

11. Transportation and Communication

Road Transport

11.01 Of the target to connect 7 district headquarters by road during FY 2007/08, only 2 district headquarters, Jajarkot and Sankhuwasabha, are connected by road up to now while track road has been started in three district headquarters (Bhojpur, Mustang and Bajhang). Total road length at the end of FY 2006/07 stood at 17,782 km, of which black-topped road was 5,402 km, graveled 4,529 km and fair-weather 7,851-km. Till mid-June of FY 2007/08, 100-km of road has been upgraded to black top level, 20 km of road has been upgraded to gravel level and 200 km of road has been newly-constructed, resulting in 17,982 km of total road length.

Table 11(a) : Road Network in Nepal

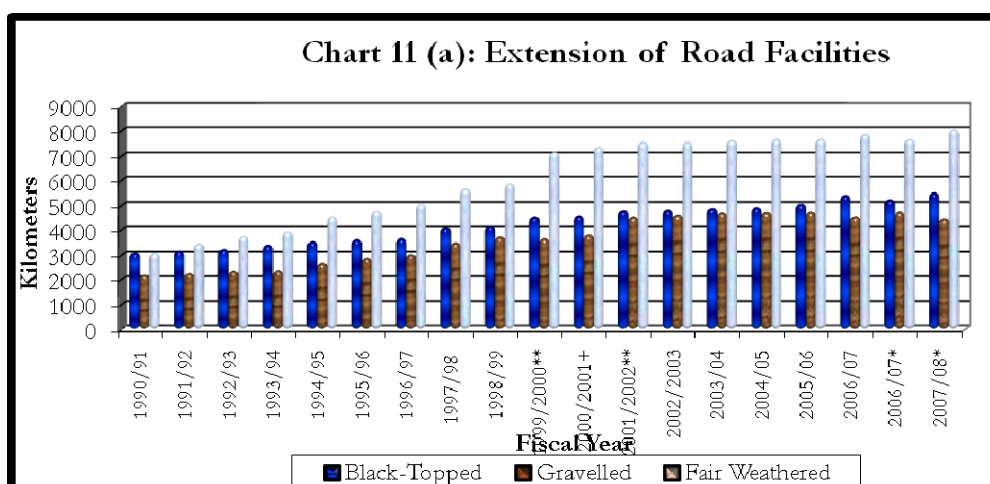
(in km)

S.N.	Types	Fiscal Year			
		2006/07	2007/08*	Total by End of FY 2007/08**	
				Total	Share/Percent
1.	Black Topped	5402	100	5502	30.6
2.	Gravelled	4529	20	4449	24.7
3.	Fair- Weather	7851	200	8031	44.7
	Total	17782	350	17982	100.00

* Extended road length up to mid-June of FY 2007/08, ** Total by mid-June 2008

Note: Only the roads constructed by Department of Roads are included

Source: Department of Roads, Kathmandu



Transport Vehicles

11.02 Since FY 1989/90 through FY 2006/07, number of vehicles across the country was 587,056. This number during the first eight months of the FY 2007/08 increased by 9.1 percent (i.e. 53,615) to 640,671. With this, by mid-March of FY 2007/08, it is estimated that there will be a ratio of 35 vehicles per km. In the previous year, there were about 33 vehicles per kilometer across the country.

Table 11(b) : Number of Vehicles

Types	Fiscal Year		Total**	Increment percentage (in first eight months)
	Since 1989/90 to 2006/07	2007/08*		
Bus	15,840	875	16,715	5.5
Mini Bus	5,396	356	5,752	6.6
Car/Jeep/Van	86,384	3,127	89,511	3.6
Tractor	35,423	2,312	37,735	6.5
Motorbike	396,156	40,633	436,789	10.3
Tempo	7,328	2,931	10,259	40.0
Micro	1,877	13	1,890	0.7
Truck/Tanker/Dozer/Crain /Tipper/Dumper	31,652	2,104	33,756	55.9
Pickup	1,485	1,108	2,593	74.6
Others	5,515	156	5,671	2.8
Total	5,87,056	53,615	6,40,671	

*Added until mid-March of FY 2007/08

** Total since FY 1989/90 through mid-March 2008

Source: Department of Transport Management, Tinkune, Kathmandu.

