

Ninth Regional  
Environmentally Sustainable Transport  
(EST) Forum in Asia  
**17 – 20 November, 2015**  
Kathmandu, Nepal



**Country Presentation:Nepal**



# Policy Initiatives for EST

- **Eco-Friendly Vehicle and Transport Policy 2014 approved and adopted**
  1. To promote the manufacture of electrical or renewable energy based vehicle in the country.
  2. To waive custom duty, only 10% for electric three wheeler and 200% (previously 250%) for buses being imposed.
  3. To increase electric vehicle by 20% of total vehicle by 2020.
  4. To encourage the private sector involvement in EV manufacture.



# Policy Initiatives for EST

- **National Urban Development Strategy, 2014**
  1. 80% of roads in existing municipalities and 50% in new municipalities to be paved.
  3. 80 K.M./hour travel speed in inter – urban connectivity
  4. Provision of cycle lanes along major intra-urban roads.
  5. Road density-7.5 k.m/Sq.k.m for existing municipalities and 5 k.m/sq. k.m in new municipalities by 2030.



# Policy Initiatives for EST

## ➤ **National Environmentally Sustainable Transport Strategy, 2015 (Draft)**

1. Enforce integrated fare system for public transport system based on distance. Cooperative transport has introduced SMART Card Ticket system recently.
2. Introduce barrier free (low floor) public transport vehicles.

## ➤ **Transport Master Plan of Kathmandu Valley 2014, (Under preparation)**

- To co-ordinate land use and Transportation.



# Initiatives to address cross cutting issues

## ➤ **Nepal Road Safety Strategy and Action Plan (2013-2020)**

1. Implement Road safety audit in all Strategic roads: based on this 75 K.M of crash barriers are under construction in black spots area in hill roads, specially in narrow roads and blind curves area.
2. Road safety council at present is being headed by Secretary , MOPIT. Road Safety Act is in process of aproval.
3. Amendment of Vehicle & Transport Management Act, Public Road Act and formulation of Road safety Act are in process.
4. Enforcement against drunk driving will strengthened.



# Initiatives to improve the existing performance (vehicle inspection and maintenance)

1. Cabinet has approved and implemented to scrap more than 20 yrs old public vehicle. It is now being written in all newly issued public vehicle blue book.
2. Vehicle fitness centre will be operated at Teku, Kathmandu within two months.
3. In Kathmandu valley six more Vehicle fitness centres are required in which private sector will be involved and will be regulated by DOTM.
4. Mass transport system is being encouraged in Kathmandu valley by prohibiting registration of new mini & micro buses.



# Initiatives to improve the existing performance ( Intelligent transport system)

1. High Security Embossed number plate: Tender notice has been published. Implemented within June, 2016. No danger of theft and manipulation.
2. Smart card driving license like ATM card will be implemented from Jan 2016 in Kathmandu valley. It cannot be destroyed and manipulated.
3. Smart card blue book will be implemented by the end of 2016.



# Challenges

1. Strong syndicate system of Public transport operators, influencing implementation of high occupancy vehicles, e.g KSUTP.
2. Acute shortage of energy for transport system.
3. Lack of co-ordination among implementing agencies.
4. Land acquisition.
5. Mountainous and hilly terrain.





# Ongoing/Future Actions

1. Dry port under construction at Larcha, Nepal – China Border. It will be operated by the end of 2016.
2. Integrated check posts under construction at Birganj, Biratnagar, Bhairahawa and Nepalgunj (Nepal –India Border).
3. ICD design is in preliminary stage at Rasuwgadhi (Nepal – China Border).
4. Kathmandu –Nijgargh Fast – Track.
5. Widening of East – West highway to 4 – Lane
6. 30 K.M Railway line is under construction.
7. KSUTP under implementation.

