

# Briefing Note 025 – Pilot Support Strategy

## 1. INTRODUCTION

Of the seven districts originally supported by the RTI Maintenance Pilot, Dailekh is now a RAP3 core district. In Year 2 it is proposed that Dadeldhura become a core district, pending agreement by the Steering Committee in November 2014. This means that the five remaining pilot districts have received four years of technical assistance from DFID towards achieving the SWAp objectives of GON. Capacity building targets for districts, central and private sector consultants working on RAP3 are based on ISO 2009 continual improvement plans. These measure progress on a 10 point scale for a range of key elements from Engagement (0) through Basic, Intermediate and Advanced to SWAp Compliant (10). For districts key elements are grouped by maintenance, planning, technical, financial, institutional and social/political issues. Key elements will improve at different rates for different districts and at different rates within districts but the guiding principle is that overall performance, the score for all key elements, improves year on year.

The performance of the five pilot districts has been measured since 2010 in terms of their capacity to be “SWAp compliant”. As can be seen in Figure 1, this now stands at 6.69 out of a SWAp Compliant maximum score of 10 points, and comfortably within the Intermediate level, having risen from an initial level of 2.61 in 2011.

Districts	Average Scores over time				
	Target Score	2011	2012	2013	2014
Jhapa	10	4.42	5.42	6.83	6.82
Morang	10	1.44	4.67	7.21	7.52
Sankhuwasabha	10	2.21	4.50	5.50	6.41
Sindhupalchowk	10	3.33	4.67	5.46	6
Parbat	10	1.67	5.42	6.83	6.68
Average of 5 districts	10	<b>2.61</b>	<b>4.93</b>	<b>6.37</b>	<b>6.69</b>

District level assessments made in 2014 show significant progress has been made in terms of road network condition, standards and maintenance funding and support from district level political parties. Good progress was recorded for DRCN asset management prioritisation and planning, fund disbursement, institutional development and GON’s MCPM score. In contrast these districts and their local support consultants still struggle with asset management implementation, road project management and financial management procedures. With three years left to run for RAP3 these three areas will need to be given top priority if the pilots are to become SWAp compliant.

## 2. RAP3 FIRST YEAR SUPPORT

First Year support to these five districts consisted of three person TA teams embedded in the District Technical Office responsible for LRN management plus Support Consultants procured by RAP and Annual Support Plans for each district. For the first year of implementation the maintenance budgets for the 5 pilots totalled NRS 470m of which NRS 100m had been completed by Aug 2014.

	Year 1	Aug-14		RMG Budget	Improvements	Year 2 Budgets	Remarks
	Maintenance Budget	Completed	Year 2 Carry Over				
JHA	98,825,000.00	1,607,711.00	97,217,289.00	8,500,000.00	67,325,000.00	173,042,289.00	2 packages not yet costed
MOR	112,794,522.00	414,581.00	112,379,941.00	12,300,000.00	88,430,440.00	213,110,381.00	
PAR	74,297,000.00	34,267,009.00	40,029,991.00	12,200,000.00	41,700,000.00	93,929,991.00	1 package not yet costed
SAN	84,000,000.00	40,983,321.00	43,016,679.00	5,200,000.00		48,216,679.00	1 package not yet costed
SIN	100,000,000.00	22,838,000.00	77,162,000.00	11,200,000.00		88,362,000.00	1 package not yet costed
	469,916,522.00	100,110,622.00	369,805,900.00	49,400,000.00	197,455,440.00	616,661,340.00	3,854,133.38 GBP

## 3. RAP3 SECOND YEAR SUPPORT

Carryover into Year 2 totalled NRS 370m to which it is proposed that RAP3 fund the new RMGs at an additional cost of just under NRS 50m. Known improvements in these districts currently total NRS 197m with 5 packages not yet costed. The Year 2 budget currently stands at NRS616m.

