



# Integrated Transport Infrastructure Development

*Issues and Way Forward*



**National Seminar**  
Integrated Transport Infrastructure Development  
*Issues and Way Forward*



SOCIETY OF TRANSPORT ENGINEERS NEPAL  
(SOTEN)

4th December 2021



**PROCEEDING REPORT OF NATIONAL SEMINAR**

**on**

**Integrated Transport Infrastructure Development: Issues and Way  
Forward**

**4<sup>th</sup> December 2021**

**SOCIETY OF TRANSPORT ENGINEERS NEPAL**

**(SOTEN)**

**December 4, 2021**



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SOTEN would like to express sincere gratitude to the Chief Guest of the Seminar Mr. Biswo Nath Poudel, the Vice-Chairman of the National Planning Commission(NPC). Similarly, the exemplary Keynote presentation by Mr. Birendra Bahadur Deoja is highly honored.

SOTEN expresses earnest appreciation to the paper presenters who had prepared and excellently presented the ideas on the theme of the Seminar. SOTEN is grateful to the paper presenters Er. Arjun Jung Thapa, Er. Deepak Kumar Bhattarai, Er. Pradeep Adhikari, Er. Shankar Prasad Pandit, and Er. Mahesh Bahadur Singh from the respective institutions. All the presentations were comprised of the issues and way forward in the respective transport sectors and had enormously appreciated by the Seminar participants.

We feel pleased to extend our sincere thanks to the Session Chair Dr. Surya Raj Acharya and the Resolution Drafting Committee led by the Er. Keshav Kumar Sharma. The organizing committee appreciates the worthy efforts of the Er. Anjana Bhatta for conducting the Opening Session of the Program. The technical session was followed by the discussion time which made the program interactive and effective. SOTEN



would also like to express its sincere gratitude to all the individuals, who participated and contributed their time and effort in making this Seminar a grand success.

It is with deep appreciation that SOTEN acknowledges the contribution and financial support of Nepal Cement Manufacturers' Associations with the participation of President Er. Dhruba Thapa.

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The Organizing Committee  
December 2021

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## ABBREVIATIONS

CAAN	Civil Aviation Authority of Nepal
DG	Director General
DoLI	Department of Local Infrastructure
DoLIDAR	Department of Local Infrastructure and Agricultural Roads
DoR	Department of Roads
DoRW	Department of Railways
DUDBC	Department of Urban Development and Building Construction
MC	Master of Ceremony
MoPIT	Ministry of Physical Infrastructure and Transport
NPC	National Planning Commission
Q/A	Question /Answer
SDE	Senior Divisional Engineer
SOTEN	Society of Transport Engineers Nepal

## 1. INTRODUCTION

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Integration of transport system refers to the multi-modal transport system with physical interfacing between the modes and requiring operational combination between modes in which service integration plays a vital role. This interprets the smooth movement of passengers and freight over various modes of transport.

Nepal is prioritizing the development efforts in transport infrastructure, which is well reflected in periodic plans and annual budget programs. Efforts are aimed at achieving safe, easy, and quality transport services by the expansion of road networks, air transport, railways, and waterways as stipulated in the current 15<sup>th</sup> Five Year Plan. Development of various modes of transport as an integrated system has not been well addressed yet during the planning process. An integrated system of planning will ensure the efficient and effective results of development efforts by providing quality transport services to reduce adverse effects on society.

However, concerning authorities related to infrastructure development are working independently during planning as well as implementation phases. This results in the higher development cost, less effective and in some contexts, these efforts are overlapping in planning and implementation. In such conditions of segregated approaches, overall development objectives are challenging to attain. It would affect the national economy and its development pace.

In these circumstances, the Society of Transport Engineers Nepal (SOTEN) has demonstrated the role of a professional society to bring the stakeholders to a common forum for interaction and understanding the approaches of planning and implementation steps of various modes of transport in Nepal. SOTEN has organized a seminar on “Integrated Transport Infrastructure Development: Issues and Way Forward” on 4<sup>th</sup> December 2021. This Seminar report is a summary of the National Seminar with the unanimously agreed **‘Seminar-Resolution’**. In addition, this report contains a brief presentation, issues discussed, and memorable snaps of the Seminar.

