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Valley Public Transport Routes to Get Much-Needed Makeover

KATHMANDU, JUL 25 - With Kathmandu's population ever growing and amid rapid and hazardous urbanisation, the government has made plans to restructure public transport routes in the Valley by replacing the old system with new routes and additional terminals.

According to a plan that is likely to be completed within the next fiscal year, a structured system will be set up by segregating the roads into three corridors—primary, secondary and tertiary. The primary corridors will be ones that have a 'high demand' with over 100,000 passengers using them in a day.

The secondary ones will be routes with 50,000-100,000 passengers and the tertiary corridors will be those that have a low volume of passengers where small vehicles with up to 25 seats ply. The primary corridors will have spaces for people to walk and cycle, while the secondary ones will operate on a 'mixed traffic' system.

The proposed network will have eight primary routes, covering 131 km, while there will be 16 routes in the secondary corridor, covering 174 km, and 40 routes covering 264 km in the tertiary corridor.

The primary corridors will be

facilitated by nine different route-end terminals in New Buspark, Narayan Gopal Chowk, Jorpati, Suryabinayak, Satdobato, Ekantakuna, Kalanki and Naikap to ease traffic flow and divert vehicles to adjacent directions without reaching the existing bus parks.

A new inter-city terminal will be developed at Koteshwor, while the routes will have inter-change stations and assigned bus stops in between these terminals.

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Vehicles Registration Up 34%

SUJAN DHUNGANA

KATHMANDU, July 17:Registration of vehicles increased by 34 percent in the first eleven months of fiscal year 2012/13 compared to the data of the same period in the last fiscal year, thanks to ongoing road expansion drive and sufficient liquidity in banks and financial institutions.

According to the Department of

were registered during the period, up from 153,974 units registered in the same period of 2011/12. Of them, 84.24 percent were two-wheelers and 4.58 percent light vehicles like car, van, jeep and tempo.

The registration of new vehicles increased by a whopping 127 percent to 31,894 units until mid-June of 2012/13, up from 14,007 recorded in the same period of

percent growth in registration of vehicles within over the first 11 months of 2012/13.

A total of 60,568 units of vehicles were registered at Bagmati Zonal Transport Office, up from 49,118 registered in the same period of 2011/12. Of the newly registered vehicles, 50,871 units were two-wheelers.

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Valley Public Transport....

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While the Asian Development Bank (ADB) will be extending financial support of \$30.4 million for the project, the physical resources will be managed by the government.

The planning and management aspects of public transportation will be handled by the Department of Transport Management (DoTM), while the services will be provided by private sector entrepreneurs.

“The project will be implemented in association with the government, stakeholders and entrepreneurs. Users will also be on our priority,” said David Ingham, the public transport specialist of Project Management and Capacity Building Consultants that is working on the project under the Kathmandu Sustainable Urban Transport Project (KSUTP). He was on Thursday speaking at a discussion programme with stakeholders. The project will also include other areas like improving traffic management, up-

grading the footpaths and monitoring air pollution. “This project will develop Kathmandu Valley as a metropolis, and give passengers an effective public transportation system,” Secretary at the Ministry of Physical Infrastructure and Transport Tulasi Prasad Sitaula said. “Plans are afoot to form a high-level commission to involve all stakeholders in making this project a success,” he said.

Source: www.ekantipur.com, July 26, 2013

Vehicle Registration.....

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During the period, registration of two-wheelers at Bagmati Zonal Transport Office increased by 22 percent. According to the latest DoTM report, registration of vehicles has gone up in all the zones except in Sagarmatha, Janakpur, Rapti and Seti. “The main reasons for the continuous rise in registration of new vehicles are roads expansion, population growth and

increasing purchasing capacity of Nepalis,” Devi Ram Bhandari, director of DoTM, said. Automobile entrepreneurs attributed the growth to easing liquidity situation in banks and financial institutions, rise in remittance flow and construction of new roads in different parts of the country. They, however, added that actual auto sale is lower than the registration figures. “It’s good to note that registration of

new vehicles is increasing. However, we are skeptic about sustainability of this growth,” Shekhar Golchha, president of Nepal Automobile Dealers’ Association (NADA), said. Commenting on excessive taxation of in automobile sector, Golchha said, “The automobile sector will witness sustainable growth, both in terms of registration and sales, once the government reduces tax rates.”

