

Kathmandu, Nepal

(Date of Tracer Study: June 2016; Tracer Study Team: G. Gorkhaly)

Project Background

In July 2008, CDIA received an official request from Kathmandu Metropolitan Council (KMC) for CDIA advisory services for sustainable urban infrastructure planning and programming in Kathmandu City. On 25th October 2008, CDIA formally approved the KMC application for CDIA assistance in the amount of USD 450,000 with the following objectives: i) to prioritize investments for urban infrastructure; ii) to improve land development, urban transport and the environmental situation along the Bishnumati Link Road; iii) to improve the management of the current Solid Waste Transfer Station and support the establishment of a new transfer station; iv) linkage of the above mentioned studies with potential investors for financing; and v) to strengthen KMC to manage the operation and maintenance (O&M) of municipal services, including solid waste management.

Part 5: Kathmandu Project Overview	
PFS period	February 2009 – June 2009
Focus Sectors	Urban transport; urban renewal
CDIA - supported activities	<ul style="list-style-type: none"> - Prioritizing urban infrastructure investments - PFS to improve urban transport and environmental situation along Bishnumati link road - Linking PFS with potential funders - Strengthening KMC on O&M of municipal services
L2F Status	Linked to ADB loan financing

After the Technical Assistance Agreement was signed between KMC and CDIA in November 2008, the CDIA team tasked to prepare the PFS was recruited under ADB RETA 6293 and proceeded to work with the KMC from February to June 2009. In June 2009, the final pre-feasibility reports of the following priority infrastructure projects were submitted to CDIA: i) Improvement of junctions along the Bishnumati Link Road and related traffic management and pedestrian management in the city core; ii) Environmental improvements to the Bishnumati Corridor; and iii) Improvements to Solid Waste Management.

Prioritized Urban Infrastructure Projects: Progress as of 2016

As of July 2016, implementation and construction of the three PFS-identified projects were underway with some components either partially or fully completed. However, It was noted that there were minor deviations from the PFS recommendations during actual implementation by the KMC in response to changes in the socio-economic landscape in the project sites.



Fig. 5: Ongoing construction of Teku Bridge funded under ADB-KSUTP

For the **Bishnumati Link Road Improvement Project (BLRIP)**, five sub-components were identified for improvements of junctions along the Bishnumati Link Road. These were partially and gradually implemented by the Department of Roads (DoR) funded via ADB loan, under the Kathmandu Sustainable Urban Transport Project (KSUTP). Commenced in July 2016 with a contract value of US\$2.2 mil., construction of Teku and Dallu Bridges is on-going but behind schedule. Sorakhutte Pati junction improvement work have been completed. Improvement works on Bishsensthan bridge junction and ShobaBagwati junction have been contracted out but construction work has yet to commence.

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Project implementation on the **Environmental Improvement to the Bishnumati Corridor project (EIBCP)** was carried out under different budget headings over the years. Though not well planned, infrastructure such as sport blocks, slaughter shed, vehicle parks, pedestrian bridges were built while some are currently under construction with partial financing by KMC. Plans were prepared by KMC Heritage departments on the temple complexes and are now being implemented. However, the renovated temple complex was damaged by the earthquake of 2015. Downtown sidewalks were improved to make them user friendly for the disabled; street benches were also installed.

Two of the four major activities were proposed under the **Solid Waste Management Improvement project (SWMIP)** were implemented. Removal of waste along the banks of Bishnumati is nearly completed with participation by the local residents and with the support of KMC as well as other partners. The existing Teku transfer station has been improved although compliance to sanitation standards is still low and could be further improved.

The other two sub-components on constructing an additional transfer station at Balaju South and establishing four collection points along the Bishnumati River have not been implemented yet due to the difficulty in acquiring suitable land. The other hindering factor is the plan of the national government to privatize solid waste management within Kathmandu Valley (covering KMC).



Fig. 6: Rehabilitated solid waste transfer station at Teku

Intervention Results

The PFS process was found to have contributed to the enhancement of KMC's institutional capacity. Key city officials that were involved in the PFS process and in subsequent activities to link the project to financing claimed that the CDIA interventions improved their skills in urban planning and widened their understanding of the processes of public consultations. However, only few key city officials involved in the PFS process were aware of this project while many of the city officials who recently joined the KMC were unaware of the PFS.



Fig. 7: Disabled-friendly footpaths and benches constructed under EIBCP

While the Sorakhutte Pati junction has been improved under the BLRIP, it was found that residents are unhappy as it negatively impacted the social-cultural aspect of the historic *Sorakhutte Pati* (16-pillar rest house structure) where the Pati was removed. The project introduced disabled-friendly sidewalks, however, there is a need to provide appropriate ramp for wheelchair to get onto the footpaths and remove poles or other structures constructed close to the guiding lines.

Although quality of water in Bishnumati river is still far below the required standards, there are no more waste dumping into the river, bad odor has been minimized and riverbank has been improved with more greenery. Good community and stakeholder engagement was noted in the removal of wastes along the Bishnumati riverbank with the coordination by the KMC Environmental Management Department. Land development in the cleared river banks is

taking place spontaneously where the residents are using the space as garden, sports field, parking, etc.

Improvements on the Teku transfer stations directly contributed to the improvement of its surrounding environment. Moreover, the removal of debris and solid waste from the river improved the cleanliness of the river corridor.

Conclusion and Lessons Learned

The tracer study found that the urban infrastructure projects prioritized through CDIA intervention back in 2008 have been successfully linked to financing. Assistance by CDIA was perceived to be beneficial in terms of strengthening the capacity of municipal officials in infrastructure planning.

Some deviations from PFS recommendations were noted during project execution but these were deemed necessary to adapt the project to the changes in socio-economic situation. While the project implementation is still ongoing, some of the completed project components are already generating benefits for city residents such as improved environmental conditions along the Bishnumati corridor arising from the clean-up of Bishnumati river and improved mobility for pedestrians and differently-abled persons.