## **1.2 Objectives**

The main objective of the Seminar is to disseminate the knowledge on the current status of different transport modes predominant in the country (mainly national highways, railways, and airways) together with identifying the issues and challenges in the integration of transport infrastructure development. Based on the presentation, and discussions the seminar was intended to formulate some well-intentioned recommendations in the form of 'Seminar Resolution' for improving the context of the integration.

## **1.3 Seminar Outcomes**

The outcome of the Seminar is to facilitate dialogue among the transport sector development agencies on the existing issues during the planning and implementation due to the lack of integrated effort for achieving the broader goals in transport sector development.

Most importantly, the Seminar has identified the various matters of integration that could be addressed for efficient and effective results from the enormous efforts in this sector. Therefore, SOTEN has invited the Department of Roads (DoR), Department of Railways (DoRW), Department of Local Infrastructure (DoLI), Civil Aviation Authority of Nepal (CAAN) and the Department of Urban Development and Building Construction (DUDBC) for to share their issues among professionals in the transport sector.

## **2. PARTICIPATING INSTITUTIONS**

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### **2.1. Department of Roads**

DoR is responsible for the planning and development of national highways forming the strategic road network in Nepal. The road transportation system of Nepal consists of a network of national, provincial, and local roads. The national road transport network has been expanded to 76 district headquarters of the country. The total length of the existing road network is about 80 thousand kilometers. A target of achieving 200

thousand kilometers of road is fixed by the government for attaining sustainable development goals of UN by 2030. After restructuring the state with three tiers of government, each level is responsible for the deployment of the road network under their respective jurisdictions. The coordination among these government authorities is a must for the integrated planning approach.

## **2.2. Department of Local Infrastructure**

Previously the Department of Local Infrastructure and Agricultural Roads (DoLIDAR) had broad responsibility for the planning and development of local infrastructure with more focus on the local transport network. Presently, DoLI is dedicated to the formulation and implementation of Provincial and local level road transport policies programs and projects in Nepal. It has been successfully implementing the various transport sector projects such as Provincial and Local Road Construction and Improvement Program (PLRCIP), Rural Connectivity Improvement Project (RCIP), Local Road Bridge Program-Phase IV, and others. It has great responsibilities for coordinating among the central agencies as well as local level authorities for the integrated approach in the planning and implementation of transport sector efforts.

## **2.3. Civil Aviation Authority of Nepal**

The Civil Aviation Authority of Nepal (CAAN) as an autonomous regulatory body was established in 1998 under Civil Aviation Act, 1996. CAAN is the regulator of civil aviation as well as the service provider in the areas of Air Navigation Services and Aerodrome Operations. There are 54 airports in Nepal including one international airport. Three international airports and one domestic airport are under construction. Among 53 domestic airports, four are hub airports. Out of the total 54 airports, 35 airports are in operation, whereas the rest of the 19 airports are not in operation. Thirty-seven airports have paved runways, and two airports are undergoing pavement construction. Eight airports have night operation facilities (CAAN Report, 2019-2). The planning and development of airports shall consider the overall travel demand as well as passenger and freight flow patterns in the country. Furthermore, the interconnectivity among the other modes is vital for the efficient operation of the air

transport sector. Therefore, the integrated approach of planning and development is a prerequisite for the efficiency of each mode of transport.

#### **2.4. Department of Railways**

Department of Railways (DoRW) has been a relatively new agency for the planning, implementation, and operation of the railway system in Nepal. The railway operation as one of the most economic modes of transport has been initiated more than a century ago. However, the development priority was not taken into consideration. After the establishment of the DoRW, it has started some strategic projects such as the E-W railway, and other North-South connectivity projects. Furthermore, it has envisioned the multi-modal transport system in Kathmandu. The railway system needs reliable interconnectivity to the other modes of transport for its great drive to the national economy.

