhani I and 32MW Kulekhani II. The project plays an instrumental role in supplying power to the country during the dry season since generation from run-of-the-river type projects dip significantly.

According to NEA, it has also assessed other major projects like Middle-Marsyangdi, Lower Marsyangdi and Kali Gandagi Hydropower Project. The assessment was done by experts invited in coordination with KfW German.

"The preliminary assessment looks good. However, we are waiting for a formal report," Kafle said, adding the state-owned power utility is holding assessment at all hydropower plants under it to make sure no major problems arise in future.

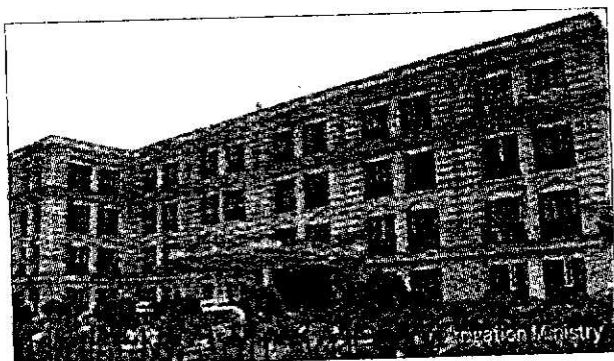
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THE RISING NEPAL / THE KATHMANDU POST / THE HIMALAYAN TIMES / REPÚBLICA

Govt to infuse Rs16b in irrigation project



CHITRANGA THAPA
MAHENDRANAGAR MAY 31

The government will invest Rs16 billion for the implementation of the third phase of the Mahakali Irrigation Project.

The amount, which will be used for survey, design and canal construction, comes from the \$1 billion (Rs 102.4 billion) Indian line of credit. "Work on the survey has already begun," said Irrigation Minister NP Saud. "The contract procedure has started for the preliminary survey."

He said Rs20 billion from the Indian credit line will be used for agriculture infrastructure, and the Mahakali irrigation project is one of them.

Half of the amount has been planned to be injected in hydropower projects and Rs 30 billion will go to other infrastructure projects.

Indian Prime Minister Narendra Modi announced providing the credit during his first visit to Nepal after becoming Prime Minister in August last year, and the two sides have signed an agreement for the credit.

According to Saud, the remaining Rs3 billion meant for agriculture infrastructure will go to the Koshi Pump Canal rehabilitation. Under the third phase of Mahakali irrigation, 34,000 hectares of land will be irrigated at Ghandighadh area in Kanchanpur, resettlement areas in the district's southern part, and Malakhet area of Kailali district.

Earlier, under the first and second phases, irrigation facilities have been made available for 48,000 hectares and 64,000 hectares of land, respectively.

Meanwhile, the management of the second phase of Mahakali Irrigation Project was handed over to water consumer committee at Beldandi amid a function on Thursday.

Director General of the Department of Irrigation Madhav Belbase and consumer committee chairman Bhim Bahadur Thapa signed an agreement regarding the handover of the management at the presence of Minister Saud.

Upgradation work on Narayangadh-Muglin road section begins

Himalayan News Service

Chitwan, June 1

Upgradation of Narayangadh-Muglin road section of Prithvi Highway has begun.

Though the upgradation had started last fiscal, all submitted tenders were revoked over non-compliance with mandatory procedures, leading the authorities to start the process afresh this fiscal.

The construction will be completed under Nepal-India Transportation Project. "We've divided the road stretch into three parts and assigned separate contractors for the upgradation so as to ensure easy and smooth execution of the project," said Engineer Shiva Prasad Nepal, the project chief.

"Indian BLA company and domestic Shrestha Company won the contract for the 10 km stretch from Bharatpur's

Aaptarichowk to Gagedi Bridge.

Lama Construction, a domestic construction company along with Wood Hill, an Indian company, have been entrusted with the 11-km stretch from the bridge to Simaltal.

The remaining stretch falls under the responsibility of Supreme Constructions, an Indian company, and Rautahat Construction, a Nepali company," he informed.

"Having won the contract, the companies have already started survey and repair works," he said.

World Bank has funded 2.85 billion rupees for the project on the condition that it be completed by April 2017.

According to Nepal, the road will be widened, repaired and consolidated with black-topping as part of the upgradation plan.

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India approves 3 new air routes into Nepal

KRITI BHUJU
KATHMANDU, June 5

The government of India has approved three new air routes that will facilitate cross-border entry and exit to and from Nepal.

Speaking at a function organized in the capital to discuss key tourism campaigns to revive tourism in Nepal, Indian Ambassador Ranjit Rae said that notification about the three new routes will come very soon through a formal letter but they cannot be unveiled right now.

