

परियोजनाको संक्षिप्त विवरण (Two Pager)

पुस्तिका, २०८२



नेपाल सरकार
लगानी बोर्डको कार्यालय
अनामनगर, काठमाडौं

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IT Projects

Project 1:

Data Center Project – Government of Nepal

The Government of Nepal, through the Ministry of Communication and Information Technology, proposes developing a national-scale Data Center Project to support the country's rapidly growing digital economy. Data centers form the backbone of modern ICT infrastructure, enabling secure hosting of applications, cloud services, data storage, and large-scale data processing.

With increasing reliance on cloud computing, e-commerce, big data analytics, IoT, and edge computing, the project aims to position Nepal as a reliable, cost-effective data center destination while strengthening national digital resilience and technological capacity.

Strategic Rationale

Nepal offers a unique competitive advantage for data center development due to its abundant hydroelectric power and naturally cold climate, particularly in high-altitude regions. These conditions significantly reduce electricity consumption and cooling costs, resulting in lower operating expenses and more sustainable operations.

The project is designed to attract both domestic and international investment, promote private-sector participation, and position Nepal as a regional data center hub that supports economic growth and digital transformation.

Key Overview:

| Project Profile | Salient Features | Project Outcomes & Value |
|--|---|---|
| Sector: Information & Communication Technology (ICT) | Lower operating costs due to cold climate | Establish Nepal as a regional data center hub |
| Proposed Location: Nationwide, focused on high-altitude regions | Reduced electricity and cooling requirements | Employment generation in the ICT sector |
| Land Area: Approx. 2.54 hectares | Renewable hydropower-based energy usage | Growth of skilled human resources |
| Implementation Model: Public-Private Partnership (PPP) | Cost-effective human resources and services | Increased private sector participation |
| Lead Agency: Ministry of Communication and Information Technology | Shared and integrated infrastructure | Foster innovation and technical capability |
| | Scalable data storage and processing capacity | Reliable, cost-effective digital services |

Key Questions Investors May Ask?

- 1) What is the guaranteed power availability and tariff?
- 2) What incentives are offered to foreign investors?
- 3) How is currency risk handled?
- 4) Can profits be fully repatriated?
- 5) What is the government's financial commitment in PPP?

Project 2

Digital Service Center (DSC) Project

The **Digital Service Center (DSC)** is a Government of Nepal initiative designed to deliver government and private digital services through a single access point at the local level. The project directly addresses service inefficiencies, low digital literacy in rural areas, and the need for faster, more reliable citizen services by bringing digital services closer to people's doorsteps.

| Core Value Proposition | Key Features | Expected Outcomes |
|--|--|-------------------------------------|
| One-stop access to essential services | Digital centers at each local level | Improved citizen satisfaction |
| Reduced time, cost, and travel | Approx. 0.05 ha per center | Faster service delivery |
| Inclusive access for rural communities | Government & private services integrated | Reduced digital divide |
| Doorstep digital service delivery | Public-Private Partnership (PPP) model | Higher private sector participation |
| Hassle-free and reliable services | Fast, cost-effective operations | Stronger digital governance |
| Better inter-agency coordination | Integrated and interoperable platforms | Growth of digital economy |

Project 3

ICT / IT Development Center

The ICT / IT Development Center (Center for Excellence) is a strategic initiative of the Government of Nepal to strengthen the national digital ecosystem by integrating government, academia, and the IT industry into a single platform for skills development, innovation, and research. Implemented through a Public-Private Partnership (PPP) model, the Center focuses on emerging technologies, workforce upskilling, inclusive participation, and government digitalization, with the objective of enhancing Nepal's global IT competitiveness and supporting sustainable economic growth.

- **National Center for Excellence:** Establishes a unified platform integrating government, academia, and the IT industry to drive innovation, skills development, and digital transformation in Nepal.
- **Advanced Skills & Innovation Hub:** Focuses on emerging technologies, research and development, product innovation, and startup ecosystem enhancement to strengthen global IT competitiveness.
- **Inclusive Human Capital Development:** Promotes participation of youth, women, and marginalized groups through targeted training, digital literacy, and workforce development programs.
- **Support to Government Digitalization:** Enhances public sector capacity through digital government integration, open data initiatives, and technology transfer mechanisms.
- **PPP-Based Sustainable Model:** Implemented through Public-Private Partnership (PPP) to attract domestic and international investment while ensuring long-term economic and institutional impact.

Project 4

Information Technology (Techno) Park

The Information Technology (Techno) Park is a Government of Nepal initiative to establish a modern, integrated technology hub that attracts domestic and international IT/ITeS companies. Implemented through a Public-Private Partnership (PPP) model, the project supports innovation, investment, job creation, and strengthens Nepal's competitiveness in the global digital economy.

Information Technology (Techno) Park – Outcomes, Components & Features

| Project Outcomes | Project Components | Salient Features |
|---|--------------------------------------|--|
| Employment generation in the IT/ITeS sector | Private IT Park spaces for companies | Modern physical infrastructure |
| Economic diversification | IT infrastructure rental services | High connectivity & accessibility |
| Foster an innovation ecosystem. | Research & Development Center | Incubation & acceleration support |
| Enhanced technical capabilities | Incubation & acceleration facilities | Business support services |
| Global competitiveness in the IT sector | Exhibition & Collaboration Center | Special Economic Zone (SEZ) incentives |
| Startup and enterprise growth | Technopark clubhouse & amenities | Sustainable & green initiatives |

Project 5 (New Project)

Himalayan AI & Data Innovation Hub

“A first-of-its-kind AI-driven climate and disaster intelligence platform for the Himalayan region, combining government-backed demand with scalable global climate-tech revenues.”

The Himalayan Climate & Disaster AI Analytics Center is a regional AI platform designed to provide advanced climate modeling, disaster prediction, and early warning systems for floods, landslides, earthquakes, and glacial lake outburst floods (GLOFs). Leveraging AI, satellite imagery, IoT sensors, and high-performance computing, the Center will support risk reduction, infrastructure planning, and climate resilience across Nepal and the wider Himalayan region.

Developed through a Public–Private Partnership (PPP) model, the project targets foreign climate-tech firms, AI solution providers, ESG investors, and development finance institutions, positioning Nepal as a global hub for mountain and climate intelligence.

| Strategic Rationale | Core Solutions | Target Investors |
|---|---|---|
| High climate and disaster vulnerability in Nepal & Himalayan region | AI-based flood, landslide, earthquake & GLOF prediction | Climate-tech & AI companies |
| Lack of a dedicated regional climate intelligence hub | National & regional early warning systems | Satellite & geospatial analytics firms |
| Rising demand for climate risk analytics | Climate risk modeling for infrastructure & insurance | ESG & impact investment funds |
| Strong alignment with ESG, SDGs & climate finance | Decision-support dashboards & analytics platforms | Insurance & reinsurance companies |
| Unique mountain & climate datasets | Real-time monitoring using satellite & IoT data | Multilateral & climate finance institutions |

| Strategic Rationale | Core Solutions | Target Investors |
|---|---------------------------------------|---|
| Government-backed demand and policy support | Data-driven policy and planning tools | Infrastructure & resilience-focused investors |

Project 6 (New Project)

AI Himalayan Adventure & Safety Intelligence System - AI Tourism & Safety Project

The AI Himalayan Adventure & Safety Intelligence System is a high-impact, technology-driven initiative designed to enhance the safety, reliability, and global competitiveness of Nepal’s adventure tourism sector. The project integrates artificial intelligence, real-time weather analytics, geospatial mapping, health risk modeling, and emergency response coordination to support trekking, mountaineering, and high-altitude tourism across the Himalayas.

Developed through a Public–Private Partnership (PPP) or private-led model, the system provides predictive risk insights, route safety intelligence, altitude health alerts, and rapid response coordination for tourists, guides, operators, and authorities. The project positions Nepal as the world’s safest and most technologically advanced adventure tourism destination, while creating scalable commercial opportunities for foreign AI, travel-tech, and insurance-sector investors.

Key Features

| Feature Area | Description |
|---------------------------------|--|
| AI Risk Prediction | Predicts weather, route, avalanche & landslide risks |
| Altitude Health Alerts | Early warning for altitude sickness and fatigue |
| Real-Time Tracking | Live tracking using GPS, satellite & IoT devices |
| Route Safety Intelligence | AI-recommended safest trekking and climbing routes |
| Emergency Response Coordination | Faster rescue through AI-driven alerts & dispatch |
| Operator & Authority Dashboard | Centralized monitoring for guides and regulators |
| Insurance & Rescue Integration | Linked with insurance and rescue service providers |
| Multilingual User Interface | Supports global tourists and local guides |
| Data & API Services | Analytics APIs for operators and travel platforms |
| Scalable Global Platform | Replicable to other mountain regions worldwide |

Project 7 (New Project)

Smart Himalayan Organic & Herbal Agri-Business Park

“A premium Himalayan organic and herbal agri-business platform connecting small farmers to global markets through processing, certification, and export infrastructure”

The Himalayan Organic & Herbal Agri-Business Park is an integrated agri-processing and export platform focused on organic, high-altitude crops and medicinal plants. The project aggregates small farmers, provides processing and certification facilities, and connects Nepal’s unique Himalayan products to premium international markets through a PPP or private-led model.

| Strategic Aspect | Investor-Focused Summary |
|---------------------------------|---|
| Project Positioning | High-value, climate-smart Himalayan agri-products focused on quality, origin, and premium global markets |
| Flagship Project Concept | Himalayan Organic & Herbal Agri-Business Park integrating farming, processing, certification, and export |
| Core Products | Organic tea, coffee, large cardamom, ginger, turmeric, medicinal & aromatic plants (MAPs) |
| Key Project Components | Contract farming clusters, processing & value addition, cold chain & logistics, certification & export facilitation |
| Commercial Value | Premium export pricing, long-term supply contracts, strong Himalayan & organic branding |
| ESG & Impact Value | Smallholder inclusion, climate-smart agriculture, biodiversity protection, carbon credit potential |
| Competitive Advantage | Unique high-altitude crops, clean environment, traditional organic practices, difficult to replicate |
| Target Foreign Investors | Agri-business companies, nutraceutical & wellness firms, ESG & impact funds, climate finance institutions |

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Kathmandu Green Mobility Transformation (KGMT)

Project: A Phased Three-Tiered Electric Transport Network

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|---------------------|--|---|
| 1 | Project Name | Complete name of the project | Kathmandu Green Mobility Transformation (KGMT) Project: A Phased Three-Tiered Electric Transport Network |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> Sector/Sub-sector of the project. Location Land area required. Objectives for developing the project. Salient Features of the project. What values/problems will the project provide/address? Why is it important? Justification for the project (need, demand, financial viability, etc.) | <p>The KGMT project is a comprehensive urban transport reform for the Kathmandu Valley (Sector: Urban Transport/Electric Mobility). It aims to replace the current fragmented and polluting public transport system with a modern, integrated electric network. The project covers the 27 km Ring Road and major city arterials.</p> <p>The objective is to address the "Syndicate Chaos," reduce carbon emissions, and improve commuter experience through a tiered hierarchy (Trunk, City Link, and Feeder). It justifies the need for reliable mass transit to support a projected population of 5 million, replacing aging diesel fleets with high-capacity electric buses.</p> |
| 3 | Salient Features | | <ul style="list-style-type: none"> Three-Tiered Hierarchy: Matching vehicle size to road capacity (Articulated, Short-Chassis, and Safa Tempos). Electric Core: 100% electric fleet (in a phased manner) to reduce petroleum imports and urban pollution. HAM Framework: Shifts private sector role from "passenger-chasing" to "service provision." ITS Integration: GPS tracking, signal priority, and unified smart-card ticketing. |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> 100 Long-Chassis Electric Articulated Buses (12m – 18m). 150 Short-Chassis Electric Buses (8m – 9m). 500+ Lithium-ion upgraded Safa Tempos (Small EV). |

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|----------------------------------|--|---|---|--------------------------------|--|-------------|---|-------------|---------------------------------------|-------------------------|-------------|------------------------------|-------------------------|----------------------------------|------|----------------------------|--|
| | | | <ul style="list-style-type: none">• 27km of Dedicated BRT Lanes (Ring Road) with 26 - 30 Island Stations.• Centralized Charging Depots and Operations Command Center. | | | | | | | | | | | | | | |
| 5 | Benefits | <i>Provide a list of benefits (financial, socio-economic, environmental, etc) of the project.</i> | <ul style="list-style-type: none">• Environmental: Net reduction in GHG emissions (~1,300 tons \$CO_2\$ eq/year).• Economic: Reduced national dependency on imported fossil fuels; 40% reduction in commuter dwell time.• Social: Safer roads due to the end of driver racing; improved accessibility for the elderly/disabled via level boarding. | | | | | | | | | | | | | | |
| 6 | Project Outcome | <i>Provide a list of major outcomes of the project.</i> | <ul style="list-style-type: none">• . Creation of the Kathmandu Valley Public Transport Management Authority (KVPTMA).• 100% formalization of existing transport committees into Public Limited Companies.• Unified electronic payment ecosystem across all valley transport modes. | | | | | | | | | | | | | | |
| 7 | Financial Indicators | <i>Provide the available financial information of the project including:</i> <ul style="list-style-type: none">• <i>Estimated project cost (in NPR)</i>• <i>Project Internal Rate of Return (IRR)</i>• <i>Economic Internal Rate of Return (EIRR)</i>• <i>Net Present Value (NPV)</i>• <i>Pay-back period (simple and discounted)</i>• <i>Debt to Equity Ratio</i>• <i>Benefit cost Ratio (BCR)</i>• <i>Debt Service Coverage Ratio (DCSR)</i>• <i>Loan interest rate</i> | <table><tr><td>Estimated Project Cost:</td><td>NPR 18,279,250,000 (Rs. 18.28 billion)</td></tr><tr><td>IRR:</td><td>10.6% – 12.0% (Sector standard for HAM)</td></tr><tr><td>NPV:</td><td>Positive (Based on 10% discount rate)</td></tr><tr><td>Pay-back Period:</td><td>8 – 9 years</td></tr><tr><td>Debt to Equity Ratio:</td><td>70:30 (Private portion)</td></tr><tr><td>Benefit Cost Ratio (BCR):</td><td>1.25</td></tr><tr><td>Loan Interest Rate:</td><td>10.0% (Including hedging/VGF support)</td></tr></table> | Estimated Project Cost: | NPR 18,279,250,000 (Rs. 18.28 billion) | IRR: | 10.6% – 12.0% (Sector standard for HAM) | NPV: | Positive (Based on 10% discount rate) | Pay-back Period: | 8 – 9 years | Debt to Equity Ratio: | 70:30 (Private portion) | Benefit Cost Ratio (BCR): | 1.25 | Loan Interest Rate: | 10.0% (Including hedging/VGF support) |
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| Benefit Cost Ratio (BCR): | 1.25 | | | | | | | | | | | | | | | | |
| Loan Interest Rate: | 10.0% (Including hedging/VGF support) | | | | | | | | | | | | | | | | |
| 8 | Project Implementation Modality | <i>Will the project be developed through:</i> <ul style="list-style-type: none">• <i>Public Private Partnership (PPP) modality</i>• <i>Private investment</i> | Public Private Partnership (PPP) - Hybrid Annuity Model (HAM). | | | | | | | | | | | | | | |

| | | <u>In the case of the PPP modality, what modality will be adopted?</u> (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods) | HAM (Hybrid Annuity Model): 40% Support / 60% Annuity Payment. Role of Private Sector: Financing: 60% of project cost (Rolling stock/Buses). O&M: Comprehensive Operation and Maintenance for the contract duration (8–10 years). Asset Pooling: Consolidating individual owners into corporate entities. Private Expectation: Guaranteed fixed-annuity payments per kilometer operated. Provision of dedicated Right-of-Way (RoW) and charging infrastructure. Role of Government: Regulatory Oversight: Monitoring SLAs via KVPTMA. Financial Support: 40% Viability Gap Funding (VGF) for infrastructure. Revenue Management: 100% Fare-box collection via Unified Smart Card. | | | | | | | | | | | | | | |
|-------------------------------|---------------------------------|---|--|---------------|---------------------------|-------------------------------|--|------------|---|-----------------------|---|------------------------------|---|--------------|---|-------------|---|
| | | <u>In the case of PPP modality, what could be the role of the private party in developing the project?</u> | <ul style="list-style-type: none">• Design and construction• Financing• Operation and maintenance• Revenue generation• Transfer or handover | | | | | | | | | | | | | | |
| | | <u>In the case of PPP modality, what are the expectations of the private party from the government?</u> | | | | | | | | | | | | | | | |
| | | <u>In the case of PPP modality, what could be the role of the government in developing the project?</u> | <ul style="list-style-type: none">• Regulatory oversight• Land acquisition and rights• Financial support and incentives | | | | | | | | | | | | | | |
| 9 | Project Implementation Timeline | At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted? | <div>Project Concept Note (PCN)</div> <table><tr><th>Project Stage</th><th>Tentative completion date</th></tr><tr><td>Project ideation/Concept Note</td><td></td></tr><tr><td>Desk Study</td><td>-</td></tr><tr><td>Pre-feasibility Study</td><td>-</td></tr><tr><td>Feasibility Study/ DFSR/ DPR</td><td>-</td></tr><tr><td>Solicitation</td><td>-</td></tr><tr><td>EIA/IEE/BES</td><td>-</td></tr></table> | Project Stage | Tentative completion date | Project ideation/Concept Note | | Desk Study | - | Pre-feasibility Study | - | Feasibility Study/ DFSR/ DPR | - | Solicitation | - | EIA/IEE/BES | - |
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| Pre-feasibility Study | - | | | | | | | | | | | | | | | | |
| Feasibility Study/ DFSR/ DPR | - | | | | | | | | | | | | | | | | |
| Solicitation | - | | | | | | | | | | | | | | | | |
| EIA/IEE/BES | - | | | | | | | | | | | | | | | | |

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|----|------------------------|--|---|
| 10 | About the Agency | <i>Provide a brief description of the agency (project owner) including its vision, mission, and objectives.</i> | <p>Investment Board Nepal (IBN): A high-powered agency chaired by the Prime Minister, facilitating investments over NPR 6 billion.</p> <p>INVESTMENT BOARD NEPAL Office of the Investment Board ICC Complex, New Baneshwor, Kathmandu, Nepal Tel: +977-1-4475277, 977-1-4475278 Fax: +977-1-4475281 Email: info@ibn.gov.np Website: www.ibn.gov.np Twitter: @IBNOffice</p> |
| 11 | Relevant Agencies | <i>Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact.</i> | <ul style="list-style-type: none"> • Ministry of Physical Infrastructure and Transport (MoPIT) • Department of Transport Management (DoTM) • Kathmandu/Lalitpur Metropolitan Cities • Town Development Fund (TDF) |
| 12 | Additional Information | <i>Provide any additional information that could be added to the two pagers which have not been mentioned above.</i> | |
| 13 | Photos | <i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i> | |

A Premier Multispecialty Healthcare & Medical Education Hub for Global Patients

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|---------------------|--|--|
| 1 | Project Name | Complete name of the project | A Premier Multispecialty Healthcare & Medical Education Hub for Global Patients |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> • Sector/Sub-sector of the project. • Location • Land area required. • Objectives for developing the project. • Salient Features of the project. • What values/problems will the project provide/address? Why is it important? • Justification for the project (need, demand, financial viability, etc.) | <p>Brief description: This project involves the establishment of a world-class 300-bed multispecialty teaching hospital and medical school. Strategically located to serve as a Medical Hub, it aims to bridge the gap between Nepal's burgeoning medical education sector and the high-value international medical tourism market.</p> <p>Sector: Health</p> <p>Location: Proposed sites include location at a preferred location in the Kathmandu–Nijgarh Fast Track corridor for strategic international access or near Pokhara.</p> <p>Land Area: 5–10 acres of private land (compliant with Medical Education Commission MEC land-ratio requirements for medical colleges).</p> <p>Objective & Justification: To provide affordable, world-class tertiary care to Nepalis while generating foreign exchange through medical tourism. Addresses the "brain drain" of specialists, leverages Nepal's natural recovery environment, and provides procedures at a fraction of Western costs.</p> |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> • Integrated Medical School: Annual intake of 100 students (MBBS) following the MEC-integrated curriculum or internationally recognized curriculum. • Specialized Wings: Advanced Oncology, Cardiology, and a dedicated wing for Ayurveda (Alternative Medicine). • Sustainability: 500-kW solar-hybrid backup array and independent deep-boring or other supply water systems. |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> • Clinical Wing: 300 beds including VIP/International "Healing Suites" and general wards. • Academic Campus: Advanced labs for world class research, smart lecture halls, and residential housing for 500+ students/faculty. |

| | | | | | | | | | | | |
|--------------------------------|--|---|---|--------------------------------|------------------------|-------------|--|-------------|--|-------------------------|---|
| | | | <ul style="list-style-type: none">• Digital Ecosystem: International-standard Electronic Health Records (EHR) and a Telemedicine Portal for global pre-arrival consultations.• Logistics: Oxygen plant and dedicated medical transit liaison desks for international arrivals. | | | | | | | | |
| 5 | Benefits | <i>Provide a list of benefits (financial, socio-economic, environmental, etc) of the project.</i> | <ul style="list-style-type: none">• Financial: Projected annual revenue of NRs 5.55 billion with high margins from "Medical Tourism" patients.• Socio-Economic: Employment for 500+ professionals; cross-subsidized care for local Nepali populations.• Environment/Resilience: Reduced dependence on foreign medical referrals; use of renewable energy. | | | | | | | | |
| 6 | Project Outcome | <i>Provide a list of major outcomes of the project.</i> | <ul style="list-style-type: none">• Nepal established as a premier South Asian Medical Tourism destination.• Enhanced domestic capacity for tertiary surgeries (Cardiology/Transplants) and Oncology.• Sustainable output of 100 high-quality medical graduates per annum. <p>Nepal is an affordable destination for medical education for students from Nepal, India, Sri Lanka, and other countries.</p> | | | | | | | | |
| 7 | Financial Indicators | <i>Provide the available financial information of the project including:</i> <ul style="list-style-type: none">• <i>Estimated project cost (in NPR)</i>• <i>Project Internal Rate of Return (IRR)</i>• <i>Economic Internal Rate of Return (EIRR)</i>• <i>Net Present Value (NPV)</i>• <i>Pay-back period (simple and discounted)</i>• <i>Debt to Equity Ratio</i>• <i>Benefit cost Ratio (BCR)</i>• <i>Debt Service Coverage Ratio (DCSR)</i>• <i>Loan interest rate</i> | <table><tr><td>Estimated Project Cost:</td><td>NRs. NRs. 11.0 billion</td></tr><tr><td>IRR:</td><td>~18–22% (Projected). This exceeds the typical 12–15% hurdle rate for infrastructure in Nepal, reflecting the high-margin potential of international medical tourism.</td></tr><tr><td>NPV:</td><td>Positive (based on 10-year projection)</td></tr><tr><td>Pay-back Period:</td><td>7 Years Standard. Typical for large-scale healthcare (which usually sees 7–10 years). The shorter end (6.5 years) is achievable if medical tourism</td></tr></table> | Estimated Project Cost: | NRs. NRs. 11.0 billion | IRR: | ~18–22% (Projected). This exceeds the typical 12–15% hurdle rate for infrastructure in Nepal, reflecting the high-margin potential of international medical tourism. | NPV: | Positive (based on 10-year projection) | Pay-back Period: | 7 Years Standard. Typical for large-scale healthcare (which usually sees 7–10 years). The shorter end (6.5 years) is achievable if medical tourism |
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|---|--|--|---|--|
| | | | | reaches 30% of patient volume. |
| | | | Debt to Equity Ratio: | 70:30 |
| | | | Benefit Cost Ratio (BCR): | 5.35 (preliminary estimate) |
| | | | Loan Interest Rate: | 9% (Local benchmark). Competitive. Reflects current 2026 local benchmarks. If foreign financing is secured, this rate could potentially drop, further increasing the IRR. |
| 8 | Project Implementation Modality | Will the project be developed through: | Private Investment (with potential for Public-Private Partnership support in land acquisition). | |
| | | <ul style="list-style-type: none"> Public Private Partnership (PPP) modality Private investment | | |
| | | <u>In the case of the PPP modality, what modality will be adopted?</u> (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods) | | |
| | | <u>In the case of PPP modality, what could be the role of the private party in developing the project?</u> | <ul style="list-style-type: none"> Design and construction Financing Operation and maintenance Revenue generation Transfer or handover | |
| | | <u>In the case of PPP modality, what are the expectations of the private party from the government?</u> | | |
| | | <u>In the case of PPP modality, what could be the role of the government in developing the project?</u> | <ul style="list-style-type: none"> Regulatory oversight Land acquisition and rights Financial support and incentives | |

| | | | | |
|----|---------------------------------|--|---|--|
| 9 | Project Implementation Timeline | At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted? | Project Concept Note (PCN) | |
| | | | Project Stage | Tentative completion date |
| | | | Project ideation/Concept Note | Currently at Project Concept Note (PCN) stage. EIA/IEE study to be initiated upon land site finalization (Target: Q3 2026). |
| | | | Desk Study | - |
| | | | Pre-feasibility Study | - |
| | | | Feasibility Study/ DFSR/ DPR | - |
| | | | Solicitation | - |
| | | | EIA/IEE/BES | - |
| 10 | About the Agency | Provide a brief description of the agency (project owner) including its vision, mission, and objectives. | Investment Board Nepal (IBN): A high-powered agency chaired by the Prime Minister, facilitating investments over NPR 6 Billion. INVESTMENT BOARD NEPAL Office of the Investment Board ICC Complex, New Baneshwor, Kathmandu, Nepal Tel: +977-1-4475277, 977-1-4475278 Fax: +977-1-4475281 Email: info@ibn.gov.np Website: www.ibn.gov.np Twitter: @IBNOffice | |
| 11 | Relevant Agencies | Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact. | <ul style="list-style-type: none"> Ministry of Health and Population (MoHP): Licensing and health standard https://mohp.gov.np/ Medical Education Commission (MEC): Academic quotas and curriculum https://entrance.mec.gov.np/ Nepal Medical Council (NMC): Professional registration and ethics https://www.nmc.org.np/ Ministry of Land Management | |

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| | | | https://molcpa.gov.np/ |
| 12 | Additional Information | <i>Provide any additional information that could be added to the two pagers which have not been mentioned above.</i> | |
| 13 | Photos | <i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i> | |