#### **2.5. Department of Urban Development and Building Construction**

The Department of Urban Development and Building Construction (DUDBC) has been engaged in the formulation, planning, and implementation of urban policies. The coordination among the municipalities regarding the development of urban transport infrastructure requires tremendous effort for the coordination and consistency of the project parameters. A Road network is one of the most important urban infrastructures and it shall be planned and developed by considering the extent and uses of other transport modes and associated urban facilities. Therefore, the integrated approach must be adopted for sustainable urban transport. Thus, DUDBC has developed an Urban Road Standard for uniformity and standardizing the urban road network within the jurisdiction of the respective Municipalities.

### **3. SEMINAR SESSIONS**

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The National Seminar has been organized in three sessions viz. Opening Session, Technical Sessions, discussion Sessions, and resolution finalizing session. The one-day seminar has managed with the refreshment with the lunch in the middle of the Seminar. The detailed program schedule is shown in the Annex of this report.

### 3.1. Opening session

The opening session of the Seminar was commenced with the welcome notes and introduction of the seminar theme. The session was hosted by the treasurer of the SOTEN Er. Anjana Bhatta. The Vice-president of the SOTEN has briefly introduced the theme and welcomed the presence of the distinguished guests in the Seminar. The opening session was chaired by the President of SOTEN. The Chief guest Mr. Biswo Nath Poudel, keynote speaker Er. Birendra Bahadur Deoja, Secretaries Er. Devendra Karki, Er. Rabindra Nath Shrestha, Er. Pramila Devi Bajracharya, and Er. Gopal Sigdel was welcomed to the program. On this Seminar, SOTEN has felicitated the Secretaries as the member of the Advisory Committee to Er. Devendra Karki, Er. Gopal Sigdel and Er. Pramila Devi Bajracharya.

The seminar was targeted to attract audiences from transport professionals, actors, institutions, and aspirant youths. To this, the program was a success as it was participated by the participants from the Department of Roads, Department of Railways, Department of Local Infrastructure, Civil Aviation Authority of Nepal, Department of Urban Development and Building Construction, Ministry of Physical Infrastructure and Transport, private sector professionals, students of transport engineering, and others. A large share of the participants were members of the society (SoTEN) or was willing to become one.



### 3.1.1 Keynote Presentation

Keynote speaker Er. Birendra Bahadur Deoja presented on “Integrated Transport System/Integrated Transport Development”. He highlighted the need for the revision of the National Transport Policy, 2002 in line with the federal system. Mr. Deoja reiterated that the public expectation for infrastructure is ever increasing due to the advent of information and communication technology



while the condition is yet to meet them. There is, thus, a need for aggressive growth in infrastructure along with the development of high-capacity visionary infrastructure. He argued that Nepal needs to go beyond the conventional economic analysis approach as most of the local roads are always justified and not all roads need a feasibility study. He emphasized that the current procurement act and policies are major constraints in many instances and thus need revision. He clarified that the project formulation should give due consideration to the hazard assessment, however, extensive restrictive environment assessment may not be necessary. He recommended life cycle cost and benefit, rather than initial cost or investment cost only; techno-economic approach; and long-term planning. He concluded with way forward suggestions to avoid the intellectual trap, focus on actions and output rather

than plans and policies only, one point agent for economic growth and result oriented approach rather than process-oriented one.



### 3.1.2 Remarks by Chief Guest

The Chief Guest Dr. Bishwo Nath Poudel, Vice-Chairman of the National Planning Commission highlighted the issues of the transport sector

and its importance for the national economic growth. He also conferred on the need for intellectuals, labor, and materials in the development of infrastructure projects. He further explained the issues of material shortage not due to lack of materials but restrictions by locals on the extraction of them. He also highlighted the need for procurement experts, the need for better monitoring and evaluation of construction works, and technology transfers in the many new development projects. He also emphasized the professionalism of the involved parties in ensuring quality work.