Progress in Policy and Institutional Matters

11.03 To protect the infrastructure of roads and to independently carry out its renovations and maintenance, the Road Board Nepal was established with the specific motives of carrying out regular maintenance and providing quick, dependable and safe journey by utilizing the sources coming through the payments by the road users. With the establishment of the Board, planned maintenance of the roads has been started, which has increased the participation of the road related agencies in this work. Another positive outcome of the Board is the increase in awareness of the people regarding the maintenance of roads.

- 11.04 For the last few years, after the establishment of the Board, plan is formulated on the basis of availability of resources for the maintenance of roads. Based on this practice, the Board is fully bearing the regular and repeated maintenance cost of 5,000-km strategically important roads. Similarly, periodic maintenance of 14-km roads has been completed in FY 2006/07. Besides this, specific maintenance of the damaged roads has been done in various places.
- 11.05 The process of policy-based reforms has started for the total reforms in the transportation management as per the report received from the transportation management reforms high-level committee. For the total reforms in the transportation management, the amendment process in the existing Transportation Management Act and Regulations is on. For the institutional reforms in transportation management, reformation process in the existing means and resources of the offices of transport management is underway. Similarly, preparation is on to provide the services from Transportation Management Offices (TMOs) through online service. By reforming the existing structures of the transport management offices, the process of enlarging the organization has been started. In that, new proposed organizational structure in Bagmati and Dhawalagiri zones and temporary office in Narayani zone will be established. Departmental monitoring and evaluation of the work done by the various TMOs has been made more effective. Similarly, work is also on to make the transport recording system of TMOs systematic and scientific. To make time-relevant improvement in, and systematize the job of, transport management and make it more modern and scientific, work is underway to reform the existing driving license format and replace it with Electronic Smart Card and the embossed number system in case of vehicles. To systematize the pollution testing process and make it scientific, work is proceeding to establish Vehicle Testing Centre in TMO, Bagmati, and gradually extend it to other places, too.

Table 11(c): Activities under Transportation Sector

<i>S.N.</i>	<i>Important works done</i>	<i>Achievement in first eight months</i>
1	Driving Training Center	
	Registration (No.)	33
	Renewals (No.)	42
2	Transport Service Registration	
3	Recommendations made to TMOs for the	255

<i>S.N.</i>	<i>Important works done</i>	<i>Achievement in first eight months</i>
	route permit of the vehicles with various models	
4	Registered Vehicle (No.)	51,731
5	Driving License (No.)	
	Newly Distributed (No.)	68,000
	Renewals (No.)	50,257
	No. of Carbon Copy/Addition of Groups	10,050
	Nepali conversion/Zonal Basis	952

Source: Department of Transport Management, Tinkune, Kathmandu.

Air Service

- 11.06 The Civil Aviation Authority of Nepal (CAAN) was established in 2055 BS to develop and extend the civil aviation in Nepal and to make air flight, air communication, air navigation, and air transportation service safe, regular standard and effective for national and international air link. The CAAN has been undertaking safety and regulatory activities related to civil aviation together with the other improvement and developmental work at the airport. To bring time-relevant reformations in the organizational structure of the CAAN, an attempt has been made to receive an expert service through International Civil Aviation Organization (ICAO) to review and restructure the present organizational structure.
- 11.07 The Aviation Policy, 2063 BS, with extensive reforms and rewriting in National Aviation Policy, 2050 BS, has been approved by the GON and is in operation. Homework is on for preparing legal base to execute the provisions of Aviation Policy, 2063 BS and for relevant amendments to the Nepal Civil Aviation Act, 2053 BS.
- 11.08 There are 51 airports in the country, which include 1 international airport in Kathmandu, 3 regional hub centers (Nepalgunj, Biratnagar and Bhairahawa), 43 other airports and 4 airports under construction (Kalikot, Kamal-Bazar, Masinechaur and Khanidanda). Of them, 33 airports are in operation. Continued work for the operation and management of the various airports and for the field inspection, monitoring and evaluation of the work performance of the airports as per the approved budget and programs has been undertaken. In the current fiscal year, field inspection, monitoring and evaluation of Bharatpur, Bhairahawa, Simara and Pokhara airports was carried out, emphasizing in addressing the problems and making reformations

through high-level committee implementing the recommendations of the report, as stated above.