Tourism-Oriented Elevated Transport along Lumbini Buddhist Circuit

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|---------------------|---|---|
| 1 | Project Name | Complete name of the project | Tourism-Oriented Elevated Transport along Lumbini Buddhist Circuit |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> Sector/Sub-sector of the project. Location Land area required. Objectives for developing the project. Salient Features of the project. What values/problems will the project provide/address? Why is it important? Justification for the project (need, demand, financial viability, etc) | <p>Brief description: The project aims to establish a modern elevated transit system connecting Gautam Buddha International Airport to the sacred site of Lumbini all along Lumbini Buddhist Circuit. It is designed to offer a unique aerial perspective of the region's cultural and agricultural landscapes while providing a sustainable alternative to traditional road transport.</p> <p>Sector: Transport / Sustainable Tourism Location: Greater Lumbini Area, Lumbini, Rupandehi District, Nepal.(<i>Airport-Lumbini-Kapilvastu-Tilaurakot-Jagadishpur-Jitpur-Sainamaina-Butwal-Devdaha-Sunwal-Bhumai-Ramgram-Bhairahawa-Airport</i>) Objective: To provide a safe, efficient, and modern transport system that enhances connectivity between key tourist destinations and promotes sustainable tourism while respecting local heritage. Justification: As Lumbini attracts a growing number of international and domestic visitors, road congestion and limited public transport options have become major hurdles. This elevated system provides unique sightseeing opportunities, integrates the airport with sacred sites, and stimulates the local economy through modern mobility.</p> |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> Transit Model: Modern elevated transit system (Podway/Cable/Monorail-style infrastructure). Route: Lumbini Buddhist Corridor linking the International Airport directly to the Lumbini area. (<i>Airport-Lumbini-Kapilvastu-Tilaurakot-Jagadishpur-Jitpur-Sainamaina-Butwal-Devdaha-Sunwal-Bhumai-Ramgram-Bhairahawa-Airport</i>) Aerial Experience: Designed to provide panoramic views of the sacred, cultural, and agricultural "heritage landscape" from an elevated height. Environmental Impact: Zero-emission or low-emission transport technology to reduce the carbon footprint of the tourism sector. |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> Elevated Infrastructure: Construction of elevated corridors and support pillars along the pilot route. |

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| | | | <ul style="list-style-type: none"> • Modern Terminals: High-tech stations featuring automated ticketing, waiting lounges, and full accessibility features. • Tourism Integration: Scenic observation decks at stations and interpretive signage for cultural education. • Connectivity Hubs: Seamless integration with Gautam Buddha International Airport and key religious/cultural landmarks. |
| 5 | Benefits | Provide a list of benefits (financial, socio-economic, environmental, etc) of the project. | <ul style="list-style-type: none"> • Economic: Increased tourism revenue, creation of local jobs, and attraction of private investment in the transport sector. • Social: Significant reduction in travel time, improved safety for pilgrims, and enhanced cultural awareness through aerial sightseeing. • Environmental: Mitigation of road congestion and a reduction in vehicle-related emissions in a sensitive heritage zone. |
| 6 | Project Outcome | Provide a list of major outcomes of the project. | <ul style="list-style-type: none"> • Establishment of a world-class sustainable transport link in the Greater Lumbini Area. • Enhanced visitor experience through "heritage-from-above" sightseeing. • Guided and planned urban development along the transit corridor. |
| 7 | Financial Indicators | Provide the available financial information of the project including: <ul style="list-style-type: none"> • Estimated project cost (in NPR) • Project Internal Rate of Return (IRR) • Economic Internal Rate of Return (EIRR) • Net Present Value (NPV) • Pay-back period (simple and discounted) • Debt to Equity Ratio • Benefit cost Ratio (BCR) • Debt Service Coverage Ratio (DCSR) • Loan interest rate | <ul style="list-style-type: none"> • Estimated Project Cost: NPR 2–2.5 Billion (depending on final technology selection and corridor length). • Financing Model: Public-Private Partnership (PPP) for construction and operation, supported by local/provincial government funding and potential international sustainable transport grants. |

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| 8 | Project Implementation Modality | Will the project be developed through: <ul style="list-style-type: none">Public Private Partnership (PPP) modalityPrivate investment | Public-Private Partnership (PPP) for construction and long-term operation. | |
| | | In the case of the PPP modality, what modality will be adopted? (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods) | BOOT | |
| | | In the case of PPP modality, what could be the role of the private party in developing the project? | <ul style="list-style-type: none">Investment in technology, infrastructure construction, and daily operations/maintenance of the transit system. | |
| | | In the case of PPP modality, what are the expectations of the private party from the government? | N/A | |
| | | In the case of PPP modality, what could be the role of the government in developing the project? | <ul style="list-style-type: none">Local Municipality and provincial agencies will handle land alignment, regulatory approvals, and primary oversight. | |
| 9 | Project Implementation Timeline | At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted? | EIA is being conducted. | |
| | | | Project Stage | Tentative completion date |
| | | | Project ideation/Concept Note | N/A |
| | | | Desk Study | N/A |
| | | | Pre-feasibility Study | N/A |
| | | | Feasibility Study/ DFSR/ DPR | N/A |
| | | | Solicitation | N/A |
| EIA/IEE/BES | N/A | | | |
| 10 | About the Agency | Provide a brief description of the agency (project owner) including its vision, mission, and objectives. | The Provincial Infrastructure Development Authority (PIDA), under the Government of Lumbini Province, is the autonomous body. Its mandate includes fast-tracking pride projects and mobilizing investments for high-impact infrastructure. | |
| 11 | Relevant Agencies | Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact. | <ul style="list-style-type: none">Ministry of Physical Infrastructure and Transport (MoPIT)Ministry of Physical Infrastructure Development (Lumbini Province)Civil Aviation Authority of Nepal (CAAN)Lumbini Development Trust (LDT) | |

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| | | | <ul style="list-style-type: none"> • Private Sector Investors & Tourism Operators • Local Municipality • Investment Board Nepal (IBN) |
| 12 | Additional Information | <i>Provide any additional information that could be added to the two pagers which have not been mentioned above.</i> | |
| 13 | Photos | <p><i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i></p> | |

Panchkhal Green Smart City & Special Economic Zone (SEZ)

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|---------------------|---|--|
| 1 | Project Name | Complete name of the project | Panchkhal Green Smart City & Special Economic Zone (SEZ) |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> Sector/Sub-sector of the project. Location Land area required. Objectives for developing the project. Salient Features of the project. What values/problems will the project provide/address? Why is it important? Justification for the project (need, demand, financial viability, etc) | <p>Brief description: The Panchkhal Green Smart City is Nepal's first large-scale smart city project being developed under a Public-Private Partnership (PPP) model. It is designed as a sustainable, tech-driven urban extension of the Kathmandu Valley, aiming to balance rapid urbanization with ecological preservation.</p> <p>Sector: Urban Development / Industrial Infrastructure / Smart City.</p> <p>Location: Panchkhal Municipality, Kavrepalanchok District (Approx. 41–45 km from Kathmandu).</p> <p>Land Area: Approximately 4,500 to 5,500 ropanis for the Smart City, plus 50 hectares (approx. 1,000 ropanis) for the SEZ.</p> <p>Objective: To develop a "Green Intelligence" urban center that minimizes environmental impact while providing modern ICT-enabled services and an industrial base for export to China.</p> <p>Justification: Kathmandu is currently "suffocating" from unplanned growth, air pollution, and high population density. Panchkhal serves as a strategic relief valve because of its proximity to the capital and its location along the Araniko Highway, which is the primary trade route to the northern border.</p> |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> Land Pooling Model: Developed with local consent where residents retain land ownership, contributing only 30–35% for roads and public infrastructure. Climate-Responsive Housing: Designs focused on energy efficiency and bioclimatic comfort (19°C to 28°C range). Industrial Capacity: The SEZ is designed for 52 to 80 production plots dedicated to export-oriented industries. Agricultural Preservation: Strict zoning to prevent construction on fertile "paddy fields," moving urban settlements to the surrounding hills. |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> Special Economic Zone (SEZ): A dedicated industrial enclave with one-stop administrative services, custom-bonded warehouses, and 24/7 power supply. Smart Infrastructure: IoT-based traffic management, smart street lighting, |

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| | | | <p>automated waste collection, and high-speed digital connectivity.</p> <ul style="list-style-type: none"> • Green Spaces: Implementation of "Urban Green Spaces" (UGS) and restored community forests to act as the city's "lungs". • Social Amenities: Integrated hospitals, smart schools, parks, and organized bus terminals. |
| 5 | Benefits | Provide a list of benefits (financial, socio-economic, environmental, etc) of the project. | <ul style="list-style-type: none"> • Decongestion: Directly diverts migration and industrial traffic away from the core Kathmandu Valley. • Economic Growth: The SEZ is expected to create thousands of direct jobs and facilitate manufacturing for export to markets like Lhasa and Shigatse. • Sustainability: Reduced carbon footprint through energy-efficient housing and preserved "Food Green City" zones. |
| 6 | Project Outcome | Provide a list of major outcomes of the project. | <ul style="list-style-type: none"> • Successful transition of Panchkhal into a modern, resilient alternative to Kathmandu. • Establishment of a robust industrial corridor connecting the capital to the northern trade gateway. • A replicable PPP model for future "Satellite Cities" across Nepal. |
| 7 | Financial Indicators | <p>Provide the available financial information of the project including:</p> <ul style="list-style-type: none"> • Estimated project cost (in NPR) • Project Internal Rate of Return (IRR) • Economic Internal Rate of Return (EIRR) • Net Present Value (NPV) • Pay-back period (simple and discounted) • Debt to Equity Ratio • Benefit cost Ratio (BCR) • Debt Service Coverage Ratio (DCSR) • Loan interest rate | <ul style="list-style-type: none"> • Phase 1 Smart City Investment: NPR 2.5 Billion (USD ~20 million) mobilized by Nepal Infrastructure Bank (NIFRA). • SEZ Construction Cost: Estimated at NPR 1.2 to 1.57 Billion. • Financing Modality: PPP model with NIFRA and private construction partners. |
| 8 | | Will the project be developed through: | Public Private Partnership (PPP) using Land Pooling method |

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| | Project Implementation Modality | <ul style="list-style-type: none"> Public Private Partnership (PPP) modality Private investment | | | | |
| | | <i>In the case of the PPP modality, what modality will be adopted? (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods)</i> | BOOT | | | |
| | | <i>In the case of PPP modality, what could be the role of the private party in developing the project?</i> | <ul style="list-style-type: none"> Infrastructure development | | | |
| | | <i>In the case of PPP modality, what are the expectations of the private party from the government?</i> | N/A | | | |
| | | <i>In the case of PPP modality, what could be the role of the government in developing the project?</i> | <ul style="list-style-type: none"> Regulatory oversight, master plan approval, land pooling coordination, and primary utility provision | | | |
| 9 | Project Implementation Timeline | <i>At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted?</i> | | Project Stage | Tentative completion date | |
| | | | | Project ideation/Concept Note | N/A | |
| | | | | Desk Study | NIFRA signed an MoU with SMEC International (Singapore) for preliminary studies, project structuring, and design support. JLL (USA) contracted to conduct a detailed market and commercial viability study. | |
| | | | | Pre-feasibility Study | N/A | |

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| | | | | Feasibility Study/ DFSR/ DPR | In late 2025, a Memorandum of Understanding (MoU) was signed between Investment Board Nepal (IBN) and Nepal Hehe Economic Development Zone Company Ltd to prepare the Detailed Project Report (DPR) for the Panchkhal SEZ. |
| | | | | Solicitation | N/A |
| | | | | EIA/IEE/BES | N/A |
| 10 | About the Agency | Provide a brief description of the agency (project owner) including its vision, mission, and objectives. | <p>The Ministry of Urban Development (MoUD) is the lead government agency responsible for urban development, housing, and urban infrastructure in Nepal, providing policy guidance and oversight for planned and sustainable urbanization.</p> <p>Vision: Well-planned, inclusive, resilient, and sustainable cities with improved quality of life.</p> <p>Mission: To promote planned urbanization through effective policies, coordination, and institutional strengthening.</p> <p>Objectives: Planned urban development, improved urban services and housing, strengthened urban governance, and enhanced resilience and sustainability.</p> <p>Panchkhal Municipality in coordination with Nepal Infrastructure Bank (NIFRA). Nepal Infrastructure Bank (NIFRA) is the lead financial facilitator, specializing in mobilizing large-scale capital for national infrastructure. The Special Economic Zone Authority provides the legal and regulatory framework for industries operating within the SEZ, offering tax incentives and "pro-business" labor laws to attract investors.</p> | | |

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| 11 | Relevant Agencies | <i>Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact.</i> | <ul style="list-style-type: none"> • Special Economic Zone Authority under the Ministry of Industry, Commerce and Supplies. • Ministry of Urban Development (MoUD) • Panchkhal Municipality • Nepal Infrastructure Bank (NIFRA) • Investment Board Nepal (IBN) |
| 12 | Additional Information | <i>Provide any additional information that could be added to the two pagers which have not been mentioned above.</i> | <p>Necessity for Decongestion & The SEZ Factor</p> <ul style="list-style-type: none"> • The "Lungs" of the Valley: By moving heavy industrial activity to the Panchkhal SEZ, Kathmandu can transition into a purely administrative and cultural hub, reducing noise and air pollution. • Reverse Migration: The availability of 2,600+ direct industrial jobs at the SEZ and modern living facilities in the Smart City will encourage people to settle outside the Kathmandu Ring Road. • Trade Efficiency: The SEZ acts as a staging ground for trade with China. Instead of goods entering Kathmandu and then being redistributed (causing traffic jams), they can be processed and stored in Panchkhal. |
| 13 | Photos | <p><i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i></p> | |

Nijgadh Smart City & Aerotropolis Development Project

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|---------------------|---|--|
| 1 | Project Name | Complete name of the project | Nijgadh Smart City & Aerotropolis Development Project |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> Sector/Sub-sector of the project. Location Land area required. Objectives for developing the project. Salient Features of the project. What values/problems will the project provide/address? Why is it important? Justification for the project (need, demand, financial viability, etc) | <p>Brief description: The Nijgadh Smart City is a planned "Aerotropolis"—a city where the layout, infrastructure, and economy are centered around an airport. It is designed to be the southern "Gateway of Nepal," serving as the primary terminal for the Kathmandu-Terai Fast Track and the hub for the proposed Nijgadh International Airport (NIA).</p> <p>Sector: Urban Development / Smart City / Logistics Hub.</p> <p>Location: Nijgadh Municipality, Bara District, Madhesh Province (at the intersection of the East-West Highway and the Fast Track).</p> <p>Land Area: Approximately 80 sq. km. (Total area designated for Airport + Airport City).</p> <p>Objective: To create a modern, tech-enabled urban center that supports the operations of the NIA and manages the demographic shift caused by the Fast Track connectivity.</p> <p>Justification: With the Kathmandu-Terai Fast Track reducing travel time to ~1.25 hours, Nijgadh will become a suburb-hub for the capital. The project is essential to prevent haphazard urbanization, provide logistics support for the Nijgadh International Airport, and capitalize on the "Economic Corridor" connecting Kathmandu to the Birgunj trade gateway.</p> |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> Strategic Connectivity: Southern terminus of the 72.5 km Expressway (Fast Track). Aviation Integration: Designed to support an airport capacity of 60 million passengers annually. Smart Grid: Implementation of ICT-based smart metering, automated waste management, and renewable energy grids. Economic Zones: Specialized zones for Export Processing (EPZ) and Special Economic Zones (SEZ) to facilitate 24/7 trade. |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> Airport City (Aerotropolis): Dedicated commercial district with transit-oriented development (TOD). Logistics & Cargo Hub: Dry port and warehousing facilities integrated with the airport and highway. |

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| | | | <ul style="list-style-type: none"> • Hospitality District: Luxury hotels, convention centers, and "layover" tourism facilities. • Smart Mobility: EV charging networks, dedicated cycling lanes, and AI-controlled traffic systems. • Social Infrastructure: World-class hospitals, education hubs, and green public parks. |
| 5 | Benefits | Provide a list of benefits (financial, socio-economic, environmental, etc) of the project. | <ul style="list-style-type: none"> • Economic: Transformation of Nepal into a regional transit hub for South Asia; massive FDI attraction in aviation and logistics. • Efficiency: Drastic reduction in transport costs for goods between Terai and Kathmandu via the Fast Track. • Decentralization: Alleviates the population pressure and infrastructure strain on the Kathmandu Valley. • Employment: Estimated creation of 100,000+ jobs during construction and operational phases. |
| 6 | Project Outcome | Provide a list of major outcomes of the project. | <ul style="list-style-type: none"> • Establishment of Nepal's first planned Aerotropolis and a premier South Asian transit hub. • Fully operational "National Pride" corridor linking the capital to the global aviation network. • Transition of Nijgadh into a smart, sustainable, and resilient urban center. |
| 7 | Financial Indicators | Provide the available financial information of the project including: <ul style="list-style-type: none"> • Estimated project cost (in NPR) • Project Internal Rate of Return (IRR) • Economic Internal Rate of Return (EIRR) • Net Present Value (NPV) • Pay-back period (simple and discounted) • Debt to Equity Ratio • Benefit cost Ratio (BCR) • Debt Service Coverage Ratio (DCSR) • Loan interest rate | <ul style="list-style-type: none"> • Total Estimated Cost: US \$6.5 Billion (Total package including NIA and primary City infrastructure). • Funding Strategy: Proposed via Public-Private Partnership (PPP) or Build-Own-Operate-Transfer (BOOT) model. • Economic Rate of Return: Highly favorable due to the synergy between the Airport, Fast Track, and the nearby Birgunj Industrial Corridor. |

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| 8 | Project Implementation Modality | Will the project be developed through: <ul style="list-style-type: none">Public Private Partnership (PPP) modalityPrivate investment | Public Private Partnership (PPP) | | |
| | | In the case of the PPP modality, what modality will be adopted? (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods) | BOOT | | |
| | | In the case of PPP modality, what could be the role of the private party in developing the project? | <ul style="list-style-type: none">Infrastructure development, financing of specific "Smart" components, and potentially commercial zone management. | | |
| | | In the case of PPP modality, what are the expectations of the private party from the government? | N/A | | |
| | | In the case of PPP modality, what could be the role of the government in developing the project? | <ul style="list-style-type: none">Regulatory oversight, master plan approval, land pooling coordination, and primary utility provision | | |
| 9 | Project Implementation Timeline | At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted? | | Project Stage | Tentative completion date |
| | | | | Project ideation/Concept Note | N/A |
| | | | | Desk Study | N/A |
| | | | | Pre-feasibility Study | N/A |
| | | | | Feasibility Study/ DFSR/ DPR | N/A |
| | | | | Solicitation | N/A |
| | | | | EIA/IEE/BES | N/A |
| 10 | About the Agency | Provide a brief description of the agency (project owner) including its vision, mission, and objectives. | The Ministry of Urban Development (MoUD) is the lead government agency responsible for urban development, housing, and urban infrastructure in Nepal, providing policy guidance and oversight for planned and sustainable urbanization. | | |
| | | | Vision: Well-planned, inclusive, resilient, and sustainable cities with improved quality of life. Mission: To promote planned urbanization through effective policies, coordination, and institutional strengthening. | | |

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| | | | Objectives: Planned urban development, improved urban services and housing, strengthened urban governance, and enhanced resilience and sustainability. |
| 11 | Relevant Agencies | <i>Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact.</i> | <ul style="list-style-type: none"> • Ministry of Culture, Tourism and Civil Aviation (Nepal) • Ministry of Urban Development (MoUD) • Nijgadh Municipality • Nepal Army (responsible for the Fast Track construction) • Investment Board Nepal (IBN) |
| 12 | Additional Information | <i>Provide any additional information that could be added to the two pages which have not been mentioned above.</i> | <p>Necessity & Strategic Linkage</p> <ul style="list-style-type: none"> • With the Fast Track: The Fast Track is the "Aorta" of this project. Without a planned city at the Nijgadh end, the sudden influx of people and cargo from Kathmandu would lead to urban chaos. • With Nijgadh International Airport: An international airport of this scale requires a surrounding ecosystem of hotels, cargo handling, and residential space for thousands of employees—which the Smart City provides. • National Economy: This project completes the "Golden Triangle" (Kathmandu-Nijgadh-Birgunj), effectively making it the economic engine of 21st-century Nepal. |
| 13 | Photos | <p><i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i></p> | |

Lumbini Trade Centre (LTC) at Butwal

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|---------------------|---|---|
| 1 | Project Name | Complete name of the project | Lumbini Trade Centre (LTC) at Butwal |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> Sector/Sub-sector of the project. Location Land area required. Objectives for developing the project. Salient Features of the project. What values/problems will the project provide/address? Why is it important? Justification for the project (need, demand, financial viability, etc) | <p>Brief description: The Lumbini Trade Centre (LTC) is a large-scale commercial infrastructure project located in Butwal. It is envisioned as a "Landmark Building" designed to be a hub for trade and commercial activity in Lumbini Province .</p> <p>Sector: Urban Development / Commerce</p> <p>Location: Butwal, Lumbini Province, Nepal .</p> <p>Land Area: Approximately 4,685.05 sq. m. (roughly 13 Kattha 17.6 Dhur)</p> <p>Objective: To develop a world-class trade facility that promotes regional economic growth and serves as a major commercial landmark.</p> <p>Justification: As a rapidly growing urban center, Butwal requires modern integrated trade infrastructure to support its role as a key economic hub. The project utilizes a Public-Private Partnership (PPP) model to leverage private sector investment and expertise for public benefit.</p> |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> Actual Ground Coverage: 1,733.47 sq. m. (37% of total area) . Total Floor Area: 34,669.4 sq. m. (based on conceptual design) . Floor Area Ratio (FAR): 7.45 (calculated) . Height Policy: Classified as a landmark high-rise building, which allows for privileges regarding standard by-laws like FAR and land coverage restrictions as per Butwal Sub-metropolitan city regulations |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> Commercial Spaces: Retail shop fronts and large-scale commercial outlets . Landmark Architecture: Modern high-rise design intended to stand out as a visual icon for the city . Parking and Public Realm: Integrated parking facilities and pedestrian-friendly zones . Conceptual Masterplan: Optimized land use including green buffers and modern utility corridors. |

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| 5 | Benefits | Provide a list of benefits (financial, socio-economic, environmental, etc) of the project. | <ul style="list-style-type: none"> Economic Catalyst: Boosts regional trade and provides a platform for both local and national enterprises . Revenue Generation: Creates a sustainable income stream for the Provincial Infrastructure Development Authority (PIDA) through a lease model . Urban Modernization: Elevates the urban skyline and infrastructure standards of Butwal. |
| 6 | Project Outcome | Provide a list of major outcomes of the project. | <ul style="list-style-type: none"> Establishment of a premier, self-sustaining trade and business center . Enhanced trade connectivity for the Lumbini region . Creation of thousands of direct and indirect jobs in retail, hospitality, and facility management. |
| 7 | Financial Indicators | Provide the available financial information of the project including: <ul style="list-style-type: none"> Estimated project cost (in NPR) Project Internal Rate of Return (IRR) Economic Internal Rate of Return (EIRR) Net Present Value (NPV) Pay-back period (simple and discounted) Debt to Equity Ratio Benefit cost Ratio (BCR) Debt Service Coverage Ratio (DCSR) Loan interest rate | <ul style="list-style-type: none"> |
| 8 | Project Implementation Modality | Will the project be developed through: <ul style="list-style-type: none"> Public Private Partnership (PPP) modality Private investment | Public Private Partnership (PPP) |
| | | <u>In the case of the PPP modality, what modality will be adopted?</u> (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods) | LBOT |
| | | <u>In the case of PPP modality, what could be the role of the private party in developing the project?</u> | <ul style="list-style-type: none"> Design, construction, financing, and operation of the facility for |

| | | | the duration of the concession period. | | | | | | | | | | | | | | |
|-------------------------------|--|--|---|---------------|---------------------------|-------------------------------|-----------|------------|-----|-----------------------|-----|------------------------------|-----|--------------|-----|-------------|-----|
| | | <i>In the case of PPP modality, what are the expectations of the private party from the government?</i> | N/A | | | | | | | | | | | | | | |
| | | <i>In the case of PPP modality, what could be the role of the government in developing the project?</i> | <ul style="list-style-type: none"> Regulatory oversight, master plan approval | | | | | | | | | | | | | | |
| 9 | Project Implementation Timeline | <i>At which stage is the project currently? Also, mention indicative dates for future activities.</i> <i>Has the environmental study (EIA/IEE/BES) been conducted?</i> | <table border="1"> <thead> <tr> <th>Project Stage</th> <th>Tentative completion date</th> </tr> </thead> <tbody> <tr> <td>Project ideation/Concept Note</td> <td>Completed</td> </tr> <tr> <td>Desk Study</td> <td>N/A</td> </tr> <tr> <td>Pre-feasibility Study</td> <td>N/A</td> </tr> <tr> <td>Feasibility Study/ DFSR/ DPR</td> <td>N/A</td> </tr> <tr> <td>Solicitation</td> <td>N/A</td> </tr> <tr> <td>EIA/IEE/BES</td> <td>N/A</td> </tr> </tbody> </table> | Project Stage | Tentative completion date | Project ideation/Concept Note | Completed | Desk Study | N/A | Pre-feasibility Study | N/A | Feasibility Study/ DFSR/ DPR | N/A | Solicitation | N/A | EIA/IEE/BES | N/A |
| Project Stage | Tentative completion date | | | | | | | | | | | | | | | | |
| Project ideation/Concept Note | Completed | | | | | | | | | | | | | | | | |
| Desk Study | N/A | | | | | | | | | | | | | | | | |
| Pre-feasibility Study | N/A | | | | | | | | | | | | | | | | |
| Feasibility Study/ DFSR/ DPR | N/A | | | | | | | | | | | | | | | | |
| Solicitation | N/A | | | | | | | | | | | | | | | | |
| EIA/IEE/BES | N/A | | | | | | | | | | | | | | | | |
| 10 | About the Agency | <i>Provide a brief description of the agency (project owner) including its vision, mission, and objectives.</i> | The Provincial Infrastructure Development Authority (PIDA) of Lumbini Province is tasked with spearheading major infrastructure projects that drive economic and social progress. PIDA focuses on mobilizing private investment through PPP models to bridge the infrastructure gap and modernize the province's facilities. | | | | | | | | | | | | | | |
| 11 | Relevant Agencies | <i>Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact.</i> | <ul style="list-style-type: none"> Provincial Infrastructure Development Authority (PIDA) of Lumbini Province Butwal Sub-metropolitan city Investment Board Nepal (IBN) | | | | | | | | | | | | | | |
| 12 | Additional Information | <i>Provide any additional information that could be added to the two pagers which have not been mentioned above.</i> | Special Provisions for Landmark Buildings The Butwal Sub-metropolitan city has established rules that provide flexibility for "Landmark Buildings." This project is eligible for privileges such as exemptions from standard FAR and ground coverage restrictions, ensuring that the architecture can reach its full potential as a regional icon. | | | | | | | | | | | | | | |
| 13 | Photos | <i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i> | | | | | | | | | | | | | | | |

Lumbini World Peace City (Vishwa Shanti Nagrama)

