



Making Transport in Asia Sustainable



Nepal

High-Level 16th Regional EST Forum in Asia

EST Country Presentation



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Goal 1c – Air pollution: By 2030, reduce air pollution and contamination caused by traffic, including PM2.5, other air pollutants and noise. (Based on SDG 3.9, 11.6).

We are actively aligning our transport policies with broader environmental goals to build a low-carbon economy and reduce air pollution, particularly PM2.5

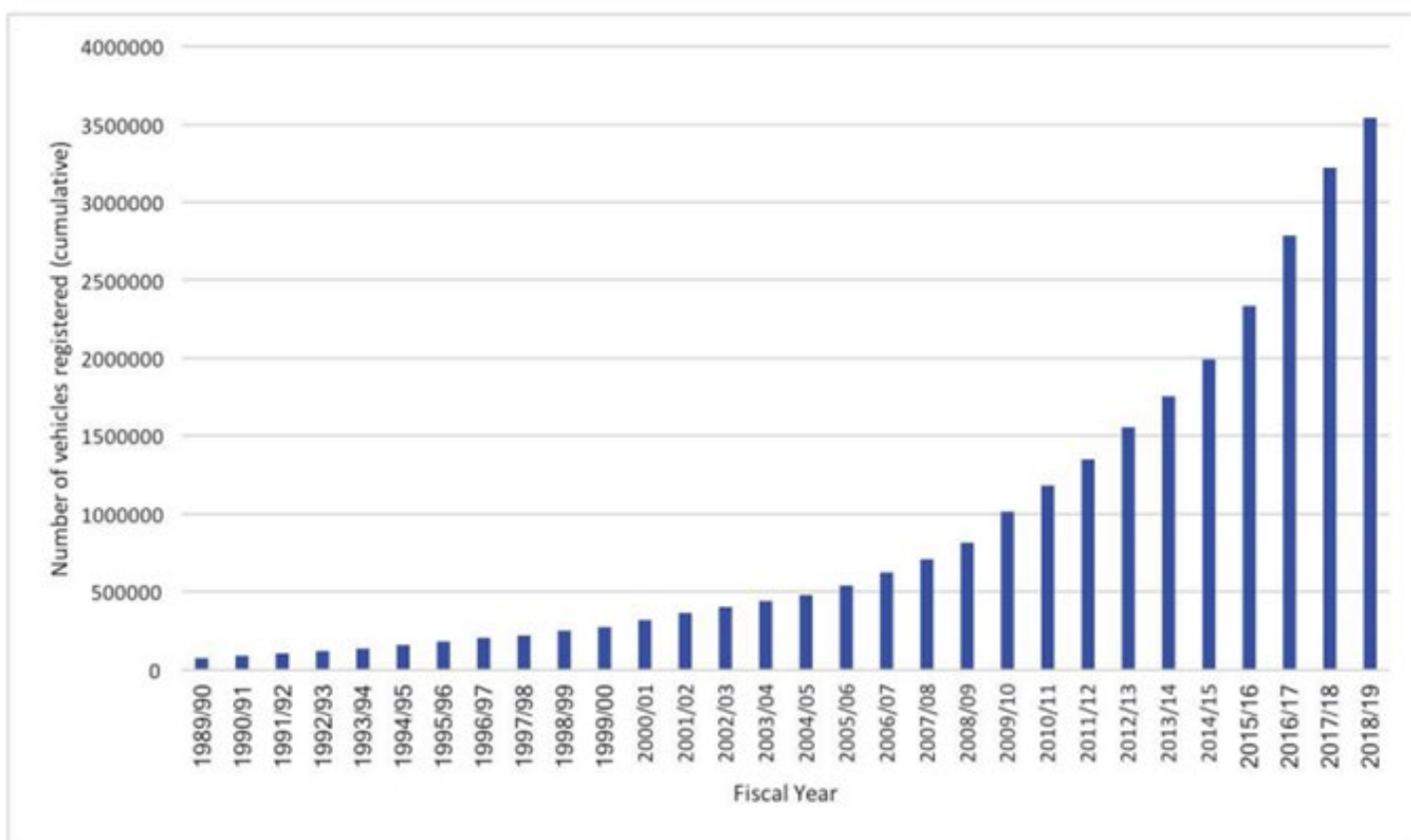
By 2025, 25% of private vehicle sales and 20% of public vehicle sales will be electric, with ambitious targets of 90% and 60%, respectively, by 2030.