- 11.09 In the context of improvement and expansion of the Tribhuvan International Airport (TIA), Airport Development Master Plan, 2015, running with the assistance of the ADB, has been reviewed. Similarly, Civil Aviation Sector Development Strategy Plan has been prepared and has remained in the decision process. For developing and extending the physical infrastructures of the airport through the resources of the CAAN as per the master plan of the TIA, selection of the local consultant has been done and the design estimation is underway. Similarly, with the technical assistance of the ADB, detailed study of the physical infrastructure by the international level consultants has been started. As in the past, under the Corporate Social Responsibility, construction of roads, sewerage management and drinking water facilities along the vicinity area of TIA in Gothatar, Koteshwor, Sinamangal, etc. is continuing in this fiscal year as well. Construction of TIA's runway, taxi-way overlay work and expansion of stopover facility for international flights has been started. Distribution of the compensation for acquirement of houses sheds and land in Koteshwor and Sinamangal areas for the development, extension and the security of the airport, have been started under the TIA master plan. Implementation of the TIA programs as approved in FY 2007/08 is expedited as per the work schedule with the aim to accomplish them as targeted by the end of the current fiscal year. Along with the prompt and effective facilities for tourists, travelers and service seekers of regular flight, the other facilities like sanitation, management of terminal, trolley service, etc., are also of high priority for TIA improvement. For the facility of the tourists, travelers and service seekers, hotel providing a high quality service has been opened. Similarly, a highly standard lounge has been reconstructed by the Thai Airways International. Likewise, new version of the airport entry pass needed to enter the airport has been implemented. Link taxi way to connect domestic apron with parallel taxiway constructed in the past 5, 6 years ago could not come into operation for various reasons. Necessary preparation has been started to resume its operation. As mandatory as per the international system and also to help in e-ticketing, Common User Terminal Equipment (CUTE) system is in tender process. This helps check ticket from single software through all the air services in an integrated way.

- 11.10 Since various types of aircrafts and air services are on rise, upgrading the quality and extension of the service of the internal airports has been continued to make air service safe, reliable and regular. To develop and extend the physical infrastructure of Nepalgunj airport, the construction works initiated in FY 2006/07 such as Exit Taxiway, addition of floors in the tower building and cargo building are in the final stage. In the current fiscal year, there is a program of improving the status of the hanger, taxiway and car park area for which contract has been signed and construction has been started. In the process of developing Gautam Buddha Airport as a regional international airport, about 62 *bighas* of land was acquired in FY 2005/06. Likewise, acquiring of nearly 25 *bighas* of land for the development of other infrastructure was started in the previous fiscal year. Likewise, necessary procedure is on to strengthen current runway, taxiway and apron. Task of improving the runway, taxiway and apron of Pokhara airport and Chandragadhi airport is ongoing. Program for upgrading and extension of Dhangadhi airport to make it suitable for all seasons has been started as this is important from the viewpoint also of regional balance since there is no airport with paved runway in the far-western region and also that the request from local level with promise of economic participation to some extent has been received. To improve the status of Surkhet Airport in the mid-western development region, contract agreement for black topping 1040 X 30 meters runway was signed in FY 2005/06. That was completed in FY 2006/07. In the same fiscal year, construction of parking apron was also completed in which 5 aeroplanes of DHC-6 or others of same type could be parked. In the current fiscal year, it is aimed to construct rigid parking apron in which 3 MI-17 helicopters could be parked for which, bid has been called after making selection of prequalifying construction dealers.
- 11.11 To extend the runway of Janakpur Airport from 300 meters to 1,200 meters, construction work was started in FY 2005/06 which, for various reasons, could be completed in the current fiscal year. With this, the length of the runway has become 1,200 meters. According to the program for the current fiscal year to extend the level of the previous 900-meter long runway, taxiway and apron, the tender has been called by selecting prequalification of the construction companies. As per the program, necessary task is underway for black-topping of Simikot/ Humla Airport runway, taxiway and apron.