# KSUTP Project Components



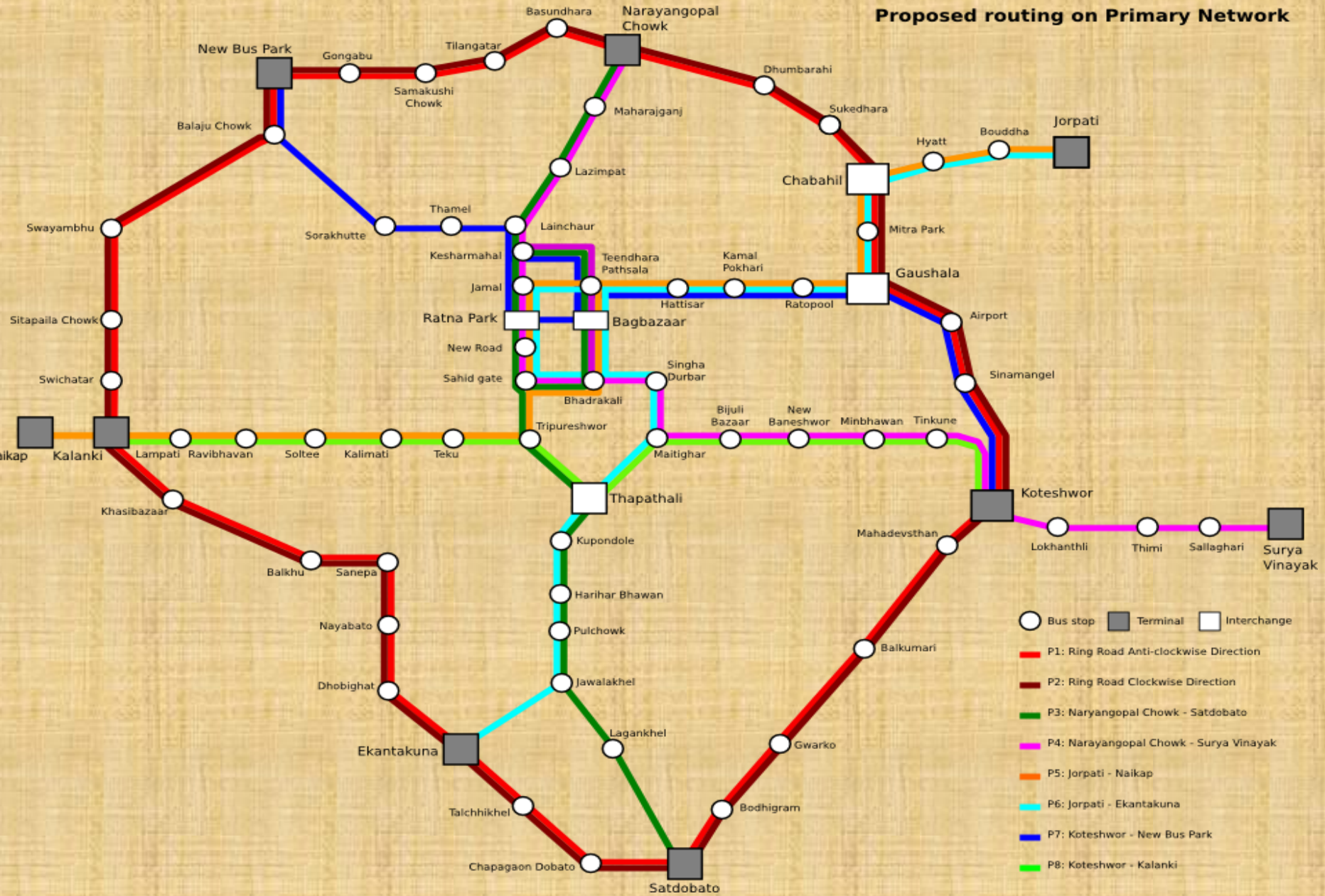


## Component 1: Public Transport

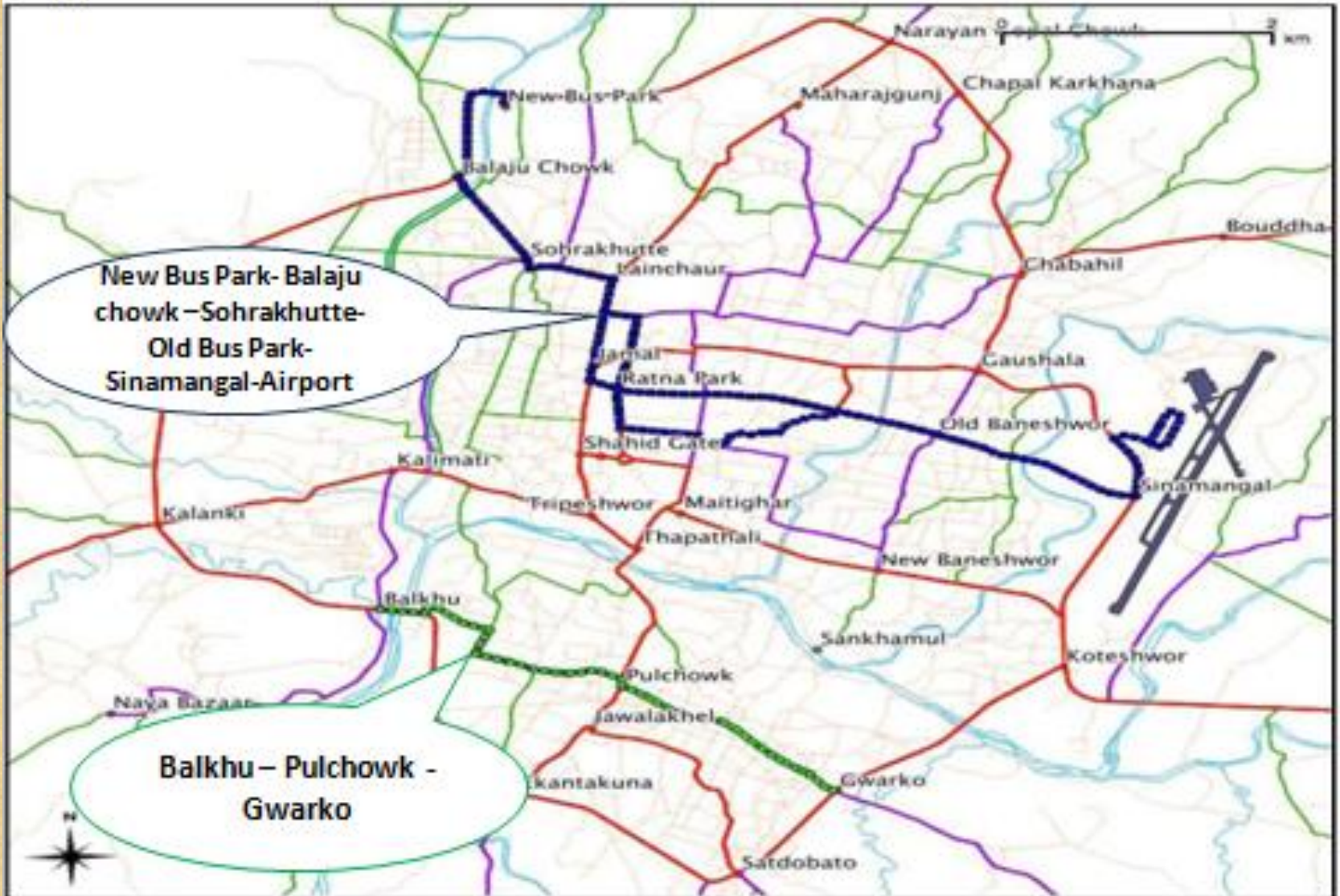
1. Public Transport Restructuring
  1. 8 Primary Routes
  2. 16 Secondary Routes
  3. 42 Tertiary Routes
2. DOTM Institutional Restructuring
3. Mass Transit Study and Prioritisation

# PRIMARY PUBLIC TRANSPORT ROUTES

Proposed routing on Primary Network



# Approved Pilot Routes :





# Steel crash Barrier





# Gabion Crash Barrier



**Thank You !**