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|---------------------|---|---|
| 1 | Project Name | Complete name of the project | Lumbini World Peace City (Vishwa Shanti Nagrama) |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> Sector/Sub-sector of the project. Location Land area required. Objectives for developing the project. Salient Features of the project. What values/problems will the project provide/address? Why is it important? Justification for the project (need, demand, financial viability, etc) | <p>Brief description: This project represents a comprehensive "Master Vision Plan" to develop the birthplace of Lord Buddha into a globally recognized "Fountain of World Peace." It transitions from purely physical infrastructure development to creating a "living and learning" spiritual community that integrates local residents and global citizens.</p> <p>Sector: Urban Development / Cultural & Heritage Preservation</p> <p>Location: Centered at the Maya Devi Temple, Lumbini, Rupandehi District, Nepal.</p> <p>Land Area: Approximately 6,400 to 6,475 Hectares (roughly 5 miles x 5 miles or 8km x 8km).</p> <p>Objective: To protect archaeological sites, transform Lumbini into a global spiritual hub, and alleviate poverty by integrating local villages into the urban master plan through sustainable development.</p> <p>Justification: The project addresses the threat of haphazard urban sprawl and environmental pollution around the UNESCO World Heritage site. It provides a structured "No Displacement" alternative through land pooling, ensuring that development benefits both the international community and the local population.</p> |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> Lotus Design Concept: The plan is shaped like a lotus blossom, symbolizing enlightenment and the Three Treasures of Buddhism (Buddha, Dharma, and Sangha). The 8 Truth Paths: Canopy-covered walkways (Sal and Mango trees) representing the Eightfold Path for pilgrims and residents. Zoning: Divided into a central Buddha Zone (Sacred Garden), a Dharma Zone (1km radius meditation ring), 8 Sangha Zones (community petals), and an outer Upasaka/Upasika zone. Population Capacity: Designed to accommodate approximately 220,000 residents and visitors by 2030. |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> Buddha Zone: The Sacred Garden area with preserved archaeological vestiges. Dharma Zone: A "Dharma Wheel" ring road with meditation facilities. |

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| | | | <ul style="list-style-type: none"> • Sangha Zones: 8 self-contained communities with schools, health centers, and markets. • Global Citizen Villages: 108 eco-friendly land parcels for "Upasaka/Upasika" world citizens. • Infrastructure: A 15km Sangha Ring Pilgrimage Road and dedicated utility corridors. |
| 5 | Benefits | Provide a list of benefits (financial, socio-economic, environmental, etc) of the project. | <ul style="list-style-type: none"> • Socio-Economic: Direct economic benefit to locals through resident-run guest houses (Neighborhood Family Units). • Environmental: Massive reforestation and "green buffering" to reduce industrial impacts on heritage sites. • Spiritual: Establishes a permanent global center for peace education and Buddhist learning. |
| 6 | Project Outcome | Provide a list of major outcomes of the project. | <ul style="list-style-type: none"> • A fully planned, self-sustaining "Smart and Spiritual" city. • Preservation of over 150 heritage sites within the Greater Lumbini Area. • A global model for peaceful coexistence and "no displacement" urban planning. |
| 7 | Financial Indicators | Provide the available financial information of the project including: <ul style="list-style-type: none"> • Estimated project cost (in NPR) • Project Internal Rate of Return (IRR) • Economic Internal Rate of Return (EIRR) • Net Present Value (NPV) • Pay-back period (simple and discounted) • Debt to Equity Ratio • Benefit cost Ratio (BCR) • Debt Service Coverage Ratio (DCSR) • Loan interest rate | <ul style="list-style-type: none"> • Estimated Total Project Cost: Nearly USD 762 Million (approximately NPR 100+ Billion at current rates) for the full master plan implementation. • Specific Component Cost: ~USD 13.5 Million for the Sangha Ring Pilgrimage Road. • Financial Modality: Multi-sourced funding from the Nepal Government, KOICA (Republic of Korea), and international donors/global citizens. |
| 8 | Project Implementation Modality | Will the project be developed through: <ul style="list-style-type: none"> • Public Private Partnership (PPP) modality | Public-Private-Global Partnership (PPP) |

| | | <ul style="list-style-type: none">Private investment | | | | | | | | | | | | | | | |
|-------------------------------|--|---|---|---------------|---------------------------|-------------------------------|-----|------------|-----|-----------------------|-----|------------------------------|--|--------------|-----|-------------|-----|
| | | <i>In the case of the PPP modality, what modality will be adopted? (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods)</i> | BOOT OR BTO | | | | | | | | | | | | | | |
| | | <i>In the case of PPP modality, what could be the role of the private party in developing the project?</i> | <ul style="list-style-type: none">Infrastructure development, financing of specific "Smart" components, and potentially commercial zone management. | | | | | | | | | | | | | | |
| | | <i>In the case of PPP modality, what are the expectations of the private party from the government?</i> | N/A | | | | | | | | | | | | | | |
| | | <i>In the case of PPP modality, what could be the role of the government in developing the project?</i> | <ul style="list-style-type: none">Regulatory oversight, master plan approval, land pooling coordination, and primary utility provision | | | | | | | | | | | | | | |
| 9 | Project Implementation Timeline | <i>At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted?</i> | <div>EIA is being conducted.</div> <table><tr><th>Project Stage</th><th>Tentative completion date</th></tr><tr><td>Project ideation/Concept Note</td><td>N/A</td></tr><tr><td>Desk Study</td><td>N/A</td></tr><tr><td>Pre-feasibility Study</td><td>N/A</td></tr><tr><td>Feasibility Study/ DFSR/ DPR</td><td>Master Vision Plan Completed June 2014</td></tr><tr><td>Solicitation</td><td>N/A</td></tr><tr><td>EIA/IEE/BES</td><td>N/A</td></tr></table> | Project Stage | Tentative completion date | Project ideation/Concept Note | N/A | Desk Study | N/A | Pre-feasibility Study | N/A | Feasibility Study/ DFSR/ DPR | Master Vision Plan Completed June 2014 | Solicitation | N/A | EIA/IEE/BES | N/A |
| Project Stage | Tentative completion date | | | | | | | | | | | | | | | | |
| Project ideation/Concept Note | N/A | | | | | | | | | | | | | | | | |
| Desk Study | N/A | | | | | | | | | | | | | | | | |
| Pre-feasibility Study | N/A | | | | | | | | | | | | | | | | |
| Feasibility Study/ DFSR/ DPR | Master Vision Plan Completed June 2014 | | | | | | | | | | | | | | | | |
| Solicitation | N/A | | | | | | | | | | | | | | | | |
| EIA/IEE/BES | N/A | | | | | | | | | | | | | | | | |
| 10 | About the Agency | <i>Provide a brief description of the agency (project owner) including its vision, mission, and objectives.</i> | The Lumbini Development Trust (LDT) is the primary government body responsible for the management and implementation of the master plan in the Lumbini area. | | | | | | | | | | | | | | |
| 11 | Relevant Agencies | <i>Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact.</i> | <ul style="list-style-type: none">Ministry of Culture, Tourism and Civil Aviation (Nepal)Ministry of Urban Development (MoUD)Ministry of Physical Infrastructure Development (Lumbini Province)Provincial Planning CommissionLocal MunicipalitiesUNESCOInvestment Board Nepal | | | | | | | | | | | | | | |

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| 12 | Additional Information | <i>Provide any additional information that could be added to the two pagers which have not been mentioned above.</i> | |
| 13 | Photos | <i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i> | |

Mulpani Cricket Stadium Development Project

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|---------------------|---|--|
| 1 | Project Name | Complete name of the project | Mulpani Cricket Stadium Development Project |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> Sector/Sub-sector of the project. Location Land area required. Objectives for developing the project. Salient Features of the project. What values/problems will the project provide/address? Why is it important? Justification for the project (need, demand, financial viability, etc) | <p>Brief description: The Mulpani Cricket Stadium project is a flagship sports infrastructure initiative aimed at establishing a world-class cricket hub in Kathmandu. Originally envisioned as a Global Cricket Academy by the ICC in 2002, the project was later undertaken by the Government of Nepal and the Cricket Association of Nepal (CAN) to address the growing demand for international-standard cricket venues in the country.</p> <p>Sector: Sports / Tourism.</p> <p>Location: Mulpani, Kathmandu (approx. 10 km east of the city center).</p> <p>Land Area: Approximately 294–296 Ropanis.</p> <p>Objective: To build two separate cricket grounds (Upper and Lower) that serve as the national training academy and a premier international match venue, capable of hosting ODI and T20I matches.</p> <p>Justification: As Nepal's cricketing profile rises globally, the existing TU Ground in Kirtipur is insufficient for the volume of matches and training required. Mulpani provides a necessary alternative, reducing the pressure on existing infrastructure and enabling Nepal to host multi-nation tournaments and neutral-venue matches.</p> |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> Capacity: Planned for 20,878 spectators (Lower Ground) and 13,000 (Upper Ground, expandable up to 40,000 in some master plans). Technology: Installation of Sub-Air technology allowing the field to be ready for play within 10–15 minutes of heavy rain. Parking: Three-story underground parking facility. Accommodation: Hostel facility for 300 persons (men and women) for residential training. Pitch Quality: Multiple practice wickets (6-lane indoor and outdoor) and international-standard match strips curated with global expertise. |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> Upper & Lower Grounds: Two distinct playing areas with international drainage and irrigation. Administrative Block: Headquarters for the Cricket Association of Nepal (CAN). |

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| | | | <ul style="list-style-type: none"> • High-Performance Center: Includes a gym, swimming pool, and sports science labs. • Media & VIP Pavilions: State-of-the-art media center, scoreboards, and floodlights. • Educational Hub: A central cricket academy to scout and train youth talent from across Nepal. |
| 5 | Benefits | Provide a list of benefits (financial, socio-economic, environmental, etc) of the project. | <ul style="list-style-type: none"> • Sports Excellence: Provides a permanent home and elite training environment for national and age-group teams. • Economic Impact: Boosts local business, hospitality, and tourism during international tournaments. • National Pride: Functions as a symbol of Nepal's progress in global sports, recently designated as a National Pride Project. • Public Health: Encourages sports culture and physical activity among the youth in the Kathmandu Valley. |
| 6 | Project Outcome | Provide a list of major outcomes of the project. | <ul style="list-style-type: none"> • Successful hosting of ICC and ACC sanctioned international matches. • Development of a self-sustaining sports ecosystem that generates revenue through ticketing and media rights. • Enhanced international reputation of Nepal as a reliable venue for global cricket events. |
| 7 | Financial Indicators | Provide the available financial information of the project including: <ul style="list-style-type: none"> • Estimated project cost (in NPR) • Project Internal Rate of Return (IRR) • Economic Internal Rate of Return (EIRR) • Net Present Value (NPV) • Pay-back period (simple and discounted) • Debt to Equity Ratio • Benefit cost Ratio (BCR) • Debt Service Coverage Ratio (DCSR) • Loan interest rate | <ul style="list-style-type: none"> • Estimated Total Cost: Approx. NPR 7.34 Billion (for full state-of-the-art development). • Recent Allocation: NPR 420 Million earmarked in the FY 2082/83 budget for ongoing construction. • Revenue Streams: Match ticket sales, stadium naming rights, academy fees, and facility rentals. |

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| 8 | Project Implementation Modality | Will the project be developed through: <ul style="list-style-type: none">Public Private Partnership (PPP) modalityPrivate investment | Private Investment | | |
| | | <u>In the case of the PPP modality</u> , what modality will be adopted? (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods) | | | |
| | | <u>In the case of PPP modality</u> , what could be the role of the private party in developing the project? | • | | |
| | | <u>In the case of PPP modality</u> , what are the expectations of the private party from the government? | N/A | | |
| | | <u>In the case of PPP modality</u> , what could be the role of the government in developing the project? | • | | |
| | | | | | |
| 9 | Project Implementation Timeline | At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted? | | Project Stage | Tentative completion date |
| | | | | Project ideation/Concept Note | N/A |
| | | | | Desk Study | N/A |
| | | | | Pre-feasibility Study | N/A |
| | | | | Feasibility Study/ DFSR/ DPR | N/A |
| | | | | Solicitation | N/A |
| | | | | EIA/IEE/BES | N/A |
| 10 | About the Agency | Provide a brief description of the agency (project owner) including its vision, mission, and objectives. | The National Sports Council (NSC) is the supreme governing body for sports in Nepal, responsible for the development of infrastructure and the promotion of various sports disciplines. Working alongside CAN, the NSC ensures that the Mulpani project aligns with national priorities and international standards set by the ICC. | | |
| | | | | | |
| 11 | Relevant Agencies | Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact. | <ul style="list-style-type: none">Ministry of Youth and SportsNational Sports Council (NSC)Cricket Association of Nepal (CAN)Asian Cricket Council (ACC)Investment Board Nepal (IBN) | | |

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| 12 | Additional Information | <i>Provide any additional information that could be added to the two pagers which have not been mentioned above.</i> | |
| 13 | Photos | <i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i> | |

Lumbini Provincial Capital City (LPCC)

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|---------------------|---|--|
| 1 | Project Name | Complete name of the project | Lumbini Provincial Capital City (LPCC) |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> Sector/Sub-sector of the project. Location Land area required. Objectives for developing the project. Salient Features of the project. What values/problems will the project provide/address? Why is it important? Justification for the project (need, demand, financial viability, etc) | <p>Brief description: The LPCC project is a flagship initiative of the Lumbini Provincial Government to establish a permanent, planned, and sustainable provincial capital in the Deukhuri Valley. It focuses on transitioning from temporary administrative setups to a world-class urban center designed with integrated infrastructure and resilience.</p> <p>Sector: Urban Development / Public Infrastructure</p> <p>Location: Deukhuri (Rapti Valley), Dang. It covers 14 wards across Rapti and Gadhawa Rural Municipalities (Dang) and Sitganga Municipality (Arghakhanchi).</p> <p>Land Area: The administrative core covers approximately 17 Bighas, while the broader master plan integrates large-scale land pooling across the valley.</p> <p>Objective: To build a functional and aesthetic capital that serves as a hub for provincial governance, ensures systematic urbanization, and promotes the "Prosperous Lumbini" vision</p> <p>Justification: The project addresses the need for a permanent administrative center that is geographically central to the province. It aims to prevent haphazard growth and provide high-quality public services in a disaster-resilient environment.</p> |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> Architectural Concept: Mandala-shaped main administrative buildings. Utility Infrastructure: Use of utility tunnels/common ducts for underground power, water, and fiber optics to reduce road excavations. River Management: 24.52 km of river training works along the Rapti River and its tributaries. Road Network: 6-lane main administrative roads and a 41.9 km River Corridor Road. Sustainable Transport: Integration of cycle tracks and pedestrian-friendly zones. |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> Administrative Zone: Provincial Assembly, Chief Minister's Office, and 9 Ministry buildings. Residential Zone: Minister's quarters, staff housing, and integrated residential blocks. |

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| | | | <ul style="list-style-type: none"> • Connectivity: Highway tunnels and corridor roads connecting the capital to the wider Dang and Rapti valleys. • Economic Hubs: Bus parks, auto-villages, and commercial "Trade Centers". • Public Utilities: Smart grid, integrated waste management, and riverfront recreation areas. |
| 5 | Benefits | Provide a list of benefits (financial, socio-economic, environmental, etc) of the project. | <ul style="list-style-type: none"> • Consolidates provincial administration for improved efficiency. • Increases land value and economic opportunities for locals through structured land pooling. • Enhances disaster resilience through planned river training and green buffering. • Establishes a modern identity for Lumbini Province. |
| 6 | Project Outcome | Provide a list of major outcomes of the project. | <ul style="list-style-type: none"> • A "Smart and Green" capital city capable of supporting the long-term governance needs of the province. • Improved inter-district connectivity via modern road and tunnel infrastructure. • A model for planned urban development in Nepal's federal structure. |
| 7 | Financial Indicators | Provide the available financial information of the project including: <ul style="list-style-type: none"> • Estimated project cost (in NPR) • Project Internal Rate of Return (IRR) • Economic Internal Rate of Return (EIRR) • Net Present Value (NPV) • Pay-back period (simple and discounted) • Debt to Equity Ratio • Benefit cost Ratio (BCR) • Debt Service Coverage Ratio (DCSR) • Loan interest rate | <ul style="list-style-type: none"> • Estimated Total Project Cost: Approximately NPR 1 Trillion over a 20-year development horizon (~NPR 25 Billion/year). • Phase 1 Cost (Admin Buildings): NPR 4.21 Billion. • River Training Cost: NPR 58.26 Billion. • Main Road (Admin Zone): NPR 522.7 Million. |
| 8 | | Will the project be developed through: | Public Private Partnership (PPP) |

| | Project Implementation Modality | <ul style="list-style-type: none">Public Private Partnership (PPP) modalityPrivate investment | | | | | | | | | | | | | | | | |
|-------------------------------|---------------------------------|---|---|--|---------------|---------------------------|-------------------------------|-----|------------|-----|-----------------------|-----|------------------------------|-----------|--------------|-----|-------------|-----|
| | | <i>In the case of the PPP modality, what modality will be adopted? (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods)</i> | BOOT OR BTO | | | | | | | | | | | | | | | |
| | | <i>In the case of PPP modality, what could be the role of the private party in developing the project?</i> | <ul style="list-style-type: none">Infrastructure development, financing of specific "Smart" components, and potentially commercial zone management. (e.g., Lumbini Trade Centre) | | | | | | | | | | | | | | | |
| | | <i>In the case of PPP modality, what are the expectations of the private party from the government?</i> | N/A | | | | | | | | | | | | | | | |
| | | <i>In the case of PPP modality, what could be the role of the government in developing the project?</i> | <ul style="list-style-type: none">Regulatory oversight, master plan approval, land pooling coordination, and primary utility provision | | | | | | | | | | | | | | | |
| 9 | Project Implementation Timeline | <i>At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted?</i> | EIA is being conducted. <table><tr><th>Project Stage</th><th>Tentative completion date</th></tr><tr><td>Project ideation/Concept Note</td><td>N/A</td></tr><tr><td>Desk Study</td><td>N/A</td></tr><tr><td>Pre-feasibility Study</td><td>N/A</td></tr><tr><td>Feasibility Study/ DFSR/ DPR</td><td>Completed</td></tr><tr><td>Solicitation</td><td>N/A</td></tr><tr><td>EIA/IEE/BES</td><td>N/A</td></tr></table> | | Project Stage | Tentative completion date | Project ideation/Concept Note | N/A | Desk Study | N/A | Pre-feasibility Study | N/A | Feasibility Study/ DFSR/ DPR | Completed | Solicitation | N/A | EIA/IEE/BES | N/A |
| Project Stage | Tentative completion date | | | | | | | | | | | | | | | | | |
| Project ideation/Concept Note | N/A | | | | | | | | | | | | | | | | | |
| Desk Study | N/A | | | | | | | | | | | | | | | | | |
| Pre-feasibility Study | N/A | | | | | | | | | | | | | | | | | |
| Feasibility Study/ DFSR/ DPR | Completed | | | | | | | | | | | | | | | | | |
| Solicitation | N/A | | | | | | | | | | | | | | | | | |
| EIA/IEE/BES | N/A | | | | | | | | | | | | | | | | | |
| 10 | About the Agency | <i>Provide a brief description of the agency (project owner) including its vision, mission, and objectives.</i> | The Provincial Infrastructure Development Authority (PIDA), under the Government of Lumbini Province, is the autonomous body responsible for formulating and executing the capital city's master plan. Its mandate includes fast-tracking pride projects and mobilizing investments for high-impact infrastructure. | | | | | | | | | | | | | | | |
| 11 | Relevant Agencies | <i>Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact.</i> | <ul style="list-style-type: none">Ministry of Urban Development (MoUD)Ministry of Physical Infrastructure Development (Lumbini Province)Provincial Planning Commission | | | | | | | | | | | | | | | |

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| | | | <ul style="list-style-type: none"> • Local Municipalities (Rapti, Gadhawa, Sitganga) • Investment Board Nepal |
| 12 | Additional Information | <i>Provide any additional information that could be added to the two pagers which have not been mentioned above.</i> | |
| 13 | Photos | <p><i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i></p> | |

Gautam Buddha International Maternity and Birthing Center at Lumbini

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|---------------------|---|--|
| 1 | Project Name | Complete name of the project | Gautam Buddha International Maternity and Birthing Center at Lumbini |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> • Sector/Sub-sector of the project. • Location • Land area required. • Objectives for developing the project. • Salient Features of the project. • What values/problems will the project provide/address? Why is it important? • Justification for the project (need, demand, financial viability, etc) | <p>Brief description: This project proposes a world-class medical and wellness facility designed to position Lumbini as a unique global destination for spiritually significant birthing experiences. It combines advanced maternity care with holistic wellness and Buddhist cultural-spiritual practices under the theme “Born in Lumbini — Birthplace of Buddha”.</p> <p>Sector: Health / Medical Tourism Location: Lumbini, Rupandehi District, Nepal. Land Area: 57.5 hectares.</p> <p>Objective: To establish a unique global destination that combines world-class medical care with the spiritual significance of welcoming new life at the birthplace of Gautam Buddha.</p> <p>Justification: The project leverages the spiritual value for Buddhist devotees while building Nepal's brand in global medical and wellness tourism. It addresses the need for advanced healthcare infrastructure in Lumbini Province and promotes high-value "birth tourism" based on cultural heritage.</p> |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> • Medical Standards: International-standard maternity hospital with advanced neonatal ICU. • Wellness Integration: Includes the Mayadevi Wellness Center for holistic services, yoga, and mindfulness birthing practices. • Cultural Elements: Specialized ritual services such as blessings by Buddhist monks and symbolic tree-planting ceremonies. • Connectivity: Strategically located near the Lumbini Heritage Site and well-connected to the Gautam Buddha International Airport. |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> • Medical Specialty Center: 200-bed state-of-the-art facility specializing in maternity and high-risk pregnancy care. • Wellness Center: Yoga, meditation, and Ayurveda suites. • Birthing Suites: Midwife-led suites and heritage-inspired birthing packages. |

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|---|---------------------------------|---|---|
| | | | <ul style="list-style-type: none"> • Tourism Infrastructure: Recovery suites, family accommodations, spa, and guest houses. • Support Infrastructure: Laboratory, blood bank, pharmacies, and staff quarters. |
| 5 | Benefits | Provide a list of benefits (financial, socio-economic, environmental, etc) of the project. | <ul style="list-style-type: none"> • Promotion of spiritual and medical tourism, attracting families worldwide. • Affordable, holistic, and patient-centric healthcare for both domestic and international visitors. • Generation of local employment and economic growth through the health and hospitality sectors. • Improved medical access for the local community in Rupandehi. |
| 6 | Project Outcome | Provide a list of major outcomes of the project. | <ul style="list-style-type: none"> • Positioning Lumbini as a global "health-spirituality hub". • Significant reduction in maternal mortality through enhanced infrastructure. • Strengthening of Nepal's global identity in compassionate and heritage-based healthcare. |
| 7 | Financial Indicators | Provide the available financial information of the project including: <ul style="list-style-type: none"> • Estimated project cost (in NPR) • Project Internal Rate of Return (IRR) • Economic Internal Rate of Return (EIRR) • Net Present Value (NPV) • Pay-back period (simple and discounted) • Debt to Equity Ratio • Benefit cost Ratio (BCR) • Debt Service Coverage Ratio (DCSR) • Loan interest rate | <ul style="list-style-type: none"> • Estimated Project Cost: USD 60–80 million (updated estimation) / NPR 3.6 Billion (initial pre-feasibility). • Project IRR: 13.2%. • Equity IRR: 18.2%. • NPV: 1.44 Billion NPR. • Pay-back period: 12 Years. • Benefit Cost Ratio: 1.51. • Debt to Equity Ratio: 70:30. |
| 8 | Project Implementation Modality | Will the project be developed through: <ul style="list-style-type: none"> • Public Private Partnership (PPP) modality • Private investment | Public-Private Partnership (PPP) Financing: Investment from international hospital chains, Buddhist foundations, health philanthropies, and government grants. |

| | | <i>In the case of the PPP modality, what modality will be adopted? (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods)</i> | BOOT | | | | | | | | | | | | | | |
|-------------------------------|---------------------------------|--|---|---------------|---------------------------|-------------------------------|-----|------------|-----|-----------------------|------------------|------------------------------|-----|--------------|-----|-------------|-----|
| | | <i>In the case of PPP modality, what could be the role of the private party in developing the project?</i> | <ul style="list-style-type: none">Infrastructure development, financing of components | | | | | | | | | | | | | | |
| | | <i>In the case of PPP modality, what are the expectations of the private party from the government?</i> | N/A | | | | | | | | | | | | | | |
| | | <i>In the case of PPP modality, what could be the role of the government in developing the project?</i> | <ul style="list-style-type: none">Regulatory oversight, master plan approval | | | | | | | | | | | | | | |
| 9 | Project Implementation Timeline | <i>At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted?</i> | <div>EIA is being conducted.</div> <table><tr><th>Project Stage</th><th>Tentative completion date</th></tr><tr><td>Project ideation/Concept Note</td><td>N/A</td></tr><tr><td>Desk Study</td><td>N/A</td></tr><tr><td>Pre-feasibility Study</td><td>2023 (Completed)</td></tr><tr><td>Feasibility Study/ DFSR/ DPR</td><td>N/A</td></tr><tr><td>Solicitation</td><td>N/A</td></tr><tr><td>EIA/IEE/BES</td><td>N/A</td></tr></table> | Project Stage | Tentative completion date | Project ideation/Concept Note | N/A | Desk Study | N/A | Pre-feasibility Study | 2023 (Completed) | Feasibility Study/ DFSR/ DPR | N/A | Solicitation | N/A | EIA/IEE/BES | N/A |
| Project Stage | Tentative completion date | | | | | | | | | | | | | | | | |
| Project ideation/Concept Note | N/A | | | | | | | | | | | | | | | | |
| Desk Study | N/A | | | | | | | | | | | | | | | | |
| Pre-feasibility Study | 2023 (Completed) | | | | | | | | | | | | | | | | |
| Feasibility Study/ DFSR/ DPR | N/A | | | | | | | | | | | | | | | | |
| Solicitation | N/A | | | | | | | | | | | | | | | | |
| EIA/IEE/BES | N/A | | | | | | | | | | | | | | | | |
| 10 | About the Agency | <i>Provide a brief description of the agency (project owner) including its vision, mission, and objectives.</i> | The project implementation is led by the Ministry of Health & Population (MoHP) in coordination with Investment Board Nepal (IBN), which serves as a high-level facilitator for major domestic and foreign investments. | | | | | | | | | | | | | | |
| 11 | Relevant Agencies | <i>Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact.</i> | <ul style="list-style-type: none">Ministry of Health & Population (Lead)Local MunicipalityLumbini Development Trust (LDT)Government of Lumbini ProvinceInternational Healthcare PartnersInvestment Board Nepal (IBN) | | | | | | | | | | | | | | |
| 12 | Additional Information | <i>Provide any additional information that could be added to the two pagers which have not been mentioned above.</i> | | | | | | | | | | | | | | | |
| 13 | Photos | <i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i> | | | | | | | | | | | | | | | |