- 11.12 With a view to extend air services to remote areas, the construction work of various airports has been continued. Among the airports that are under construction, Mugu/Rara airport (the request of resource identification for extension, improvement and construction of other physical infrastructure has been received by the government), Kalikot airport (the works related to stones and soil cutting for construction of runway has been started through the consumers group since last fiscal year), Kangedanda airport (most of the construction work of the runway has been completed but other physical infrastructures are yet to be constructed; however, the air service is continued in that region), Kamalabazar Airport (construction work has been completed but, due to various reasons, the trial flight has not been done), Thamakharka Airport (runway construction is completed; but other physical infrastructures are not yet completed; however, the air service from NAC has been started), Masine Chaur/Dolpa Airport (the construction work on work agreement is continued by the local consumers group), Dolpa/Jufal Airport (the construction work is continued by the local consumers group according to the agreement in the previous fiscal year) and, lastly, Manamaya Rai /Khanidanda Airport (construction work of runway is almost completed and test flight is also done) are the major ones.
- 11.13 As per the policy of encouraging private sector airlines for the operation of domestic and international air services, the CAAN has issued Airline Operation Certificate (AOC) to 43 airlines companies. So far, only 21 such companies have valid AOCs. Out of this, 19 airlines having AOC are operating their air service. In spite of having valid AOC, two airlines companies have not been able to operate their air service. In viewing the service quality rendered by airlines companies in terms of credibility, regularity, aviation safety and non-compliance of rules and regulations toward fulfilling the technical needs, and to discourage the tendency of not operating the services and holding of AOC without operating air services, AOC of 16 airlines has been canceled and 6 companies' certificates and AOCs, were made invalid on account of missing the deadline for renewal. Thus, AOCs of 22 airlines companies have become invalid. Out of the valid 21 airlines, 4 airlines are related to recreation and adventure (Aviation sports). Among the 4 airlines related to Aviation sports, one Ultra Light Power Glider and three Para Glider Companies are in operation. In this way, the numbers of Aviation sports-related airlines and the remarkable extension in the service have given expected

service to the tourists, resulting in significant contribution to the tourism industry. Out of the 21-AOC valid airlines, except the airlines related to Aviation sports, 7 helicopter operators have dispensed their services. The helicopter operators have contributed a lot in the supply of food, clothes, medicine and other construction materials to hilly and Himalayan regions. Likewise, they have played vital role to take the tourists to glance from close quarters the beautiful scenery of three regions of Nepal- the Himalayas, Hills and the Terai. In this way, the helicopter service is contributing to alleviate the difficult life of hilly and Himalayan regions and assisting in the tourism industry of Nepal.

- 11.14 Recently, three airlines companies are providing services in international route sector. Other 19 international airlines have started their services making Nepal their destination. Of these, 19 international companies and 3 other international companies from Nepal, 5 international airlines service operators: Yeti Airlines International, Hong Kong Express, Silk Air and Dragon Air have been providing their services in the current fiscal year. Orient Thai has stopped its services after the regular flights for some months. Thus, with the development and expansion of international airlines services, the tourism industry and trade of Nepal has flourished.
- 11.15 Skilled technicians are required to operate the airlines services; otherwise, the industry may face difficult situations. Taking this into consideration and making endeavors to produce in our own country the skilled technicians who could gradually take the place of their foreign counterparts, flying school has been started in Bharatpur while, Pokhara, flying school related to Aviation Sports has been started. This would definitely contribute to the airlines industry through the production of skilled technicians in the country.
- 11.16 Nepal has signed in the bilateral air service agreements with 34 countries. They are India, Sri Lanka, South Korea, Bhutan, Japan, Myanmar, Bangladesh, Brunei, China, Malaysia, Singapore, Thailand, Maldives, Philippines, Oman, Egypt, Saudi Arabia, Jordan, Qatar, Bahrain, Pakistan, Kuwait, United Arab Emirates, Israel, Austria, France, Luxemburg, Russian Federation, Germany, Italy, Netherlands, UK, United States of America, and Croatia.
- 11.17 To extend the VHF coverage of Kathmandu Area Control Centre, RCAG station has been established and detailed technical specification has been prepared to include it in the V-SAT Network.

Tender has been called and the evaluation of the submitted tender forms is going on. The report has been collected from the consultants for the purpose of establishing Alternate Repeater Station at the proper hill-top in the Kathmandu valley, according to which Bhattedanda at Lalitpur has been recommended as the best site for alternate Repeater Station. In the site, the drawing/design work is continued to make the ladder for the approach in the site and to take the instrument for live test. To conduct ISDN data link communication among Kathmandu, Biratnagar, Nepalgunj, Bhairahawa, Pokhara and Simara civil aviation offices, the specification process in coordination with service provider organizations such as Nepal Telecom and World-Link is going on. In TIA, the feasibility study of Automatic Dependent Surveillance Broadcast (ADS-B) system has been concluded. In TIA, to establish ATS Message Handling System (AMHS), and for the feasibility study of the same, Terms of Reference (TOR) has been prepared and is in the process of acceptance.

