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Stakeholder Meeting on Automotive Fuel Economy Initiative

To promote nationally appropriate automotive fuel economy policies in Nepal, the Clean Energy Nepal (CEN) and Clean Air Network Nepal (CANN) with support from The United Nations Environment Programme (UNEP) organized a stakeholder meeting on Automotive Fuel Economy Initiative in Kathmandu on 6th March 2015.

This is part of the Global Fuel Economy Initiative (GFEL) which promotes substantial but attainable improvement in automotive fuel economy to reduce greenhouse gas from the transport sector, with co-benefits in terms of

energy security, cost savings, air pollution and sustainable mobility on a global basis. With the support from UNEP, CEN/CANN has initiated a project on 'developing a vehicle fuel economy baseline for Nepal'. This project will provide the basis to better understand the current and future vehicle fleet in the country particularly on light-duty vehicles and serve as a starting point in developing nationally appropriate automotive fuel economy policies for the country.

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Stakeholder meeting on Global Fuel Economy

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Mr. Bert Fabian from United Nations Environment Program presented on Global Fuel Economy Initiative (GFEI). He highlighted the existing global scenario and growth of light duty vehicles, its contribution to climate change and air pollution, GFEI targets, fuel economy initiatives in various countries and its relevance for Nepal. He said that 53% of total CO₂ emission from road-based transport system comes from light duty vehicles. Meeting GFEI global target can reduce a total of 33 Gt CO₂ emissions beyond already adopted policies between 2015-2050, he added.

The target of GFEI is to achieve 4.2 l/100km in 2030 from the baseline of 8.3 l/100km, which require global fuel efficiency improvement 2.7% annually. He presented the fuel efficiency standard implemented by India to achieve 18.2 km/l in 2016-17 and 21 km/l in 2021-22, and voluntary labeling of fuel economy in passenger cars. The fuel efficiency standard in India is expected to reduce 68.91 million tons of CO₂ equivalent by 2025.

Mr. Prashanta Khanal, Program Coordinator of Clean Energy Nepal presented

on the baseline study on fuel economy in Nepal, relevant policies, and challenges in accessing the data. He said that the annual motorization rate in Nepal is 14%, which is one of the highest in Asia. The average annual growth rate of CO₂ emission from road transport sector is 8.7% according to a study done by Clean Air Asia. Highlighting the existing trend of vehicle growth he said that the number of vehicles would at least double by 2030. A study done on Kathmandu valley shows that the average fuel economy of petrol LDVs is 9.6 km/l and of diesel LDVs is 8.6 km/l. Lack of detail vehicle data on make, model and year of production makes it difficult to calculate the baseline study. He also highlighted some of the policies that support the fuel economy and recommended to introduce fuel economy policy/standard for Nepal.

During the discussion session, the participants discussed on possible fuel economy policy and institutional arrangement for its implementation. The participant suggested having policy provisions of lower tax for fuel-efficient vehicles including electric and hybrid, and higher taxes for polluting and less

efficient vehicles. The participant suggested implementing Environment-friendly Vehicle and Transport Policy in upcoming fiscal year plans and programs, and implement government decision to remove old polluting vehicles.

As India has already devised fuel economy standards for passenger cars and light commercial vehicles, Nepal should also have standards including fuel labeling. Participants also suggested for consumer awareness program on fuel-efficient vehicles and also work on improving fuel efficiency through road improvements, fuel quality, proper inspection/maintenance system and driving behavior. The participant identified Ministry of Science, Technology and Environment or Ministry of Physical Infrastructure and Transport as focal ministry to devise the fuel economy policy.

Around 20 participants from different governmental agencies, non-governmental, agencies, academia, and private sectors.

Source: www.cen.org.np, March 6, 2015

Traffic Cops Use Public Vehicles to Reduce Traffic Congestion

Passengers were taken by surprise when Deputy Inspector General Jaya Bahadur Chand, chief of Metropolitan Traffic Police Division (MTPD), boarded a microbus at Hattigauda, Budhanilkantha on Friday. He was accompanied by another traffic police officer.

The driver, including passengers, initially thought he might have boarded the bus for a surprise inspection. But he got down at Ratnapark and headed for his office in Baggikhana.

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his office in Baggikhana.

During his ride from his home to the office, DIG Chand inquired about the public transport service with passengers. MTPD asked all its officials to use public transport every Friday to ease traffic congestion and reduce air pollution in the capital.

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Likewise, MTPD also informed that it took the decision to reduce its fuel expenses. "People are increasingly using private vehicles. So, we have decided to use public vehicles and encourage public to follow suit," said Inspector Rajendra Shrestha, deputy spokesperson of MTPD.

He said the traffic congestion would ease significantly if a person using private vehicle starts using public transport for at least a day in a week.

"We believe that our drive will force public transportation operators to be accountable to passengers and follow traffic rules," said he.

Meanwhile, MTPD also organized a

massive awareness program at St Xavier School, Jawlakhel on Friday to raise awareness about traffic rules among students.

Source: www.myrepublica.com,
March 14, 2015

Appreciation Letter to DIGP for the Directive to its Traffic Personnel to Use Public Transport

On April 1, Clean Energy Nepal visited Metropolitan Traffic Police Division and thanked DIGP Jaya Bahadur Chand for the directive to its traffic personnel to use public transport every Friday for commuting to office. The objective of the initiative is to promote public transportation, reduce private vehicle dependency and fuel expenditure, and reduce air pollution. We also thanked traffic police for their contribution to traffic management in the valley and their efforts to make the street safer.

He said that traffic police is willing to collaborate for raising public awareness on air pollution and sustainable urban transportation issues. He is also planning to get a bicycle soon for commuting to office.