### 3.2. Technical Session

The seminar was organized to provide a common platform for various agencies for speaking their issues related to the coordination and collaborations among the concerned Departments. The Department of Roads (DoR), Department of Railways (DoRW), Department of Local Infrastructure (DoLI), Department of Urban Development and Building Construction (DUDBC), and Civil Aviation Authority of Nepal (CAAN) has



presented the thematic papers in the Seminar. The technical session was chaired by Dr. Surya Raj Acharya. The technical session was followed by the discussion session for all presentations. At the first, the presenters were requested to address the issues raised by the Keynote Speaker while presenting the issues and challenges of the respective sectors.

The session chair Prof. Dr. Surya Raj Acharya clarified the theme of the Seminar and explained the recent trends in the neighboring countries. He opened the technical session talking about skepticism in infrastructure and the need for integration at the physical level and coordination at the planning level among the various stakeholders, including those who were presenting in the session. He also highlighted the

importance of programs and discussions as this seminar among the stakeholders in facilitating the integration and coordination among the same stakeholders.

The presentation slides are provided in the ANNEX of this report.

### **3.2.1 Er. Arjun Jung Thapa**

Director-General of Department of Roads, Er. Arjun Jung Thapa began his presentation by highlighting the vision, mission, goals, and responsibilities of DoR. He pointed out that the objectives - to reduce the cost of transportation, is also the objectives included in the 15<sup>th</sup> periodic plan. The strategies and



working policies of DoR include developing road network based on a master plan emphasizing provincial balance, high-speed roads, underground roads, and viaducts; use of modern technologies optimally with a high priority on institutional capacity development; arrangement for alternative sources of investment; emphasize utilization of modern technologies and mechanization for design, construction, operation and maintenance of roads and road safety; and reduce possible impacts or adverse effects of natural disasters and climate adversities.

He highlighted that the major problems lay in the inability to achieve expected outputs; identification/selection of projects without defined standards, and their implementations without proper preparations; inability to increase the professional capacity of the private sector and skilled workers; hurdles in the utilization of available construction materials; lack of budget and operational efficiency; lack of ownership of roads by public and disputes in right-of-way and acquisition; and lack of cooperation and coordination among may oversight agencies and departments among many others. His presentation included some photographs highlighting the above issues. He also presented that there lie many challenges and opportunities ahead. Many issues could be resolved through the coordinated effort of constitutionally agreed mandates

of all three levels of government, professional management of road network and national highways, the interest of private sector and development partners, and working on the favorable environment on road construction among all three levels of the government.

### **3.2.2 Er. Deepak Kumar Bhattarai**

Director-General, Department of Railways, Er. Deepak Kumar Bhattarai presented on the railway development and status in Nepal, issues, problems & challenges, integration with other systems, and way forward. His slides informed not only of the past developments but also presented the existing policies and plans for the development of the railways in Nepal. He also highlighted the importance of railways development in the context of Nepal.



Mr. Bhattarai emphasized that the railway's development was still in a conceptual/planning phase and thus, there is a need for a short-term vision in the spirit of medium-term vision which then fulfills the long-term vision. His presentation outlined the high initial investment, rugged terrain, challenging geology, unstable politics, issues of land acquisition as some of the major issues or challenges. The conceptual phase of the sector also presents the sustainability issue of the infrastructure, if built. His presentation also outlined many integrations attempts through the national sustainable transport strategy for Nepal (2015-2040), the national urban development strategy, and the Kathmandu valley integrated public transport management committee. He concluded his presentation highlighting the path put forth by the above plans/policy documents for the integration of different transport modes through horizontal, vertical, spatial, temporal, and modal integration.

### 3.2.3 Er. Shankar Prasad Pandit

Senior Divisional Engineer of Department of Local Infrastructure Er. Shankar Prasad Pandit presented the contemporary development issues and the need for integrated planning in local transport infrastructure. His presentation first outlined the status of local roads and development trends in Nepal. He then presented on the issues in planning and implementation,



specifically issues in jurisdiction and ownership of local roads, shortfalls in funding and/or management, lack of proper planning system and planning guidelines; defined stakeholders, quality assurance, mitigation of cross-cutting issues, inadequate technical capacity, and non-engineered roads. He highlighted the need for modal and hierarchical integration with local, provincial, and federal levels, integrated public transport, and rural road safety.

