



# Chandragiri – Chitlang – Palung – Chitwan Expressway



Government of Nepal  
Investment Board Nepal



## Background

The proposed expressway project is a large infrastructure development initiative undertaken by the Government of Nepal, aimed at enhancing the national transportation network. At present, the existing road infrastructure spanning 150 kilometers connects Chitwan and Kathmandu, necessitating roughly 5 hours of travel time. This expressway is designed to connect these two major hubs through an advanced road system incorporating tunnels and bridges, effectively reducing the travel distance to less than 100 kilometers and cutting down travel time to approximately an hour. Positioned as a strategic priority, the project is intended to catalyze economic growth and leverage Nepal's geographical advantage for improved regional connectivity. By offering a fast and safe transportation route, it promises significant benefits in terms of economic activity enhancement and road safety improvement across the region.



### Sector

Transportation



### Location

Kathmandu, Makwanpur  
and Chitwan Districts



### Road Length

96.5 km

## Salient Features:

- Access Controlled Expressway
- Travel time: 57 minutes
- Number of lanes: 4
- Design Speed: 80-120 Kmph
- Number of Tunnels: 9
  - Total length: 29.80 Km
  - Longest tunnel: 13.2 Km
- Number of Bridges: 30
  - Total length: 9.53 km
  - Longest bridge: 1.3 Km

## Project Rationale:

- Directly connects Kathmandu and Chitwan, enhancing accessibility
- Extend connectivity to critical trade nodes facilitating cross-border trade
- Provide an express route that offers faster transportation, reducing travel time for both domestic and international trade
- Provide an alternative route, easing pressure on existing roads and network

## Project Components



4-lane  
Expressway



Tunnels



High bridges

## Project Outcomes



Reduced Travel  
Time by 4 hours



Boost in trade  
and Commerce



Reduced carbon  
emissions



Improved  
Safety



Increased  
Interconnectivity



Saving Vehicle  
Operating Cost



Decongestion  
of Highways



Enhanced  
riding quality

# Financial Indicators

Estimated Project Cost (NPR)  
**221.12 Billion**

	Financial Analysis		Economic Analysis
	Toll Only	Toll + VOC Savings	
IRR (%)	11.98	17.71	15.27
NPV at 10 % discount (Billion NPR)	55.14	230.82	86.28
Pay-back period (years)	11.26	8.52	6.45
Discounted Pay-back period (years)	20.6	14.71	11.6
Benefit Cost Ratio	1.3	2.4	1.7

*(Information is based on Pre-feasibility Study prepared in 2023)* *( VOC = Vehicle Operating Cost)*

## Project Implementation Modality



**Public Private Partnership  
 (PPP model)**

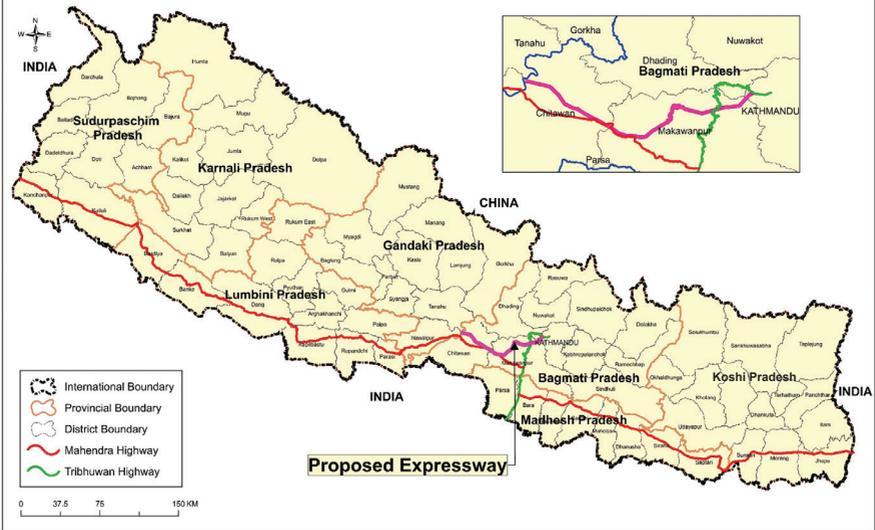
**Hybrid Annuity Model (HAM):  
 BOT + EPC**

*BOT = Build, Operate & Transfer  
 EPC = Engineering, Procurement & Construction*

## Project Implementation Timeline



Pre-Feasibility Study of Chandragiri- Chitlang- Palung- Chitwan Expressway



## Relevant Agencies

- Investment Board Nepal (IBN)
- Ministry of Physical Infrastructure and Transport (MoPIT)
- Department of Road (DoR)

## About the Agency

### The Investment Board Nepal (IBN)

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 15<sup>th</sup> 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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