Source: www.myrepublica.com, July 17, 2013



Capital to Get Two New Cycle Lanes, Cyclists Wish for More

KATHMANDU, July 28: Bicycle riders of the Kathmandu Valley have a reason to cheer as the government is building cycle lanes on either side of two of the newly-widened road stretches. But the Valley is still a long way from becoming a cycle city.

In April 2012, Cycle City Network Nepal (CCNN), an organization of cyclists of the Kathmandu Valley, had submitted memorandum to concerned authorities like Department of Road (DoR), Kathmandu Valley Town Development Committee (KVTDC), Ministry of Physical Planning and Works (MoPPW) and Kathmandu Metropolitan City (KMC) for construction of cycle lanes along the newly constructed roads of the Valley.

They had also handed over a bicycle to then Prime Minister Baburam Ram Bhattarai in a gesture of protest against the government's reluctance toward constructing cycle lanes. Though Bhattarai had assured them of building cycle lanes, no initiatives were taken by his government.

"The present government has started to address our demand," says Sailendra Dangol, Vice-President of the CCNN. "It is a good start and will help promote cycling in the Kathmandu Valley."

According to the DoR, they will begin with constructing cycle lanes in two places of Kathmandu. First of the two lanes will be built between Tinkune and Maitighar. The 2600 meter stretch will have a 2.5 meter wide cycle lane on both sides.

Another one will be built along the 1300 meter road between Kalimati and Balkhu. In lack of space, the road section will have only 1.5 meter wide lanes on either side.

The government has yet to conduct a detailed study on the possibility of having cycle lanes all across the Kathmandu Valley.

"We are all set to construct two cycle lanes," says Shyam Kharel, head of the Kathmandu Valley Road Improvement Project. "We will think about constructing more cycle lanes after the two lanes are built."

According to Kharel, it is not possible to construct cycle lanes along all road sections because most roads of the Kathmandu Valley are not wide enough to accommodate cycle lanes.

"First we have to think about the spaces for pedestrians then only for cycle lanes," says Kharel.

While the DoR is all set to start the construction work, cyclists are not so much satisfied with the decision. According to the cyclists, in absence of connected cycle lanes across the Kathmandu Valley, the upcoming cycle lanes would appear as symbolic steps.

"We are happy that the government is finally building cycle lanes," says Dangol. "But just two cycle lanes will not make much difference for cyclists."

According to Dangol, cycle lane must be connected with each other so that cyclists would not have to face troubles while crossing roads.

"The government should construct cycle lanes in different places and make sure

that they are connected with each other," says Dangol. "Cycling in Kathmandu has become very difficult and risky, so more cycle lanes should be constructed in the capital."

Likewise, the Chinese government that is helping in the expansion of Kalanki-Koteshwar section of the ring road, under Kathmandu Ring Road Improvement Project (KRRIP), has agreed to construct a cycle lane along the 10.39 km road.

"All the skilled laborers and technicians would be brought in from China for the cycle lane construction," says Ashok Tiwari, project manager of KRRIP. "Even the equipments to be used in the construction will be brought from China."

According to the census-2011 report, 32.38 percent of people across the country own bicycles. And, in the Kathmandu Valley, 29.35 percent own bicycles. So, it will be good news for the cyclists of the Kathmandu Valley. But they are a bit dissatisfied with the government decision as they had hoped for more cycle lanes at different places like around Tundikhel, New Baneshwar, Old Baneshwar, among others.

Source: www.myrepublica.com, July 28, 2013

IBN to Assign Nepal Metro to Conduct Study for Metro Rail

KATHMANDU, JUL 25 -

Investment Board Nepal (IBN) is planning to order Nepal Metro to prepare a detailed project report (DPR) for the proposed Kathmandu Metro Railway Project. The board has been working on finalising the terms of reference (TOR) for the study.

Last year, the government had assigned the metro railway project to the IBN, and the Cabinet had decided to give the DPR job to Nepal Metro. The company has submitted a proposal to conduct a detailed study and build a mass rapid transit system in collaboration with international firms.

"We have sought comments over the draft TOR from the Ministry of Physical Infrastructure and Transport," said IBN CEO Radhesh Pant. He added that once the TOR was ready, the IBN would sign an agreement with Nepal Metro to do the DPR.

Meanwhile, the government is reluctant to assign the construction work to Nepal

Metro despite its desire for the contract. According to Pant, the IBN will call for transparent global bidding to select a contractor for the Kathmandu metro.