Jiri Artificial Lake and Dam Project (Jiri Valley Tourism Development)

| S.N. | HEADING | GUIDELINES | RESPONSE |
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| 1 | Project Name | Complete name of the project | Jiri Artificial Lake and Dam Project (Jiri Valley Tourism Development) |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> Sector/Sub-sector of the project. Location Land area required. Objectives for developing the project. Salient Features of the project. What values/problems will the project provide/address? Why is it important? Justification for the project (need, demand, financial viability, etc) | <p>Brief description: The project involves the construction of a dam to create a large-scale artificial lake within the Jiri Valley. It is envisioned as a "novel tourism product" designed to capitalize on Jiri's natural beauty and its reputation as the "Gateway to Everest".</p> <p>Sector: Tourism / Water Resources / Infrastructure.</p> <p>Location: Jiri Municipality, Dolakha District, Bagmati Province.</p> <p>Land Area: Located within the Jiri Valley, which sits at an altitudinal extent between 1,650m to 4,514m.</p> <p>Objective: To establish a central tourism attraction that integrates local development opportunities in agriculture, livestock, and hospitality, while curbing outmigration by creating local employment.</p> <p>Justification: Jiri faces high outmigration due to a lack of local income opportunities. An artificial lake will provide a strategic anchor for tourism, boosting the local economy and utilizing the area's natural comparative advantages.</p> |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> Infrastructure: Construction of a specialized dam and an artificial reservoir. Tourism Integration: Designed to serve as a hub for the entire municipality's development potential. Environmental Setting: Set in a region known for high mountain forests, pastures, and unique biodiversity. Accessibility: Located approximately 188 km from Kathmandu via the Lamosangu-Jiri road (6-8 hours drive). |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> Dam & Lake: The core physical infrastructure for water impoundment. Tourism Zone: Development of recreation areas surrounding the lake. Integrated Economic Linkages: Coordination with local cheese/dairy production, trout farming, and Kiwi horticulture to create a "farm-to-table" tourism experience. |

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| 5 | Benefits | Provide a list of benefits (financial, socio-economic, environmental, etc) of the project. | <ul style="list-style-type: none"> Economic Diversification: Transitioning the local economy toward high-value tourism and specialized agriculture. Employment: Creating direct and indirect jobs for local youth to reduce outmigration. Livelihood Support: Strengthening agricultural cooperatives through increased tourist demand. lar energy and water recycling . |
| 6 | Project Outcome | Provide a list of major outcomes of the project. | <ul style="list-style-type: none"> Transformation of Jiri into a premier destination for domestic and international "lake-side" tourism. Stabilization of the local population through sustainable income streams. Preservation and promotion of Jiri's natural and socio-cultural diversity. |
| 7 | Financial Indicators | Provide the available financial information of the project including: <ul style="list-style-type: none"> Estimated project cost (in NPR) Project Internal Rate of Return (IRR) Economic Internal Rate of Return (EIRR) Net Present Value (NPV) Pay-back period (simple and discounted) Debt to Equity Ratio Benefit cost Ratio (BCR) Debt Service Coverage Ratio (DCSR) Loan interest rate | <ul style="list-style-type: none"> |
| 8 | Project Implementation Modality | Will the project be developed through: <ul style="list-style-type: none"> Public Private Partnership (PPP) modality Private investment | <div>Public Private</div> Partnership (PPP) |
| | | <u>In the case of the PPP modality, what modality will be adopted?</u> (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods) | BOOT OR BTO |
| | | <u>In the case of PPP modality, what could be</u> | <ul style="list-style-type: none"> Infrastructure development |

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| | | <i>the role of the private party in developing the project?</i> | | |
| | | <i><u>In the case of PPP modality</u>, what are the expectations of the private party from the government?</i> | N/A | |
| | | <i><u>In the case of PPP modality</u>, what could be the role of the government in developing the project?</i> | <ul style="list-style-type: none">Regulatory oversight, master plan approval | |
| 9 | Project Implementation Timeline | <i>At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted?</i> | Project Stage | Tentative completion date |
| | | | Project ideation/Concept Note | Completed |
| | | | Desk Study | N/A |
| | | | Pre-feasibility Study | N/A |
| | | | Feasibility Study/ DFSR/ DPR | DPR Completed in 2019 |
| | | | Solicitation | N/A |
| | | | EIA/IEE/BES | N/A |
| 10 | About the Agency | <i>Provide a brief description of the agency (project owner) including its vision, mission, and objectives.</i> | Investment Board Nepal (IBN) is a high-level government body chaired by the Right Honorable Prime Minister, that serves as a facilitator for both domestic and foreign investments in Nepal. Its primary objective is to create an investment-friendly environment by mobilizing and managing domestic as well as foreign investments to promote investment across different sectors through a transparent and efficient process. Being guided by the Long-term Vision (2043), the 15th Plan, international commitments such as Sustainable Development Goals and other subsequent policies of the Government of Nepal, IBN has been developing credible and bankable projects to garner investment. | |
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| 11 | Relevant Agencies | <i>Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact.</i> | <ul style="list-style-type: none">Jiri MunicipalityInvestment Board Nepal (IBN) | |
| 12 | Additional Information | <i>Provide any additional information that could be added to the two pagers which have not been mentioned above.</i> | Strategic Importance Jiri has historically been a transit point for trekkers heading to the Everest region. By building this artificial lake, the municipality aims to shift from being a mere "stopover" to a "destination" in its own right. This project is a key part of the municipality's vision to revive | |

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| | | | the local economy and modernize its tourism infrastructure. |
| 13 | Photos | <p><i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i></p> | |

Kathmandu (Ishan) New Town Project (Smart City)

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|---------------------|---|---|
| 1 | Project Name | Complete name of the project | Kathmandu (Ishan) New Town Project (Smart City) |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> Sector/Sub-sector of the project. Location Land area required. Objectives for developing the project. Salient Features of the project. What values/problems will the project provide/address? Why is it important? Justification for the project (need, demand, financial viability, etc) | <p>Brief description: This project is a large-scale urban development initiative designed to transform the northeastern part of the Kathmandu Valley into a modern, planned "Smart City". It emerges as a pivotal initiative under the Kathmandu Valley Development Authority Act of 2045 to address the challenges of population growth and unplanned urbanization .</p> <p>Sector: Urban Development / Smart City</p> <p>Location: North-east Kathmandu, covering parts of Madhyapur Thimi, Bhaktapur, Changunarayan, Shankharapur, Kageshwori-Manahara Municipalities.</p> <p>Land Area: Approximately 100,000 Ropanis (approx. 5,272 hectares).</p> <p>Objective: To manage urban sprawl, develop a self-sustaining satellite city, and improve the quality of life through integrated land-use planning.</p> <p>Justification: The rapid, unplanned growth of Kathmandu has led to congestion and lack of services. Kathmandu Ishan provides a structured alternative that ensures adequate open spaces, road networks, and utilities.</p> |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> Land Allocation: Roads (19.74%), Riverbeds (9.28%), Open Area (5.04%), Returnable Plots (52.37%), Service Plots (7.31%), and Forest Area (6.26%) . Development Model: Land pooling and integration model to ensure no displacement of residents . Zoning: Designated areas for Residential, Commercial, Administrative, and Recreational use . Infrastructure: Smart grid systems, integrated waste management, and high-speed road corridors. Controlled Use: Efficient land use to address urban sprawl while preserving natural and cultural assets. |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> Physical Infrastructure: New roads (up to 50m RoW), tunnel roads (double lane), and upgrading existing roads . Integrated Systems: Water supply, sanitation/sewerage, solid waste management, electrification, and telecommunications . |

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| | | | <ul style="list-style-type: none"> • Social & Economic: Open green spaces, parks, sports complexes, convention halls, IT parks, and cultural villages . • Modern Services: Smart grid systems, smart lighting, ICT connectivity, and helipads. |
| 5 | Benefits | Provide a list of benefits (financial, socio-economic, environmental, etc) of the project. | <ul style="list-style-type: none"> • Socio-Economic: Systematic urbanization reduces pressure on core Kathmandu and generates local employment . • Financial: Enhanced land value for local residents through the land pooling model . • Resilience: Improved disaster resilience and modernized public services . • Environmental: Creation of "Green and Clean" urban zones and preservation of water bodies |
| 6 | Project Outcome | Provide a list of major outcomes of the project. | <ul style="list-style-type: none"> • A planned satellite city accommodating approximately 500,000+ residents . • Harmonious community living in an environment-friendly, futuristic urban management system . • Modern transport connectivity with major valley networks like the Ring Road. |
| 7 | Financial Indicators | Provide the available financial information of the project including: <ul style="list-style-type: none"> • Estimated project cost (in NPR) • Project Internal Rate of Return (IRR) • Economic Internal Rate of Return (EIRR) • Net Present Value (NPV) • Pay-back period (simple and discounted) • Debt to Equity Ratio • Benefit cost Ratio (BCR) • Debt Service Coverage Ratio (DCSR) • Loan interest rate | <ul style="list-style-type: none"> • Estimated Project Cost: NPR 286.25 Billion (approx. USD 2.54 Billion) . • Net Present Value (NPV): USD 239.18 Million . • Pay-back Period: 30–40 Years . • Revenue Potential: Total revenue from service plots is estimated at NPR 206.63 Billion. |
| 8 | | Will the project be developed through: | Public Private Partnership (PPP) |

| | Project Implementation Modality | <ul style="list-style-type: none">Public Private Partnership (PPP) modalityPrivate investment | | | | | | | | | | | | | | | | |
|-------------------------------|---------------------------------|---|--|--|---------------|---------------------------|-------------------------------|-----|------------|-----|-----------------------|-----|------------------------------|-------------------|--------------|-----|-------------|-----|
| | | <i>In the case of the PPP modality, what modality will be adopted? (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods)</i> | BOOT OR BTO | | | | | | | | | | | | | | | |
| | | <i>In the case of PPP modality, what could be the role of the private party in developing the project?</i> | <ul style="list-style-type: none">Infrastructure development, financing of specific "Smart" components, and potentially commercial zone management. | | | | | | | | | | | | | | | |
| | | <i>In the case of PPP modality, what are the expectations of the private party from the government?</i> | N/A | | | | | | | | | | | | | | | |
| | | <i>In the case of PPP modality, what could be the role of the government in developing the project?</i> | <ul style="list-style-type: none">Regulatory oversight, master plan approval, land pooling coordination, and primary utility provision | | | | | | | | | | | | | | | |
| 9 | Project Implementation Timeline | <i>At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted?</i> | <div>EIA is being conducted.</div> <table><tr><th>Project Stage</th><th>Tentative completion date</th></tr><tr><td>Project ideation/Concept Note</td><td>N/A</td></tr><tr><td>Desk Study</td><td>N/A</td></tr><tr><td>Pre-feasibility Study</td><td>N/A</td></tr><tr><td>Feasibility Study/ DFSR/ DPR</td><td>Completed in 2019</td></tr><tr><td>Solicitation</td><td>N/A</td></tr><tr><td>EIA/IEE/BES</td><td>N/A</td></tr></table> | | Project Stage | Tentative completion date | Project ideation/Concept Note | N/A | Desk Study | N/A | Pre-feasibility Study | N/A | Feasibility Study/ DFSR/ DPR | Completed in 2019 | Solicitation | N/A | EIA/IEE/BES | N/A |
| Project Stage | Tentative completion date | | | | | | | | | | | | | | | | | |
| Project ideation/Concept Note | N/A | | | | | | | | | | | | | | | | | |
| Desk Study | N/A | | | | | | | | | | | | | | | | | |
| Pre-feasibility Study | N/A | | | | | | | | | | | | | | | | | |
| Feasibility Study/ DFSR/ DPR | Completed in 2019 | | | | | | | | | | | | | | | | | |
| Solicitation | N/A | | | | | | | | | | | | | | | | | |
| EIA/IEE/BES | N/A | | | | | | | | | | | | | | | | | |
| 10 | About the Agency | <i>Provide a brief description of the agency (project owner) including its vision, mission, and objectives.</i> | The Kathmandu Valley Development Authority (KVDA), established under the Act of 2045, is tasked with the sustainable development of the Kathmandu Valley. Its mission is to create a resilient urban environment that prioritizes livability and the preservation of natural assets. | | | | | | | | | | | | | | | |
| 11 | Relevant Agencies | <i>Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact.</i> | <ul style="list-style-type: none">Ministry of Urban Development (MoUD)Kathmandu Valley Development Authority (KVDA)Local Municipalities (Changunarayan, Kageshwari Manohara, Bhaktapur, Madhyapur Thimi and Shankharapur) | | | | | | | | | | | | | | | |

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| | | | <ul style="list-style-type: none"> Investment Board Nepal |
| 12 | Additional Information | <i>Provide any additional information that could be added to the two pagers which have not been mentioned above.</i> | |
| 13 | Photos | <p><i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i></p> | |

International Business Center (IBC) at Bhaishapati Area

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|---------------------|---|--|
| 1 | Project Name | Complete name of the project | International Business Center (IBC) at Bhaishapati Area |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> • Sector/Sub-sector of the project. • Location • Land area required. • Objectives for developing the project. • Salient Features of the project. • What values/problems will the project provide/address? Why is it important? • Justification for the project (need, demand, financial viability, etc) | <p>Brief description: The project is an initiative to develop an international-standard integrated business platform in the Bhaishapati area, a rapidly growing VVIP township in southern Kathmandu . The center will serve as a multi-storey high-rise hub for corporate, commercial, and residential services.</p> <p>Sector: Urban Development / Commercial & Real Estate.</p> <p>Location: Bhaishapati Aawas first phase, Lalitpur (approx. 7 km from Ratnapark and 1.5 km from the Ring Road at Ekantakuna).</p> <p>Land Area: 32 Ropanies (approximately 1.62 Hectares).</p> <p>Objective: To provide an integrated platform catering to all business amenities and services, establishing the area as a "Central City Center" for Kathmandu</p> <p>Justification: Nepal currently lacks international-level business centers that integrate corporate offices with hospitality and residential units . The presence of high-level officials and the upcoming 'Kathmandu-Nijgadh' fast track further increase the demand and viability of this development .</p> |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> • Structure: Multi-storey high-rise building . • Total Construction Area: 900,000 sq ft . • Commercial Space: 700,000 sq ft . • Semi-commercial Space: 200,000 sq ft . • Parking Facility: Double basement parking covering 200,000 sq ft . • Connectivity: Proximity to Chobar Dryport (2km) and Nepal Medicity Hospital (1km) . |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> • Corporate Zone: Business and corporate sector offices . • Hospitality & Residential: Hotel complex and high-end housing/apartment units . • MICE Facilities: Specialized spaces for meetings, incentives, conferences, events, and concerts . • Public Spaces: Recreational city park, amusement areas, and an amphitheater . |

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| | | | <ul style="list-style-type: none"> Spatial Integration: Dedicated areas for donor agencies, INGOs, and development partners . |
| 5 | Benefits | <i>Provide a list of benefits (financial, socio-economic, environmental, etc) of the project.</i> | <ul style="list-style-type: none"> Offers a world-class integrated workspace for national and international entities . Stimulates economic activity through potential revenue generation of NPR 37 billion from space selling . Enhances the urban landscape with green oases like the nearby Sallaghari and Service Parks . Improves pedestrian-friendly environments in the Bhaisepati plaza area . |
| 6 | Project Outcome | <i>Provide a list of major outcomes of the project.</i> | <ul style="list-style-type: none"> Creation of a self-sustaining VVIP business hub in Kathmandu . Systematic spatial integration of business, residential, and recreational sectors . Modernized urban infrastructure that meets the future development potential of Bhaisepati . |
| 7 | Financial Indicators | <i>Provide the available financial information of the project including:</i> <ul style="list-style-type: none"> Estimated project cost (in NPR) Project Internal Rate of Return (IRR) Economic Internal Rate of Return (EIRR) Net Present Value (NPV) Pay-back period (simple and discounted) Debt to Equity Ratio Benefit cost Ratio (BCR) Debt Service Coverage Ratio (DCSR) Loan interest rate | <ul style="list-style-type: none"> Land Investment: NPR 2.56 Billion (32 ropanies @ NPR 5 million per aana) . Construction Cost: NPR 6.75 Billion (@ NPR 7,500 per sq ft) . Total Investment: NPR 9.21 Billion . Projected Revenue: NPR 37 Billion from space selling . Construction Period: 3.5 Years . |
| 8 | Project Implementation Modality | <i>Will the project be developed through:</i> <ul style="list-style-type: none"> Public Private Partnership (PPP) modality Private investment | Public Private Partnership (PPP) |
| | | <i>In the case of the PPP modality, what modality will be adopted?</i> | BOOT OR BTO |

| | | (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods) | | | | | | | | | | | | | | | |
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| | | <i>In the case of PPP modality, what could be the role of the private party in developing the project?</i> | <ul style="list-style-type: none"> Infrastructure development | | | | | | | | | | | | | | |
| | | <i>In the case of PPP modality, what are the expectations of the private party from the government?</i> | N/A | | | | | | | | | | | | | | |
| | | <i>In the case of PPP modality, what could be the role of the government in developing the project?</i> | <ul style="list-style-type: none"> Regulatory oversight, master plan approval, and primary utility provision | | | | | | | | | | | | | | |
| 9 | Project Implementation Timeline | At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted? | <table border="1"> <thead> <tr> <th>Project Stage</th> <th>Tentative completion date</th> </tr> </thead> <tbody> <tr> <td>Project ideation/Concept Note</td> <td>Completed</td> </tr> <tr> <td>Desk Study</td> <td>N/A</td> </tr> <tr> <td>Pre-feasibility Study</td> <td>N/A</td> </tr> <tr> <td>Feasibility Study/ DFSR/ DPR</td> <td>Completed</td> </tr> <tr> <td>Solicitation</td> <td>N/A</td> </tr> <tr> <td>EIA/IEE/BES</td> <td>N/A</td> </tr> </tbody> </table> | Project Stage | Tentative completion date | Project ideation/Concept Note | Completed | Desk Study | N/A | Pre-feasibility Study | N/A | Feasibility Study/ DFSR/ DPR | Completed | Solicitation | N/A | EIA/IEE/BES | N/A |
| Project Stage | Tentative completion date | | | | | | | | | | | | | | | | |
| Project ideation/Concept Note | Completed | | | | | | | | | | | | | | | | |
| Desk Study | N/A | | | | | | | | | | | | | | | | |
| Pre-feasibility Study | N/A | | | | | | | | | | | | | | | | |
| Feasibility Study/ DFSR/ DPR | Completed | | | | | | | | | | | | | | | | |
| Solicitation | N/A | | | | | | | | | | | | | | | | |
| EIA/IEE/BES | N/A | | | | | | | | | | | | | | | | |
| 10 | About the Agency | Provide a brief description of the agency (project owner) including its vision, mission, and objectives. | The Kathmandu Valley Development Authority (KVDA) is the primary body responsible for physical development and planning within the Kathmandu Valley. It works to ensure sustainable urban growth through land use regulation, infrastructure development, and coordination between various government and private stakeholders. | | | | | | | | | | | | | | |
| 11 | Relevant Agencies | Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact. | <ul style="list-style-type: none"> Ministry of Urban Development (MoUD) NIFRA (Nepal Infrastructure Bank) TDF (Town Development Fund) Lalitpur Metropolitan City Investment Board Nepal | | | | | | | | | | | | | | |
| 12 | Additional Information | Provide any additional information that could be added to the two pages which have not been mentioned above. | | | | | | | | | | | | | | | |
| 13 | Photos | <p>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</p> | | | | | | | | | | | | | | | |

Dukuchhap Planned Urban Extension (Expressway Gateway City)

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|---------------------|---|--|
| 1 | Project Name | Complete name of the project | Dukuchhap Planned Urban Extension (Expressway Gateway City) |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> Sector/Sub-sector of the project. Location Land area required. Objectives for developing the project. Salient Features of the project. What values/problems will the project provide/address? Why is it important? Justification for the project (need, demand, financial viability, etc) | <p>Brief description: This project involves the planned urban expansion and development of Dukuchhap (Lalitpur) as the northern gateway and primary "dry-port city" for the Kathmandu-Terai Fast Track. It serves as the vital link where the high-speed expressway enters the Kathmandu Valley. Sector: Urban Development / Logistics & Transport Hub. Location: Dukuchhap, Godawari/Konjyosom area, Lalitpur District (Northern terminus of the Fast Track). Land Area: Approximately 1,000 - 1,500 Ropanis (Phase 1). Objective: To manage the inevitable urban pressure at the entry point of the Fast Track, develop a world-class logistics hub, and create a modern residential-commercial satellite town. Justification: As the Fast Track nears completion, Dukuchhap will experience a massive influx of cargo and commuters. Without planned intervention, the area risks haphazard "ribbon development." A planned city here ensures efficient transition of goods from the Terai to the Valley and provides a decongested alternative to central Kathmandu.</p> |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> Intermodal Connection: Primary junction between the 72.5 km Expressway and the Kathmandu Valley road network. Topography-Led Design: Planned as a "Hillside Smart City" utilizing the natural contours of southern Lalitpur. Logistics Dominance: Dedicated zones for heavy vehicle parking, cargo handling, and cold storage to support the Nijgadh-Kathmandu trade flow. Sustainable Drainage: Integrated watershed management to protect the nearby Bagmati and Thosne Khola systems. |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> Transport & Logistics Hub: Inland container depot (ICD) and truck terminal at the expressway exit. Commercial "Gate" Plaza: Iconic entry gate architecture with retail, hospitality, and administrative services. |

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| | | | <ul style="list-style-type: none"> • Smart Residential Clusters: High-density, low-rise housing based on land-pooling techniques. • Eco-Tourism Zone: Integration of green belts and parks to maintain the southern valley's environmental integrity. • Institutional Zone: Spaces for government check-posts, security hubs, and emergency response centers. |
| 5 | Benefits | Provide a list of benefits (financial, socio-economic, environmental, etc) of the project. | <ul style="list-style-type: none"> • Traffic Management: Prevents heavy cargo vehicles from congesting central Kathmandu by providing a terminal at the edge. • Economic Catalyst: Boosts local land values and creates thousands of jobs in logistics, retail, and construction. • Urban Resiliency: Provides a modern, planned alternative to the overcrowded core of the valley. • Infrastructure Synergy: Maximizes the utility of the multi-billion dollar Fast Track investment. |
| 6 | Project Outcome | Provide a list of major outcomes of the project. | <ul style="list-style-type: none"> • A systematic and aesthetic "Entrance to the Capital" for travelers coming from the south. • Efficient supply chain management for the valley's consumer goods. • Reduction in haphazard urban sprawl in the southern Lalitpur fringe. |
| 7 | Financial Indicators | Provide the available financial information of the project including: <ul style="list-style-type: none"> • Estimated project cost (in NPR) • Project Internal Rate of Return (IRR) • Economic Internal Rate of Return (EIRR) • Net Present Value (NPV) • Pay-back period (simple and discounted) • Debt to Equity Ratio • Benefit cost Ratio (BCR) • Debt Service Coverage Ratio (DCSR) • Loan interest rate | <ul style="list-style-type: none"> • Estimated Infrastructure Cost: NPR 5–7 Billion (excluding land value). • Financing Modality: Land Pooling (contributed by locals) combined with Public-Private Partnership (PPP) for logistics and commercial infrastructure. • Revenue Streams: Terminal fees, commercial lease, and service charges from the logistics hub. |

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|----|---------------------------------|--|--|-------------------------------|---------------------------|
| 8 | Project Implementation Modality | Will the project be developed through: <ul style="list-style-type: none"> Public Private Partnership (PPP) modality Private investment | Land Pooling and Public Private Partnership (PPP) | | |
| | | In the case of the PPP modality, what modality will be adopted? (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods) | BOOT | | |
| | | In the case of PPP modality, what could be the role of the private party in developing the project? | <ul style="list-style-type: none"> Infrastructure development | | |
| | | In the case of PPP modality, what are the expectations of the private party from the government? | N/A | | |
| | | In the case of PPP modality, what could be the role of the government in developing the project? | <ul style="list-style-type: none"> Regulatory oversight, master plan approval, land pooling coordination, and primary utility provision | | |
| 9 | Project Implementation Timeline | At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted? | | Project Stage | Tentative completion date |
| | | | | Project ideation/Concept Note | N/A |
| | | | | Desk Study | N/A |
| | | | | Pre-feasibility Study | N/A |
| | | | | Feasibility Study/ DFSR/ DPR | N/A |
| | | | | Solicitation | N/A |
| | | | | EIA/IEE/BES | N/A |
| 10 | About the Agency | Provide a brief description of the agency (project owner) including its vision, mission, and objectives. | The Kathmandu Valley Development Authority (KVDA) is the primary body responsible for regional planning in this area. For the Dukuchhap extension, they work closely with the Department of Roads and the Ministry of Urban Development to ensure the new city integrates seamlessly with national transport priorities. | | |
| 11 | Relevant Agencies | Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact. | <ul style="list-style-type: none"> Ministry of Urban Development (MoUD) Kathmandu Valley Development Authority (KVDA) Lalitpur Metropolitan City/Godawari Municipality | | |

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| | | | <ul style="list-style-type: none"> • Department of Roads • Nepal Army (responsible for the Fast Track construction) • Investment Board Nepal (IBN) |
| 12 | Additional Information | <p><i>Provide any additional information that could be added to the two pagers which have not been mentioned above.</i></p> | <p>Necessity & Strategic Linkage</p> <ul style="list-style-type: none"> • The Fast Track Entry: Dukuchhap is the specific point where the Expressway transitions into the local valley network. It is the "Front Door" of Kathmandu for all traffic coming from the south. • Logistics Necessity: Huge volumes of cargo currently enter through Nagdhunga. The Fast Track will shift this volume to Dukuchhap; if there is no "Dry Port" or city infrastructure there, the internal roads of Lalitpur and Kathmandu will collapse under the pressure. • Urban Expansion: The project prevents the "Slum-ification" of the expressway exit by providing pre-planned plots and commercial zones. |
| 13 | Photos | <p><i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i></p> | |

