

## 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 2015/09/30

### 1. 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	インド、ネパールとの国境近くの道路を改修（インド関係）	2015/09/03 カトマンズポスト
2	財務省、ファストトラックは保留の意を示す（インド関係）	2015/09/04 リパブリカ
3	JICA、カトマンズーバクタプール間の道路復旧完了（日本関係）	2015/09/08 リパブリカ
4	メラムチ上水計画、コントラクターが修正工程計画に同意（ADB関係）	2015/09/11 リパブリカ
5	新航空レーダー、間もなく据え付け（日本関係）	2015/09/20 カトマンズポスト
6	世銀、ネパール電力セクター改革に 2000 万ドル供与（世銀関係）	2015/09/28 リパブリカ

### 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

# India upgrading roads along Nepal border

Nepal concerned about development of highways as embankment

DEVENDRA BHATTARAI  
NEW DELHI, SEPT 2

Indian Prime Minister Narendra Modi has directed the Ministry of Road Transport and Highway to upgrade connecting roads along the Nepal-India border to facilitate bilateral trade.

After the Nepal government informed him about the poor state of the roads, Modi instructed his ministry to expedite ongoing works.

During his last review meeting on infrastructure, the Indian PM asked the ministry to see whether multimodal hubs could be developed on major stretches, such as Raxaul, along the National Highways of Bihar, according to a report in The Economic Times.

The report said a team is likely to visit the site soon for a detailed assessment to develop such a facility. Raxaul has a railway junction and is well connected by roads. This bordering Indian town witnesses heavy movement of cargo and people throughout the year. It is also a major trade corridor.

The report said the 70km

## BORDERING ROADS

Section	Length
Sitargunj-Tanakpur	52 km
Rupaidhya-Barabanki	144 km
Kakarvaha-Varanasi	144 km
Sunaul-Gorakhpur	83 km
Raxaul-Piprakothi	70 km
Sonbarsa-Muzaffarpur	70 km
Kakarvitta-Panitanki	70 km

stretch from Raxaul to Piprakothi was being widened to two lanes with paved shoulder by the National Highway Authority of India at a cost of IRs3.75 billion. This will be a toll road and the project is likely to be completed by March 2016.

India has a 1,751km-long border with Nepal shared by the states of Uttarakhand, Uttar Pradesh, Bihar and West Bengal. Since road link between the two countries is vital for trade promotion, the plans were prepared to develop all the highways, according to the report. While work on the Sonbarsa-Muzaffarnagar section has almost completed and tolling has started, the proposal to widen the Jogbani-Forbesganj road has been

delayed as the previous contract was terminated in January 2014. Now the ministry plans to develop it with 100 percent government-funding of IRs2.58 billion.

Meanwhile, the Nepali Embassy in New Delhi has drawn attention of the Indian Foreign Ministry over the corridor roads after being informed they were being developed as embankment which could inundate Nepali lands. Nepalese Ambassador to India Deep Kumar Upadhyay said Nepal has sought to hold discussions on the matter through the bilateral special committee.

According to Upadhyay, he has received information the Indian road construction along Bake and Bardia segments could bring inundation problem on the Nepali side. "So, I have asked the District Administration Offices there to submit a field report about unauthorised construction on the No Man's Land," he said.

India is reported to have been constructing seven-metre-wide corridor roads affecting the 'No Mans' Land' unilaterally.

## Ministry told to put Fast Track work on hold

### REPUBLICA

KATHMANDU, Sept 3

The Finance Committee of legislature-parliament has directed the Ministry of Physical Infrastructure and Transport (MoPIT) to put on hold all work or development related to the Kathmandu-Tarai/Madhesh Fast Track until a sub-committee formed by it submits its report.

The direction means MoPIT will have to stop ongoing negotiations with a consortium including Infrastructure Leasing & Financial Services Limited (IL&FS), the Indian developer of the expressway of 76 km.

The sub-committee, which was formed three weeks ago to study progress made so far in project development, including negotiations, is led by Keshav Badal.

The parliamentary committee's intervention has come at a time when a

team of MoPIT led by joint secretary Bishnu Om Bade is holding negotiating with the officials of IL&FS. The negotiating teams are in the process of preparing concession agreement document, according to MoPIT officials.

