

Clean Air News

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Vehicle-Free Day (Ktm Walks) Campaign in Kilaghal for the Second Time

After three months i.e. on 20th December 2014, Ktm Walks (Hindau Kathmandu) Campaign was organized at Kilagha, with the lead coordination of Star Club and local communities. The first vehicle free day was organized on 20th September 2014. The streets were exclusively provided for walking, cycling and other activities, and vehicles were restricted from 7 am to 7 pm. Different activities were carried out such as promotional rally, heritage walk, games, pottery paintings, documen-

tary show, food stalls etc. making the street vibrant and lively.

The campaign in Kilagha will be organized once a month.



Informative poster at the entrance of Kilagha to highlight the importance of walking and cycling



Community leaders , government officials and other guests sharing their thoughts in the open space



Safe and Comfortable Street for pedestrians

Dress Code for Public Transport Drivers, Helps

In order to make drivers and conductors act more responsibly towards passengers and commuters and minimize road accidents, the government has decided to make a dress code mandatory for them from mid-January.

The decision comes at a time when road accidents are proliferating across the country, mainly due to negligence on the part of drivers.

According to the Ministry of Physical Infrastructure and Transport (MoPIT), drivers and conductors of all public transport vehicles must be neat and clean of dress and they must compulsorily wear reflective fluorescent jackets with their identities clearly visible.

“We have decided to make the dress code mandatory as it makes the drivers and conductors look more professional. We also believe this will help minimize road accidents,” said Tulasi Prasad Sitaula, secretary at MoPIT.

Though the ministry is yet to decide the color of the fluorescent jacket, Secretary Sitaula indicated that it may be yellow.

“For drivers, they should be in formal wear--shirts and trousers,” he said, adding that the dress code will be mandatory for both long and short-route transport.

He also said the driver and conductor are supposed to wear their jackets throughout the journey.

MoPIT maintained that any driver or conductor caught violating the dress code will be fined. “But we are yet to finalize the fine amount. Unlike in the past, we are mulling a heavy fine for offenders,” he said.

A study carried out by the Asian Development Bank (ADB) in 2012 in collaboration with the government shows that road accidents in Nepal have steadily increased at an annual rate of 27 percent since 2008. This rate exceeds the annual increase in the number of registered vehicles. Over 8,500 road accidents on average are taking place in the country annually since 2008.

According to a status paper on road safety in Nepal released by the Depart-

ment of Roads at the end of 2013, driver negligence contributes to around 63 percent of all reported road accidents in Nepal.

Officials at MoPIT claim that the dress code will discourage drivers and conductors from drinking on the job as this could be easily noticed by passengers. Likewise, the provision is also expected to discourage the trend of allowing the conductor to take to the wheel in lieu of the driver for whatever reason.

However, transportation entrepreneurs said that the dress code may put the lives of drivers and conductors at risk during road accidents. “When there is an accident, enraged members of the public tend to assault the driver and conductor,” said Saroj Sitaula, general secretary of the Federation of Nepalese National Transport Entrepreneurs.

Source: www.mrepublica.com, December 29, 2014



345 Held for Occupying Women's Seats in Public Vehicles

Police took 345 men under control for two hours for occupying the seats reserved for women in public transport.

They were taken under control from 25 different places in Kathmandu valley including Bouddha, Thapathali, Airport and Kamalpokhari under the campaign launched from 9:00 am-11:00 am.

Superintendent of Police at the Metropolitan Traffic Police Division,

Ramshahpath, Basanta Panta said the men were released after providing traffic awareness.

Panta said that providing sufficient information to the men as they sometime used to sit on woman seats unknowingly and sometime knowingly and making them aware about such things in days ahead was the main objective of the campaign.

The men were given awareness classes at nearby police posts. He said they have expected that such campaign would help maintain road discipline and road safety. RSS

Source: www.myrepublica.com, December 19, 2014

Concrete Dividers Not to Make Their Way to City Roads

Concrete road dividers, which were removed from in August, are unlikely to make their way back to the roads of the capital city, as authorities are mulling over using plastic traffic cones.