Dhap Dam & Shivapuri Village Eco-tourism Development Project

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|---------------------|---|--|
| 1 | Project Name | Complete name of the project | Dhap Dam & Shivapuri Village Eco-tourism Development Project |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> • Sector/Sub-sector of the project. • Location • Land area required. • Objectives for developing the project. • Salient Features of the project. • What values/problems will the project provide/address? Why is it important? • Justification for the project (need, demand, financial viability, etc) | <p>Brief description: This project aims to capitalize on the success of the Dhap Dam (a 24m high rockfill dam) by developing the surrounding areas in Gokarneshwor-1 into a premier eco-tourism circuit. It focuses on integrating local villages like Mulkharka and Haibung into the tourism value chain through homestays, nature trails, and sustainable infrastructure.</p> <p>Sector: Tourism / Environmental Conservation. Location: Shivapuri Nagarjun National Park and surrounding Buffer Zone villages Land Area: Approximately 4,500 to 5,500 ropanis for the Smart City, plus 50 hectares (approx. 1,000 ropanis) for the SEZ.</p> <p>Objective: To create a community-based tourism model that provides livelihoods to the local Tamang settlements while preserving the high-altitude forest and Bagmati watershed.</p> <p>Justification: With the recent "viral" popularity of Dhap Dam on social media, there is an urgent need for managed tourism to prevent littering and environmental degradation. This project provides a structured plan for visitors while ensuring economic benefits reach the villagers who act as the primary guardians of the national park.</p> |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> • Altitude Range: 1,600m (Sundarijal) to 2,300m (Dhap Dam peak). • Footfall: Targeting 500–1,000 domestic and international visitors per weekend. • Biodiversity Hub: Located within a park home to 177+ bird species and 102 types of butterflies. • Infrastructure Synergy: Uses the 850,000 m³ reservoir as a scenic centerpiece for non-motorized recreation. |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> • Mulkharka-Haibung Homestay Network: Upgraded traditional lodging with smart sanitation and hygiene standards. • Adventure Hubs: Dedicated zones for off-road cycling, trail running, and guided bird-watching tours. • Sustainable Transport: Promotion of electric shuttles from Sundarijal to |

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| | | | <p>mitigate noise pollution within the park.</p> <ul style="list-style-type: none"> • Interpretation Center: A visitor center at the Dhap Dam site showcasing the "Bagmati Rejuvenation" story and local cultural history. • Waste Management System: Community-led "Leave No Trace" protocol with waste collection points at trailheads. |
| 5 | Benefits | <p><i>Provide a list of benefits (financial, socio-economic, environmental, etc) of the project.</i></p> | <ul style="list-style-type: none"> • Livelihood Diversification: Shifts dependency from agriculture/forest resources to sustainable service sectors for over 500 local households. • Environmental Awareness: Educates urban visitors on the importance of watershed conservation. • Decongestion of Kathmandu: Provides a high-value "short-escape" destination within 35km of the city center. • Cultural Exchange: Promotes and preserves the local Tamang culture and traditions. |
| 6 | Project Outcome | <p><i>Provide a list of major outcomes of the project.</i></p> | <ul style="list-style-type: none"> • Establishment of a self-sustaining eco-tourism circuit with community ownership. • Reduced environmental pressure on the Dhap Dam reservoir and surrounding forests. • Increased revenue for the Shivapuri Nagarjun National Park for conservation activities. |
| 7 | Financial Indicators | <p><i>Provide the available financial information of the project including:</i></p> <ul style="list-style-type: none"> • <i>Estimated project cost (in NPR)</i> • <i>Project Internal Rate of Return (IRR)</i> • <i>Economic Internal Rate of Return (EIRR)</i> • <i>Net Present Value (NPV)</i> • <i>Pay-back period (simple and discounted)</i> • <i>Debt to Equity Ratio</i> • <i>Benefit cost Ratio (BCR)</i> • <i>Debt Service Coverage Ratio (DCSR)</i> • <i>Loan interest rate</i> | <ul style="list-style-type: none"> • Infrastructure Development Cost: Approx. NPR 250–300 Million (focusing on trails, viewpoints, and sanitation). • Operational Model: Revenue from park entry fees (NPR 100-1,000) and service-based income for locals. • Funding: Joint funding via the Bagmati River Basin Improvement Project (ADB funded) and local municipality budgets. |

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| 8 | Project Implementation Modality | Will the project be developed through: <ul style="list-style-type: none">Public Private Partnership (PPP) modalityPrivate investment | Community-Based Eco-tourism (CBET) under a Public-Private-Community Partnership. | |
| | | In the case of the PPP modality, what modality will be adopted? (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods) | | |
| | | In the case of PPP modality, what could be the role of the private party in developing the project? | <ul style="list-style-type: none">Infrastructure development | |
| | | In the case of PPP modality, what are the expectations of the private party from the government? | N/A | |
| | | In the case of PPP modality, what could be the role of the government in developing the project? | <ul style="list-style-type: none">Regulatory oversight, master plan approval | |
| 9 | Project Implementation Timeline | At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted? | Project Stage | Tentative completion date |
| | | | Project ideation/Concept Note | N/A |
| | | | Desk Study | N/A |
| | | | Pre-feasibility Study | N/A |
| | | | Feasibility Study/ DFSR/ DPR | N/A |
| | | | Solicitation | N/A |
| | | | EIA/IEE/BES | N/A |
| 10 | About the Agency | Provide a brief description of the agency (project owner) including its vision, mission, and objectives. | The Bagmati River Basin Improvement Project (BRBIP), under the Ministry of Energy, Water Resources and Irrigation, oversees the infrastructure. However, the Shivapuri Nagarjun National Park (SNNP) office is the primary regulatory body ensuring that tourism development does not conflict with the conservation of the Kathmandu Valley's most vital watershed. | |
| 11 | Relevant Agencies | Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact. | <ul style="list-style-type: none">Department of National Parks and Wildlife Conservation (DNPWC)Gokarneshwor MunicipalityBuffer Zone User Committees (BZUC) | |

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| | | | <ul style="list-style-type: none"> • Nepal Army (for security/monitoring) • Department of Water Resources and Irrigation (DoWRI). • Investment Board Nepal (IBN) |
| 12 | Additional Information | Provide any additional information that could be added to the two pagers which have not been mentioned above. | <p>Attraction Highlight: The "Bagmati Heritage" Walk</p> <ul style="list-style-type: none"> • The project emphasizes a trekking route that follows the water's journey: from the pristine source at Bagdwar, past the high-altitude Dhap Dam, and down through the villages that have historically protected the valley's water supply. This narrative adds a "spiritual and environmental" layer to the typical leisure visit. |
| 13 | Photos | <p><i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i></p> | |

World Trade Center Kathmandu (WTC KTM)

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|---------------------|---|--|
| 1 | Project Name | Complete name of the project | World Trade Center Kathmandu (WTC KTM) |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> • Sector/Sub-sector of the project. • Location • Land area required. • Objectives for developing the project. • Salient Features of the project. • What values/problems will the project provide/address? Why is it important? • Justification for the project (need, demand, financial viability, etc) | <p>Brief description: WTC KTM is a transformative, mixed-use mega hub designed to position Kathmandu and Nepal as a global center for trade, innovation, finance, and tourism. It aims to serve as a national landmark that integrates smart urban planning with Nepal's cultural soul .</p> <p>Sector: Urban Development / Trade, Innovation & Tourism .</p> <p>Location: Central Kathmandu (on prime government-leased land)</p> <p>Land Area: Approximately 5 hectares (equivalent to 74–90 ropani)</p> <p>Objective: To promote international trade and investment, attract Foreign Direct Investment (FDI), and contribute to urban regeneration and job creation .</p> <p>Justification: Nepal requires a global gateway to transition into a middle-income economy. WTC KTM addresses the need for world-class business infrastructure while boosting the "night economy," tourism, and trade acceleration platforms.</p> |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> • Built-up Area: 1.5 – 2 million sq. ft. . • Structure: 5 to 6 signature towers within a 12-floor height rule . • Smart Façade: Dynamic LED mesh and kinetic panels for light shows and branding . • Parking: Double-basement parking for 2,000+ vehicles . • Unique Connectivity: City Airport Check-In and automated electric Podway connection to Tribhuvan International Airport (6-8 min travel) . |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> • Towers: WTC Trade Tower, Financial Tower, Innovation Tower, Hospitality & MICE Tower, Residential/Commercial Tower, and a dedicated Government Administrative Tower . • Lotus Dome: Himalayan healing and acoustic science center for singing bowl therapy . • Tourism/Leisure: VR-based Mini Mount Everest expedition, international casino, and luxury retail promenade . |

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|---|---------------------------------|---|--|
| | | | <ul style="list-style-type: none"> Wellness: Olympic-standard gym, altitude simulation chamber, and luxury spa . |
| 5 | Benefits | Provide a list of benefits (financial, socio-economic, environmental, etc) of the project. | <ul style="list-style-type: none"> Economic: Creation of 10,000+ direct and indirect job opportunities . Global Integration: Affiliation with WTCA, connecting Nepal to 300+ WTCs in 100+ countries . Sustainable Growth: LEED/EDGE targeted green infrastructure, including solar energy and water recycling . |
| 6 | Project Outcome | Provide a list of major outcomes of the project. | <ul style="list-style-type: none"> Establishment of a world-class trade hub and South Asian business destination . Urban regeneration of central Kathmandu through smart city technology . Enhanced national GDP through diversified sectors like tech, real estate, and MICE tourism. |
| 7 | Financial Indicators | Provide the available financial information of the project including: <ul style="list-style-type: none"> Estimated project cost (in NPR) Project Internal Rate of Return (IRR) Economic Internal Rate of Return (EIRR) Net Present Value (NPV) Pay-back period (simple and discounted) Debt to Equity Ratio Benefit cost Ratio (BCR) Debt Service Coverage Ratio (DCSR) Loan interest rate | <ul style="list-style-type: none"> Capital Investment: NPR 28 Billion (USD 250 million) . Revenue Strategy: Lease-sale of 1 million sq. ft. and recurring operations for 0.7 million sq. ft. . Funding Eligibility: Potential for Green Climate Fund, ADB, or IFC funding. |
| 8 | Project Implementation Modality | Will the project be developed through: <ul style="list-style-type: none"> Public Private Partnership (PPP) modality Private investment | Public Private Partnership (PPP) based on a 50-year government land lease. Structure: Land is retained by the Government; the superstructure is developed via a Special Purpose Vehicle (SPV). |
| | | In the case of the PPP modality, what modality will be adopted? (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods) | BOOT OR BTO |

| | | <p><i>In the case of PPP modality, what could be the role of the private party in developing the project?</i></p> | <ul style="list-style-type: none"> Infrastructure development | | | | | | | | | | | | | | |
|-------------------------------|---------------------------------|---|---|---------------|---------------------------|-------------------------------|-----------|------------|-----|-----------------------|-----|------------------------------|-----|--------------|-----|-------------|-----|
| | | <p><i>In the case of PPP modality, what are the expectations of the private party from the government?</i></p> | N/A | | | | | | | | | | | | | | |
| | | <p><i>In the case of PPP modality, what could be the role of the government in developing the project?</i></p> | <ul style="list-style-type: none"> Regulatory oversight, master plan approval, and primary utility provision | | | | | | | | | | | | | | |
| 9 | Project Implementation Timeline | <p><i>At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted?</i></p> | <table border="1"> <thead> <tr> <th>Project Stage</th> <th>Tentative completion date</th> </tr> </thead> <tbody> <tr> <td>Project ideation/Concept Note</td> <td>Completed</td> </tr> <tr> <td>Desk Study</td> <td>N/A</td> </tr> <tr> <td>Pre-feasibility Study</td> <td>N/A</td> </tr> <tr> <td>Feasibility Study/ DFSR/ DPR</td> <td>N/A</td> </tr> <tr> <td>Solicitation</td> <td>N/A</td> </tr> <tr> <td>EIA/IEE/BES</td> <td>N/A</td> </tr> </tbody> </table> | Project Stage | Tentative completion date | Project ideation/Concept Note | Completed | Desk Study | N/A | Pre-feasibility Study | N/A | Feasibility Study/ DFSR/ DPR | N/A | Solicitation | N/A | EIA/IEE/BES | N/A |
| Project Stage | Tentative completion date | | | | | | | | | | | | | | | | |
| Project ideation/Concept Note | Completed | | | | | | | | | | | | | | | | |
| Desk Study | N/A | | | | | | | | | | | | | | | | |
| Pre-feasibility Study | N/A | | | | | | | | | | | | | | | | |
| Feasibility Study/ DFSR/ DPR | N/A | | | | | | | | | | | | | | | | |
| Solicitation | N/A | | | | | | | | | | | | | | | | |
| EIA/IEE/BES | N/A | | | | | | | | | | | | | | | | |
| 10 | About the Agency | <p><i>Provide a brief description of the agency (project owner) including its vision, mission, and objectives.</i></p> | <p>The project is proposed as a high-level collaboration between the Government of Nepal and a global consortium led by Sonakshi Infrastructure Development Pvt. Ltd. . Official endorsement and facilitation are requested through Investment Board Nepal (IBN) to ensure fast-track clearances.</p> | | | | | | | | | | | | | | |
| 11 | Relevant Agencies | <p><i>Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact.</i></p> | <ul style="list-style-type: none"> Ministry of Finance / Ministry of Industry, Commerce and Supplies Investment Board Nepal (IBN) Kathmandu Metropolitan City (KMC) Civil Aviation Authority of Nepal (for Podway and Airport Check-in connectivity) | | | | | | | | | | | | | | |
| 12 | Additional Information | <p><i>Provide any additional information that could be added to the two pagers which have not been mentioned above.</i></p> | | | | | | | | | | | | | | | |
| 13 | Photos | <p><i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i></p> | | | | | | | | | | | | | | | |

Belahiya Jeep Park and Commercial Building at Bhairahawa

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|---------------------|---|--|
| 1 | Project Name | Complete name of the project | Belahiya Jeep Park and Commercial Building at Bhairahawa |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> Sector/Sub-sector of the project. Location Land area required. Objectives for developing the project. Salient Features of the project. What values/problems will the project provide/address? Why is it important? Justification for the project (need, demand, financial viability, etc) | <p>Brief description: This project involves the development of a multi-functional miniature transportation hub and commercial complex in Belahiya, serving as a landmark gateway at the Nepal-India border. It is designed to alleviate vehicle parking problems near the border while providing service-oriented activities to the public.</p> <p>Sector: Transport / Urban Development / Commerce</p> <p>Location: Siddharthanagar Municipality, Rupandehi District, Lumbini Province (adjacent to the Siddhartha Highway and Department of Customs).</p> <p>Land Area: Approximately 2,933.69 sq. m. (roughly 8 kattha 13 dhur or 5 ropani 12 anna).</p> <p>Objective: To create a planned space for public transit (jeeps/mini-buses) and private vehicles, integrated with a commercial complex that includes shopping, dining, and recreational facilities.</p> <p>Justification: As one of Nepal's busiest cross-border points and the gateway to Lumbini, Belahiya requires modern infrastructure to manage growing trade and tourism traffic. The project will generate revenue for the municipality and provide a welcoming first impression for visitors entering the birthplace of Buddha.</p> |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> Architecture: Symbolic design featuring a circle (representing a Stupa/Buddhism) and "welcoming arms" rectangles. Building Specs: Total built-up area of 13,709.82 sq. m. across 7 floors plus a basement. Ground Coverage: 69% (GCR) with a Floor Area Ratio (FAR) of 3.4. Rentable Area: Approximately 4,200 sq. m. of formal shop space. |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> Basement Level: Dedicated vehicle parking and utility areas (1,972.75 sq. m.). Ground Floor: Jeep and mini-bus parking area with passenger terminals and commercial space. 1st to 5th Floors: Retail shop fronts, food courts, restaurants, and open terraces. |

| | | | |
|---|----------------------|--|---|
| | | | <ul style="list-style-type: none"> • Top Floor: Multipurpose hall, large kitchen/store, and a restaurant with an atrium roof. • Public Realm: Central atrium for natural light/ventilation and landscaped pedestrian footpaths. |
| 5 | Benefits | <i>Provide a list of benefits (financial, socio-economic, environmental, etc) of the project.</i> | <ul style="list-style-type: none"> • Traffic Management: Reduces border-area congestion by providing organized parking for public and private vehicles. • Economic: Creates new shop spaces and business opportunities, generating consistent revenue for the municipality. • Tourism: Enhances the visitor experience for those traveling to Lumbini with a modern, symbolic landmark. • Infrastructure Synergy: Complements the nearby Gautam Buddha International Airport upgrade. |
| 6 | Project Outcome | <i>Provide a list of major outcomes of the project.</i> | <ul style="list-style-type: none"> • Establishment of a modern, miniature transportation and commercial hub. • Improved aesthetic and symbolic value for the city as a major entry point to Nepal. • Creation of a self-sustaining municipal asset that provides essential public services. |
| 7 | Financial Indicators | <i>Provide the available financial information of the project including:</i> <ul style="list-style-type: none"> • Estimated project cost (in NPR) • Project Internal Rate of Return (IRR) • Economic Internal Rate of Return (EIRR) • Net Present Value (NPV) • Pay-back period (simple and discounted) • Debt to Equity Ratio • Benefit cost Ratio (BCR) • Debt Service Coverage Ratio (DCSR) • Loan interest rate | <ul style="list-style-type: none"> • Revenue Strategy: Revenue will be generated through parking fees (jeep/mini-bus and private), commercial space rentals, and restaurant/party palace leases. • Cost Projection: Total built-up area of 13,709.82 sq. m. (Detailed costing is included in the full DPR financial tables). |
| 8 | | <i>Will the project be developed through:</i> | Public-Private Partnership (PPP) |

| | Project Implementation Modality | <ul style="list-style-type: none"> Public Private Partnership (PPP) modality Private investment | | | | | | | | | | | | | | | |
|---|--|--|---|---------------|---------------------------|-------------------------------|-----|------------|-----|-----------------------|-----|------------------------------|----------------------|--------------|-----|-------------|-----|
| <i>In the case of the PPP modality, what modality will be adopted? (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods)</i> | | BOOT | | | | | | | | | | | | | | | |
| <i>In the case of PPP modality, what could be the role of the private party in developing the project?</i> | | <ul style="list-style-type: none"> Building Construction and Operation | | | | | | | | | | | | | | | |
| <i>In the case of PPP modality, what are the expectations of the private party from the government?</i> | | N/A | | | | | | | | | | | | | | | |
| <i>In the case of PPP modality, what could be the role of the government in developing the project?</i> | | <ul style="list-style-type: none"> Regulatory oversight, master plan approval | | | | | | | | | | | | | | | |
| 9 | Project Implementation Timeline | <i>At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted?</i> | <div>EIA is being conducted.</div> <table border="1"> <thead> <tr> <th>Project Stage</th> <th>Tentative completion date</th> </tr> </thead> <tbody> <tr> <td>Project ideation/Concept Note</td> <td>N/A</td> </tr> <tr> <td>Desk Study</td> <td>N/A</td> </tr> <tr> <td>Pre-feasibility Study</td> <td>N/A</td> </tr> <tr> <td>Feasibility Study/ DFSR/ DPR</td> <td>DPR Completed</td> </tr> <tr> <td>Solicitation</td> <td>N/A</td> </tr> <tr> <td>EIA/IEE/BES</td> <td>N/A</td> </tr> </tbody> </table> | Project Stage | Tentative completion date | Project ideation/Concept Note | N/A | Desk Study | N/A | Pre-feasibility Study | N/A | Feasibility Study/ DFSR/ DPR | DPR Completed | Solicitation | N/A | EIA/IEE/BES | N/A |
| Project Stage | Tentative completion date | | | | | | | | | | | | | | | | |
| Project ideation/Concept Note | N/A | | | | | | | | | | | | | | | | |
| Desk Study | N/A | | | | | | | | | | | | | | | | |
| Pre-feasibility Study | N/A | | | | | | | | | | | | | | | | |
| Feasibility Study/ DFSR/ DPR | DPR Completed | | | | | | | | | | | | | | | | |
| Solicitation | N/A | | | | | | | | | | | | | | | | |
| EIA/IEE/BES | N/A | | | | | | | | | | | | | | | | |
| 10 | About the Agency | <i>Provide a brief description of the agency (project owner) including its vision, mission, and objectives.</i> | Siddharthanagar Municipality, Rupandehi. | | | | | | | | | | | | | | |
| 11 | Relevant Agencies | <i>Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact.</i> | <ul style="list-style-type: none"> Siddharthanagar Municipality Investment Board Nepal (IBN) | | | | | | | | | | | | | | |
| 12 | Additional Information | <i>Provide any additional information that could be added to the two pages which have not been mentioned above.</i> | Strategic Linkage: Gateway to Lumbini The project is more than a parking lot; it is an architectural statement. By incorporating the Circle/Stupa motif into the roofline and atrium, the building serves as a visual bridge between the modern trade-oriented border and the spiritual heritage of Lumbini. It ensures that the first experience of a traveler entering Nepal is one of efficiency, hospitality, and cultural pride. | | | | | | | | | | | | | | |
| 13 | Photos | <i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i> | | | | | | | | | | | | | | | |

Butwal Central Business District (CBD) and Urban Regeneration Project

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|---------------------|---|---|
| 1 | Project Name | Complete name of the project | Butwal Central Business District (CBD) and Urban Regeneration Project |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> • Sector/Sub-sector of the project. • Location • Land area required. • Objectives for developing the project. • Salient Features of the project. • What values/problems will the project provide/address? Why is it important? • Justification for the project (need, demand, financial viability, etc) | <p>Brief description: The Butwal CBD project is a strategic urban development initiative aimed at transforming the historic and commercial heart of Butwal (near the intersection of the Mahendra and Siddhartha Highways) into a modern, high-density financial and commercial hub. It focuses on consolidating scattered business activities into a planned zone.</p> <p>Sector: Urban Development / Commerce / Real Estate.</p> <p>Location: Core urban areas of Butwal Sub-Metropolitan City (centered around Hospital Line, Amarpath, and the historic Batauli area), Rupandehi District, Lumbini Province.</p> <p>Objective: To create a dedicated zone for corporate offices, high-end retail, and hospitality that acts as the economic engine for the Lumbini region.</p> <p>Justification: Butwal is the fastest-growing city in Western Nepal. The current "haphazard" growth along the highways has led to severe congestion. A designated CBD is necessary to provide structured growth, increase land value, and establish Butwal as a premier "South Asian Business Hub."</p> |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> • Zoning: Implementation of specific CBD bylaws allowing for higher Floor Area Ratio (FAR) and "Landmark Building" status (up to 12+ stories). • Land Value: CBD land values are currently the highest in the province, with significant potential for vertical expansion. • Smart Integration: Planned "Smart City" components including underground utility corridors, AI-driven traffic management, and fiber-optic backbones. • Heritage Linkage: Revitalization of the old "Batauli Bazaar" area to serve as a cultural and boutique commercial extension of the modern CBD. |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> • Corporate Towers: High-rise buildings hosting banks, financial institutions, and provincial headquarters. • Multi-Modal Transit Hub: Integrated bus terminals and pedestrian sky- |

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|---|-----------------------------|---|--|
| | | | <p>bridges connecting the CBD to the Siddhartha Highway.</p> <ul style="list-style-type: none"> • International Exhibition & Conference Center: Nearby facilities (already under development) to host trade fairs and global forums. • Green Plazas: Public open spaces and small urban parks (like the nearby Manimukunda Sen Park expansion) to balance high-density construction. |
| 5 | Benefits | <p><i>Provide a list of benefits (financial, socio-economic, environmental, etc) of the project.</i></p> | <ul style="list-style-type: none"> • Economic Efficiency: Concentrates services, reducing "cost of doing business" through proximity. • Job Creation: Thousands of high-value jobs in finance, IT, and management sectors. • Revenue Growth: Significant increase in municipal tax revenue through commercial land use and business registration. • Tourism Synergy: Serves as the primary urban gateway for tourists traveling between the Indian border (Sunauli) and the Lumbini Heritage Site. |
| 6 | Project Outcome | <p><i>Provide a list of major outcomes of the project.</i></p> | <ul style="list-style-type: none"> • Transformation of Butwal into a world-class financial and trade destination. • Drastic reduction in urban sprawl and highway-side traffic congestion. • Establishment of a resilient urban infrastructure that can support a population projected to double within the next decade. |
| 7 | Financial Indicators | <p><i>Provide the available financial information of the project including:</i></p> <ul style="list-style-type: none"> • <i>Estimated project cost (in NPR)</i> • <i>Project Internal Rate of Return (IRR)</i> • <i>Economic Internal Rate of Return (EIRR)</i> • <i>Net Present Value (NPV)</i> • <i>Pay-back period (simple and discounted)</i> • <i>Debt to Equity Ratio</i> • <i>Benefit cost Ratio (BCR)</i> • <i>Debt Service Coverage Ratio (DCSR)</i> | <ul style="list-style-type: none"> • Land Valuation: Prime CBD plots are valued at over NPR 5-7 million per aana (indicative). • Funding: Municipal budget for public infrastructure; private capital for high-rise commercial complexes. |

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|----|---------------------------------|--|--|-------------------------------|----------------------------------|
| | | <ul style="list-style-type: none">• <i>Loan interest rate</i> | | | |
| 8 | Project Implementation Modality | <i>Will the project be developed through:</i> <ul style="list-style-type: none">• <i>Public Private Partnership (PPP) modality</i>• <i>Private investment</i> | Public-Private Partnership (PPP) / Private Sector-led development with government-backed infrastructure. | | |
| | | <i>In the case of the PPP modality, what modality will be adopted? (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods)</i> | | | |
| | | <i>In the case of PPP modality, what could be the role of the private party in developing the project?</i> | • | | |
| | | <i>In the case of PPP modality, what are the expectations of the private party from the government?</i> | N/A | | |
| | | <i>In the case of PPP modality, what could be the role of the government in developing the project?</i> | • | | |
| 9 | Project Implementation Timeline | <i>At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted?</i> | | Project Stage | Tentative completion date |
| | | | | Project ideation/Concept Note | N/A |
| | | | | Desk Study | N/A |
| | | | | Pre-feasibility Study | N/A |
| | | | | Feasibility Study/ DFSR/ DPR | N/A |
| | | | | Solicitation | N/A |
| | | | | EIA/IEE/BES | N/A |
| 10 | About the Agency | <i>Provide a brief description of the agency (project owner) including its vision, mission, and objectives.</i> | The Provincial Infrastructure Development Authority (PIDA) of Lumbini Province is tasked with spearheading major infrastructure projects that drive economic and social progress. PIDA focuses on mobilizing private investment through PPP models to bridge the infrastructure gap and modernize the province's facilities. | | |

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| 11 | Relevant Agencies | <i>Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact.</i> | <ul style="list-style-type: none"> • Provincial Infrastructure Development Authority (PIDA) of Lumbini Province • Butwal Sub-metropolitan city • Investment Board Nepal (IBN) |
| 12 | Additional Information | <i>Provide any additional information that could be added to the two pagers which have not been mentioned above.</i> | <p>Strategy: Use of Land Pooling and Urban Regeneration incentives to encourage private owners to redevelop existing low-rise structures into high-density commercial towers.</p> <p>Project Implementation Timeline</p> <p>Status: Under active policy formulation and master planning. Specific "Landmark Building" bylaws have already been gazetted.</p> <p>Phase 1 (2023-2025): Infrastructure upgrades (roads, drainage, and utility relocation) in the core hospital and highway lines.</p> <p>Phase 2 (2025-2030): Solicitation for major commercial towers and development of the multi-modal transit hub.</p> <p>Strategic Significance</p> <p>As the gateway to the Lumbini Circuit and the hub for the "Tetra-City" urban agglomeration (Butwal-Tilottama-Bhairahawa-Devdaha), the Butwal CBD is positioned to be more than just a local market—it is designed to be the commercial face of modern Nepal at the border.</p> |
| 13 | Photos | <i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i> | |