Additionally, plans are in place to develop a 200 km electric rail network by 2030



Transport Sector in Nepal

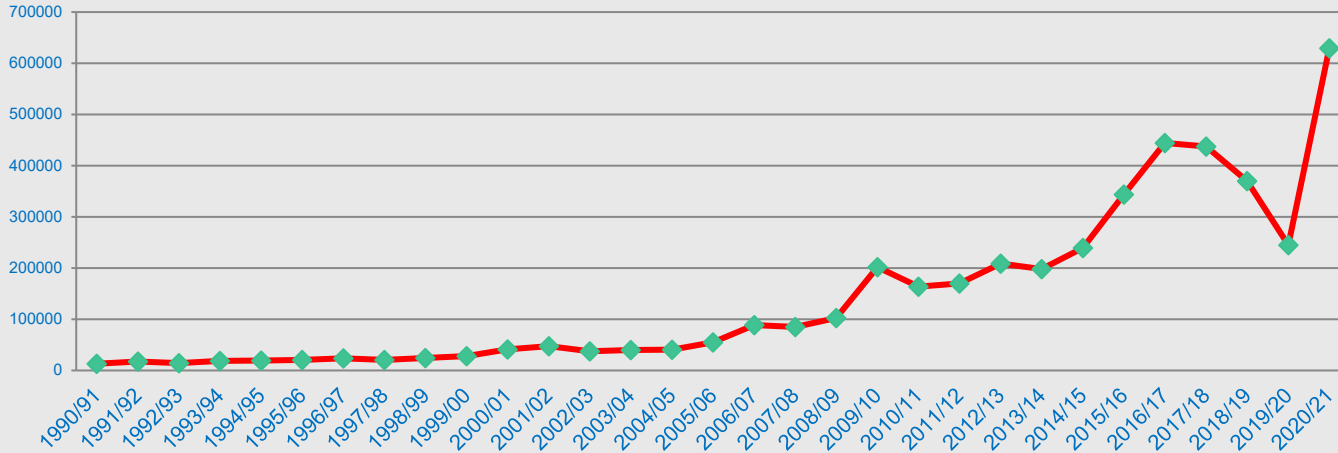
Dominated by Road Transport



Transport Sector in Nepal

Dominated by Road Transport

Trend of Vehicle Registration



Vehicle Types

80%
Motorcycles/
Scooters



20%
Others

Car/Van 6%
Heavy vehicles 2%
Tractor/Power Tiller 4%
Bus 1%
Minibus/Minitruck 1%
Tempo 2%
Electric rickshaws 1%
Pickup 2%
Microbus 0.2%
Others 0.8%

Total Number of vehicles 4.882 M (As of March 2022)



Nepal contribution to global carbon emissions:
less than 0.03% of the total global emissions

5.15 M MT

Of CO2 equivalent of GHG emitted
by transport sector of Nepal

5.2%
6.2%
8.6% of
Nepal's
total net
GHG
emission

30% of the
total GHG
emission
from the
energy sector

Source: MOFE 2021



Long history of electric mobility

Ropeway –100 years ago (1922)
42 km Kathmandu-Hetauda (Cargo)





1975-2001 /2003-2008

Trolley buses powered by overhead electric wires

Grant from China

Tripureshwor-Suryabinayak (13 km)