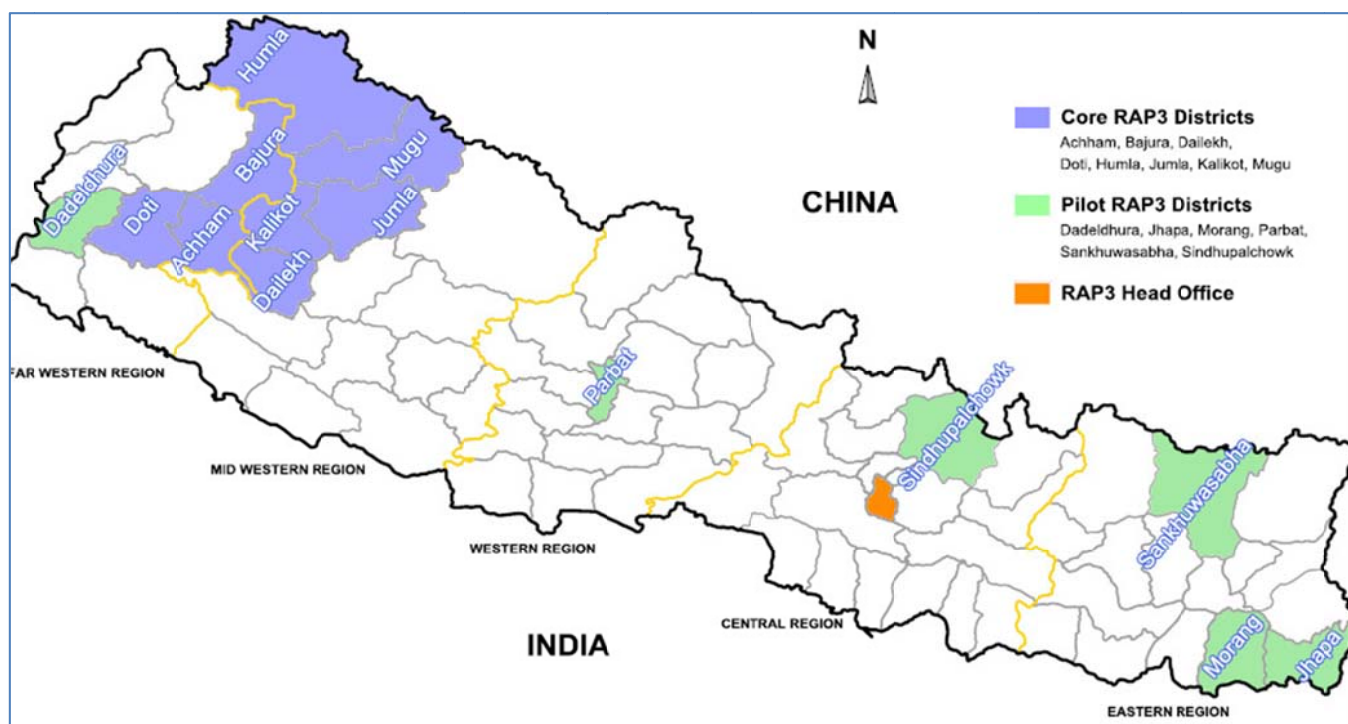
#### 4. RAP3 THIRD YEAR SUPPORT

In Year 3 RAP proposes to fund RMGs and possibly some emergency maintenance with the main funding of NRS150m for maintenance coming from the GON SWAp Programme topped up by NRS80m from RAP funds as shown below for a total Year 3 budget of NRS 230m.

	GON SWAp	RAP RMG Budget	RAP Emergency ?	Year 3 Budgets
JHA	25,000,000.00	8,500,000.00	6,100,000.00	39,600,000.00
MOR	37,500,000.00	12,300,000.00	6,100,000.00	55,900,000.00
PAR	37,500,000.00	12,200,000.00	6,100,000.00	55,800,000.00
SAN	15,000,000.00	5,200,000.00	6,100,000.00	26,300,000.00
SIN	35,000,000.00	11,200,000.00	6,100,000.00	52,300,000.00
	150,000,000.00	49,400,000.00	30,500,000.00	229,900,000.00

#### 5. FUTURE TECHNICAL ASSISTANCE

Unlike the RTI Maintenance Pilot which focussed exclusively on road maintenance, the introduction of the new ARAMP means that TA to DTOs in Pilot Districts now needs to cover improvements and construction of new road sections, which for the moment are carried out directly by RAP3, with maintenance managed through the DDFs. For works funded by RAP3 in Year 1 and Year 2 field teams of Support Consultants were procured to support RAP3 TA teams embedded in the DTO offices. By Year 3 however, RAP3 will be funding only RMGs carrying out Routine and Recurrent Maintenance and possibly making a limited contribution to emergency maintenance after the monsoon rains. The GON’s SWAp Programme is expected to take the lead in funding specific maintenance, improvements and new construction. By year 3 the TA function of RAP3 will therefore revert back to in-house support to DTOs, modelled on the RTI Pilot with a TA team, Annual Support Plans, a modest maintenance budget and SWAp compliant capacity building to plan and implement GON ARAMPs. Outline RAP costs for this TA are of the order of GBP 500,000 per year for all five pilot districts<sup>1</sup>. Should RAP3 be expanded in terms of funding and duration the TA support for the pilot districts also would be extended but the bulk of its additional funding would be concentrated in the core districts in the west of the country.



<sup>1</sup> RAP3 is currently due to end in March 2017 so these TA arrangements would stop by Dec 2016 to allow for demobilisation of the TA teams.