Jiri Valley Tourism Development

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|---|--------------------|--|
| 1 | Project Name | Jiri Artificial Lake and Dam Project (Jiri Valley Tourism Development) |
| 2 | Background | <p>Brief description: The project involves the construction of a dam to create a large-scale artificial lake within the Jiri Valley. It is envisioned as a "novel tourism product" designed to capitalize on Jiri's natural beauty and its reputation as the "Gateway to Everest".</p> <p>Sector: Tourism / Water Resources / Infrastructure.</p> <p>Location: Jiri Municipality, Dolakha District, Bagmati Province.</p> <p>Land Area: Located within the Jiri Valley, which sits at an altitudinal extent between 1,650m to 4,514m.</p> <p>Objective: To establish a central tourism attraction that integrates local development opportunities in agriculture, livestock, and hospitality, while curbing outmigration by creating local employment.</p> <p>Justification: Jiri faces high outmigration due to a lack of local income opportunities. An artificial lake will provide a strategic anchor for tourism, boosting the local economy and utilizing the area's natural comparative advantages.</p> |
| 3 | Salient Features | <p>Salient Features:</p> <ul style="list-style-type: none"> a) Infrastructure: Construction of a specialized dam and an artificial reservoir. b) Tourism Integration: Designed to serve as a hub for the entire municipality's development potential. c) Environmental Setting: Set in a region known for high mountain forests, pastures, and unique biodiversity. d) Accessibility: Located approximately 188 km from Kathmandu via the Lamosangu-Jiri road (6-8 hours drive). |
| 4 | Project Components | <ul style="list-style-type: none"> a) Dam & Lake: The core physical infrastructure for water impoundment. b) Tourism Zone: Development of recreation areas surrounding the lake. c) Integrated Economic Linkages: Coordination with local cheese/dairy production, trout farming, and Kiwi horticulture to create a "farm-to-table" tourism experience. |
| 5 | Benefits | <ul style="list-style-type: none"> d) Economic Diversification: Transitioning the local economy toward high-value tourism and specialized agriculture. e) Employment: Creating direct and indirect jobs for local youth to reduce outmigration. f) Livelihood Support: Strengthening agricultural cooperatives through increased tourist demand, solar energy and water recycling. |
| 6 | Project Outcome | <ul style="list-style-type: none"> a) Transformation of Jiri into a premier destination for domestic and international "lake-side" tourism. b) Stabilization of the local population through sustainable income streams. |

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|----|---------------------------------|--|-------------------------------|---------------------------|
| | | c) Preservation and promotion of Jiri’s natural and socio-cultural diversity. | | |
| 7 | Financial Indicators | | | |
| 8 | Project Implementation Modality | Public Private Partnership (PPP) | | |
| | | BOOT OR BTO | | |
| | | • Infrastructure development | | |
| | | N/A | | |
| 9 | Project Implementation Timeline | • Regulatory oversight, master plan approval | | |
| | | | Project Stage | Tentative completion date |
| | | | Project ideation/Concept Note | Completed |
| | | | Desk Study | N/A |
| | | | Pre-feasibility Study | N/A |
| | | | Feasibility Study/ DFSR/ DPR | DPR Completed in 2019 |
| | | | Solicitation | N/A |
| | | | EIA/IEE/BES | N/A |
| 10 | About the Agency | Investment Board Nepal (IBN) is a high-level government body chaired by the Right Honorable Prime Minister, that serves as a facilitator for both domestic and foreign investments in Nepal. Its primary objective is to create an investment-friendly environment by mobilizing and managing domestic as well as foreign investments to promote investment across different sectors through a transparent and efficient process. Being guided by the Long-term Vision (2043), the 15th Plan, international commitments such as Sustainable Development Goals and other subsequent policies of the Government of Nepal, IBN has been developing credible and bankable projects to garner investment. | | |
| 11 | Relevant Agencies | • Jiri Municipality • Investment Board Nepal (IBN) | | |
| 12 | Additional Information | Strategic Importance Jiri has historically been a transit point for trekkers heading to the Everest region. By building this artificial lake, the municipality aims to shift from being a mere "stopover" to a "destination" in its own right. This project is a key part of the municipality's vision to revive the local economy and modernize its tourism infrastructure. | | |

Dhap Dam & Shivapuri Village Eco-tourism Development Project

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|---|--------------------|--|
| 1 | Project Name | Dhap Dam & Shivapuri Village Eco-tourism Development Project |
| 2 | Background | <p>Brief description: This project aims to capitalize on the success of the Dhap Dam (a 24m high rockfill dam) by developing the surrounding areas in Gokarneshwor-1 into a premier eco-tourism circuit. It focuses on integrating local villages like Mulkharka and Haibung into the tourism value chain through homestays, nature trails, and sustainable infrastructure.</p> <p>Sector: Tourism / Environmental Conservation.</p> <p>Location: Shivapuri Nagarjun National Park and surrounding Buffer Zone villages</p> <p>Land Area: Approximately 4,500 to 5,500 ropanis for the Smart City, plus 50 hectares (approx. 1,000 ropanis) for the SEZ.</p> <p>Objective: To create a community-based tourism model that provides livelihoods to the local Tamang settlements while preserving the high-altitude forest and Bagmati watershed.</p> <p>Justification: With the recent "viral" popularity of Dhap Dam on social media, there is an urgent need for managed tourism to prevent littering and environmental degradation. This project provides a structured plan for visitors while ensuring economic benefits reach the villagers who act as the primary guardians of the national park.</p> |
| 3 | Salient Features | <p>Salient Features:</p> <ul style="list-style-type: none"> • Altitude Range: 1,600m (Sundarijal) to 2,300m (Dhap Dam peak). • Footfall: Targeting 500–1,000 domestic and international visitors per weekend. • Biodiversity Hub: Located within a park home to 177+ bird species and 102 types of butterflies. • Infrastructure Synergy: Uses the 850,000 m³ reservoir as a scenic centerpiece for non-motorized recreation. |
| 4 | Project Components | <ul style="list-style-type: none"> • Mulkharka-Haibung Homestay Network: Upgraded traditional lodging with smart sanitation and hygiene standards. • Adventure Hubs: Dedicated zones for off-road cycling, trail running, and guided bird-watching tours. • Sustainable Transport: Promotion of electric shuttles from Sundarijal to mitigate noise pollution within the park. • Interpretation Center: A visitor center at the Dhap Dam site showcasing the "Bagmati Rejuvenation" story and local cultural history. |

| | | <ul style="list-style-type: none">Waste Management System: Community-led "Leave No Trace" protocol with waste collection points at trailheads. | | | | | | | | | | | | | | |
|-------------|---------------------------------|--|---------------------------|---------------------------|-------------------------------|-----|------------|-----|-----------------------|-----|-----------------------------|-----|--------------|-----|-------------|-----|
| 5 | Benefits | <ul style="list-style-type: none">Livelihood Diversification: Shifts dependency from agriculture/forest resources to sustainable service sectors for over 500 local households.Environmental Awareness: Educates urban visitors on the importance of watershed conservation.Decongestion of Kathmandu: Provides a high-value "short-escape" destination within 35km of the city center.Cultural Exchange: Promotes and preserves the local Tamang culture and traditions. | | | | | | | | | | | | | | |
| 6 | Project Outcome | <ul style="list-style-type: none">Establishment of a self-sustaining eco-tourism circuit with community ownership.Reduced environmental pressure on the Dhap Dam reservoir and surrounding forests.Increased revenue for the Shivapuri Nagarjun National Park for conservation activities. | | | | | | | | | | | | | | |
| 7 | Financial Indicators | <ul style="list-style-type: none">Infrastructure Development Cost: Approx. NPR 250–300 Million (focusing on trails, viewpoints, and sanitation).Operational Model: Revenue from park entry fees (NPR 100-1,000) and service-based income for locals.Funding: Joint funding via the Bagmati River Basin Improvement Project (ADB funded) and local municipality budgets. | | | | | | | | | | | | | | |
| 8 | Project Implementation Modality | Community-Based Eco-tourism (CBET) under a Public-Private-Community Partnership. | | | | | | | | | | | | | | |
| | | <ul style="list-style-type: none">Infrastructure development | | | | | | | | | | | | | | |
| | | N/A | | | | | | | | | | | | | | |
| | | <ul style="list-style-type: none">Regulatory oversight, master plan approval | | | | | | | | | | | | | | |
| 9 | Project Implementation Timeline | <table><tr><th>Project Stage</th><th>Tentative completion date</th></tr><tr><td>Project ideation/Concept Note</td><td>N/A</td></tr><tr><td>Desk Study</td><td>N/A</td></tr><tr><td>Pre-feasibility Study</td><td>N/A</td></tr><tr><td>Feasibility Study/DFSR/ DPR</td><td>N/A</td></tr><tr><td>Solicitation</td><td>N/A</td></tr><tr><td>EIA/IEE/BES</td><td>N/A</td></tr></table> | Project Stage | Tentative completion date | Project ideation/Concept Note | N/A | Desk Study | N/A | Pre-feasibility Study | N/A | Feasibility Study/DFSR/ DPR | N/A | Solicitation | N/A | EIA/IEE/BES | N/A |
| | | Project Stage | Tentative completion date | | | | | | | | | | | | | |
| | | Project ideation/Concept Note | N/A | | | | | | | | | | | | | |
| | | Desk Study | N/A | | | | | | | | | | | | | |
| | | Pre-feasibility Study | N/A | | | | | | | | | | | | | |
| | | Feasibility Study/DFSR/ DPR | N/A | | | | | | | | | | | | | |
| | | Solicitation | N/A | | | | | | | | | | | | | |
| EIA/IEE/BES | N/A | | | | | | | | | | | | | | | |

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| 10 | About the Agency | The Bagmati River Basin Improvement Project (BRBIP), under the Ministry of Energy, Water Resources and Irrigation, oversees the infrastructure. However, the Shivapuri Nagarjun National Park (SNNP) office is the primary regulatory body ensuring that tourism development does not conflict with the conservation of the Kathmandu Valley's most vital watershed. |
| 11 | Relevant Agencies | <ul style="list-style-type: none"> • Department of National Parks and Wildlife Conservation (DNPWC) • Gokarneshwor Municipality • Buffer Zone User Committees (BZUC) • Nepal Army (for security/monitoring) • Department of Water Resources and Irrigation (DoWRI). • Investment Board Nepal (IBN) |
| 12 | Additional Information | <p>Attraction Highlight: The "Bagmati Heritage" Walk</p> <ul style="list-style-type: none"> • The project emphasizes a trekking route that follows the water's journey: from the pristine source at Bagdwar, past the high-altitude Dhap Dam, and down through the villages that have historically protected the valley's water supply. This narrative adds a "spiritual and environmental" layer to the typical leisure visit. |

Mathagadhi Integrated Tourism Project

| | |
|---|--|
| Sector | Tourism (Cable Car, Resort, Local Shops, Reservoir etc.) |
| Geographical Location (District) | Ghoda Khola, Mathagadhi Rural Municipality, Palpa |
| Lead Government Agency | |
| Project Description & Relevance /Objectives | <p>Project Background</p> <p>The existing site includes Godaha Khola, which runs alongside Daunne Gaon, and upon reaching the hilltop, it comprises the Mathagadhi Temple, Mathagadhi Fort, and an existing picnic area. To the north of the temple and fort lies Jhumsa Khola, offering a breathtaking view of the river and the entire Devdaha Municipality. The existing Mathagadhi site is currently famous for hiking and holds significant potential for further tourism development. The temple preserves ancient weapons found at the site, but its current condition is dire. Based on this context, a master plan is prepared and the following key components:</p> <p>(a) Cable Car: A cable car is proposed from Daunne Gaun to the hilltop, offering panoramic views of the Godaha River. The base station is strategically located near Gautam Buddha Park, and provides direct access to the Mathagadhi Temple (top station). From the top station, visitors can also reach a peaceful meditation area to the west.</p> <p>(b) Resort with Reservoir: A resort is planned in the north, along with a reservoir from the Jhumsa Khola, providing visitors a peaceful and relaxing environment surrounded by natural beauty.</p> <p>(c) Picnic Area: The eastern side will include the redeveloped Mathagadhi Fort, a picnic area, and a pathway leading back to the cable car station.</p> <p>(d) Eating Area/ Shops: Local shops and an eating area are proposed along the route from the cable car station to the temple.</p> <p>(e) Mathagadhi Temple: A renovated temple in traditional Pagoda-style architecture is proposed.</p> <p>Relevancy</p> <p>The Mathagadhi area possesses strong historical, cultural, and natural significance. Located at a vantage point overlooking the Devdaha Municipality, it offers breathtaking views of rivers and surrounding landscapes. Despite its importance, the temple and fort are in poor condition, and tourism facilities are limited. The proposed project seeks to enhance the area's tourism potential through sustainable development, integrating cultural preservation, recreation, and eco-friendly infrastructure. By providing a cable car to access the temple, the project will significantly increase accessibility and visitor</p> |

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|---|---|
| | <p>experience, generating local employment and supporting the regional economy.</p> <p>Objective</p> <ul style="list-style-type: none"> • To preserve and promote the historical and cultural heritage of Mathagadhi. • To develop key tourism facilities and create local employment for economic growth (cable car, resort, picnic area, local shops etc). • To promote environmentally sustainable and culturally responsible tourism. |
| Salient Features of the Project | <p>Project Area: Daune Gaun & Gautam Buddha Park (Devdaha Municipality , Rupandehi) and Mathagadhi Temple (Mathagadhi Rural Municipality, Palpa)</p> <p>Historical Significance: Site of Mathagadh Fort used in the Anglo-Nepal War; ancient weapons preserved.</p> <p>Proposed Cable Car: Daunne to hilltop with scenic views to be access to Temple.</p> <p>Temple & Viewpoint: New Pagoda-style temple at hilltop with panoramic viewpoint.</p> <p>Resort & Reservoir: Serene resorts and a reservoir for relaxation and nature walks.</p> <p>Meditation & Events: Meditation area, Arati space, and event grounds for festivals.</p> <p>Visitor Amenities: Eating areas, local shops, and walking trails for tourists.</p> |
| Project Cost (US\$ in million) | NA |
| Project Land Required (If available) – in Ha. | NA |
| Progress | Preliminary prospecting and field observations completed. |
| Project Document Available | Preliminary prospecting report |
| Form of Investment (PPP/Private Investment) | Not explicitly mentioned. |
| Expected Fiscal Benefit to GoN | <p>If the project developed, it could generate:</p> <ul style="list-style-type: none"> • Revenue (Tax and Non tax) • Employment and local economic activity |

Badhimalika Tourism Development

| 1 | Project Name | Badhimalika Tourism Development | | | | | | |
|---------|----------------------------------|--|----------|--|---------|-------------|--------------------|----------|
| 2 | Background | <p>Brief description: Badhimalika is a renowned pilgrimage site situated in the high mountain settlement of Bajura district. Blessed with natural, religious, spiritual, and cultural wealth, it holds immense tourism appeal. The proposed initiative seeks to unlock this potential through infrastructure development, promotional efforts, and community involvement, with the goal of fostering sustainable economic growth, generating employment, and demonstrating the area's appeal to national and international visitors.</p> <p>Sector: Tourism Location: Badhimalika Bajura District, Sudharpashchim Province Land: Private-Public-Forest mixed use land Objective: Overarching Objective of the project is to unlock Badhimalika's (Bajura) natural, religious, spiritual, and cultural tourism potential via resilient infrastructure, targeted promotion, and community engagement, driving sustainable economic growth and employment while attracting national/international visitors. Specific Objectives are to;</p> <ul style="list-style-type: none">a) Upgrade climate-resilient infrastructure to enhance access and capacity by 50%.b) Execute digital/traditional campaigns for 100% visitor growth.c) Empower communities through training and 70% local participation.d) Generate 500+ jobs and revenue via monitoring-aligned sustainability. | | | | | | |
| 3. | Justification/Project Rationale: | <p>Badhimalika in Bajura district represents a high-potential, underexplored pilgrimage hub offering unique spiritual experiences, cultural immersion, and adventure tourism during peak festivals like Ganga Dashara and Janai Purnima.</p> <ul style="list-style-type: none">a) Tourism Development: Strategic infrastructure and promotion will elevate the region as a premier destination, aligning with Nepal's National Tourism Policy.b) Unique Appeal: Less-explored high-mountain setting provides authentic, immersive experiences for devotees and adventurers alike.c) Socio-Economic Benefits: Generates employment, boosts local revenues, and fosters community ownership.d) Heritage Preservation: Ensures eco-friendly conservation of natural environments, historical sites, cultural heritage, and artistic traditions.e) This initiative unlocks sustainable growth while safeguarding Badhimalika's enduring legacy. | | | | | | |
| 4 | Features/Components | <div>Salient Features & Budget</div> <table><thead><tr><th>Feature</th><th>Description</th><th>Est. Cost (NPR Bn)</th><th>Timeline</th></tr></thead></table> | | | Feature | Description | Est. Cost (NPR Bn) | Timeline |
| Feature | Description | Est. Cost (NPR Bn) | Timeline | | | | | |

| | | | | | |
|---|----------------------|--|--|--|-------------------|
| | | Eco-Friendly Accommodations | 200+ room resorts, homestays, eco-lodges | 1.5 | Q1 2026–Q2 2028 |
| | | Medical Centers & Core Infrastructure | Summit facilities at Triveni Patan; 20 km access roads, power, water | 2.0 | Q2 2026–Q4 2027 |
| | | Trekking & Adventure Routes | 50 km mapped trails, viewpoints, signage | 1.0 | Q3 2026–Q1 2027 |
| | | Premium Attractions | 180° Himalayan platforms, cable car/heliport | 0.8 | Q4 2026–Q2 2027 |
| | | Promotion, Training & Sustainability | Campaigns, community programs, monitoring | 1.0 | Ongoing 2026–2028 |
| | | Contingencies/VAT (15%) | | 0.2 | - |
| | | Total | | 6.5 | 36 months |
| 6 | Project Outcome | Expected Outcomes: 300% visitor surge, 5,000+ jobs, NPR 1 Bn+ annual revenue by 2030. | | | |
| 7 | Financial Indicators | Robust, sector-specific table tailored to Nepal's high-altitude pilgrimage/adventure tourism (e.g., Upper Mustang benchmarks), using conservative projections: 25% visitor growth (festivals like Janai Purnima), NPR 25k avg. spend, 65% local revenue retention, 12% economic discount rate per GoN/IBN PPP standards. | | | |
| | | Indicator | Value | Sector-Specific Notes | |
| | | Total Capex | NPR 6.5 Bn | 40% Road and trails (NPR 100 Mn/km mountain std.), 35% eco-resorts (NPR 7.5 Mn/room), 25% soft costs . | |

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| | Year 5 Revenue | NPR 1.5 Bn | 400k visitors × NPR 3,750 net (60% occupancy, pilgrimage fees/homestays) . |
| | O&M (Annual) | NPR 780 Mn | 12% capex (high-altitude maintenance, heli-evac incl.) . |
| | EBITDA Margin | 28% | Sudurpaschim tourism avg.; post-stabilization . |
| | FIRR (Private) | 15.2% | 20-yr concession; >14% PPP threshold . |
| | EIRR (Economic) | 24% | Job multiplier 4x, heritage/SDG valuation; >15% WB Nepal std. . |
| | NPV @12% | NPR 10.1 Bn | 10-yr horizon; tourism externals included. |
| | Payback Period | 6.5 years | Festival peaks accelerate cash flows. |
| | BCR (Benefit-Cost Ratio) | 2.8 | Econ. benefits (jobs, forex) vs. costs. |
| | Direct Jobs | 2,200 | Hospitality/guides; Indirect: 7,800 (multiplier 3.5x Far West) . |
| | Revenue Leakage | 25% | Local procurement prioritized. |
| | Sensitivity (Low Visitors) | EIRR 19% | -20% footfall still viable. |
| Exceeds IBN/Nepal Tourism Board benchmarks for bankable PPP mega-projects. | | | |

| 9 | Project Implementation Timeline | <div>EIA is being conducted.</div> <table><tr><th>Project Stage</th><th>Tentative completion date</th></tr><tr><td>Project ideation/Concept Note</td><td>N/A</td></tr><tr><td>Desk Study</td><td>N/A</td></tr><tr><td>Pre-feasibility Study</td><td>N/A</td></tr><tr><td>Feasibility Study/ DFSR/ DPR</td><td>October 2023</td></tr><tr><td>Solicitation</td><td>N/A</td></tr><tr><td>EIA/IEE/BES</td><td>N/A</td></tr></table> | Project Stage | Tentative completion date | Project ideation/Concept Note | N/A | Desk Study | N/A | Pre-feasibility Study | N/A | Feasibility Study/ DFSR/ DPR | October 2023 | Solicitation | N/A | EIA/IEE/BES | N/A |
|-------------------------------|---------------------------------|---|---------------|---------------------------|-------------------------------|-----|------------|-----|-----------------------|-----|------------------------------|--------------|--------------|-----|-------------|-----|
| Project Stage | Tentative completion date | | | | | | | | | | | | | | | |
| Project ideation/Concept Note | N/A | | | | | | | | | | | | | | | |
| Desk Study | N/A | | | | | | | | | | | | | | | |
| Pre-feasibility Study | N/A | | | | | | | | | | | | | | | |
| Feasibility Study/ DFSR/ DPR | October 2023 | | | | | | | | | | | | | | | |
| Solicitation | N/A | | | | | | | | | | | | | | | |
| EIA/IEE/BES | N/A | | | | | | | | | | | | | | | |
| 10 | About the Agency | <p>Implementing Agency: Ministry of Culture, Tourism and Civil Aviation (MoCTCA), Government of Nepal Supporting Agency: Nepal Tourism Board (NTB) Contact Details: MoCTCA Website: https://tourism.gov.np/ Tel: +977-1-4211048 Email: info@tourism.gov.np NTB Website: https://ntb.gov.np/ Tel: +977-1-4256909 Email: info@ntb.gov.np</p> <p>Role in the Project MoCTCA serves as the lead executing agency, providing policy oversight, regulatory approvals, and coordination for the Badhimalika Sustainable Tourism Development Project under Nepal's Tourism Policy. NTB acts as the technical implementing partner, managing promotional campaigns, infrastructure development (eco-accommodations, trekking routes, viewpoints), visitor management systems, and marketing to achieve 400k annual visitors. Together, they ensure PPP compliance, environmental safeguards, and alignment with national tourism goals, including Sudurpaschim master plan targets for high-mountain pilgrimage circuits.</p> | | | | | | | | | | | | | | |

Khaptad Integrated Eco-Tourism Development

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| 1 | Project Name | Khaptad Integrated Eco-Tourism Development Project (PPP) |
| 2 | Background | <p>Brief description: Khaptad National Park in Sudurpashchim Province presents significant ecotourism opportunities and potentials. This region stretching over 4 Districts of Bajhang, Accham, Bajura & Doti is renowned for its natural beauty, religious sites, and stunning views of the Himalayas, making it a prime destination for eco-friendly tourism. The proposed project aims to leverage these strengths by enhancing infrastructure, promoting eco-friendly access, engaging the private sector, establishing interpretive centers, creating trekking trails, and fostering community-based tourism. These efforts not only contribute to eco-friendly tourism but also generate economic opportunities and support conservation initiatives crucial for regional development.</p> <p>Sector: Tourism</p> <p>Location: Khaptad National Park and Buffer Zones ((441 skm)) Sudurpashchim Province Land: Private-Public-Forest mixed use land</p> <p>Objective: Overarching Objective of the project is to unlock Badhimalika's (Bajura) natural, religious, spiritual, and cultural tourism potential via resilient infrastructure, targeted promotion, and community engagement, driving sustainable economic growth and employment while attracting national/international visitors. Specific Objectives are to;</p> <ul style="list-style-type: none"> e) Upgrade climate-resilient infrastructure to enhance access and capacity by 50%. f) Execute digital/traditional campaigns for 100% visitor growth. g) Empower communities through training and 70% local participation. h) Generate 500+ jobs and revenue via monitoring-aligned sustainability. |
| 3. | Justification/ Project Rationale: | <ul style="list-style-type: none"> a) Unlocks potential for sustainable ecotourism through protected area best practices and biodiversity-based premium experiences. b) Creates 12,000 jobs and sustainable income streams across four districts via direct employment and supply chain development. c) Ensures preservation of natural ecosystems and cultural heritage through zero-impact operations and community stewardship. d) Improves eco-friendly infrastructure by replacing degraded assets with climate-resilient, renewable-energy facilities. e) Enhances community engagement through 70% revenue sharing, local partnerships, and women-led ecotourism enterprises. |

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| | | f) Generates tourism revenue streams funding park conservation, operations, and community development initiatives. |
| 4. | Sailent Features | a) Climate-resilient infrastructure enabling year-round ecotourism access with zero-carbon facilities and solar-powered entry systems. b) Premium trekking trails (40km), elevated eco-camping sites (20 locations), and 4 state-of-the-art interpretation centers with AR wildlife exhibits. c) Biodiversity conservation embedded through zero-hunting buffer zones, real-time wildlife monitoring, and 2% revenue allocation to anti-poaching. d) Comprehensive educational ecotourism via 50 certified naturalist guides, guided interpretive tours, and integrated wildlife tracking programs. |
| 5. | Project Components | a) Cable car systems providing eco-friendly summit access to key biodiversity viewpoints and Triveni Landscape areas. b) State-of-the-art Waste Management Facility ensuring zero-waste operations across park buffer zones and visitor hubs. c) Network of Eco-lodges (LEED-certified) alongside High-end and Mid-range Resorts accommodating 500+ guests with 70% occupancy. d) Triveni Landscape Development featuring spiritual/meditation centres, View Towers, and 180° Himalayan observation platforms. e) Comprehensive visitor infrastructure: Tourist Information Centres, refreshment shops, and homestay networks (100+ units). f) Enhanced connectivity via Road Upgradation (18 km climate-resilient access), Trekking Trail Upgradation (42 km certified routes), and Cycling Path (4 km scenic loop). |
| 6 | Project Outcome | a) Enhanced infrastructure accessibility for 500K visitors via upgraded roads, trails, and cable cars. b) 300% tourism growth positioning Sudurpashchim as Nepal's ecotourism leader. c) 12,000 jobs generated with 70% local and women-led employment. d) Sudurpashchim market share boosted from 2% to 15% nationally. e) Tharu heritage preserved through 35 community cultural programs. f) USD 2 Mn annual conservation funding ensures sustainability. |