He warned of a disaster in infrastructure within net 10 years if the current trend in fragmented development and improper utilization of funds continued. Thus, he concluded with the need for integration in transport policy at the national level that addressed the integration of local roads as well; uniformity in design standards, norms, and guidelines; the role of the central institution in coordination and management; monitoring and feedback mechanism for the province and local levels in networking development to harmonize national policy; and mapping, analysis & statistics of existing networks at National Level. He further recommended revision of policy and standards with a defined role, jurisdiction, and ownership of DoLI and other governmental agencies as the way forward.

### 3.2.4 Er. Pradeep Adhikari

Director of Civil Aviation Authority of Nepal Er. Pradeep Adhikari presented on the development of airport infrastructures. His presentation started with the status of air transport in Nepal along with the status of major projects in regional/international airports. He presented that the air traffic has been increasing in Nepal and the capacity of the major airports is due to be overrun which



may result in an “air-locked” scenario. He, thus, emphasized that the development of Nijgadh International Airport is instrumental in addressing the demand soon.

He pointed out that some of the major road/tunnel projects such as Ktm-Kulekhani-Hetauda Tunnel Road, Pokhara-Bhairahawa Tunnel/Expressway, TIA Tunnel, Muglin-Pokhara road projects complement the air transport network and supports the movement of people and tourists. The development of airports and air transport will in turn add demand to other modes especially road transport and thus, the above projects are essential to be developed with the development of the air transport projects.

### 3.2.5 Er. Mahesh Bahadur Singh

Senior Divisional Engineer of Department of Urban Development and Building Construction Er. Mahesh Bahadur Singh presented on the urban roads and transport amenities. The presentation highlighted the recent urban development trends, DUDBC projects, and their contribution to the transport sector. He also shared that the Nepal Urban Road Standard 2076 was developed to promote uniformity among urban road projects.



In terms of planning and implementation issues he pointed out that there is inadequate public and private investment, coordination among government agencies is not efficient, land acquisition and utility management issues, inability to internalize road density and standards in land use planning, irregular maintenance of urban roads, lack of reliable public transport system, poor inter-urban connectivity, and poor safety and freight movement as major issues. He further outlined that there is a lack of cycling and pedestrian facilities, high-speed inter-urban infrastructure, underutilized regional resource potentials, and a lack of spatial intervention (focused in selected areas/regions like Kathmandu Valley).

### **3.3. Discussion Session**

Many participants raised relevant questions to all the presenters which were focused on the integration practice and needs. The questions and answers are summarized in short below.

#### Questions

- Sunil Poudel: There is a need to upgrade our construction material and technology. The policy of underground utility duct and coordination with the respective road agency is lacking. The government should develop human resources for future development requirements.
- Rajendra Raj Sharma: He presented his disagreement in the statement by the presenter on economic analysis requirement should not be mandatory, and that restrictive clauses in the procurement act and regulation should be changed. He further pointed out that there is a problem in the classification of roads and jurisdiction definition in the policy of the nation. Further, training is available for the government employee only, while the work is done by the consultants. So, the team of consultants should also be trained for the successful implementation of the projects.
- Shiv Ram KC: His questions were directed to DG, DoR – His presentation was the missing way forward. What is the investment in the research and development sector by DoR? There are dubious decisions and unclear planning

is in terms of defining RoW and respective compensation to the land/building owners.

- Keshab Kumar Sharma: Private sector involvement in road projects is only jargon and is never applied as the road projects are more of a social welfare project and are not commercially viable. In terms of investment, we are near saturation level as a total investment is close to 10-12% of the GDP in the road sector, and the problem lies in proper utilization of the investment in the prioritized projects. There is increasing complexity in coordination because of the addition and segregation of the jurisdiction and stakeholders in different levels of government. This is a huge problem; an example is that no concrete database on road can now be obtained. Is urban road standard for urban road only? It should be a part of the national road standard.
- Rohit Acharya: Maybe we need a different modality for major investment, new, and technological breakthrough projects; Jurisdiction should be defined for roads and railways.
- Dr. Sahadev Bahadur Bhandari: Bagmati Province has prepared Bagmati Province Transport Master Plan; the province has its acts and own road standard and is also preparing new guidelines for road pavement and construction. The issue is in land acquisition, involvement, and support of the federal government to the provincial government.
- Er. Binod Prasad Bhattarai: What is the policy that guides the different ministries and governments as most of the plans and policies were prepared 20-25 years back?