According to a high ranking official at the Ministry of Culture, Tourism and Civil Aviation (MoCTCA), India has agreed to provide three new air entry points at Janakpur, Biratnagar and Nepalgunj.

"We were about to finalize the new entry routes but because of the earthquake we could not do so; it will be finalized soon," said the official, adding that this will help bring in more Indian tourists.

Rae said the opening of new routes from Nepal to Indian cities will benefit Nepal at a time when regional international airports in Pokhara and Bhairahawa and a second international airport in Bara are under construction. We will also facilitate the opening of shorter routes and entrepreneurs should take optimum benefit from it," Rae said.

At present, the Simara

India has agreed to provide new air entry points at Janakpur, Biratnagar and Nepalgunj, a top official at the civil aviation ministry said.

route is the only one allowed for aircraft flying to Nepal from India.

Nepal is also working to open a new route via Mahendranagar that will connect to China as well. MoCTCA has already held talks with China on this issue and both China and India are positive towards it, according to the ministry official.

Tourism entrepreneurs say that opening of an air route to India from Pokhara, the renowned tourist destination, will greatly help in the recovery of the tourism industry.

Rae also consented to lend his support in inviting celebrities from the cinema, sports and corporate fields for the recovery campaigns.

"The recent decision of the government of India to allow Leave Travel Concession (LTC) for its staff to travel to Nepal will also help in the tourism recovery," said Rae.

At the 18th SAARC Summit held in Kathmandu in November last year, Indian

Prime Minister Narendra Modi had emphasized the need for enhancing connectivity in the region.

The Civil Aviation Ministry of India has given its nod to a proposal to provide LTC for government staff in April to fly to Nepal, Bhutan, the Maldives and Sri Lanka via Air India to boost tourism in the region. Pakistan and Bangladesh were also in the scheme but were later excluded for security reasons.

Suman Pandey, chairman of Pacific Asia Travel Association Nepal chapter, explained the recovery measures taken to date and the marketing campaigns lined up for the recovery effort.

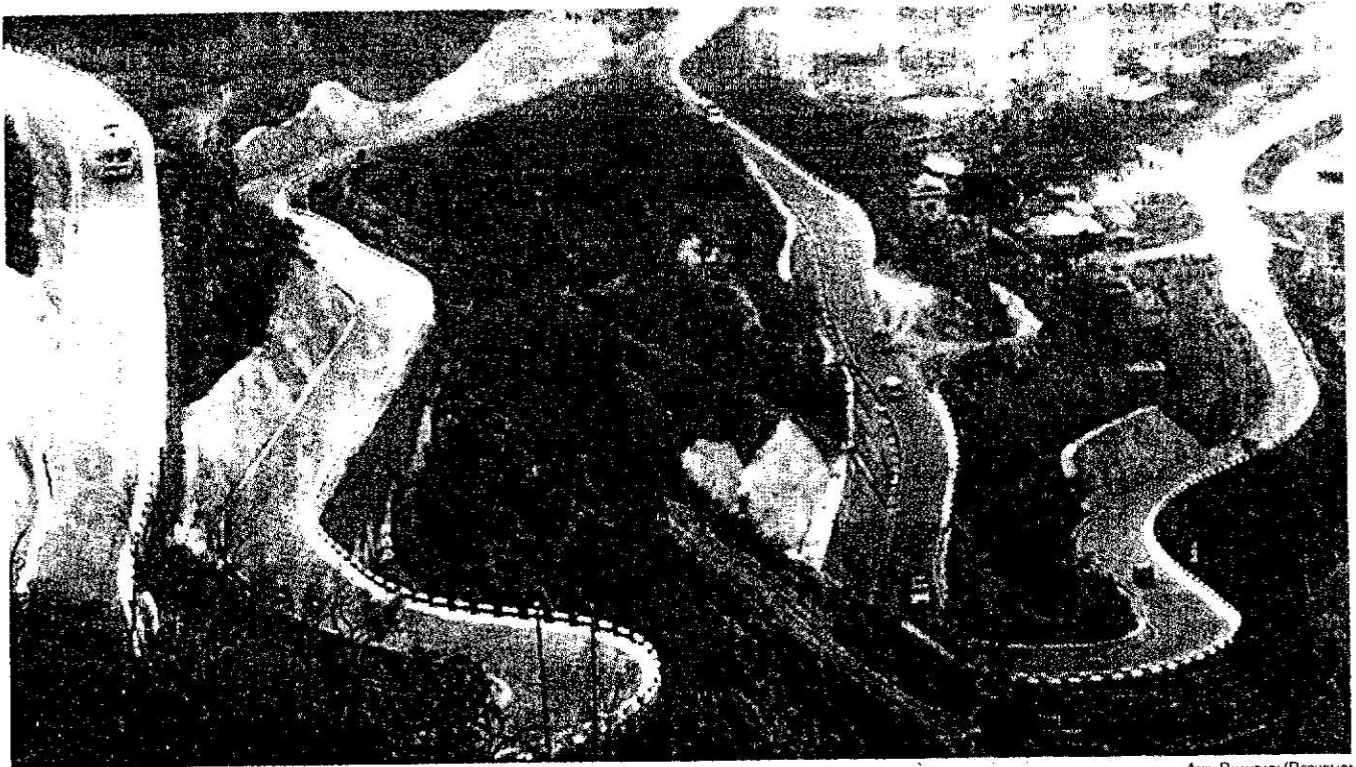
Ambassador Rae expressed his solidarity with the campaigns and marketing schemes and suggested to tourism entrepreneurs to focus on heritage, cultural tourism and meetings, incentives, conferences and exhibitions (MICE) from India.