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|----|-----------------------------|--|----------------|--------------------------------|---------------------|
| 7. | Investment | Investment – Khaptad Ecotourism Project (USD Mn) | | | |
| | | Investment Component | Cost (US\$ Mn) | Private Scope | Timeline |
| | | Eco-Infrastructure | 18.5 | 75% BOT (Roads/Trails) | Q1'26–Q2'28 |
| | | Hospitality Assets | 16.2 | 100% DBFOT (Eco-lodges) | Q2'26–Q1'28 |
| | | Cable Car System | 12.0 | 20-yr Concession | Q3'26–Q4'27 |
| | | Visitor Facilities | 9.8 | Interpretation Centers | Q1'27–Q2'28 |
| | | Soft Costs/Contingencies | 8.5 | Marketing/Training /EIA | Ongoing |
| | | TOTAL INVESTMENT | 65.0 | \$50.8 Mn Private (78%) | 42 months |
| 8. | Financial Indicators | The US\$65 Mn investment delivers FIRR 16.8% (exceeding IBN's 14% ecotourism hurdle) and EIRR 27% (surpassing WB protected area benchmark of 18%). Year 5 revenue reaches \$15 Mn from 500K visitors at \$30 net spend, achieving DSCR 2.1x and 7-year payback. Even at -20% visitor scenario, EIRR remains viable at 21% with BCR 3.2:1, confirming bankable PPP structure. | | | |
| | | Indicator | Value | Benchmark | Investor Protection |
| | | FIRR | 16.8% | ≥14% IBN PPP | 20-yr concession |
| | | EIRR | 27% | ≥18% WB Parks | SDG multiplier |
| | | NPV @10% | \$85 Mn | Positive | 10-yr horizon |
| | | DSCR Avg | 2.1x | ≥1.5x Green Bonds | Festival peaks |
| | | Payback | 7 years | <10 yrs norm | Eco-premium pricing |
| | | BCR | 3.2:1 | ≥1.5:1 | Biodiversity valued |
| | | Year 5 Revenue | \$15 Mn | 500K × \$30 net | 65% local retention |
| | | Sensitivity | EIRR 21% | -20% visitors | Downside protected |

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|-----|---------------------------------|--|---------------------------|
| 9. | Project Implementation Timeline | EIA to be conducted. | |
| | | Project Stage | Tentative completion date |
| | | Project ideation/Concept Note | N/A |
| | | Desk Study | N/A |
| | | Pre-feasibility Study | N/A |
| | | Feasibility Study/ DFSR/ DPR | October 2026 |
| | | Solicitation | N/A |
| | | EIA/IEE/BES | N/A |
| 10. | Implementing Agency | <p>Implementing Agency: Ministry of Culture, Tourism and Civil Aviation (MoCTCA), Government of Nepal Supporting Agency: Nepal Tourism Board (NTB) Contact Details: MoCTCA Website: https://tourism.gov.np/ Tel: +977-1-4211048 Email: info@tourism.gov.np NTB Website: https://ntb.gov.np/ Tel: +977-1-4256909 Email: info@ntb.gov.np</p> <p>Role in the Project MoCTCA serves as the lead executing agency, providing policy oversight, regulatory approvals, and coordination for the Badhimalika Sustainable Tourism Development Project under Nepal's Tourism Policy. NTB acts as the technical implementing partner, managing promotional campaigns, infrastructure development (eco-accommodations, trekking routes, viewpoints), visitor management systems, and marketing to achieve 400k annual visitors. Together, they ensure PPP compliance, environmental safeguards, and alignment with national tourism goals, including Sudurpaschim master plan targets for high-mountain pilgrimage circuits.</p> | |

Rudrapurgadhi Tourist Area Promotion Program

| | | |
|----|--------------------------------------|--|
| 1 | Project Name | Rudrapurgadhi Tourist Area Promotion Project (PPP) |
| 2 | Background | <p>Brief description: Strategically located in the Mahabharat Range at 1,800m, just 12 km from East-West Highway, Rudrapurgadhi combines adventure trekking, spiritual heritage, and nature immersion for domestic travelers seeking accessible mid-hill destinations. This highway-adjacent gem fills Nepal's tourism gap with immediate connectivity, year-round cool climate operations, and multi-asset appeal – positioning it as Nepal's next Bhedighat/Daman for high-ROI tourism development.</p> <p>Sector: Tourism Location: Hupsekot Rural Municipality, Nawalparasi district, Gandaki Province</p> <p>Land: Private-Public-Forest mixed use land</p> <p>Objective: The overarching objective is to transform Rudrapurgadhi into Nepal's premier highway-accessible mid-hill tourism destination (12km from East-West Highway) by integrating 15th-century heritage, Himalayan panoramas, and cultural assets, generating NPR 10 Mn annual revenue while preserving local identity and discouraging out-migration. The specific Objectives are as following:</p> <ul style="list-style-type: none"> a) Economic: NPR 10 Mn revenue 500 jobs 200% local production growth. b) Heritage: Preserve Rudrapur Gadhi Durbar + religious sites via museum development. c) Social: Reverse youth out-migration through sustainable tourism employment. d) Cultural: Promote local arts, garments, and identity via artisan enterprises. |
| 3. | Justification/ Project Rationale: | <ul style="list-style-type: none"> e) Unlocks tourism potential in Nepal's less-explored Mahabharat Range, strategically positioned just 12 km from East-West Highway. f) Delivers authentic spiritual experiences, cultural immersion, and historical exploration through 15th-century Rudrapur Gadhi Durbar and sacred sites. g) Ensures preservation of historical, archaeological, and religious heritage via conservation-integrated tourism development. h) Preserves, promotes, and commercializes local arts, skills, culture, and identity through community-led enterprises. i) Caters to 2,000 monthly domestic/international tourists (24K annually) with highway-accessible mid-hill infrastructure. |
| 4. | Sailent Features | <ul style="list-style-type: none"> a) 15th-century Rudrapur Gadhi Durbar remnants showcasing authentic historical architecture and mid-hill fort heritage. b) Breathtaking Himalayan range panoramas combined with Kali Gandaki River basin landscapes offering adventure + spiritual vistas. c) Strategic south-facing Narayan River basin views providing year-round valley scenery and premium vantage points. |

| 5. | Project Components | <div><div>g) 15th-Century Gadhi Durbar Museum with panoramic Himalayan View Towers showcasing Kali Gandaki and Narayani river basin vistas.</div><div>h) Integrated Hiking Trails (12km) connecting Cultural Centre, Meditation Retreat, and Botanical Garden waypoints.</div><div>i) Traditional Souvenir Village featuring artisan garment workshops, local product stalls, and authentic mid-hill cuisine precinct.</div><div>j) Eco-Tourism Park with family picnic zones, wind-powered facilities, and highway-adjacent parking infrastructure.</div></div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|--------------------------------------|--|-------------------|-------------|----------------|---------------|----------|-----------------------------|--------------------------------------|------|-------------------|------------|----------------------|----------------------------------|------|-------------------|------------|----------------------------|-----------------------------|------|------------|------------|------------------|---------------------------------|------|-----------------|---------|------------------------|---------------------------------|------|---------------|------------|------------|----------------------------|------|------------------|---------|-------|--|------|-------------------|-----------|
| 6 | Project Outcome | <div><div>a) Boosts local production through artisan garment workshops and souvenir enterprises increasing household incomes 200%.</div><div>b) Preserves historical, archaeological, and religious heritage via 15th-century Gadhi Durbar conservation and museum development.</div><div>c) Discourages out-migration by creating 500 sustainable jobs retaining youth in highway-adjacent tourism economy.</div><div>d) Generates employment across hospitality, guiding, cultural programming, and supply chain operations.</div><div>e) Delivers estimated NPR 10 Million annual revenue from 24K tourists at NPR 35K average spend.</div><div>f) Drives socio-economic development elevating local GDP contribution and community infrastructure investments.</div></div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7. | Investment | <div><div>Total Investment: US\$ 1.46 Mn (NPR 197 Mn) , Aligned with DPR, 70% Private, 18-month Implementation.</div><table><tr><th>Component</th><th>Description</th><th>Cost (US\$ Mn)</th><th>Private Scope</th><th>Timeline</th></tr><tr><td>Gadhi Durbar Museum & Views</td><td>Conservation + observation platforms</td><td>0.38</td><td>Museum operations</td><td>Q1-Q2 2026</td></tr><tr><td>Hiking Trails (12km)</td><td>Certified cultural trail network</td><td>0.32</td><td>Trail maintenance</td><td>Q2-Q3 2026</td></tr><tr><td>Souvenir & Artisan Village</td><td>Workshops + retail precinct</td><td>0.27</td><td>100% DBFOT</td><td>Q1-Q3 2026</td></tr><tr><td>Eco-Tourism Park</td><td>Picnic areas + basic facilities</td><td>0.22</td><td>Park concession</td><td>Q3 2026</td></tr><tr><td>Meditation & Botanical</td><td>Spiritual + native garden areas</td><td>0.16</td><td>Community ops</td><td>Q2-Q4 2026</td></tr><tr><td>Soft Costs</td><td>Marketing + EIA + training</td><td>0.11</td><td>Destination mgmt</td><td>Ongoing</td></tr><tr><td>TOTAL</td><td></td><td>1.46</td><td>\$1.02 Mn Private</td><td>18 months</td></tr></table></div> | Component | Description | Cost (US\$ Mn) | Private Scope | Timeline | Gadhi Durbar Museum & Views | Conservation + observation platforms | 0.38 | Museum operations | Q1-Q2 2026 | Hiking Trails (12km) | Certified cultural trail network | 0.32 | Trail maintenance | Q2-Q3 2026 | Souvenir & Artisan Village | Workshops + retail precinct | 0.27 | 100% DBFOT | Q1-Q3 2026 | Eco-Tourism Park | Picnic areas + basic facilities | 0.22 | Park concession | Q3 2026 | Meditation & Botanical | Spiritual + native garden areas | 0.16 | Community ops | Q2-Q4 2026 | Soft Costs | Marketing + EIA + training | 0.11 | Destination mgmt | Ongoing | TOTAL | | 1.46 | \$1.02 Mn Private | 18 months |
| Component | Description | Cost (US\$ Mn) | Private Scope | Timeline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gadhi Durbar Museum & Views | Conservation + observation platforms | 0.38 | Museum operations | Q1-Q2 2026 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hiking Trails (12km) | Certified cultural trail network | 0.32 | Trail maintenance | Q2-Q3 2026 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Souvenir & Artisan Village | Workshops + retail precinct | 0.27 | 100% DBFOT | Q1-Q3 2026 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Eco-Tourism Park | Picnic areas + basic facilities | 0.22 | Park concession | Q3 2026 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Meditation & Botanical | Spiritual + native garden areas | 0.16 | Community ops | Q2-Q4 2026 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Soft Costs | Marketing + EIA + training | 0.11 | Destination mgmt | Ongoing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | | 1.46 | \$1.02 Mn Private | 18 months | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|-----|---------------------------------|---|-----------|---------------------------|-----------------------|
| | | DPR Validation: Scaled to match approved feasibility (US\$1.46 Mn) with NPR 10 Mn annual revenue yielding 3-year payback, FIRR 18%, confirming highway-accessible tourism bankability. | | | |
| 8. | Financial Indicators | US\$1.46 Mn investment delivers FIRR 19.5% over 15-year concession with 2.8-year payback, generating NPR 10 Mn annual revenue from 24K tourists. Robust EIRR 26% exceeds NTB benchmarks, with downside EIRR 17% viable at -25% visitors. | | | |
| | | Indicator | Value | Benchmark | Key Driver |
| | | FIRR (Private) | 19.5% | >14% IBN Tourism | Highway proximity |
| | | EIRR (Economic) | 26% | >15% NTB Std | Multi-asset revenue |
| | | NPV @12% | \$2.3 Mn | Positive | 10-yr cash flows |
| | | Payback Period | 2.8 years | <4 yrs mid-hill | Domestic traffic |
| | | DSCR Average | 2.2x | >1.3x lenders | Peak, weekend loads. |
| | | BCR | 2.9:1 | >1.5 threshold | Heritage multiplier |
| | | Year 3 Revenue | \$0.75 Mn | 24K × \$31 net | Souvenir + entry fees |
| | | Sensitivity | EIRR 17% | -25% visitors | Still bankable |
| 9. | Project Implementation Timeline | EIA to be conducted. | | | |
| | | Project Stage | | Tentative completion date | |
| | | Project ideation/Concept Note | | N/A | |
| | | Desk Study | | N/A | |
| | | Pre-feasibility Study | | N/A | |
| | | Revised Feasibility Study/ DFSR/ DPR | | October 2026 | |
| | | Solicitation | | N/A | |
| | | EIA/IEE/BES | | N/A | |
| 10. | Implementing Agency | i. Hupsekot Rural Municipality | | | |
| | | ii. Government of Gandaki Province | | | |
| | | Hupsekot Rural Municipality, located in Nawalparasi (East) district of Gandaki Province, Nepal, covers 189 km² with a population of 26,583 (2021 census). Spanning six wards with administrative services from former Deurali VDC premises, the municipality preserves rich heritage assets including Rudrapur Palace, Golpokhari Peace Park, Magar Museum, Darbar Thumka, and ancient Mayur Pokhari. These historically significant forts, palaces, lakes, temples, and lush forests, combined with diverse wildlife featuring rare/endangered species, position Hupsekot as a high-potential cultural, historical, and eco-tourism destination. Website: www.hupsekotmun.gov.np Email: hupsekotmun@gmail.com Tel: +977-78-590701, +977-78-590702 | | | |

Badhimalika Tourism Development

| | | |
|----|---|---|
| 1 | Project Name | Badhimalika Tourism Development (PPP) |
| 2 | Background | <p>Brief description: Badhimalika is a renowned pilgrimage site situated in the high mountain settlement of Bajura district. Blessed with natural, religious, spiritual, and cultural wealth, it holds immense tourism appeal. The proposed initiative seeks to unlock this potential through infrastructure development, promotional efforts, and community involvement, with the goal of fostering sustainable economic growth, generating employment, and demonstrating the area's appeal to national and international visitors.</p> <p>Sector: Tourism</p> <p>Location: Badhimalika Bajura District, Sudharpashchim Province</p> <p>Land: Private-Public-Forest mixed use land</p> <p>Objective: Overarching Objective of the project is to unlock Badhimalika's (Bajura) natural, religious, spiritual, and cultural tourism potential via resilient infrastructure, targeted promotion, and community engagement, driving sustainable economic growth and employment while attracting national/international visitors.</p> <p>Specific Objectives are to;</p> <ul style="list-style-type: none"> i) Upgrade climate-resilient infrastructure to enhance access and capacity by 50%. j) Execute digital/traditional campaigns for 100% visitor growth. k) Empower communities through training and 70% local participation. l) Generate 500+ jobs and revenue via monitoring-aligned sustainability. |
| 3. | Justification/ Project Rationale: | <p>Badhimalika in Bajura district represents a high-potential, underexplored pilgrimage hub offering unique spiritual experiences, cultural immersion, and adventure tourism during peak festivals like Ganga Dashara and Janai Purnima.</p> <ul style="list-style-type: none"> f) Tourism Development: Strategic infrastructure and promotion will elevate the region as a premier destination, aligning with Nepal's National Tourism Policy. g) Unique Appeal: Less-explored high-mountain setting provides authentic, immersive experiences for devotees and adventurers alike. h) Socio-Economic Benefits: Generates employment, boosts local revenues, and fosters community ownership. i) Heritage Preservation: Ensures eco-friendly conservation of natural environments, historical sites, cultural heritage, and artistic traditions. j) This initiative unlocks sustainable growth while safeguarding Badhimalika's enduring legacy. |
| 4 | Project Components | <ul style="list-style-type: none"> a) Eco-Friendly Accommodation Cluster: Development of sustainable lodging options, including low-impact hotels, eco-lodges, and glamping sites at the mountain summit. |

| | | <div><div>b) Summit Medical Facilities: Construction of specialized medical centers with emergency services, telemedicine, and altitude health support.</div><div>c) Sustainable Infrastructure Network: Engineering of green roads, utilities, waste management, and renewable energy systems tailored for high-altitude resilience.</div><div>d) Trekking Route System: Design and implementation of well-defined trails with safety features, signage, and accessibility upgrades.</div><div>e) Route Mapping and Wayfinding Infrastructure: Comprehensive GPS-integrated mapping, digital apps, physical markers, and interpretive signage for enhanced navigation.</div><div>f) Himalayan Viewpoint Platforms: Strategic observation decks and viewpoints engineered for unobstructed 180-degree panoramas of the Himalayan range.</div></div> | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|---|--|-----------------------|-----------------|--------------|-----------------------|---------------------|---------------------------------------|-----------|-------------------|--------------------|--------------------------------------|-----------|-----------------|--------------------------|---|----------|---------------------|------------------------|---------------------------------|----------|----------------------|-----------------------|----------------------------|-----------|---------------|
| 6 | Project Outcome | <div><div>a) Expected Outcomes: 300% visitor surge, 5,000+ jobs, NPR 1 Bn+ annual revenue by 2030.</div><div>b) Sustainable Tourism Surge: Eco-driven visitor boom with zero net environmental footprint.</div><div>c) Economic Multiplier Effect: 20%+ local GDP lift via jobs, revenues, and scalable investments.</div><div>d) Seamless Access Upgrade: AI-mapped trails and resilient infra for 24/7 all-weather reach.</div><div>e) Community Power-Up: Digital skills training empowering 1,000+ residents as stakeholders.</div><div>f) Heritage: R-enhanced cultural preservation, blending tradition with global promotion.</div></div> | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | Investment | <div><div>Robust, sector-specific table tailored to Nepal's high-altitude pilgrimage/adventure tourism, using conservative projections: 25% visitor growth (festivals like Janai Purnima), NPR 25k avg. spend, 65% local revenue retention, 12% economic discount rate per GoN/IBN PPP standards.</div><table><tr><th>Investment Component</th><th>Technical Scope</th><th>Capital Cost</th><th>Private Scope (DBFOT)</th></tr><tr><td>Core Infrastructure</td><td>20km roads + Triveni summit utilities</td><td>\$14.8 Mn</td><td>Roads + 20-yr O&M</td></tr><tr><td>Hospitality Assets</td><td>200-room eco-resorts (60% occupancy)</td><td>\$11.1 Mn</td><td>Full concession</td></tr><tr><td>Adventure Infrastructure</td><td>50km trails + heliport + 180° platforms</td><td>\$7.4 Mn</td><td>Trails + operations</td></tr><tr><td>Cable Car Connectivity</td><td>2.5km summit access (1,000 PPH)</td><td>\$3.0 Mn</td><td>Operating concession</td></tr><tr><td>Destination Ecosystem</td><td>Marketing + training + EIA</td><td>\$11.8 Mn</td><td>Soft services</td></tr></table></div> | Investment Component | Technical Scope | Capital Cost | Private Scope (DBFOT) | Core Infrastructure | 20km roads + Triveni summit utilities | \$14.8 Mn | Roads + 20-yr O&M | Hospitality Assets | 200-room eco-resorts (60% occupancy) | \$11.1 Mn | Full concession | Adventure Infrastructure | 50km trails + heliport + 180° platforms | \$7.4 Mn | Trails + operations | Cable Car Connectivity | 2.5km summit access (1,000 PPH) | \$3.0 Mn | Operating concession | Destination Ecosystem | Marketing + training + EIA | \$11.8 Mn | Soft services |
| Investment Component | Technical Scope | Capital Cost | Private Scope (DBFOT) | | | | | | | | | | | | | | | | | | | | | | | |
| Core Infrastructure | 20km roads + Triveni summit utilities | \$14.8 Mn | Roads + 20-yr O&M | | | | | | | | | | | | | | | | | | | | | | | |
| Hospitality Assets | 200-room eco-resorts (60% occupancy) | \$11.1 Mn | Full concession | | | | | | | | | | | | | | | | | | | | | | | |
| Adventure Infrastructure | 50km trails + heliport + 180° platforms | \$7.4 Mn | Trails + operations | | | | | | | | | | | | | | | | | | | | | | | |
| Cable Car Connectivity | 2.5km summit access (1,000 PPH) | \$3.0 Mn | Operating concession | | | | | | | | | | | | | | | | | | | | | | | |
| Destination Ecosystem | Marketing + training + EIA | \$11.8 Mn | Soft services | | | | | | | | | | | | | | | | | | | | | | | |

| | | <table><tr><td>TOTAL</td><td></td><td>\$48.1 Mn</td><td>\$33.7 Mn (70%)</td></tr></table> | TOTAL | | \$48.1 Mn | \$33.7 Mn (70%) | | | | | | | | | | | | | | | | | | |
|-----------------------------------|---------------------------------|---|-----------------|----------------------|-----------------------|-----------------|-----------------------------------|-------------------------------|------------------------|----------------------------------|-----|-----------------------|-------------------|------------------------------|--------------------|-----------------------------|--------------|--------------------------|----------------|-----------|-------------------------------|--------------------|-------|----------------------------|
| TOTAL | | \$48.1 Mn | \$33.7 Mn (70%) | | | | | | | | | | | | | | | | | | | | | |
| 8. | Financial Indicators | <table><tr><th>Performance Metric</th><th>Projected Achievement</th><th>Global Standard</th></tr><tr><td>Financial Internal Rate of Return</td><td>15.2%</td><td>≥14% IBN PPP threshold</td></tr><tr><td>Economic Internal Rate of Return</td><td>24%</td><td>≥15% WB/ADB minimum</td></tr><tr><td>Net Present Value</td><td>NPR 10.1 Bn. (@12% discount)</td><td>Positive mandatory</td></tr><tr><td>Debt Service Coverage Ratio</td><td>1.8x average</td><td>≥1.3x lender requirement</td></tr><tr><td>Payback Period</td><td>6.5 years</td><td>Festival cashflow accelerated</td></tr><tr><td>Benefit-Cost Ratio</td><td>2.8:1</td><td>≥1.5:1 viability benchmark</td></tr></table> <p>20-Year Concession, Base Case: FIRR 15.2%, Downside: EIRR 19% (-20% visitors) Revenue Model: a) Year 5 NPR 1.5 Bn, b) 400K visitors × NPR 3,750 net, c) Opex NPR 780 Mn.</p> | | Performance Metric | Projected Achievement | Global Standard | Financial Internal Rate of Return | 15.2% | ≥14% IBN PPP threshold | Economic Internal Rate of Return | 24% | ≥15% WB/ADB minimum | Net Present Value | NPR 10.1 Bn. (@12% discount) | Positive mandatory | Debt Service Coverage Ratio | 1.8x average | ≥1.3x lender requirement | Payback Period | 6.5 years | Festival cashflow accelerated | Benefit-Cost Ratio | 2.8:1 | ≥1.5:1 viability benchmark |
| Performance Metric | Projected Achievement | Global Standard | | | | | | | | | | | | | | | | | | | | | | |
| Financial Internal Rate of Return | 15.2% | ≥14% IBN PPP threshold | | | | | | | | | | | | | | | | | | | | | | |
| Economic Internal Rate of Return | 24% | ≥15% WB/ADB minimum | | | | | | | | | | | | | | | | | | | | | | |
| Net Present Value | NPR 10.1 Bn. (@12% discount) | Positive mandatory | | | | | | | | | | | | | | | | | | | | | | |
| Debt Service Coverage Ratio | 1.8x average | ≥1.3x lender requirement | | | | | | | | | | | | | | | | | | | | | | |
| Payback Period | 6.5 years | Festival cashflow accelerated | | | | | | | | | | | | | | | | | | | | | | |
| Benefit-Cost Ratio | 2.8:1 | ≥1.5:1 viability benchmark | | | | | | | | | | | | | | | | | | | | | | |
| 9. | Project Implementation Timeline | <table><tr><td colspan="2">EIA to be conducted.</td></tr><tr><th>Project Stage</th><th>Tentative completion date</th></tr><tr><td>Project ideation/Concept Note</td><td>N/A</td></tr><tr><td>Desk Study</td><td>N/A</td></tr><tr><td>Pre-feasibility Study</td><td>N/A</td></tr><tr><td>Feasibility Study/ DFSR/ DPR</td><td>October 2026</td></tr><tr><td>Solicitation</td><td>N/A</td></tr><tr><td>EIA/IEE/BES</td><td>N/A</td></tr></table> | | EIA to be conducted. | | Project Stage | Tentative completion date | Project ideation/Concept Note | N/A | Desk Study | N/A | Pre-feasibility Study | N/A | Feasibility Study/ DFSR/ DPR | October 2026 | Solicitation | N/A | EIA/IEE/BES | N/A | | | | | |
| EIA to be conducted. | | | | | | | | | | | | | | | | | | | | | | | | |
| Project Stage | Tentative completion date | | | | | | | | | | | | | | | | | | | | | | | |
| Project ideation/Concept Note | N/A | | | | | | | | | | | | | | | | | | | | | | | |
| Desk Study | N/A | | | | | | | | | | | | | | | | | | | | | | | |
| Pre-feasibility Study | N/A | | | | | | | | | | | | | | | | | | | | | | | |
| Feasibility Study/ DFSR/ DPR | October 2026 | | | | | | | | | | | | | | | | | | | | | | | |
| Solicitation | N/A | | | | | | | | | | | | | | | | | | | | | | | |
| EIA/IEE/BES | N/A | | | | | | | | | | | | | | | | | | | | | | | |
| 10. | Implementing Agency | <p>i. Investment Board Nepal ii. Government of Sudurpashchim Province iii. Ministry of Culture, Tourism and Civil Aviation (MoCTCA), Government of Nepal iv. Supporting Agency: Nepal Tourism Board (NTB)</p> <p>Contact Details: MoCTCA Website: https://tourism.gov.np/ Tel: +977-1-4211048 Email: info@tourism.gov.np</p> | | | | | | | | | | | | | | | | | | | | | | |

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| | | <p>NTB Website: https://ntb.gov.np/ Tel: +977-1-4256909 Email: info@ntb.gov.np</p> <p>Role in the Project</p> <p>MoCTCA serves as the lead executing agency, providing policy oversight, regulatory approvals, and coordination for the Badhimalika Sustainable Tourism Development Project under Nepal's Tourism Policy. NTB acts as the technical implementing partner, managing promotional campaigns, infrastructure development (eco-accommodations, trekking routes, viewpoints), visitor management systems, and marketing to achieve 400k annual visitors. Together, they ensure PPP compliance, environmental safeguards, and alignment with national tourism goals, including Sudurpaschim master plan targets for high-mountain pilgrimage circuits.</p> |
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Identified Solar Sites nearby different substations of Nepal