- 11.18 According to the policy of developing air route and to utilize maximum air space of Nepal through across mountain and east-west international flights, coordination with ICAO and other related nations is underway to establish Trans-Himalayan Route and East-West (Kunming-Kathmandu-Delhi) Himalayan Route with a view to incorporate Nepal's air space in east-west long distance international airway in the leadership of ICAO. According to the attempt made to establish Kathmandu-Beijing/ Shanghai air route between Nepal and China, there is the coordination between CAAN and China Civil Aviation Authority. The current route B 345 from Kathmandu to Lucknow has been extended up to Kathmandu to Lhasa. In this regard, the letter of agreement (LOA) has been signed between Kathmandu area control and Lhasa area control. The agreement has come into force. Necessary preparation has been made to make the LOA for ATS coordination procedures between Nepal and India air route. During the time of air route negotiation between Nepal and India, as per the understanding of finalizing it after technical discussions, the process of establishing the route L 626 from Kathmandu-Mahendranagar-Delhi is underway.
- 11.19 For the overall improvement of domestic air route and air space in the different airports, the works including instrument flight procedures and revision of air-space are continued. Likewise, the Aeronautical Chart of Nepal has been digitized and the database of the whole

procedure, route, approach and departure chart has been prepared. Necessary step is being taken for the publication of new Aeronautical Chart. In the course of improving Nepal air space, the preparation of new edition of AIP Nepal is going on together with reforms in different routes and working procedures. Likewise, the work of time relevant amendment of Air Traffic Control Manual is also underway. With the aim of implementing GPS-based navigation system in current fiscal year, GNSS database has been prepared. The infrastructures are being made to implement GPS approach and departure in some airports (like Biratnagar and Chandragadhi) in the beginning.

- 11.20 It has been decided to execute fully all the criteria of Annex-17, the collection of air security measures propounded by ICAO, in all ICAO-member countries as a strategy to be adopted to thwart changing features of threat against air transport security. To evaluate such implementation under ICAO Universal Aviation Security Audit Program (USAP), the audit of all member countries' air security has begun since 2003. The audit of almost all member countries has been completed in December 2007. In this course, Nepal's ICAO Aviation Security Audit has been completed in 2006. According to audit provision, the corrective Action Plan has been prepared and sent to ICAO for the correction of mistakes as recommended in the audit. ICAO AVSEC Audit Central Monitoring team had been formed to review the progress in the activities included in corrective action plan and, likewise, necessary step is being taken to review the activities done by CAAN with respect to the audit recommendations. Decisions made by the National Civil Aviation Safety Committee in accordance with the Air Safety Management Regulation, 2046 BS for the approval of all the policy-level decisions relating to the air safety and for effective implementation of the decided matters have been implemented. In addition, in order to implement the air safety requirements at the airport level as well as coordinating the activities, airport safety committees have been active in all the airports of Nepal. According to the provision of air security Annex-17 of ICAO, National Air Safety Program is in action after the approval of National Civil Aviation Security Committee in 2052 BS. This includes different means of air safety, the work divisions to implement them and, the mainly, the provisions of air safety coordination.

- 11.21 It is a great challenge to keep flight safety at highest level due to Nepal's geographical features and difficulties to set up the necessary communication and aviation-related equipment. Nepal has been actively participating in worldwide security inspection programs conducted by ICAO and there has been remarkable progress in implementing recommendations of the audits. Continuity has been given to the audit, supervision, regulation and monitoring of different airlines. The implementation of the recommendations of Accident Investigation Committee has also been stressed. Highest priority has been accorded to the flight safety. In this year also, seminar on 'Recent Trend in Aircraft Maintenance and Airworthiness' has been conducted in addition to conducting various awareness-raising programs. Manual related to flying school requirements and Designated Check Pilot (DCP) manual have been published. Regarding IUSOAP audit and to implement its recommendation, to operate all the works of Annex of ICAO, a high-level committee has been formed and its sub-committees have started their jobs. Likewise, the GON has given its consent to continue the third phase program of COSCAP-SA. With the objective of delegating the responsibility of checking the pilots working in different airlines from the CAAN to the airlines themselves, the required DCP has been managed, on the basis of numbers of aircrafts involved in air services, from among the capable and qualified instructor pilots working in the airlines on the basis of their identified qualification, experience and skill.
- 11.22 In Nepal, among the aircrafts, the number of fixed-wing aircrafts is 39, Rooter Wing (Helicopter) 16 and Aviation Sports 3. The CAAN has provided license of commercial pilot for 313 people, Airlines Transport Pilot (ATPL) for 2,239 people, flight operation officer for 51 people, ultra light aircraft license for 1 person, authorization for 160 people, flight engineer for 3 people and Aircraft Maintenance Technician (AMT) for 250 people.
- 11.23 According to the policy of developing and strengthening standard airport rescue and expansion of fire-fighting services programs determined by ICAO, TIA has been conducting eight-category services. There are 5 categories of services provided in Pokhara, Simara, Gautam Buddha, Biratnagar and Nepalgunj airports. Necessary manpower has been added for the airport rescue and fire-fighting services. The fire-fighting vehicles are being repaired time and again and skilled manpower has been mobilized. To provide the rescue and fire-fighting services according to the category of TIA and