Sugat Ratna Kansakar, managing director of Nepal Airlines Corporation (NAC), informed about NAC's plans to begin flights to Mumbai and Bangalore in the near future.

Rahul Barwa, secretary general of the South Asia Foundation, highlighted their plans to support the initiatives of Nepal's tourism industry for inviting celebrities including AR Rahman, Amitabh Bachchan and Shantanu Moitra.

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Govt plans ban on heavy vehicles along BP Highway



ANIL BHANDARI/REPUBLICA

Vehicles plying the BP Highway.

ANIL BHANDARI
SINDHULI, June 10

The government is planning to ban movement of heavy vehicles along the BP Highway, which connects the eastern Tarai with the capital, although construction of the highway was completed only recently. Keeping in view longevity of the highway, the government is doing homework to ban movement of heavy vehicles along the newly constructed Dhulikhel-Sindhuli-Bardibas road, according to Minister for Physical Infrastructure and Transportation Binendra Nidhi.

The government, which had begun construction the road last year, is now

nese government some 13 years ago, was completed only recently. Soon after completion of the project, the movement of vehicles along the highway has almost doubled.

Minister Nidhi during his visit to the quake-affected Sindhuli district informed local stakeholders that the government would ban movement of heavy vehicles along the BP Highway for its longevity.

"BP Highway is narrow and cannot further be expanded. So, movement of heavy and over-loaded would be banned," said Minister Nidhi. He also urged people to support

permit would not be allowed to ply the highway, according to minister Nidhi. He said banning heavy and overloaded vehicles will help reduce the risk of accidents.

Some six months ago, local stakeholders, including the district traffic police office and district administration office, had decided to put a ban on the movement of heavy vehicles along the highway. But the decision was implemented for only a few days. Despite restrictions imposed by the local authorities, transport entrepreneurs continue to operate heavy vehicles on the highway.

vehicular traffic has more than doubled.

According to local authorities, the pressure of vehicles on the highway has increased significantly after construction of the Sunkoshi Bridge, which connects Ramechhap with Sindhuli district and the operation of vehicles along the mid-hill highway.

Meanwhile, Shyam Kumar Mahato, chief of district police office (DPO), Sindhuli, claimed that only vehicles with route permit and those carrying relief and construction materials have been allowed to ply the highway.

Vehicular movement at night has already been banned with a view to turning road accidents

As per the DPO, Sindhuli, vehicular movement along the Banepa-Sindhuli-Bardibas road is not allowed from 8 pm at night.

"To prevent road accidents on the BP Highway, we have restricted movement of vehicles at night," said DSP Mahato. "Only ambulance and emergency vehicles are allowed to ply the highway after 8 pm."

The recent earthquake has also damaged the highway at four different points, according to project manager Bharat Kaji Dehju. "It will be handed over to the government once the repair works are completed. Handing over the project to the government will not be possible this year," said project manager Dehju.

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THE RISING NEPAL / THE KATHMANDU POST / THE HIMALAYAN TIMES / REPÚBLICA

Chinese team studying West Seti hydel

Himalayan News Service
Dipayal, June 14

A team of Chinese technicians has started field study of the 750 MW West Seti Hydropower Project.

A technical team of Chinese CWEIE Corporation, led by senior technician Liwae, also began interacting with locals of the project site and affected areas, besides studying the geo-

logical features of the area. "We've been studying different technical aspects, including the geographical features of the project area and its vicinity, for a week now," said Liwae.

The recent development has revived hopes of people in the far-west region. "It's our dream project but we were sceptical. Since the arrival of the team, we are hopeful about the project," said Tek Bahadur Singh

of Lamikhal. About three years ago, the government had reached agreement with the Chinese Three Gorges company to develop the power plant.

However, the project had to suffer a hitch following the directives of the parliamentary committee. Doubting the project agreement, the committee had sought a fair probe.