The concrete road dividers were removed in August in view of Indian Prime Minister Narendra Modi's visit to Nepal. But they were not placed back as Kathmandu was gearing up to host the 18th SAARC Summit which was held on November 26-27. The Department of Roads together with the Metropolitan Traffic Police Division had removed as many as 2,600 concrete road dividers from the capital city to ensure smooth movement of the Indian prime minister in August and dignitaries during the SAARC Summit. Arjun Jung Thapa, Deputy Director, DoR, said dust particles gathered in between the heavy concrete road dividers were also adding to Kathmandu's pollution woes, hence the DoR has decided to get rid of them permanently.

The concrete road dividers, unlike plastic traffic cones, also occupy a lot of space — a least one metre of the road. Accident caused by these heavy road dividers is yet another reason DoR wants to get rid of them.

"On average, one to two accidents reported in the Valley were caused after drivers rammed their vehicles into such dividers," Thapa said, adding that DoR that's why will use plastic cone dividers with glow-in-the-dark sticker instead of concrete road dividers.

Since concrete road dividers lack retro-reflective paint on them, they are almost invisible in the night, as a result of risk of accidents is heightened.

The concrete road dividers were removed from major road sections of Gongabu, Kupandole, New Baneshwor, Gaushala, Chabahil, Tripureshwor, Putalisadak, Maharajgunj, Jamal, Singha Durbar, Ratopul, Purano Baneshwor

and Thapathali among others. These concrete road dividers have been kept on the premises of Baneshwor and Gaushala police offices.

A traffic police official said the Valley roads were divided with white strip paint as immediate replacement of the concrete road dividers. "We have also been enforcing lane discipline to make the motorists abide by rules for more effective traffic management and reduction in road accidents," he informed.

Source: www.thehimalayantimes.com, December 3, 2014

Even Inside Homes, Delhiites Not Safe From Air Pollution: Study

Even the high and mighty living in the posh areas of Delhi, including Lutyens' Zone, are not safe from the alarming levels of air pollution that plagues the national capital, advocacy group CSE said today as it called for stringent steps for making the air more breathable for Delhiites.

Releasing data on the daily dose of polluted air that people inhale in the national capital, particularly during winters, Sunita Narain, director general of Centre for Science and Environment (CSE), said, "As you do your morning walk in that so-called fresh air, you are actually breathing in air which is thick and heavy with particulate pollution.

"You are not safe from polluted air even within the confines of your homes or workplaces." Ms Narain said that the study by CSE proves that "President Pranab Mukherjee and the Prime Minister are breathing dirty air during winter season".

"Our data in Lutyens' Delhi shows very high levels of pollution," she added while calling for tough measures to control pollution.

Sharing the details of the study, Ms Narain said that a select group of prominent citizens of Delhi and patients suffering from asthma took part in the monitoring exercise which was carried out using state-of-the-art equipment. The portable, dust-track aerosol monitor measures both mass and size of the particulate matter.

24-hour real-time monitoring for each individual from the select group was carried out on assigned days in the period between November and December 9, 2014 as part of the study.

Their average exposure was compared with the background ambient levels monitored by the Delhi Pollution Control Committee at the nearest official monitoring station.

"The key lesson from this exercise is that exposure monitoring has to complement ambient monitoring to refine pollution control measures... as pollution levels, especially when linked with traffic, vary widely within the city," said Anumita Roychowdhury, executive director, research and advocacy, at CSE and the head of its air pollution control team.

Source: www.ndtv.com, December 11, 2014

Good Read

1. [पैदल यात्रुमैत्री सडकको खाँचो](#): Saurav Dhakal, ekantipur.com, December 2014
2. [Not Getting Across](#): ekantipur.com, December 15, 2014

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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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