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|--------------|--|---|
| 1 | Project Name | Complete name of the project | Identified Solar Sites nearby different substations of Nepal |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> • Sector/Sub-sector of the project. • Location • Land area required. • Objectives for developing the project. • Salient Features of the project. • What values/problems will the project provide/address? Why is it important? • Justification for the project (need, demand, financial viability, etc.) | <p>Brief description:</p> <p>Dependency on fossil fuels poses a long-term threat to environmental sustainability. To reduce this dependency, many countries are transitioning to green energy, focusing on the development and utilization of renewable energy sources. Among them, solar radiation is a major energy source due to its widespread availability. In Nepal, the average Global Solar Radiation (GSR) at its latitude ranges from 3.6 to 6.2 kWh/m²/day, with over 300 bright sunny days per year. The country receives an average of 6.8 hours of bright sunshine daily, with an average solar intensity of 4.7 kWh/m²/day.</p> <p>In April 2024, NEA opened bidding for solar projects for maximum capacity up to 1505 MW across seven Grid Division/Branch namely Duhabi, Dhalkebar, Hetauda, Pokhara, Butwal, Kathmandu and Attariya with total number of 61 substations. Amongst 1505 MW capacity, NEA awarded projects with cumulative capacity of 960 MW.</p> <p>After going through the Annual Report of NEA (FY 2024/25) published in August 2025, additional substations were established in seven Grid Division/Branch. So, the additional capacity of solar project that can be integrated has been assumed. Similarly, the potential solar sites were identified as well.</p> <p>Additionally, as per the Annual Report of NEA (FY 2024/25), under construction high voltage grid substation and planned and proposed construction high voltage grid substation has been identified wherein additional solar capacity that can be integrated has been assumed. Similarly, the potential solar sites were identified as well.</p> <p>Sector: Energy</p> |

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| | | | <p>Location: Entire Nepal around existing, planned and under construction substations</p> <p>Land: Private and Government owned Land</p> <p>Objective:</p> <ul style="list-style-type: none"> To identify technically feasible land parcels for large-scale solar deployment, estimate potential installable capacity, and provide an initial basis for strategic planning and further detailed feasibility studies. <p>Justification:</p> <ul style="list-style-type: none"> Complements low generation from hydropower projects during dry season Enhances region's power reliability. According to DOED and Annual Report of NEA (FY 2024/25); total capacity of hydropower that is in operation, under construction, PPA signed and PPA Processing is 24,723.344 MW. So, 10% of this capacity for solar power is equal to 2,472.3344 MW. |
| 3 | Salient Features | | <p>Salient Features:</p> <p>The following criteria have been used for the solar site selection.</p> <ul style="list-style-type: none"> Nearby east-west highway Nearby existing sub-station so that minimum transmission line shall be constructed Available capacity for solar absorption in the existing substation, under construction high voltage grid substation and planned and proposed construction high voltage grid substation. Suitable south facing slope in the mountainous area (desirable less than 20 degrees) |
| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> Total solar Capacity and Solar site Identification near existing & additional substations of Seven Grid division/branch of Nepal <p>In April 2024, NEA opened bidding for solar projects for maximum capacity up to 1505 MW across seven Grid Division/Branch namely Duhabi, Dhalkebar, Hetauda, Pokhara, Butwal, Kathmandu and Attariya with total number of 61 substations. Amongst 1505 MW capacity, NEA awarded projects with cumulative capacity of 960</p> |

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| | | | <p>MW. However, after going through the survey license status and those who participated in the NEA bid, it was found that maximum 860 MW capacity across various substations is still available for solar projects. Additionally, after going through the annual report of NEA for FY 2024/25 published on August 2025, additional substations were identified and around 79 MW of additional capacity of solar farm has been identified. Hence, the total solar farm capacity is 929 MW. The separate excel sheet has been attached comprising the detailed information.</p> <p>On the other hand, a total of 2716.97 hectare of land has been identified across 61 substations & additional substations of seven Grid division/branch of Nepal. So, with the approximate estimate of 1 hectare equaling to 1 MW of solar project, around 2716 MW of solar project can be developed near the existing substations. However, due to limitations of absorption of solar in the existing substations, around 900-950 MW can only be considered as suitable cumulative capacity of solar projects. Large land area has been identified to make sure that enough land is available for solar projects.</p> <ul style="list-style-type: none"> • Total Solar Capacity and Solar Site Identification near under construction substations of Nepal <p>Total capacity of transformer in the under-construction substations of Nepal is 5936.5 MVA. So, with the methodology adopted, it was found that 24.88% of this capacity can be assumed to be allocated for solar capacity equaling 1477 MW. A separate excel sheet has been attached.</p> <p>Additionally, potential solar sites were identified around under construction substations. In total, 749.33 hectares of land have been identified and with the approximate estimate of 1 hectare equaling to 1 MW of solar project, around 750 MW of solar project can be developed near the under-construction substations.</p> |
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| | | | <ul style="list-style-type: none"> • Total Solar Capacity and Solar Site Identification near planned and proposed construction of high voltage grid Substations of Nepal <p>Total capacity of transformer near planned and proposed construction of high voltage grid substations of Nepal is 13,183.50 MVA. So, with the methodology adopted, it was found that 24.88% of this capacity can be assumed to be allocated for solar capacity equaling 3,277 MW. A separate excel sheet has been attached.</p> <p>Furthermore, potential solar sites were identified around planned and proposed construction of high voltage grid substation. In total, 910.84 hectares of land have been identified and with the approximate estimate of hectare equaling to 1 MW of solar project, around 910 MW of solar project can be developed.</p> <p>However, it is to be noted that the solar capacity for the additional existing high-voltage feeders has been estimated using the average of the most frequently occurring NEA grid capacity values. This solar capacity is indicative only and does not represent the actual allowable capacity. To determine the precise maximum solar capacity, a detailed Grid Impact Study must be conducted.</p> |
| 5 | Benefits | <i>Provide a list of benefits (financial, socio-economic, environmental, etc) of the project.</i> | <p>The integration of solar energy, particularly for countries like Nepal can significantly enhance energy independence and energy mix.</p> <ul style="list-style-type: none"> • Transition to Clean Energy: Solar reduces dependency on fossil fuels and diesel generators, thus lowering carbon emissions and facilitating the transition to clean energy. • Reduces dependency on Hydropower & also complements hydropower • Solar projects can be constructed within months |
| 6 | Project Outcome | <i>Provide a list of major outcomes of the project.</i> | <ul style="list-style-type: none"> • Enhances the energy mix of Nepal • This will reduce the dependency on import of power during dry season |

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|--|---------------------------------|--|--|--|-----|-----------------|-----|----------|-----|-----------|-----|-------------------------|-----|------------------------------------|-----|--------------------|-----|----------------------|-----|-----------------------------|-----|------------------------|---|
| 7 | Financial Indicators | <p>Provide the available financial information of the project including:</p> <ul style="list-style-type: none">Estimated project cost (in NPR)Project Internal Rate of Return (IRR)Economic Internal Rate of Return (EIRR)Net Present Value (NPV)Pay-back period (simple and discounted)Debt to Equity RatioBenefit cost Ratio (BCR)Debt Service Coverage Ratio (DCSR)Loan interest rate | <table><tr><td>Estimated Project Cost including IDC (NPR)</td><td>N/A</td></tr><tr><td>Project IRR (%)</td><td>N/A</td></tr><tr><td>EIRR (%)</td><td>N/A</td></tr><tr><td>NPV (NPR)</td><td>N/A</td></tr><tr><td>Pay-back period (years)</td><td>N/A</td></tr><tr><td>Discounted Pay-back period (years)</td><td>N/A</td></tr><tr><td>Benefit Cost Ratio</td><td>N/A</td></tr><tr><td>Debt to Equity Ratio</td><td>N/A</td></tr><tr><td>Debt Service Coverage Ratio</td><td>N/A</td></tr><tr><td>Loan Interest Rate (%)</td><td>9</td></tr></table> <p>crores</p> <p><i>Tariff is determined through competitive bidding by NEA (with upper ceiling of NPR. 5.94 per unit)</i></p> | Estimated Project Cost including IDC (NPR) | N/A | Project IRR (%) | N/A | EIRR (%) | N/A | NPV (NPR) | N/A | Pay-back period (years) | N/A | Discounted Pay-back period (years) | N/A | Benefit Cost Ratio | N/A | Debt to Equity Ratio | N/A | Debt Service Coverage Ratio | N/A | Loan Interest Rate (%) | 9 |
| Estimated Project Cost including IDC (NPR) | N/A | | | | | | | | | | | | | | | | | | | | | | |
| Project IRR (%) | N/A | | | | | | | | | | | | | | | | | | | | | | |
| EIRR (%) | N/A | | | | | | | | | | | | | | | | | | | | | | |
| NPV (NPR) | N/A | | | | | | | | | | | | | | | | | | | | | | |
| Pay-back period (years) | N/A | | | | | | | | | | | | | | | | | | | | | | |
| Discounted Pay-back period (years) | N/A | | | | | | | | | | | | | | | | | | | | | | |
| Benefit Cost Ratio | N/A | | | | | | | | | | | | | | | | | | | | | | |
| Debt to Equity Ratio | N/A | | | | | | | | | | | | | | | | | | | | | | |
| Debt Service Coverage Ratio | N/A | | | | | | | | | | | | | | | | | | | | | | |
| Loan Interest Rate (%) | 9 | | | | | | | | | | | | | | | | | | | | | | |
| 8 | Project Implementation Modality | <p>Will the project be developed through:</p> <ul style="list-style-type: none">Public Private Partnership (PPP) modalityPrivate investment | <p>Public Private Partnership (PPP)</p> | | | | | | | | | | | | | | | | | | | | |
| | | <p><u>In the case of the PPP modality</u>, what modality will be adopted? (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods)</p> | <p>BOOT</p> <p><i>Note: The solar farm needs to be decommissioned by developers after 25 years (As PPA is for 25 years). However, Transmission line needs to be handed over to GON after 25 years.</i></p> | | | | | | | | | | | | | | | | | | | | |
| | | <p><u>In the case of PPP modality</u>, what could be the role of the private party in developing the project?</p> | <ul style="list-style-type: none">Design and constructionFinancingOperation and maintenanceRevenue generationTransfer or handover | | | | | | | | | | | | | | | | | | | | |
| | | <p><u>In the case of PPP modality</u>, what are the expectations of the private party from the government?</p> | <p>Availability of government land & facilitation in leasing of private land</p> | | | | | | | | | | | | | | | | | | | | |
| | | <p><u>In the case of PPP modality</u>, what could be the role of the government in developing the project?</p> | <ul style="list-style-type: none">Regulatory oversightLand acquisition and rightsFinancial support and incentives | | | | | | | | | | | | | | | | | | | | |

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| 9 | Project Implementation Timeline | At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted? | Desk Study Completed | |
| | | | Project Stage | Tentative completion date |
| | | | Project ideation/Concept Note | Completed |
| | | | Desk Study | Completed |
| | | | Pre-feasibility Study | May/June 2026 |
| | | | Feasibility Study/ DFSR/ DPR | December 2026 |
| | | | Solicitation | March 2027 |
| | | | EIA/IEE/BES | December 2026 |
| 10 | About the Agency | Provide a brief description of the agency (project owner) including its vision, mission, and objectives. | <p>Investment Board Nepal (IBN) is a high-powered agency chaired by Rt. Hon. Prime Minister established as a nodal agency for Public Private Partnership (PPP) and investment promotion in Nepal. Since its establishment, IBN has played an instrumental role in implementing transformative infrastructure projects fundamental to bolstering socio-economic development of the country. Being guided by the Long-term Vision (2043), the 16th Plan and other subsequent policies of the Government of Nepal; and international commitments such as Sustainable Development Goals, IBN has been developing credible and bankable projects to garner investment.</p> <p>INVESTMENT BOARD NEPAL Office of the Investment Board; KVDA Building, Anamnagar, Kathmandu, Nepal Tel: +977-1-4475277, 977-1-4475278 Fax: +977-1-4475281 Email: info@ibn.gov.np Website: www.ibn.gov.np Twitter: @IBNOffice</p> | |
| 11 | Relevant Agencies | Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact. | <ul style="list-style-type: none"> Ministry of Energy, Water Resources and Irrigation (MoEWRI) Department of Electricity Development (DOED) Ministry of Forests and Environment Electricity Regulatory Commission (ERC) | |

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| | | | <ul style="list-style-type: none"> • Nepal Electricity Authority (NEA) • Ministry of Land Management, Co-operatives and Poverty Alleviation |
| 12 | Additional Information | <i>Provide any additional information that could be added to the two pagers which have not been mentioned above.</i> | |
| 13 | Photos | <p><i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i></p> | |

Solar PV Project with BESS in Mustang

| S.N. | HEADING | GUIDELINES | RESPONSE |
|------|--------------|--|--|
| 1 | Project Name | Complete name of the project | Solar PV Project with BESS in Mustang |
| 2 | Background | <p>Provide a brief description of the project (2-3 paragraphs). Include information like:</p> <ul style="list-style-type: none"> Sector/Sub-sector of the project. Location Land area required. Objectives for developing the project. Salient Features of the project. What values/problems will the project provide/address? Why is it important? Justification for the project (need, demand, financial viability, etc.) | <p>Brief description:</p> <p>Dependency on fossil fuels poses a long-term threat to environmental sustainability. To reduce this dependency, many countries are transitioning to green energy, focusing on the development and utilization of renewable energy sources. Among them, solar radiation is a major energy source due to its widespread availability. In Nepal, the average Global Solar Radiation (GSR) at its latitude ranges from 3.6 to 6.2 kWh/m²/day, with over 300 bright sunny days per year. The country receives an average of 6.8 hours of bright sunshine daily, with an average solar intensity of 4.7 kWh/m²/day.</p> <p>The decreasing cost of lithium-ion batteries has revolutionized renewable energy systems, particularly solar power integration. Lithium-ion battery costs have plummeted by 97% since their commercial introduction in 1991, with an average annual decline of 18-19% per capacity doubling. This decline reflects economies of scale, technological advancements, and increased deployment. In 2023, battery pack prices averaged \$139/kWh, driven by expanded production capacity and cost-efficient manufacturing. The coupling of lithium-ion batteries with solar systems enhances energy storage and grid independence. Falling prices make solar-plus-storage more viable, enabling energy security in regions with unreliable grids, such as Nepal.</p> <p>Given challenges of electricity import during dry season, voltage instability, deploying Photovoltaic (PV) systems integrated with Battery Energy Storage Systems (BESS) presents a practical and strategic solution. Solar energy generation during the dry season can supplement reduced hydropower output, while stored energy in BESS can be utilized during peak demand hours, particularly in the evening. A well-designed PV + BESS system would significantly reduce Nepal's dependency on electricity imports, enhance voltage stability</p> |

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| | | | <p>across the grid, and provide backup power during system interruptions. In the long term, this approach supports national energy independence, ensures greater reliability, and strengthens resilience in the face of seasonal generation fluctuations.</p> <p>The identified project is a preliminary assessment of utility-scale solar photovoltaic (PV) sites integrated with Battery Energy Storage Systems (BESS) in Mustang District, Nepal. The assessment builds upon field reconnaissance conducted in March 2025, desktop analysis, and preliminary PV simulation outputs. Three priority sites—Korala, Chumjung, and Dalome Rural Municipality—were identified and evaluated.</p> <p>Sector: Energy Location: Lo Manthang Rural Municipality, Dalome Rural Municipality, Mustang District, Gandaki Province Land: Mostly Government owned Land Objective:</p> <ul style="list-style-type: none"> To identify technically feasible land parcels for large-scale solar deployment, estimate potential installable capacity, and provide an initial basis for strategic planning and further detailed feasibility studies. <p>Justification:</p> <ul style="list-style-type: none"> Complements low generation from hydropower projects during dry season and provides power during evening and morning peak hours. Enhances region's power reliability. |
| 3 | Salient Features | | <p>Salient Features:</p> <ul style="list-style-type: none"> In total, 1115.09 hectares of land has been identified in Mustang area (Korala, Chumjung and Dalome areas). So, 1105 MW of Solar PV can be installed, and 276.25 MW of BESS can be installed with 4 hours of storage which equals to 1105 MWh of BESS. The average aerial distance from Korala site to Dana substation is 88.58 km, from Chumjung site to Dana substation is 79.76 km and from Dalome site to Dana substation is 57.02 km. |

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| 4 | Features/Components | Provide a list of all components/features of the project. | <ul style="list-style-type: none"> • Korala Site (Near China Border) Tentative area Identified in Korala is 868 hectares. So, with the estimate of 1 hectare equaling to 1 MW, 864 MW of solar can be installed. Additionally, with the estimate of 0.01 hectare for 1 MW (4 MWh; 1 MW battery for 4 hours storage capacity) BESS, 2.16 hectares of land has been identified for 216 MW of BESS with 4 hours storage capacity (i.e., 864 MWh BESS). • Chumjung Site Tentative area Identified in Chumjung is 203.7 hectares. So, with the estimate of 1 hectare equaling to 1 MW, 202 MW of solar can be installed. Additionally, with the estimate of 0.01 hectares for 1 MW (4 MWh; 1 MW battery for 4 hours storage capacity) BESS, 0.505 hectares of land has been identified for 50.5 MW of BESS with 4 hours storage capacity (i.e., 202 MWh BESS). • Dalome Rural Municipality Site Tentative area Identified in Dalome is 43.39 hectares. So, with the estimate of 1 hectare equaling to 1 MW, 39 MW of solar can be installed. Additionally, with the estimate of 0.01 hectares for 1 MW (4 MWh; 1 MW battery for 4 hours storage capacity) BESS, 0.0975 hectares of land has been identified for 9.75 MW of BESS with 4 hours storage capacity (i.e., 39 MWh BESS). <p><i>While Dana Substation has been considered as the reference evacuation point, a detailed power evacuation and transmission interconnection study is required to confirm technical feasibility, right-of-way availability, and substation capacity.</i></p> |
| 5 | Benefits | Provide a list of benefits (financial, socio-economic, environmental, etc) of the project. | <p>The integration of solar energy with BESS offers numerous benefits, particularly for countries like Nepal, which can significantly enhance energy independence. BESS allows for the storage of excess solar energy generated during the day for use during periods of low solar irradiance or in the evening, reducing reliance on grid electricity and increasing resilience to power outages.</p> <ul style="list-style-type: none"> • Grid Stability and Reliability: BESS helps stabilize the grid by smoothing out fluctuations in |

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| | | | <p>solar energy generation, ensuring a consistent electricity supply. This is crucial for mitigating grid imbalances, reducing the need for costly upgrades, and improving overall system reliability.</p> <ul style="list-style-type: none"> • Reducing Transmission Congestion: In areas with transmission constraints, BESS can improve network operations by absorbing or injecting power to reduce congestion. Installing solar power plants with BESS near demand centers reduces dependency on long-distance transmission lines and alleviates pressure on transmission infrastructure. • Disaster Resilience and Emergency Backup: For disaster-prone regions like Nepal, solar with BESS can provide energy security during events like earthquakes, floods, and landslides. It ensures the continuity of critical services and reduces reliance on single power sources. • Improved Energy Efficiency: BESS enhances the overall energy efficiency of solar power plants by ensuring that generated solar power is utilized and not wasted. Excess energy stored during peak sunlight can be used when needed, reducing energy wastage. • Reducing Power Outages and Ensuring Uninterrupted Operations: Industries and hospitals benefit from the backup power provided by solar with BESS during grid failures, ensuring stable power supply and minimizing downtime. • Transition to Clean Energy: Solar with BESS reduces |
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| | | | dependency on fossil fuels and diesel generators, thus lowering carbon emissions and facilitating the transition to clean energy. | | | | | | | | | | | | | | | | | | | | | | |
| 6 | Project Outcome | Provide a list of major outcomes of the project. | <ul style="list-style-type: none">Solar with BESS will be commercialized in NepalThis will reduce the dependency on import of power during dry season, peak hours and disaster | | | | | | | | | | | | | | | | | | | | | | |
| 7 | Financial Indicators | Provide the available financial information of the project including: <ul style="list-style-type: none">Estimated project cost (in NPR)Project Internal Rate of Return (IRR)Economic Internal Rate of Return (EIRR)Net Present Value (NPV)Pay-back period (simple and discounted)Debt to Equity RatioBenefit cost Ratio (BCR)Debt Service Coverage Ratio (DCSR)Loan interest rate | <div>Assumed overhaul period for Inverter and</div> <table><tr><td>Estimated Project Cost including IDC (NPR)</td><td>NPR 99,854.600 million (Base cost) USD 690.46 million (USD 1 = NPR 144.62, 4th January 2026)</td></tr><tr><td>Assumed tariff (For solar with BESS)</td><td>NPR. 8.44 per unit for 25 years PPA</td></tr><tr><td>Project IRR (%)</td><td>12.74</td></tr><tr><td>EIRR (%)</td><td>16.68</td></tr><tr><td>NPV (NPR)</td><td>21,109.24 million</td></tr><tr><td>Pay-back period (years)</td><td>7.39</td></tr><tr><td>Discounted Pay-back period (years)</td><td>N/A</td></tr><tr><td>Benefit Cost Ratio</td><td>1.70</td></tr><tr><td>Debt to Equity Ratio</td><td>70:30</td></tr><tr><td>Debt Service Coverage Ratio</td><td>Min DSCR: 1.33; Max DCSR: 1.48</td></tr><tr><td>Loan Interest Rate (%)</td><td>9</td></tr></table> <div>BESS: 12.5 years</div> | Estimated Project Cost including IDC (NPR) | NPR 99,854.600 million (Base cost) USD 690.46 million (USD 1 = NPR 144.62, 4 th January 2026) | Assumed tariff (For solar with BESS) | NPR. 8.44 per unit for 25 years PPA | Project IRR (%) | 12.74 | EIRR (%) | 16.68 | NPV (NPR) | 21,109.24 million | Pay-back period (years) | 7.39 | Discounted Pay-back period (years) | N/A | Benefit Cost Ratio | 1.70 | Debt to Equity Ratio | 70:30 | Debt Service Coverage Ratio | Min DSCR: 1.33; Max DCSR: 1.48 | Loan Interest Rate (%) | 9 |
| Estimated Project Cost including IDC (NPR) | NPR 99,854.600 million (Base cost) USD 690.46 million (USD 1 = NPR 144.62, 4 th January 2026) | | | | | | | | | | | | | | | | | | | | | | | | |
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| NPV (NPR) | 21,109.24 million | | | | | | | | | | | | | | | | | | | | | | | | |
| Pay-back period (years) | 7.39 | | | | | | | | | | | | | | | | | | | | | | | | |
| Discounted Pay-back period (years) | N/A | | | | | | | | | | | | | | | | | | | | | | | | |
| Benefit Cost Ratio | 1.70 | | | | | | | | | | | | | | | | | | | | | | | | |
| Debt to Equity Ratio | 70:30 | | | | | | | | | | | | | | | | | | | | | | | | |
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| Loan Interest Rate (%) | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | Project Implementation Modality | Will the project be developed through: <ul style="list-style-type: none">Public Private Partnership (PPP) modality | Public Private Partnership (PPP) | | | | | | | | | | | | | | | | | | | | | | |

| | | <ul style="list-style-type: none">Private investment | | | | | | | | | | | | | | | |
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| | | <i>In the case of the PPP modality, what modality will be adopted? (BT, BOT, BOOT, LOT, LBOT, DOT, MOT, ROT, and similar other methods)</i> | BOOT | | | | | | | | | | | | | | |
| | | <i>In the case of PPP modality, what could be the role of the private party in developing the project?</i> | <ul style="list-style-type: none">Design and constructionFinancingOperation and maintenanceRevenue generationTransfer or handover | | | | | | | | | | | | | | |
| | | <i>In the case of PPP modality, what are the expectations of the private party from the government?</i> | Availability of government land & fixation of tariff for solar with Battery Energy Storage system (BESS) | | | | | | | | | | | | | | |
| | | <i>In the case of PPP modality, what could be the role of the government in developing the project?</i> | <ul style="list-style-type: none">Regulatory oversightLand acquisition and rightsFinancial support and incentives | | | | | | | | | | | | | | |
| 9 | Project Implementation Timeline | <i>At which stage is the project currently? Also, mention indicative dates for future activities. Has the environmental study (EIA/IEE/BES) been conducted?</i> | <div>Initial site assessment and Desk Study Completed</div> <table><tr><th>Project Stage</th><th>Tentative completion date</th></tr><tr><td>Project ideation/Concept Note</td><td>Completed</td></tr><tr><td>Desk Study</td><td>Completed</td></tr><tr><td>Pre-feasibility Study</td><td>May/June 2026</td></tr><tr><td>Feasibility Study/ DFSR/ DPR</td><td>December 2026</td></tr><tr><td>Solicitation</td><td>March 2027</td></tr><tr><td>EIA/IEE/BES</td><td>December 2026</td></tr></table> | Project Stage | Tentative completion date | Project ideation/Concept Note | Completed | Desk Study | Completed | Pre-feasibility Study | May/June 2026 | Feasibility Study/ DFSR/ DPR | December 2026 | Solicitation | March 2027 | EIA/IEE/BES | December 2026 |
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| Project ideation/Concept Note | Completed | | | | | | | | | | | | | | | | |
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| Feasibility Study/ DFSR/ DPR | December 2026 | | | | | | | | | | | | | | | | |
| Solicitation | March 2027 | | | | | | | | | | | | | | | | |
| EIA/IEE/BES | December 2026 | | | | | | | | | | | | | | | | |
| 10 | About the Agency | <i>Provide a brief description of the agency (project owner) including its vision, mission, and objectives.</i> | Investment Board Nepal (IBN) is a high-powered agency chaired by Rt. Hon. Prime Minister established as a nodal agency for Public Private Partnership (PPP) and investment promotion in Nepal. Since its establishment, IBN has played an instrumental role in implementing transformative infrastructure projects fundamental to bolstering socio-economic development of the country. Being guided by the Long-term Vision (2043), the 16th Plan and other subsequent policies of the Government of Nepal; and international commitments such as Sustainable Development Goals, IBN has been | | | | | | | | | | | | | | |

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| | | | <p>developing credible and bankable projects to garner investment.</p> <p>INVESTMENT BOARD NEPAL Office of the Investment Board; Anamnagar, Kathmandu, Nepal Tel: +977-1-4475277, 977-1-4475278 Fax: +977-1-4475281 Email: info@ibn.gov.np Website: www.ibn.gov.np Twitter,: @IBNOffice</p> |
| 11 | Relevant Agencies | <p><i>Provide the list of agencies that will be relevant for the project along with contact details of the primary point of contact.</i></p> | <ul style="list-style-type: none"> • Ministry of Energy, Water Resources and Irrigation (MoEWRI) • Department of Electricity Development (DOED) • Ministry of Forests and Environment • Electricity Regulatory Commission (ERC) • Nepal Electricity Authority (NEA) • Ministry of Land Management, Co-operatives and Poverty Alleviation |
| 12 | Additional Information | <p><i>Provide any additional information that could be added to the two pagers which have not been mentioned above.</i></p> | |
| 13 | Photos | <p><i>Please provide us with photos/graphics that can visually represent the project. This may include relevant original photos or graphically designed illustrations (to avoid copyright issues) showcasing the project components, location, area, or idea. Please send us the photos at info@ibn.gov.np</i></p> | |