The presenters had answered the questions and clarifications on the issues raised by the audiences. The summary of the remarks by the Presenters is noted as below:

Answers:

- Arjun Jung Thapa (DG, DoR): The current policy is 2002 to 2022 and we are already preparing a new policy integrating road with railways, waterways, and

airways. My presentations lacked a way forward but did mention opportunities that lie ahead of us. The issue of construction material and utilities raised by Sunil sir is very true and relevant. We are under talk with KUKL and NEA to coordinate and map them. Donor-funded projects are for our benefit, but some of the clauses are very difficult to tackle in our context. DoR has not been able to spend on Research and development. We are in talk ow IOE for research and development. The private sector has been successfully implemented abroad and in India, so we will be looking to implement them further. The economic return should be the criteria for prioritizing the project. Many small projects have assurance for investment while high investment projects are in shadow and have restricted budgeting.

- Deepak Kumar Bhattarai (DG, DoRW): Raxaul – Kathmandu is the must line in Railway Project. The issue of manpower development is very true, and we lacked the necessary preparation for the project. Political stability has been a huge hindrance to the stable line of vision and work. Railways are still in the “nascent” policy stage.
- Shankar Prasad Pandit (SDE, DoLI): Road definition and institution definition for authority. The bigger issue lies between local roads and provincial roads. What we can do is establish a central coordinating agency in the transport sector and prepare central standards and guidelines in integration and other provincial, local, federal guidelines will prepare their plans and guidelines in line with the central guidelines. There is no problem with funding, but how we use the fund is an issue.
- Pradeep Adhikari (DG, CAAN): Airlocked was meant for exceeding demand than supply. For the comparison of runway and road, 3 km of runway means the aircraft can travel 15 –16 thousand km using 3 km of runway.
- Mahesh Bahadur Singh (SDE, DUDBC): Construction of urban roads by MoUD/DUDBC has not initially defined jurisdiction for DUDBC, but because no other central agency dedicated for the management of urban roads, DUDBC was asked to develop them, and that they did. We have been developing our capacity in this sector as well. The Urban Road Standard was approved by the

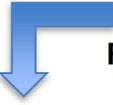
Government of Nepal and so is a national standard. The provincial government can prepare its urban road standard based on the urban road standard 2076. DUDBC works in coordination with the municipal government only. We provide technical support and as advisory only.

With the completion of the question-and-answer session, the session chair Er. Surya Raj Acharya thanked all the presenters for their presentation and quick answer to the queries, and the participants for their patience and participation.

#### **4. SEMINAR RESOLUTION**

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Based on the presentations and discussions a draft resolution was prepared by the Society of Transport Engineers Nepal (SOTEN) and presented among the presenters and participants by Er. Keshav Kumar Sharma. It was discussed line-by-line and modified to in discussion with the participants. The final resolution is presented in the next page.



## **Resolution on National Seminar “Integrated transport infrastructure Development: Issues and Way Forward”**



With the concept of capacity development and knowledge sharing among Nepalese Engineers in the transportation sector, the National seminar on “Integrated transport infrastructure Development: Issues and Way Forward” was concluded on December 4, 2021. The program has specified technical sessions from various transport-related departments including the Department of Roads, the Department of Railways, the Department of Local Infrastructure, the Civil Aviation Authority of Nepal, Department of Urban Development and Building Construction.