Safa Tempos



1995

Battery operated three wheelers
Started with first seven
700 safa tempos today

Past Initiatives

Aug 1999

Registration of 2 Stroke Engine Vehicles Banned

Registration and Transfer of Ownership of Diesel powered 3 Wheelers Banned

99% custom duty and 100% Value Added Tax waived on import of gasoline powered 10-14 seater microbus by displacing diesel 3 wheelers

Dec 1999

Introduction and Enforcement of Nepal Vehicle Mass Emission Standard 1999 (Equivalent to Euro I)

Except for tractors, power tiller, dozer, loader, dumper, crane, roller and excavator

Aug 2000

Restriction on import of used items including machineries and their parts, engine pumps & piston heads



Past Initiatives

Oct 2000

In-use Vehicle Emission Standard
(Green Sticker Standard)

Nov 2000

Ban on operation of all types of vehicles made prior to 1980 with effect from 16 Nov 2001

Ban on operation of 2 Stroke engine based vehicle and petrol or diesel fueled 3 wheelers inside Kathmandu valley with effect from 16 Nov 2001

Ban on operation of Diesel 3 Wheelers all over Nepal

Aug 2012

Nepal Vehicle Mass Emission Standard 2012 (Equivalent to Euro III)

Past Initiatives



Mar 20 16

Strategic Work Plan for
Development of Road, Rail and
Transport for Prosperous Nepal
(2016-21)

All public vehicles older than 20
years to be scrapped

20% out of all vehicles will be
converted into environment
friendly vehicle

Feb 20 18

Revision of In -Use Vehicle Emission
Standard

Provisions on Import of Vehicles

- Only an authorized dealer can import motor vehicles from the country of manufacture or from authorized dealer in another country
 - If a vehicle is not being imported directly from the manufacturer the importer should furnish a tripartite agreement between the manufacturer, exporting dealer and the importer.
 - Reconditioned or used vehicles or vehicles not complying to Nepal Vehicle Mass Emission Standard 2012 cannot be imported
- Exceptions:
- Foreign service employee working at Nepalese Diplomatic Mission abroad
 - A foreign diplomatic staff-member working in Nepal

National Transport Policy 2001

Solar powered and
electricity driven
transport means

Comfortable



Affordable

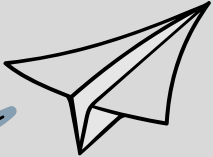


Reliable



Economic Instrument
To encourage non-
polluting vehicles

Safe



Social
Cultural
Economic
Tourism
Development



Environment Friendly Transport Policy, 2015



**Promotion of National Production
of environment friendly vehicles**



**Infrastructure development
for EFV**



**Conversion of ICE vehicles
to EFV**



**Reduction of GHG emission
And air pollution**

National Action Plan for Electric Mobility, 2018



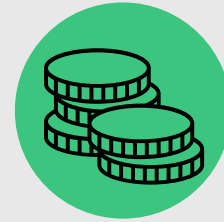
Establish

E-Mobility Unit



Develop and Implement

National Program



Build

Financing Mechanism

National Climate Change Policy, 2019



EE technologies in transport
sector



Promotion of electric
vehicles



Private sector mobilization
for reduction of emission in
the transport sector

National Road Safety Council

National Road Safety Action Plan 2021-2030

Multimodal transport and
land use planning


Safe road infrastructure

Safer Vehicles

Safe road users

Post crash response





Sales of electric vehicles in 2025 will be 25% of all private vehicles sales and 20% of all public vehicle sales

By 2030, increase sales of e-vehicles to cover 90% of all private vehicle sales and 60% of all public vehicle sales

By 2030, develop 200 km of the electric rail network to support public commuting and mass transportation of goods

EV Unit

Financing
Mechanism

Comprehensive
Programs



National Action Plan for the Transport Sector to Implement Nepal's NDC



Key Stats

NAMA Facility (Now MAF)
5 Years (2023-2028)
MOPIT, MOFE
Deployment of 3500 EMB's
Euro 17/6 Million

Sustainable Electric Transport for Nepal SET4NPL



Subsidy
Loan
Hire purchase scheme





Thank You!