



Clean Air News

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Development of Kathmandu Metro to Cost 330 Bn

Bhoj Raj Poudel

The construction of Kathmandu Metro Railway (KMR) would cost Rs 330 billion (around US\$ 3.88 billion) and the project can be developed in 10 years, a preliminary finding of feasibility study report of the KMR said.

A consortium of five Korean and two local companies that carried out the feasibility has tagged government's involvement in the KMR as mandatory if it seriously wishes to successfully develop and operate the KMR.

"The study team has proposed numerous modality of its development. But no matter which mo-

dality the government adopted, the team holds the view that government's subsidy would be crucial to successfully implement the project," Rajeshwore Man Singh, superintendent engineer at the Department of Railway (DoR) told Republica.

The feasibility team that shared the preliminary findings of the study with the senior government officials on Monday has further outlined that it would cost Rs 20 to Rs 30 per commuter to travel in the Metro. It did not shed light on recovery of investment though.

"The complete feasibility report is

yet to come. but the government has targeted to develop the KMR in ten years period after analyzing the feasibility report," said Singh. The government some 10 months ago had appointed Korea Transport Institute, Chungbuk Engineering Company, Kunwa Consulting and Engineering Company, Korea Rail Network Authority and two local companies - BDA Nepal Private Limited and EMRC Private Ltd - to conduct the feasibility study of the KMR. It paid Rs 60.5 million to those firms for completing the task.

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Maitighar-Bhadrakali Road Section Opens

A new road from Maitighar to Bhadrakali has been opened for traffic from today for the facility of the general public.

The road was constructed after graveling along with security walls at a cost of Rs. 12.5 million by the Nepal Army, and was inaugurated by Minister for Physical Planning and Works, Hridayesh Tripathy. Traffic will be easier in Singhadurbar area after the opening of the road, said Tripathy and directed to upgrade it soon. The earlier road from Maitighar to

Bhadrakali was banned to general public for use by the army during the conflict period.

Prime Minister Dr. Baburam Bhattarai had made commitment to open the road a few months back at a programme 'PM with the People' run by the Radio Nepal. Nepal Army had proposed to build a alternate way citing security reasons. The 550 metre long and ten metre wide road will be upgraded to 14 m and will be made four lane, said Secretary at the Ministry, Tulasi Prasad Sitaula.

The four lane road will cost Rs. 80.7 million to upgrade, of which, Nepal Telecommunication Authority will spend Rs. 15.5 million and the rest by the Department of Roads. Tender has been called and will be upgraded in six months, said Sitaula.

Source: <http://www.myrepublica.com/October19,2012>

Development of...

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The feasibility study report has, furthermore, indicated that total length of the KMR would be around 77 kms, which is some 11 kms longer than what the preliminary inception report reckoned. There would be a total of five railway lines of which one will encircle the existing ringroad, while others will traverse through the Kathmandu city in four directions.

The study has suggested the government to develop two railway lines underground and remaining three lines in 'elevated' form, that is above the ground. "Elevated lines have been suggested mainly considering two factors: unresponsive underground soil features and heavy cost emanating from necessary land acquisitions," said Singh.

The 27.35 km long Ring Road line, which connects different locations between kalanki, Satdobato, Chabhil and back to Kalanki, will be elevated as per the feasibility report study. Similarly, the lines that connect Maharajgunj and Satdobato and Kalanki to Koteshwore and Gongbu to Kalanki will be elevated.

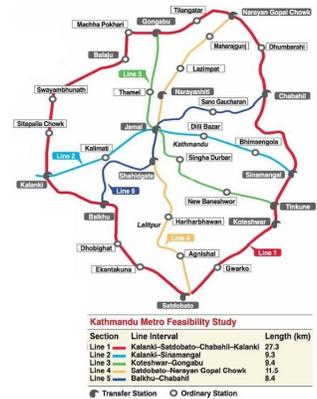
"Rest of the other lines will be underground," Singh said.

The preliminary inception report that was approved by the government in March, 2012 too had outlined five major lines to connect the entire Kathmandu through a mass rapid transport system, Metro Railway. According to the inception report, Line 1 follows the Ring Road, Line 2 goes from Kalanki to Sinamangal, Line 3 connects Koteshwore and Gongabu, Line 4 stretches from Satdobato

to Maharajgunj and Line 5 links Balkhu and Chabhil.

The government has planned to develop KMR under build-own-operate-and transfer model, inviting foreign investment. The project has been handed over to the Investment Board of Nepal for speedy development.

Source: <http://www.myrepublica.com/>, October 16, 2012



US Lab Test Finds Cancer-Causing Elements in Dust at Kodungaiyur

In April, members of the Community Environmental Monitoring, an environment NGO, said reports from a US-based laboratory showed the air quality in Kodungaiyur, Chennai was poor. On Saturday, armed with another report, also from a US-based laboratory, on the nature of dust particles in the air in the locality, they claimed the situation has gotten more dangerous.