to improve these services as per the standards of ICAO, a three-year plan has been prepared. It is urgent to solve immediately the problems observed in ATS communication and flight supporting system as well as the RADAR system installed at the TIA. Solution is not possible from the internal source of the CAAN. Hence, work is in progress to request the government of Japan for the assistance by preparing “Emergency Project Proposal”.

- 11.24 To make Dhangadhi and Simara airport worthy of night flights, It is necessary to install air-filled lighting system with VOR/DME in Dhangadhi airport and air-filled lighting in Simara. As it is not possible to do so from the internal source of the CAAN, the project proposal of about Rs. 205 million has been prepared in an attempt to seek a donor agency. Since no donor agency has been found yet, the work is not proceeding ahead. About Rs. 4 billion is required to upgrade Pokhara airport into the regional international airport. For this purpose, attempt is made to find the international donor agency. For the preliminary work, the CAAN has established site office from its own budget. For the construction of new international airport, a survey was made in some places in the past. It is targeted in the approved program of the current fiscal year of the GON to select the site and prepare the investment plan. As specified to implement this program by the CAAN, the program is prepared according to which Simara and Nijgadh have been selected for the second international airports.

Information and Communication

Postal Services

- 11.25 Postal service, widely used by populace and its network spread over the entire villages, is the oldest service in the field of information and communication. Currently, the postal services network includes General Post Office, regional post directorates, district post offices, *Ilaka* post offices and additional post offices, numbering 3,992 in total. Besides delivering letters and parcels, it has continued its traditional jobs like the publication of postal tickets, conducting Postal Saving Bank, Money Order Services, E-DV Form service, Express Mail Service and e-post service. E-post service has been started in Dhankuta, Kavrepalanchwok and Surkhet with the help of International Telecommunication Union (ITU) and Universal Postal Union (UPU). Money order service has been conducted in various post offices of Nepal in addition to 6 other foreign countries. Postal

saving bank service, provided by 117 post offices inside the country, has mobilized a deposit of Rs. 765.7 million, out of which Rs. 556.1 million has been invested. Express Foreign Mail Delivery Services is operating in 38 foreign countries and Domestic Express Mail Delivery Service serves through 60 locations inside the country. In order to speed up the effectiveness of the service and the performance and to simplify the working procedure, Counter Automation has been put into operation in 9 places. Track and Trace system has been developed and implemented to keep updated record of the destinations of mail parcels sent abroad. Post offices located at Nepalgunj and Chitwan have started collecting registered documents and parcels to be sent under Foreign Express Post Office. This used to be done only by General Post Office, Dillibazar Ilaka area Post Office, and Bhotahiti Post Office before.

Telecommunication Services

11.26 Nepal Telecommunication Authority (NTA) was established as a regulatory body in telecommunication. From NTA, 208 licenses have been issued in the first 8 months of the current fiscal year. Among them, 43 licenses have been cancelled and only 165 license holders are providing the services. Out of these services, 2 basic telephone services, 2 cellular mobile services, 32 internet services (including e-mail), 7 V-SAT network services, 110 V-SAT users, 1 video conferencing, 3 GMPCS, 1 rural telecom service, 1 local data network service and 6 limited mobility services are providing the services. By mid-March of FY 2007/08, 3,212 VDCs have access to telephone services.