The resolutions from the seminar are:

1. Formulation of Integrated National Transportation Master Plan and provision of central level-lead agency to monitor, coordinate and oversee the transport sector.
  2. Formulation and enactment of integrated national plan and standards for each hierarchy of transport modes governing with a single ministry.
  3. Formulation of new policies and/or modification of current policies, plans, rules, and regulations to expedite project implementation.
  4. Implementation of projects incorporated in the master plan, sectoral plan, and PIP only after completing all preparatory works.
  5. Need capacity building, technology transfer, research in all institutions in a coordinated manner.
  6. Exploration of appropriate alternative methods of financing needs to fulfill the national resource gap.
  7. Implementation of integrated local, urban, regional, and national development plans through the development of public transportation and active mode of travel along with the provision of utility duct as an integral part of road element.
  8. Adherence with quality assurance and, monitoring and evaluation framework in all transport infrastructure projects.
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## **5. CLOSING SESSION**

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The seminar resolution is an important conclusive document to support and bolster the integration approach of the presenting stakeholders and other participants to pursue a supportive role in achieving the envisioned integrated development of the transport infrastructure ahead. Following the approval of the resolution by the participants, President of SOTEN Dr. Padma Bahadur Shahi spoke the vote of thanks and closing remarks. He thanked all the guests, presenters, and participants for their role in the success of the program as they all performed their roles perfectly from the preparation to the end of the Seminar. On behalf of the Executive Committee, he expressed gratitude to all members of SOTEN and seminar participants for the success of this grand event. He expressed the plan of SOTEN for organizing the International Seminar in near future.

## ANNEX I: PROGRAM SCHEDULE OF NATIONAL SEMINAR

Time	Description
09:00 – 09:30	Participants' Registration (served Tea/Coffee)
09:30– 10:30	<p>Opening Session (MC of the Opening Session: Er. Anjana Bhatta)</p> <ul style="list-style-type: none"> <li>● Inviting the guests to the Dais: <ul style="list-style-type: none"> <li>○ Chairperson of the Session: President, SOTEN</li> <li>○ Chief Guest: VC, National Planning Commission (Dr. Biswo Nath Poudel)</li> <li>○ Guests: Keynote Speaker Er. Birendra Bahadur Deoja</li> <li>○ Secretaries: Er. Devendra Karki, Er. Rabindra Nath Shrestha, Er. Pramila Bajracharya, Er. Gopal Sigdel</li> </ul> </li> <li>● National Anthem</li> <li>● Welcome and Introduction notes on the Seminar: <ul style="list-style-type: none"> <li>○ By: Vice-president of SOTEN Er. Rajendra Raj Sharma</li> </ul> </li> <li>● Felicitation of Secretaries as member of Advisory Committee: <ul style="list-style-type: none"> <li>○ Er. Gopal Sigdel</li> <li>○ Er. Pramila Bajracharya</li> <li>○ Er. Devendra Karki</li> </ul> </li> <li>● Keynote Speech: Er. Birendra Bahadur Deoja</li> </ul>
10:30 – 13:00	<p>Technical Session:</p> <ul style="list-style-type: none"> <li>● Session Chair: Dr. Surya Raj Acharya</li> <li>● Keynote discussion and Update of presentation materials (15 minutes)</li> <li>● Presentations (each presentation time 20 minutes) <ul style="list-style-type: none"> <li>○ Department of Roads: National Highways</li> <li>○ Department of Railways: Railways</li> <li>○ Department of Local Infrastructure: Local transport</li> <li>○ Kathmandu Metropolitan City: Urban Roads and Transport services</li> <li>○ Civil Aviation Authority of Nepal: Air Transport</li> <li>○ DUDBC: Presentation of urban roads <i>and transport amenities</i></li> </ul> </li> </ul>
13:00 -13:15	Remarks by Chief Guest Dr. Biswo Nath Poudel
13:15 – 14:15	Lunch
14:15 – 15:00	Discussion (Q/A Session) on the presentations
15:00 -15:30	Felicitations to the Chief Guest, Keynote speaker, Presenters
15:30 – 15: 45	Seminar Resolution by: Er. Keshab Kumar Sharma
15:45 - 15:55	Vote of Thanks by President, SOTEN, Dr. Padma Bahadur Shahi