Talking to Republica, Badal said the direction had to be issued as they were studying the ongoing negotiations. He also said they will come up with the study report by September 11.

The sub-committee so far has held seven meetings with experts and bureaucrats, to study the project and the proposals of the developer.

"The proposal to lend Rs 75 billion from the soft loan received from India, paying minimum revenue guarantee, and the bloated project costs are the key issues being discussed," Prakash Jwala, chairman of the Finance Committee, said.



# JICA restores Kaushaltar-Lokanthali road section

KATHMANDU (REPUBLICA): The Kausaltar-Lokanthali road section of Araniko Highway that was badly damaged due to the 7.8 magnitude earthquake of April 25 has been rebuilt by Japan International Cooperation Agency (JICA). The 9.1km six lane road that stretches from Koteshwar to Bhaktapur was rebuilt at a cost of Rs 72 million over a period of two months. The reconstruction work started on July 14 and was completed on September 6.

The highway was originally constructed by Japan International Cooperation Agency (JICA) between 2008 and 2011. The photographs showing huge cracks on the road section that went viral on internet gave a glimpse to the outside world of the scale of damage caused by the quake in Nepal.

The technical teams from both government and non-government agencies who inspected the site attributed the damage to the soft soil topography that was unable to sustain the infrastructure



REPUBLICA  
The damaged section of the Araniko Highway after restoration.

built over it during the disaster.

The JICA's restoration work included closure of crack gaps, reconstruction of pavement structure, water proofing over pavement surface cracks and blacktopping.

"This road has been designed not only for the smooth transportation of goods and people between Kathmandu and Bhaktapur, but also to play an important link between the Kathmandu Valley and the eastern Tarai via the Araniko Highway,"

read the JICA statement.

With the maintenance of the road completed, the traffic congestion seen during the maintenance period has eased. Likewise, the traffic signal at Kausaltar, which had stopped after the quake, has also been maintained. No accidents were reported during the construction period, read the JICA statement.

The JICA supported the restoration on the request of Department of Road as part of its "Project on Urban Transport Improvement for Kathmandu Valley."

*Handwritten signature or mark.*

# Melamchi contractor finally agrees to submit revised schedule

**RUDRA PANGENI**  
KATHMANDU, Sept 10

After over nine months of stalled attempts, the government and the Italian civil contractor for Melamchi Water Supply Project's (MWSP's) have finally reached an agreement. The government accuses the contractor of delaying tunnel works and head works of MWSP citing one excuse or other.

There were at least two previous attempts to make Cooperativa Muratorie Cementisiti - CMC di Ravenna -- the contractor -- 'responsible' through meetings with project officials, donors, and consultants. The government also tried to get the contractor to submit its schedule for completing work in the much-awaited drinking water supply project for the Kathmandu Valley.

In the two meetings -- held in April -- the parties had agreed on a number of issues, including an agree-

ment that the contractor would submit its new work-schedule and recovery plan. But the contractor then did not sign the minute about the decision and did not give a clear reason for doing so either.

A third meeting was held on August 26 at the Ministry of Urban Development with urban development secretary Arjun Karki present. On Monday, 13 days after the meeting, the contractor's representative Jitendra Man Pradhan signed the minutes after receiving serious threat from the project's consultant.

"The contractor has a month to submit its short-term plan for work on the tunnel, a recovery plan for behind-the-schedule work, and compensation proposals for extending the deadline to account for the time lost because of the earthquake and for any other losses," Ghanashyam Bhattarai, the executive director of MWSP said.

The contractor will also

have to prepare and submit a longer term plan within three months.

The project has to be completed by the end of September 2016.

But with two-third of the 1,095-days schedule already gone, only a third of the work has been completed. The

## Melamchi Water Supply Project

project has a 21-km tunnel.

The contract was signed in January 2013. EPTISTA, the project's consultants had issued several notices asking the contractor to submit its work plan after it failed to keep up with the required pace of the work since December 2014. Work on the tunnel was also disturbed in two sections by the earthquake.