Table 11 (d): Telephone Service (exchange) Extended

Items	FY 2005/06	FY 2006/07	Mid-March 2008*	Mid-March 2007
Grand Total				
a) Number of urban areas covered	58	58	58	58
b) Telephone lines distributed	433,631	485,997	42,393	528,390
c) Telephone lines per thousand population**	18.7	21.0		22.82

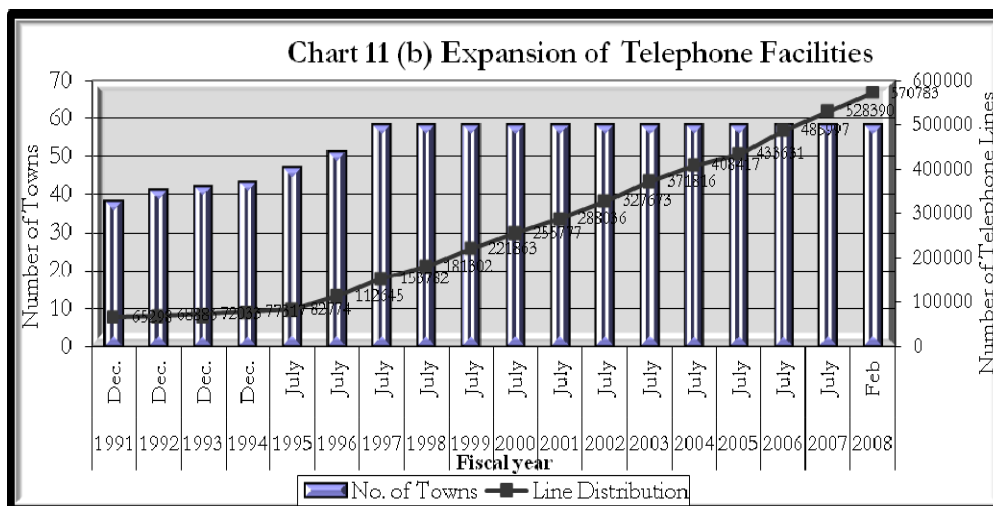
* First eight months, ** On the basis of national population census 2001, Population: 23,151,423.

Note: All exchanges are digital automation

Source: Nepal Telicom, Bhadrakali Plaza, Kathmandu.

11.27 Under the Telecommunication Sector Reform Project, the NTA has issued license to new service provider for providing telephone service in remote and very remote 398 VDCs. Likewise, license for new

service provider has been issued for providing telephone service gradually in 273 VDCs of mid and far-western development regions by establishing basic infrastructure in the mid-western development region. Nepal Telecom has started to work for providing telephone service in remaining VDCs within this fiscal year by utilizing the amount disbursed for Rural Telecommunication Project. Similarly, 75



districts have access to CDMA technology and 72 districts have access to GSM technology.

11.28 Up to mid-March 2008, almost 3.6 million telephones have been distributed by the telephone service providers. Of these, 525,446 are fixed lines. The number of customers in the CDMA technology is 497,084 while the number of GSM mobile is 2.57 million and that of VSAT lines 3,250. The number of internet users has reached almost 300,000. Necessary steps are being taken to provide telephone services through CDMA technology-based telephone service and mobile service in other parts of the country.

Information Dissemination

11.29 Under the Ministry of Information and Communication, Department of Information, Press Council, Rastriya Samachar Samiti and Gorkhapatra Corporation have been disseminating information through print media. Gorkhapatra Corporation has started to publish news and articles in different national languages since September 18, 2007. Similarly, Gorkhapatra Corporation is preparing for publication of regional editions of Gorkhapatra.

- 11.30 Press Council, Nepal is regularly monitoring the journalists' code of conduct for the development of healthy and dignified journalism. The classification of newspapers has been completed according to the target. Newspapers have been kept safely by scanning pages in the compact disk using CD ROM technology. For the development of the journalism in districts outside the capital, Media Development Fund has been providing concession in the bank loan. Every 3 months bulletin publication and press clipping service is being provided by the Council.
- 11.31 By mid-March 2008, the total number of newspapers registered in various districts of Nepal has reached 4,871, of which 362 are daily, 11 bi-weekly, 1,778 weekly, 242 fortnightly, 1,462 monthly, 284 bi-monthly, 455 quarterly, 26 trimesterly, 67 semi-annually, and 81 annually.

Table 11(e): Number of Newspapers by Languages

Language	Numbers
Nepali	3,365
English	387
Nepali-English	840
Newari	28
Hindi	14
Maithali	15
Tharu	5
Tamang	2
Bhojpuri	3
Sanskrit	2
Urdu	2
Tibetan	1
Limbu	2
Doteli	2
Others	203
Total	4,871

Source: Ministry of Information and Communication

- 11.32 To strengthen information dissemination room which is essential to disseminate information in an effective, fast and managed way, the information materials have been kept in the website of the

Department of Information. Arrangements have been made for making available the photographs of the programs attended by the VIPs and the communiques of various government agencies. Apart from this, activities like strengthening press section and photo section along with employees' instructions and training as well as interactions with journalists and publication of information materials have been successfully executed.