Everyday, on an average, 3,000 tonnes of garbage is dumped in Kodungaiyur,

one of the two dumping yards of the Chennai Corporation. The dumped waste is untreated and gets mixed with hazardous bio-medical and non-biodegradable material.

Source: <http://articles.timesofindia.indiatimes.com> October 28, 2012



Sajha Yatayat to purchase Euro III Emission Standard Buses

An agreement has been signed between Sajha Yatayat and Siprodi Trading Ltd, the distributor of TATA Motors, for the purchase of 16 city buses. These buses will be of TATA Model LPO 1512/55 BSIII diesel, seating 54 seats and of EURO III emission standard. The letter of credit was opened on 8 October with the Nepal Investment Bank in favour of TATA Motors Ltd, Mumbai, India.

Six distributors of bus manufacturers from China, Hongkong SAR and India had competed for the order under international competitive bidding (ICB) called by Sajha Yatayat. The cost of the 16 buses and one pick-up totals about NRs 3.35 crores excluding customs and other taxes.

Kanak Mani Dixit, Chairman of Sajha Yatayat says, "We plan to use these 16 buses on two model routes in Kathmandu Valley under urban public transportation standards. We hope our effort will lead to increase in use of public transport by the city population."

Padam Lal Maharjan, executive officer of Sajha Yatayat says "TATA will make the bus bodies in India and the colour scheme of the buses will be in original green colour of Sajha Yatayat. Keeping in mind the pollution of Kathmandu valley, we have ordered less polluting buses of EURO III emission standard. The delivery will be within 120 days from the date of opening the letter of credit".

"TATA Motors is happy to renew its relationship with Sajha Yatayat, which began back in 1962. We hope to be a partner in the development of public transport in Nepal," says Vinay Nidige, representative of TATA Motors for Nepal and Bhutan.

Sajha Yatayat was established in 1962 as a cooperative, with the membership of the government and the general public. The company having gone through some institutional instability, a new board of directors was tasked in May 2011 with providing quality public transport to the public in Kathmandu Valley as well as to connect the districts.

Source: <http://www.sajhayatayat.com.np/>

China Firm to Build 30— MW Solar Project

Nepal Electricity Authority (NEA) today signed a Memorandum of Understanding with the Chinese solar energy firm Hunan Yueer Solar Energy Technology Co. Ltd. for installing a 30-Megawatt solar station in the country. It would be the largest ever solar energy project in Nepal.

The MoU stated that that a solar company would be established in Nepal and NEA will buy and sell electricity produced from the solar station. The site of the installation is yet to be decided.

NEA will be responsible for providing space for installing the solar panels whereas the total investment will come from the Chinese firm. "Actual cost of production and other details are yet to be finalized but for now we have agreed to produce 30 MW of electricity from solar power; this would be a major demonstration project for the country," said Sher Singh Bhat,

director at NEA's Department of Power Trade.

"It has also been agreed that the feasibility study is to be completed within four months. If found feasible, the installation could be done within two years and it will be connected directly to the national grid."

The Chinese company will hold 92 percent share of the solar company to be established within the next six months. NEA will have an 8 percent share. However, the company will be responsible for installing the system and will bear the cost of the installation in full.

The document says the installation work will be completed within two years from the date of the construction contract, which will be entered into after the feasibility study and the establishment of the company in Nepal.

A joint team will be formed immediately for the preparatory work and it will negotiate various technical issues as well as identify the installation site.

The company will sell the electricity to NEA for 35 years and then hand over the system to the government. "It is technically feasible to generate that amount of power but the electricity will be more expensive than hydropower," said Mukesh Ghimire, solar energy expert at the Alternative Energy Promotion Center under the Ministry of Environment, Science and Technology.

According to Ghimire, if all the electricity generated to date across the country by small solar panels at individual homes is added up, it would amount to about 13

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City of Joy

The Baburam Bhattarai-led government's current drive to expand roads has polarised Kathmandu society. There are those who believe that road expansion was long overdue and credit the current government for summoning the political will to bulldoze walls and houses. There are others who are more critical of the drive. They believe that the government has ridden roughshod over the sanctity of private property. There are still others who think that there has been an overemphasis on destruction and less on rebuilding roads. Demolition has caused a great increase in dust in the city, which will only be compounded by the dry months of winter. Already, respiratory illnesses are on the rise. For the time being, all of Kathmandu's citizens have been inconvenienced in one way or another as a result of the road expansion, so it is natural that they should feel resentment towards the government.