After the new decision, work is expected to accelerate but Bhattarai says this cannot be said for sure until the short-term and long-term plans are received.

The parties also decided that CMC di Ravenna would submit a design modification for replacing the rib design in the permanent support work in the tunnel by lattice girder to save time and cost.

Earlier, the contractor had submitted a modifi-

cation design but without details on time or cost saving or value engineering. Likewise, CMC di Ravenna had also demanded 5 million euros (approximately Rs 565 million) as additional advance payment to solve its cash-flow problems and also to pay for the tunnel's permanent support system which was not yet complete.

Sources also said the contractor had wanted the consultants to do design modification intending for variation order in the project.

The contractor has also been accused of trying to

lobby for deadline extension and get it demand fulfilled by using 'illicit connections' to put pressure on the office of the prime minister, political leaders as well as the Nepal Resident Mission of the Asian Development Bank (ADB) in Kathmandu.

"There should be mutual trust, coping with uncertainties and managing uncertainties with the disciplined flexibility and essential things," Kenichi Yokoyama, country director of ADB, had said.

An agreement has also been made to pay for the remaining support work to help in expedite the project.

"Completed section without modified design of permanent support system would be paid upon the confirmation of quality by the consultant," Yokoyama said.

Sources say the contractor will also get approximately 1.7 million euros but its request for additional payment to address its cash flow problem will not be addressed.

# New radar installation to complete in 4 mths

SANGAM PRASAIN  
KATHMANDU, SEPT 19

The Civil Aviation Authority of Nepal (Caan) is set to complete the installation of two new state-of-the-art radar systems at Tribhuvan International Airport (TIA) in Kathmandu and Bhatte Danda in Lalitpur in the next four months.

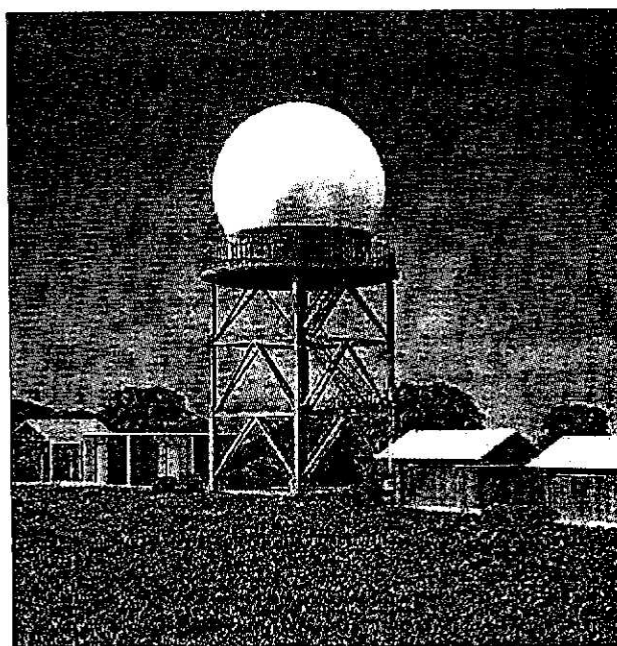
Started in 2013, the installation of the second generation Mode S Monopulse Secondary Surveillance Radar (MSSR) system at the TIA will replace an 18-year-old radar. The existing surveillance system at TIA was installed in 1997 under a Japanese official development assistance.

The Japan government's grant to modernise the TIA had come after two major crashes in 1992 - Thai Airways in July and Pakistan International Airlines in September.

The latest project is also a part of the TIA modernisation project, under which the Japan International Cooperation Agency (Jica) has provided a grant of Rs 906 million.

Caan officials said they aim to complete the project by January 31, 2016. After conducting test flights, the radars are expected to come into operation by March 2016.

Originally, the project was set to be completed by 2015. "However, due to the April 25 earthquake and the arrival of monsoon slightly delayed the installation work," said Sanjeev Singh Kathayat, dep-



■ A computer-generated image of the Bhatte Danda radar site.

uty director of Caan. "We will continue the work within 2-3 weeks after the monsoon is over."