Television Telecasting Service

11.33 At present, there are 22 television channels, 2 owned by the government and 20 by the private sector, which have received the license of operation, out of which 7 television channels are telecasting the programs. The GON-owned Nepal Television is telecasting all 24 hours throughout Nepal and, since July 15, 2006, in foreign countries as well by sending transmission signals through satellite medium. Its transmission signal coverage has an access in 22 countries. Dang Telecasting Centre, which was destroyed during the time of conflict, has been reconstructed and its transmission started, while the telecasting has been extended through the construction of the structure at Arjundanda of Gulmi district. Transmission of Nepal Television covers 45 percent of the total area and 65 percent of the total population of the country. As at mid-March 2008, 529 licenses were issued for cable television transmission, out of which 395 are transmitting the signals.

Radio Broadcasting Service

11.34 About 70 percent people have access to the Radio Nepal's existing broadcasting service. For the expansion and improvement of broadcasting, Radio Nepal has completed the civil work and transmitter installation at Bardibas, Bhainsepati and Pokhara with the assistance of the government of Japan. Similarly, program production and central broadcasting have been improved by replacing the equipment in the Singhadarbar studio. Tender has been called for the purchase of necessary equipment for Gamgadhi and Dunai FM relay stations. Radio broadcasting has been made online through internet. Songs-music program and news are broadcasted in 20 national languages from the medium wave broadcasting centers established in all the five development regions.

11.35 With the objective of broadcasting entertaining and informative programs through the private sector as well, up to mid-March 2008,

licenses were issued for 261 institutions to run radio broadcasting centres in frequency modulation system, out of which 129 institutions have been permitted for regular broadcast.

Printing Service

11.36 Following the implementation of the National Information Policy in 2049 BS, the concept of security press evolved in Nepal. In order to develop Department of Printing as an autonomous and business-oriented institution competent to deliver quality service, it has been realized to convert it into security press. In line with this, formulation of plan and budget allocation is in the process so as to transform the Department of Printing into Security Press. Printing jobs like Nepali Citizenship Certificates, visa stickers, economic surveys, budget speeches, budget booklets, Nepal Gazettes, foreign employment permit stickers, question papers and certificates for Higher Secondary Education Council, post cards, annual reports of constitutional bodies, export/import receipts, cheque books of financial institutions, land revenue receipts of Kathmandu Metropolitan City, entry pass, etc. are being done as security printing by this Department. The Department of Printing has collected Rs. 2.12 million as revenue during the first eight months of FY 2007/08.

Motion Pictures

11.37 Motion Picture Development Board is active for the development, expansions and promotion of motion pictures to preserve Nepalese art and culture and to publicize them within and outside the country. The Board has called tenders for furnishing and mechanizing its own newly-built office building. The task force formed to draft the Motion Picture Development Act has started its operation. Effective monitoring of the motion picture development fee has been done. To develop Nepal as the destination of shooting spot, preparations under the concept of film tourism are in the final stage. Motion Picture Information Centre has been established, with the objective of disseminating motion picture-related information from a single point.

Challenges

11.38 Geographical complexity along the way to develop road transportation, lack of essential materials for road construction, delay in approval of programs and inability to mobilize people's sufficient participation are major hurdles in the development of road transport facilities.

- 11.39 In the transportation management, lack of manpower and lack of improvement in operation efficiency proportionate to increased work load has led to delay in the day-to-day performance. Lack of reliable and up-to-date records is responsible for difficulties in attaining smooth performance. Lack of resources in proportion to increasing number of conveyances, manual operation and lack of physical infrastructure comprise the major challenges in the transportation sector.
- 11.40 Lagging behind to tap the tempo of rapid development of Information and Communication Technology (ICT), lack of sufficient resource for investing in the ICT sector, and lack of expected coordination in the implementation phase, etc., have been some major challenges in this sector. Failing to use public awareness received from other means of multi-mass media in an integrated and coordinated way, lack of sufficient manpower and disproportionate expansion of effective means of communication are the other challenges of the ICT sector.
- 11.41 Utilization of feasible capacity of communication, supplying telephone service to meet peoples' demand, and maintaining quality in the available services has remained as big challenges in the emerging situation of competitive environment in the communication sector.
- 11.42 Unavailability of annual programs from road-related local units, noncompliance with the provision of depositing fees directly in the bank account of Road Board, and lack of technical supervision in the maintenance of roads being carried out by the local bodies through users committees are some problems grappling this sector.