



# Clean Air News

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## Euro III Buses to Ply Pokhara Streets Before Dashain

**POKHARA, Aug 8:** Euro III standard buses are likely to ply on the streets of Pokhara well before this year's Dashain festival, which falls in mid-October. Pokhara Bus Entrepreneurs' Association (PBEA) is gearing up to replace Euro II buses with more advanced versions of the vehicle in the tourist city.

"We are bringing in 16 Euro III buses in the first phase," said Vice Chairman of PBEA Chij Kumar Gurung. "They will hit Pokhara's streets before the Nepali people's biggest festival."

PBEA's initiative to introduce Euro III buses in Pokhara is in tune with District Transport Management Committee (DTMC)'s

decision to replace all 15-year-old buses with Euro-III buses in Pokhara sub metropolitan city and Lekhnath municipality. DTMC, headed by Kaski's Chief District Officer (CDO) Yadav Koirala, had instructed all Pokhara-based transport entrepreneurs' associations to comply with its decision three month ago.

Irrespective of the government's rule that requires replacement of just 20-year-old buses in other cities, including Kathmandu, the Kaski DTMC decided to replace all 15-year-old buses to keep Pokhara environmentally clean. The Kaski DTMC had taken this exceptional decision as per a report prepared by Sunil Khanal, then Gandaki zonal chief of the De-

partment of Transport Management Office (DoTM).

In sync with the Kaski DTMC's instruction to transport entrepreneurs to introduce at least 30-seat buses, the PBEA says all of its new Euro III buses will have the capacity to accommodate more passengers. Gurung said their initiative will contribute to preserving Pokhara's environment as Euro III buses emit less smoke. Following the footsteps of PBEA, Pokhara Taxi Entrepreneurs' Association (PTEA), is also set to replace some old taxis and micro buses with Euro IIT vehicles. According to Senior Vice-chairman of PTEA Baburam Adhikari,

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## Sustainable Urban Mobility Workshop

A workshop on Sustainable Urban Mobility was organized for teachers of around 12 schools in Kathmandu Valley, on 16th August 2013. The program was organized as a part of 13th World Habitat Day children drawing contest, to sensitize teachers on wider issues of sustainable urban mobility including public transport system, so that they can impart their knowledge to school students on the importance and benefits of walking, cycling and riding public

transport system. The program was jointly organized by Clean Energy Nepal, Clean Air Network Nepal and UN Habitat as a part of MaYA campaign .

Welcoming the participants, Ms. Rassu Manandhar from Clean Energy Nepal briefed the background information and theme of the drawing contest-'Public Transportation Friendly to all in the Cities'.

Mr. P.S. Joshi, Country Program Manager of UN-Habitat delivered presentation on the 'people-friendly transport system'. He highlighted the major environmental and social challenges that the denizens of Kathmandu Valley are facing due to increasing vehicle growth and unmanaged transport system.

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Euro III Buses.....

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20 taxis and four micro buses will be replaced with Euro III buses in the first phase.

However, Euro-III vehicles to be brought in by PBEA and PTEA will be

outnumbered by outdated and pollutant vehicles. Currently, PBEA has 251 buses plying Pokhara's streets while over 4,200 taxis provide service in the tourist city. Most of the transport entrepreneurs say they want to replace their outdated vehicles with Euro III vehicles but are reluctant to do so as it would cost them heavily.

**Source:** [www.myrepublica.com](http://www.myrepublica.com), August 9, 2013

Sustainable Urban Mobility....

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He focused on planning and development of cities that are people-friendly and presented best practices on people-friendly urban transport development from the cities around the world.

"Although the travel mode share of walking is over 40%, the government has largely undermined walking, and making cities friendlier for private vehicle users", he said. He further added that the transport planning should be done considering the accessibility of marginal groups such as women, children, elderly and differently able people.

"Women, children and elderly people largely use public transport or walk, but least priority is given in improving public transportation and walking facilities", he said.

The presentation also focused on the Bus Rapid Transit System (BRT) and need of separate cycle lanes to encourage people for cycling. He said the building BRT system is affordable and makes the bus service more efficient and attractive. Highlighting the recent road expansion campaign taking place in Kathmandu, he said that expansion of roads is not the right solution for solving the urban transport problems. He stressed that the existing road expansion should consider in providing better

walking and cycling infrastructures, rather than providing more spaces for private vehicles. In the presentation, he informed the participants about the deteriorating air quality and quality of life in the Kathmandu Valley, due increasing vehicle growth and unmanaged transport system.

The presentation was followed by discussion session. The participants requested to do similar presentations to the school/college students to aware them about the issue of sustainable urban mobility.

**Source:** [www.cen.org.np](http://www.cen.org.np), August 16, 2013



## Route Restructuring for Better Traffic Mgmt

**KATHMANDU, Aug 3:** Along with rise in population, the Kathmandu Valley has seen considerable growth in the number of private and public vehicles. As a result, people have been facing a number of problems; poor traffic management, pedestrians' increased vulnerability to accidents, air pollution, to name a few.

To address the problems linked to poor traffic management, the government has prepared more scientifically re-structured design of bus routes for the Valley.