The project, to be built under public-private partner-

ship, will have its dam site built at Deura of Bajhang.

From the estimated project cost of 180 billion rupees, 10 per cent of the investment will be awarded as stocks to the residents of affected areas, including Doti, Dadeldhura and Baitadi, besides Bajhang.

The company has agreed to use 150 MW of the total power produced for industrial development of the region.

Govt to conduct another feasibility study of railway line

Himalayan News Service

Kathmandu, June 28

The government is planning to hire a consultant to conduct a feasibility study of Nijgadh-Hetauda-Bharatpur railway line. This alignment will be an alternative to previous link that had run into controversy for being proposed across Chitwan National Park (CNP) and Parsa Wildlife Reserve (PWR).

After criticism of the Simara-Tamsariya railway line, the Department of Railways (DoRW) had decided to look for an alternative route last year. Tamsariya-Simara is one of the sections of the proposed Mechi-Mahakali or East West Electrified Railway.

The DoRW, today, said that a technical team was evaluating the technical and financial proposals submitted by three potential consultants for the feasibility study of Nijgadh-Hetauda-Bharatpur section. A total of 16 international engineering firms had submitted expressions of interest (EoIs), showing their interest for the consultancy.

"Three firms were shortlisted and issued request for proposal (RfP)," said Rajeshwor Man Singh, superintendent engineer of DoRW. "Hopefully, we will be able to select a consultant within the current fiscal year." The consultant to be hired will need to conduct a feasibility study and recommend the best option among the three alternative alignments to avoid CNP and PWR.

The three consulting firms that were shortlisted for the RfP stage were ILF Consulting Engineers of Austria, Yooshin Engineering of South Korea in collaboration with Full Bright Consultancy of Nepal, and a joint venture of Dohwa Engineering and Kunhwa Consulting and Engineering of South Korea, Rites of India and local firm Silt Consultants.

The old plan to extend the railway alignment through the CNP, a World Heritage Site, had run into controversy citing the project would leave a negative impact on bio-diversity and

120.25 billion for railway network development.

Even though the feasibility study is yet to be conducted, government officials estimate that the development of railway alignment avoiding CNP would increase the length and investment cost, while the speed design will also have to be reduced to below 160 km per hour. A source at the Ministry of Physical Infrastructure and Transport said that lack of coordination among government agencies has been causing confusion over the railway development plan.

"There will be another DPR after the feasibility study which means we will be spending additional resources for the same purpose," said the source. The source added that there must be an investigation into how the previous feasibility

The proposed Simara-Tamsariya section had run into controversy for passing through Chitwan National Park

endangered animals including the one-horned rhino, according to DoRW. However, despite the controversy, the department has already prepared detailed project report (DPR) of Simara-Tamsariya section which is 127.1 km long.

In the DPR, the government was also recommended to build a 15.2 km bridge for elevated railway in the CNP that would minimise environmental impacts. Of the total length of the proposed line, 60 km passes through CNP, including seven km in the core area of the park. According to the DPR of Simara-Tamsariya, the section will require an investment of Rs

study was prepared and why there was no objection then with the alignment passing through the CNP. Rites, an Indian government enterprise, had conducted feasibility study of all sections of Mechi-Mahakali Electrified Railway including Tamsariya-Simara in 2010.

Based on that feasibility study, a joint venture of Soosung Engineering, Kunhwa Consulting and Engineering, Korea Rail Network Authority, Korea Transport Institute, Indian firm — International Consulting Technocrats — and Full Bright Consultancy of Nepal had completed DPR of this section last year.

Tanahu Hydropower appoints consultant

POST REPORT

KATHMANDU, JUNE 29

Tanahu Hydropower Limited on Monday signed a contract agreement with a joint venture of Germany's Lahmeyer International and Canada's Manitoba Hydro, appointing the latter consultant for the next 12 years.

The appointment, which came after a long hiatus, has

paved the way for the construction of the 140MW storage-type project.

The negotiations took three months as the firm demanded income tax exemption, which the Nepal Electricity Authority (NEA) rejected. Later, the foreign consultant agreed to pay the taxes.

The negotiations were also delayed due to a long-running dispute between Asian

Development Bank and the Energy Ministry over whether to appoint the joint venture as the project's consultant.

The ministry had argued that the ADB-selected firm lacked enough experience in sedimentation flushing.

"The consultant agreed to the government's terms over tax, and the agreement could be signed," said NEA Managing Director Mukesh Kafle. "The agreement means the project will now be built."

The foreign firm will work as project supervision consultant even after the completion of project for some years, as per the agreement.

The firm will now prepare tender documents to award the construction contract. "We plan to award the contract within 2015," said Kafle.