[Here is the appreciation letter to Metropolitan Traffic Police Division](#)



Clean Energy Nepal Team Appreciating DIGP Jaya Bahadur Chand

Improved Cookstove Programme with Carbon Financing Initiated

Nearly 4.03 million households representing about 75% of the total households in Nepal still use fuels like firewood, cattle dung or agro waste as a main source of cooking fuel in traditional stoves. Indoor air pollution is the biggest health risk in Nepal. About 7,500 people die prematurely each year due to their exposure to cook stoves smoke. The reliance on traditional cookstoves in Nepal has put considerable pressure not just on the forest but on the health and safety of families as well.

With support of the Nepal based branches of SNV Netherlands Development Organization, the Centre for Rural Technology (CRT) as well as a Non-Government Organization in partnership with Alternative Energy Promotion Centre (AEPCC) in Improved Cookstoves Programme with Carbon Finance (ICF) was implemented. The implementation was realised within the framework of the National Rural and Renewable Energy Programme (NRREP) of the Government of Nepal and targeted seven hill districts of the Far Western Development Region, which is considered one of the poorest in Nepal. This programme aims at reaching out to 150,000 households with ICS in five years, starting from September 2012. The primary objective of the ICF is to promote ICS as a cooking energy solution that is affordable, effective and socially acceptable through establishing a market-led approach. A key feature of the ICF Programme is the generation of carbon revenue by developing a CDM Programme-of-Activities (PoA).

Under this programme a new type of built-on-site rocket stove (RS1.3B and RS1 model) with single pothole made from mud bricks with metallic combustion chamber is introduced. The thermal efficiency of the stoves is in the range of 25-26 %* (tire 2) and fuel save up to 40-

45% compared to traditional open fire stoves. Further it emits less harmful smoke that is known to cause severe adverse health effects. The ICF Programme is a "development through a business approach" and includes elements of both development as well as commercial sustainable aspects. Despite of many challenges in the initial phase, about 39,000 ICS were installed during the two years period, institutionalizing a market-led approach and promoting public-private-people partnership. This programme has made positive impacts on the families in the programme areas through adopting a "Business Model" involving multiple actors and stakeholders from district to the national level. Thereby a contribution to the Government of Nepal's national initiative for promoting Clean Cooking Solution for All by 2017 in Nepal was made.

There is increasing awareness about the benefits of ICS in terms of its potential social and financial outcomes. This pro-

gramme has gained wider acceptance among the local communities, local partner organizations, civil societies and government institutions and providing tremendous scope for up-scaling this initiative through cooperation and partnerships among the public-private-people in Nepal.

*Standard Laboratory Testing of the stove was conducted at Regional Testing and Knowledge Centre (CRT/N) to determine the performance of the stove in relation to the ISO and IWA benchmarks.

Source: www.energyforall.info,
March 24, 2015



Paris Tries to Fight Smog

Paris officials have suspended their order to keep half of the city's cars off the roads after a day of banning them because of thick smog and air pollution.

Cars with license plates ending in even numbers were barred from being driven on Paris-area streets Monday. Cars carrying three or more passengers, emergency vehicles, and electric and hybrid cars were exempt from the ban. Riders hopped on public transit for free.

The pollution reached high levels last week. The air was so bad that on Wednesday the city had a worse air quality index rating than even New Delhi and Beijing, according to Plume Labs, a company monitoring air quality in 60 international cities. But officials say the day of cutting back traffic helped. "Due to the improving situation today and tomorrow, the alternative traffic [plan] will not be renewed Tuesday," Ecology Minister Ségolène Royal said Monday. Paris and its surrounding suburbs, with its more than 12 million people, regularly ranks among Europe's most air-polluted cities. The city tracks its air quality by measuring the concentration of particles in the air, or

PM10, which are particles with a diameter of less than 10 microns (10 millionths of a meter).

Monday's ban came after Airparif, which measures the city's air, issued its highest alert when PM10 levels reached 80 micrograms per cubic meter, the Guardian newspaper reported. Friday's levels went above 100 mg per cubic meter, Airparif alerted. While 80 mg is considered safe, Paris's alert is set at 50 mg, and levels were expected to be between 40 and 50 on Monday.

The dry March weather contributes to the higher levels of dangerous particles filling the air. The city instituted a similar car ban in March 2014, and the Guardian reports that such emergency measures have been used only three times. But there's also been some debate on Paris's tactics to combat its air pollution problem, and whether officials should instead focus on long-term solutions rather than one-day bans.

"Paris also needs a congestion charge inside the city," said Fabrice Michel, a spokesman for the French Association of Transport Users. "This would reduce

circulation and raise revenue. But all our politicians seem to do is wait for the rain, and when it doesn't come, they blame the weather for their failings." City officials counter that they've invested heavily in public transportation. In December, the city prohibited open fire places, and trucks and buses polluting the air can not enter Paris starting this summer.

Others question whether it's accurate to measure a city's overall air quality by looking at just one day. "Air quality in the French capital is generally better than a decade ago," Karine Leger, assistant director of Airparif, told France24.

Other cities with bad air quality have programs restricting road access. Under Mexico City's "Hoy No Circula" or "No Driving Today" program, diesel- and gasoline-powered cars with license plates ending with certain numbers are restricted from being driving on particular days of the week.

Source: www.washingtonpost.com, March 23, 2015

Good Reads

1. [Clean Kilns](#): Sonia Awale, Nepalitimes, March 6-12, 2015

2. [The Relevance of Ancient Newari Urban Settlement Patterns to the Global Sustainability Crisis](#): Dristy Shrestha, Shail Shrestha, carfree.com, March 27, 2015

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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; www.cleanairinitiative.org

To contribute articles, news items, or event announcements for the next issue, send an email with the complete details and URL source to info@cen.org.np or rassu@cen.org.np

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