Along with the route re-structuring, the government has planned to upgrade the existing public transport services to encourage more and more people to use public transportation. The move, the authorities hope, would keep many private vehicles off the road and help reduce traffic congestion.

The other initiatives include, declaring core areas of the capital city vehicle-free zone and install air quality monitoring system to examine and minimize the air pollution.

With the financial assistance of US\$ 22.8 million from the Asian Development Bank (ADB), the government has started a project called Kathmandu Sustainable Urban Transport Project (KSUTP), which is currently engaged in studying various routes and preparing new designs.

Similarly, the government is planning to buy electric buses or low emission vehicles with the support of Global Environment Fund (GEF).

"The study team will submit its report within the next fiscal year and on the basis of the report the construction work will be carried out in the Kath-

mandu Valley," said Tulasi Sitaula, secretary of the Ministry of Physical Infrastructure and Transport (MoPIT).

The project will be overseen by senior officers from different government agencies like MoPIT, Department of Road (DoR), Ministry of Science, Technology and Environment (MoSTE), Department of Transport Management (DoTM), among others. For monitoring and support, a team of consultants from different fields have been formed under a separate unit called Project Management and Capacity Building Consultant (PMCBC).

"We have completed the first phase of research on various routes," said Saroj Raj Adhikari, director of DoTM. "We have also prepared new design for routes based on our study and field visits."

Adhikari said that the routes have been divided into three corridors: primary, secondary and tertiary. The division of corridors were made keeping in mind movement of pedestrians and flow of vehicles.

The roads that are used by more than 100,000 people every day have been categorized under primary corridor.

And as per the plan, only heavy vehicles will be allowed on the route. The vehicles must be of 12 meter length or 18 meter articulated bus (like luxury tourist buses) to be eligible to ply on the primary corridor. Public transportation would get more priority on the route.

Altogether there would be eight primary routes covering 131 km inside the Kathmandu Valley, as per the plan. The proposed routes for the primary corridors are Koteshwar to Kalanki, Koteshwar to

New Buspark, Narayan Gopal Chowk to Suryabinayak, Narayan Gopal Chowk to Satdobato, Jorpati to Naikap, Jorpati to Ekantakuna, among others.

Similarly, the roads which see the movement of 50,000 to 100,000 people every day are regarded as secondary corridor. Only vehicles measuring 9 to 10 meter in length would be allowed on such roads. Sixteen routes have been identified for secondary corridor with a total distance of 174 km.

Likewise, the roads that are used by fewer than 50,000 people per day would fall under tertiary corridor. In these roads, only small vehicles, tempo, micro and minibuses with up to 25 seats would be allowed. As per the plan, there would be 40 routes under tertiary corridor covering 264 km.

"We have just proposed our designs for possible routes after one year of study and the government is likely to approve it," says Dhurba Raj Regmi, deputy team leader of PMCBC. "We are still conducting researches for the other components of the project like better traffic management and ways to improve air quality."

Initially, the government is likely to build two model routes under secondary and tertiary corridors to get people accustomed to re-structured routes of the Kathmandu Valley. The two routes have been identified as the road section between Balkhu and Gwarko and New Bus Park and Airport. Only electric buses will ply on the new routes.

For more information.....

**Source:** [www.myrepublica.com](http://www.myrepublica.com), August 3, 2013

## Traffic Awareness Campaign Targets Valley Schools

**KATHMANDU, Aug 2:** With an aim to spread awareness of traffic rules, the Metropolitan Traffic Police Division (MTPD) has launched campaign targeting students of the Valley-based schools.

According to Inspector Sitaram Hachhethu, in-charge of the Metropolitan Traffic Police Circle, Durbar Marg, traffic police will visit all the valley-based schools during the three-month campaign.

“We will bring students to the road to teach them the traffic rules,” said Hach-

hethu. He added that students of senior grades would be asked to volunteer during the traffic awareness weeks.

As the school going students are among the most vulnerable pedestrians who are at risk of road accidents, they must have knowledge of traffic rules, said Baikuntha Aryal, district education officer of Kathmandu.

Inaugurating the campaign named ‘School school ma traffic’ on Thursday, the newly appointed chief of the MTPD Deputy In-

spector General (DIG) Keshav Adhikari said that managing traffic manually is a big challenge for the traffic personnel, particularly during peak hours.

He also expressed commitment to install more automatic systems at different places. Only 92 cameras installed in the Valley roads are insufficient to enforce traffic rules, DIG Adhikari mentioned.

**Source:** [www.myrepublica.com](http://www.myrepublica.com), August 3, 2013

## Understanding Air Pollution

One of the biggest ever gathering of Nepal’s atmospheric scientists and policy makers in Kathmandu this week has concluded that air pollution is no longer a local phenomenon and regional collaboration is required for systematic atmospheric research.

Recent global assessments and local studies indicate that air pollution is linked to several thousand premature deaths and a substantial amount of crop loss in Nepal each year. Nepali scientists and policy makers emphasised on giving continuity to more solution oriented studies that will help formulate mitigation policies.