Since the project requires a huge investment, a global tender is a must to build it under the build-own-operate-transfer (BOOT) modality, according to Tulasi Prasad Sitaula, secretary at the Physical Infrastructure Ministry. "Nepal Metro too would be able to participate in the bidding," he added.

However, Nepal Metro CEO Deepak Timilsina said they wanted the contracts for both the DPR and the construction.

Last year, the government had hired consultants consisting of a consortium of Korean and Nepali firms to prepare a feasibility report for the project. The Korean companies in the consortium were Chung-suk Engineering Company, Korea Transport Institution, Kunhwa Consulting and Engineering Company and Korea Rail Network Authority while the Nepali compa-

nies were Research Management Consultant Environmental and Building Design Authority.

The study showed that five metro lines - four lines inside the Ring Road and one 27.35 km line running around it - would be feasible. A feasibility study for the metro railway prepared by the government had concluded that the railway system in the Capital would cost US\$ 3.88 billion (Rs 330 billion).

Timilsina said that the Maharajgunj-Satdobato and Kalanki-Airport lines among the five lines would be viable for the operation of an elevated metro service. "After signing the contract for the project, we will be able to come up with the DPR within eight to 12 months," he added.

Source: www.ekamtipur.com, July 25, 2013

Locals Halt Transport after Bus Kills Woman

KATHMANDU, July 16: The residents of Basundhara of Kathmandu disrupted vehicular movement on the ring road for almost two hours after a local woman was killed by a bus on Tuesday morning.

The Basundhara locals took to the street blocking all vehicles from passing through the Basundhara-Narayangopal Chowk section of the ring road, accusing that the accident was a result of reckless driving.

The bus (Ba 3 Kha 1113), which was on the way to New Bus Park from Narayan Gopal Chowk, hit a 45-year-old woman at Basundhara Chowk. The woman was run over by the bus when she was trying to cross the road.

According to the Metropolitan Police Circle (MPC), Maharajgunj, the woman died before she could be taken to a hospital. The MPC has identified the victim as Sudha Rajwal, who originally hailed from Mahadevsthan VDC of Doti district. She was currently living with her family in Shree Tole, Dhapasi.

According to the MPC, Sudha's dead body has been sent to Tribhuvan University Teaching Hospital (TUTH) for postmortem.

"After the postmortem, the body will be handed over to the victim's family," said DSP Chakra Bahadur Singh, spokesperson for Kathmandu Metropolitan Police Range, Hanumandhoka.

The MPC has arrested the driver and taken the bus in its control.

The police had to use force to remove the protesting locals from the road.

Source: www.myrepublica.com, July 16, 2013

Air Pollution 'Kills More than 2 Million People Every Year'

More than 2 million deaths occur globally each year as a direct result of air pollution from human activity, a team of international scientists has said.

But climate change has only made a small contribution to the lethal effects, according to the study published on Friday in the journal Environmental Research Letters.

It suggests that 2.1 million people die after inhaling fine sooty particles called PM2.5s generated by diesel engines, power plants and coal fires.

Another 470,000 are thought to be killed by high levels of ozone, created when vehicle exhaust gases react with oxygen.

Dr Jason West from the University of North Carolina said: "Our estimates make outdoor air pollution among the most important environmental risk factors for health.

"Many of these deaths are estimated to occur in east Asia and south Asia, where population is high and air pollution is severe."

Climate change since 1850 has only led to 1,500 extra deaths from ozone and 2,200 from PM2.5 particulates, according to the research.

The scientists used climate computer models to simulate concentrations of ozone and PM2.5s in the years 2000 and 1850. Epidemiological studies were then used to assess how the levels related to worldwide death rates.

Source: www.theguardian.com, July 12, 2013



Good Reads:

1. [Road safety: A major priority](#) –Ashish Dhakal, Republica, July 12, 2013
2. [Parking Woes in Kathmandu](#) –Asmita Manandhar, Republica, July 12, 2013
3. [\(No\) horn please!](#) -Tsering Dolker Gurung , nepalitimes, July 26, 2013
4. [Cycling for Charity](#) - Republica, July 18, 2013
5. [Air Pollution Costing Economy Rs 3.75L Crore a Year: World Bank](#) - Dipak Kumara Das, The Times Of India, July 18, 2013
6. [Vehicle Creating Sound Beyond Permitted Levels Fined](#) –Sangeet Sangroula, Republica, July 17, 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

www.cleanairinitiative.org

Building Partnership for Clean Air

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