

SIKLES-ANNAPURNA CABLE CAR

SALIENT FEATURES

SN	FEATURES	CHARACTERISTICS
GENERAL		
1	Name of the Project	Sikles-Annapurna Cable Car
2	Sector	Tourism and Hospitality
3	Type	Cable car and Hotel

PROJECT LOCATION

1	Latitude of Project Area	28° 21'N: Bottom Station, 28° 24'N: Top Station
2	Longitude of Project Area	84°07' E: Bottom Station, 84°09' E: Top Station
3	Project Area	Kaski District, Gandaki Province

PROJECT COMPONENT/TECHNOLOGY

1	Type of Ropeway	Considering the traffic flow of 400 pph, it has been proposed to use “Zig Back Bicable” system with 8 passengers per cabin. Bi-cable tramway is a modern system of ropeway which is suitable for steep terrain high levels of availability, good stability in wind, and outstanding operating reliability and safety. With this form of lift, the grip of an aerial tramway cabin is fixed onto the propulsion rope and cannot be decoupled from it during operations. The fixed cables provide support for the cabins while the haulage rope, by means of a grip, is solidly connected to the truck (the wheel set that rolls on the track cables). An electric motor drives the haulage rope which provides propulsion. The length of the cable car is 6850 m with the travel speed of 5 m/s.
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2	Bottom Station	The bottom station would be located at Bhulchu, Sikles village of Madi Rural Municipality at an altitude of 1581 amsl. It would contain a machine room, operation and watch room, cable car parking area, office, restaurants and other recreational areas.
3	Intermediate Station	Due to the large span (6850 m) of cable car, one intermediate station would be proposed. The intermediate station would serve for exchanging the passenger cars for people coming from the top and the bottom stations. The intermediate station would lie roughly at the center of the alignment.
4	Top Station	The top station would be located at Kori hill of Madi Rural Municipality at an altitude of 3673 amsl. From this place, one can see the full view of Annapurna range, Machhapuchhre, Manaslu, Lamjung Himal, Dudhpokhari, Pokhara valley and many more alluring sights. The top station would contain a machine room, operation and watch room, office, restaurants and other recreational areas.
5	Resort Hotel	The top station would have a proposed resort hotel of 100 beds. A resort hotel can do business in place where there are clients to patronize. The main building would have attractive aesthetic look that showcases Nepalese and orient culture and traditions. The rooms would have modern amenities with special focus on hygiene and space
6	View Tower	View tower would be located at top station premises. It would give a pleasant view of himalayas, hills and nearby panoramic view of Pokhara valley. The view tower would have a looking telescope to get the virtual image of the majestic hills and himalayas as if they exist right in front of the eyes.
7	Amusement Park	Amusement park would also be located at the top station premises. The park would contain children playgrounds that would entertain and excite the young ones visiting the place. The playground would contain recreational equipment like climbing ropes, swings, seesaw and jungle gym.

MARKET ASSESSMENT

1	Demand	Tourism development initiatives has been growing around the country and as well as around the world. Tourism helps to raise the living standard of local people by creating employment and alternative source of income. Siklesh- Kori is one of the most beautiful but less known trekking route of Nepal. There is a huge flow of people in this route in Janai Purniama to take bath at Dudhpokhari. So, there is need
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		of sophisticated means of transportation such as cable car which is environment friendly and available for people of all age groups.
2	Supply	Until now the country has limited Cable Car Stations. With the success of Manakamana Cable Car project, a number of new cable car projects have come up, some which have already commenced operation while some are in pipeline. Chandragiri integrated project in the Kathmandu, promoted by the group itself, and Kalinchwok cable car project have already commenced operation.
3	Opportunity	The proposed project is one of its kind in the region, and even inside the nation in terms of operation mode and service features. It will serve many domestic as well as foreign tourists which come to this place to get acquaintance with nature and ancient Gurung Village of Sikles. The project would contribute directly and indirectly towards nation building process from private sector which would be a remarkable property of the nation possessing capacity to earn government revenue.

DEVELOPMENT MODALITY

1	Development modality	Private Partnership
2	Role of the Government of Nepal	<ul style="list-style-type: none"> ■ Provide legal facilitation for permits required to initiate the project. ■ Provide facilitation for land acquisition and project security.
3	Role of the Private Sector	<ul style="list-style-type: none"> ■ Conceptualize the project and implement the plans at the site with optimum quality and safety. ■ Operate the project with proper maintenance and management. ■ Collect the revenue during the operation period and pay tax to the government on time.
4	Development Period	<p>a. Pre- Construction Period: 1 year</p> <p>b. Financial Closure: 1 year</p> <p>c. Construction Period: 1.5 years</p> <p>d. Concession Period: 30 years</p>

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INDICATIVE FINANCIALS

1	Total Project Cost (including Interest During Construction)	USD 31 million
2	Interest Rate (including hedging cost)	12.00%
3	Project IRR	14.00%
4	Equity IRR	15.00%

CONTACT DETAILS

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