The meeting, organised by the Kathmandu based ICIMOD (International Centre for Integrated Mountain Development) and IASS (Institute for Advanced Sustainability Studies), Germany shed light on how far atmospheric research had come in Nepal since its beginning in 1960s and what needed to be done to understand the science of air pollution.

“Awareness and technical know-how is inadequate to bridge the gap between formulation and implementation of policy,”

said Som Lal Shrestha, Secretary of Ministry of Science, Technology and Environment, “unless the technology is customised for local use it will not be accessible.”

Researchers discussed ongoing research about emissions, air quality, smog and winter fog in Terai. They also looked at how aerosol pollutants affect monsoon clouds and rainfall, and how convective clouds in the monsoon transport pollutants to high altitudes where they have an impact on global climate. Researchers also discussed the complex role that black carbon and dust particles are playing in increased glacier and snow melt at high altitudes in the Himalaya. “Air pollution is a trans-boundary issue so regional collaboration will help us better understand the cause of air pollution and its consequence in our surrounding,” said Arnico Panday, lead atmospheric scientist at ICIMOD.

‘Reducing impacts of black carbon and other short-lived climate forcing agent’ led by ICIMOD and ‘Sustainable Atmosphere for the Kathmandu Valley led by IASS are two new initiatives in the region aimed at creating country/region specific scientific

knowledge base for local and international studies regarding air pollution.

“Nepal’s atmospheric research will leapfrog only when the quality of data and continuity if existing studies improve,” said Bal Krishna Sapkota of Institute of Engineering. Several researchers highlighted the effects of seasonal biomass burning in relation to impacts on health as well as the photochemistry of the atmosphere. The trend of open crop residue burning is on the rise in South Asia as the traditional method of tilling paddy stock back into the field is being replaced because of rising labour costs and the limited time available before the next crop of wheat must be sown. Several presenters also highlighted the link between changing land cover – a result of urbanisation – and changes in emissions and meteorology, including surface temperature, and changing ozone levels, which have implications for air quality, health, and crop productivity.

**Source:** [www.nepalitimes.com](http://www.nepalitimes.com), August 27, 2013

# 711,464 Two-Wheelers Registered in Five Years

**KATHMANDU, Aug 11:** More than 700,000 two-wheelers were registered in the country over the past five years. According to the Department of Transport Management (DoTM), 84 percent or, 711,464 units, of 846,564 vehicles registered during the period were two-wheelers.

In fiscal year 2008/09, 83,334 two-wheelers were registered in different parts of the country. The number more than doubled to 175,381 in 2012/13.

The share of two-wheelers in total vehicles registered over the past five fiscal years hovers over 80 percent. In 2008/09, 81 percent of the vehicles registered in the country were two-wheelers. Similarly, share of two-wheelers in total vehicle registration stood at 83 percent in 2009/10, 84 percent in 2010/11, 85 percent in 2011/12 and 84 percent in 2012/13.

Of the 711,464 two-wheelers registered in the country over the past five years, 37 percent, or 266,591 units, were registered in Bagmati zone alone. Average annual registration of two-wheelers in Bagmati zone stood well over over 50,000 units over the past five years. According to DoTM, a total of 1,557,478 vehicles have been registered in Nepal so far. Of them, 77 percent, or 1,207,261, are two-wheelers. Registration of motorbikes till 1989/90 stood at mere 34,576 units.

Entrepreneurs say affordability and recognition of two-wheelers as a basic need are the two factors contributing to growth in registration of two-wheelers in recent years. "As Nepal's public transport system is very poor, two-wheelers are fast becoming a basic necessity of people," Alok Josee, deputy general manager at AIT - the authorized distributor of TVS motorbikes for Nepal, said. Josee

further said the availability of easy financing and exchange offers in two-wheelers was the other reason behind growing popularity of two-wheelers in Nepal.

Suraj Manandhar, business head of MAW Enterprises - the authorized distributor of Yamaha in Nepal, echoed Josee. "Two-wheelers are becoming popular in Nepal because they are affordable," added Manandhar.

Source: [www.myrepublica.com](http://www.myrepublica.com), August 12, 2013

## Good Reads:

1. [Bigger Roads not a Boon](#) - Prashanta Khanal, ekantipur, August 6, 2013
2. [Connecting People](#) - Keshab Khatri, Republica, August 6, 2013
3. [Delhi: Cars, Cars Everywhere, Just no Place to Park](#) - Darpan Singh, Hindustan Times, August 13, 2013
4. [Long road to Nowhere](#) - Dip Pandey, ekantipur, August 18, 2013

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**Clean Air Network Nepal (CANN)** is a network of organizations and professionals involved in air quality management in Nepal. The goal of CANN is to increase the ability of professionals and other interested stakeholders to effectively address the problems of air pollution in Nepal. We encourage you to join hands with us to expand our campaign for clean and better Air.

**CANN** is a **Country Network of Clean Air Asia** and hosted by **Clean Energy Nepal**.

For more information: [www.cen.org.np](http://www.cen.org.np)

[www.cleanairinitiative.org](http://www.cleanairinitiative.org)

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### Building Partnership for Clean Air

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