What is certain is that the current road expansion plan will irremediably change

the face of Kathmandu. There will be inconvenience for months, perhaps even for years, but there will come a time when the roads will be rebuilt and the current resentment towards the government will fade. Over time, it is likely that the current government will be remembered most for the road expansion drive, at least for the citizens of Kathmandu. For this is something that the city's inhabitants will have to negotiate every day of their lives. It may not be the most important policy decision of the government, but it is the one that is the most conspicuous. And the crucial test will be the nature in which it will change Kathmandu. Will it make the city more livable or less? Will the city that will emerge after all the roads are expanded and rebuilt be friendly to the masses or will it only benefit a few?

The answer is not yet clear. If the government decides simply to expand the black-top roads, while ignoring all other aspects of livability, this will be to the

benefit only of those who are wealthy enough not to rely on public services at all. Expanded roads will help them to get from one place to another fast in their private vehicles. As far as urban living goes, whether work or recreation, the wealthy always have their own houses and offices. But to make Kathmandu livable for those who are poor and make use of its public spaces, simply expanding the roads will not be enough. If Prime Minister Bhattarai wants to leave a lasting impression on the lives of the residents of Kathmandu, he should think beyond the road expansion—to building sidewalks, planting trees (he will be held accountable for cutting a few), and even making pioneering efforts to set up separate bicycle lanes wherever possible. For a leader who came into the office with so much expectation, he can still salvage some of his reputation—if only he starts thinking outside the box.

Source: <http://www.ekantipur.com>, October 18, 2012

Maintenance Matters! Campaign in Denver

Maintenance Matters—a campaign to promote the impact of vehicle maintenance on air quality—is giving away \$300 a week in vehicle maintenance and repair for three weeks beginning the week of October 15.

Motorists may enter to win at www.MaintenanceMatters.org, or on the Colorado Department of Public Health and Environment's Air Pollution Control Division Facebook page, <https://www.facebook.com/cdphe.apcd>.

In its sixth year, Maintenance Matters is a public education partnership-building initiative developed and funded by local

air quality agencies, repair businesses and Envirotest – Air Care Colorado to inform the public about the importance of vehicle maintenance and the impact it has on air quality and their wallet.

“Regular vehicle maintenance saves people money and helps keep the air clean. A poorly-maintained or malfunctioning vehicle uses up to 20 percent more gasoline and can release as much as 80 times the pollution of a well-maintained vehicle,” said Ken Lloyd, executive director of the Regional Air Quality Council, the state's air quality planning agency.

The Maintenance Matters partners were

spurred to develop an educational program amid rising fuel costs and the need to reduce harmful ground-level ozone pollution. Because vehicles account for more than 25 percent of all air pollution nationwide an education campaign aimed at vehicle maintenance and its benefits targets the right area; Maintenance Matters addresses air quality for all and savings for individuals.

Local repair facility owners and technicians have long known the benefits of regular maintenance, and the Denver metro area's emissions inspection and maintenance program encourages it.

However, keeping it at the forefront of people's minds has always been a challenge.

"Unless it's broken, people tend to ignore their vehicle maintenance lights and schedules," said Donny Seyfer, owner of Seyfer Automotive and past chairman of the Automotive Service Association of Colorado. "We want to change that to benefit the car owner and the community as a whole. We know that just basic maintenance goes a long way in savings at the gas pump and for air quality."

In addition to the opportunity to win

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China Firms...

MW. So, the installation of such a big project would be a milestone for solar energy development in the country.

A few weeks ago, NEA had signed a power

\$300 in maintenance and repairs, motorists can find a coupon good for \$25 toward any maintenance related service, including an oil change, at participating auto repair shops. The coupons underscore the relationship between properly maintained vehicles and clean air, and the ultimate cost-savings to drivers. Participating shops can be found on the web site www.MaintenanceMatters.org.

Source: <http://www.thedenverchannel.com>, October 15, 2012



purchase agreement (PPA) for the solar energy project at Sundarighat that generates 650 KW, a first such agreement for solar power. The PPA rate was Rs 5.1 per unit.

Experts say that Nepal has a potential of about 21,000 MW of electricity from solar power at present. "It depends on how we

install but there is a huge potential for solar energy and it could be harnessed if big projects are also launched and connected to the national grid," added Ghimire.

Source: <http://myrepublica.com/>, October 12, 2012

Good Reads:

1. [Cities for People](#) : Prashanta Khanal, The Kathmandu Post, October 19, 2012
2. [Public Transport in Manang a Boon to Locals](#) - Santosh Paudel, Republica, October 18, 2012
3. [49% Pedestrians Walk in The Capital](#) - The Hamrakura Website, October 2012
4. [Moving on](#) - Stephen Miskell, Republica, October 27, 2012
5. [Pedaling to Prosperity](#) - Sarala Gautam, Nepali Times, October 5, 2012

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 anjila@cen.org.np

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Building Partnership for Clean Air

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 Initiative for Asian Cities.

Clean Air News is a free email publication that features news, information and events related to clean air. Clean Air News is published by CANN to highlight the activities and initiatives for clean air by CANN and its member and partners.

For more information: www.cen.org.np/cann

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