"We have already changed the old air traffic system with the new ones at the TIA, and the setting up of the new radars is the next big step," he said, adding the new radar at the TIA would work for terminal approach aircraft, while the Bhatte Danda system will work for en-route aircraft.

The MSSR ensures high performance to improve reliability and safety of air transport. Installation of the MSSR systems at TIA and Bhatte Danda will extend en-route surveillance or flight locations up to 250 nautical miles from Kathmandu.

The coverage of the new MSSR would extend up to Dang in the west and the entire country in the east, north and south. Once the

new systems are installed, the radars will monitor small aircraft flying on domestic air routes as well as international aircraft flying at high altitudes.

Besides, the radars give information on flight movement right from landing and taking off to weather conditions, aircraft identity and altitude, among others.

At present, the radar at the TIA, which functions as both primary and secondary radar, is utilised for approach service and is limited to a coverage of 60 nautical miles. It does not provide the exact location of an aircraft to air traffic controllers if it is beyond the Kathmandu approach control or outside the 60 nautical mile area.

The old radar was supplied by Japan's Toshiba Company in 1997. It was set up at a cost of \$34 million and was last serviced at a cost of Rs42.5 million on April 8, 2010, after a gap of 12 years, even though maintenance is required every seven years.

Installation of a secondary radar was proposed in 1994 when the existing radar was installed, but due to multiple reasons, the plan was put on ice. Due to poor radar surveillance, international airlines have been reluctant to use Nepal's airspace.

The Caan has forecast that the number of domestic and international air travellers will grow more than two-fold to 9.31 million by 2028, compared to the movement recorded in 2011, while aircraft movement is estimated to increase to 232,750 by 2028.

# World Bank giving \$20 million for power sector reforms

**REPUBLICA**  
KATHMANDU, Sept 27

The World Bank has approved a credit of US\$ 20 million for Nepal to implement the Power Sector Reform and Sustainable Hydropower Development Project.

The project will help strengthen the capacity of power sector agencies in Nepal to plan and prepare hydropower generation and transmission line projects along international standards and best practice.

The project will also help improve the readiness of power sector agencies to undertake regulatory and institutional reforms, World Bank said in a statement.

The first component of the assistance will support the preparation of Upper Arun Hydroelectric Project and the Ikhuwa Khola Hydroelectric Project which have been identified as priority public investments by Nepal.

It will also support the preparation of transmission line projects to be identified by the ongoing Transmission System Master Planning, the statement added.

Similarly, the second component will finance studies and propose policy recommendations critical for power sector reforms.

"It will also promote river basin planning in an integrated water resource management approach for selected river basins

The project will help strengthen the capacity of power sector agencies in Nepal to plan and prepare hydropower generation and transmission line projects along international standards and best practice.

and recommend improvements in water resource management and regulations," the statement said, adding that the third component will support capacity building for safeguards management and sustainable hydropower development.

Julia Bucknall, practice manager for Energy and Extractives at the World Bank, said reforms initiated under this project will underpin the agenda of transformational hydropower development that the World Bank Group intends to support in Nepal over the coming years.

"This project will help identify and address key challenges that stand in the way of Nepal achieving its full potential in the power sector," she said.

Similarly, World Bank Country Manager for Nepal Takuya Takuya, as hydropower development in Nepal involves many partners, the project benefits from the inputs of a wide range of knowledgeable stakeholders which we hope can help define a broadly owned vision for hydropower development in Nepal.

"As coordination will be key to the success of the project, implementation will bring together a wide range of power sector agencies in Nepal including Ministry of Energy, Ministry of Finance, Ministry of Environment, Investment Board of Nepal, Department of Electricity Development, Department of Irrigation, Department of Water Supply, Water and Energy Commission Secretariat, Electricity Tariff Fixation Committee, Nepal Electricity Authority, Alternative Energy Promotion Center, as well as academic institutions, CSOs and development partners including ADB, USAID, JICA, KfW and the Norwegian government," Jie Tang, Program Leader at the World Bank, said.

In addition to concessional credit financing from the International Development Association (IDA), the project will also receive a \$2.5 million grant from the South Asia Water Initiative (SAWI) -- a multi-donor trust fund administered by the World Bank.