Envisioning Sustainable Transport in the Kathmandu Valley by 2030

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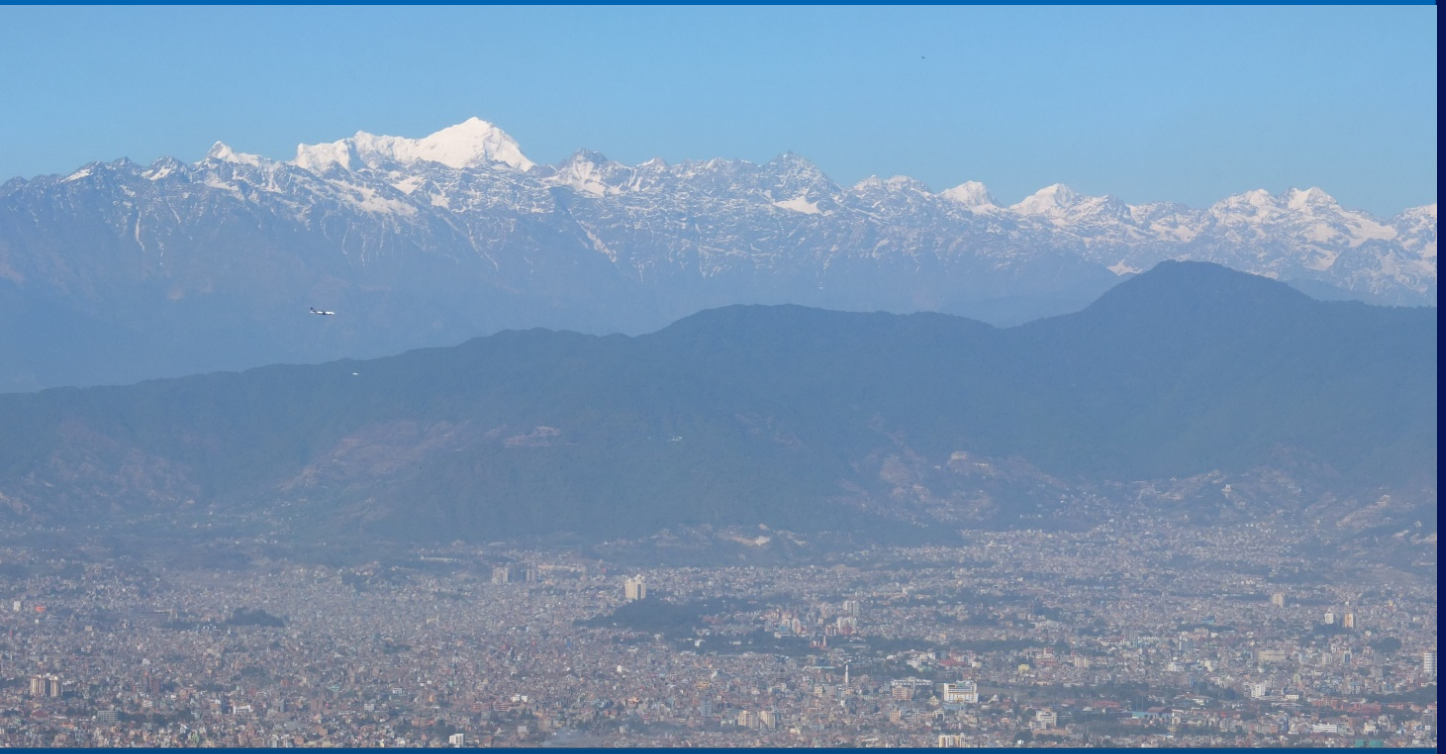

9th EST Forum Evening Panel, Hyatt Regency, Kathmandu
17 November 2015

Chaired by Arnico K. Panday
Senior Atmospheric Scientist
Programme Coordinator, Atmosphere Initiative
International Centre for Integrated Mountain Development (ICIMOD)
Kathmandu, Nepal

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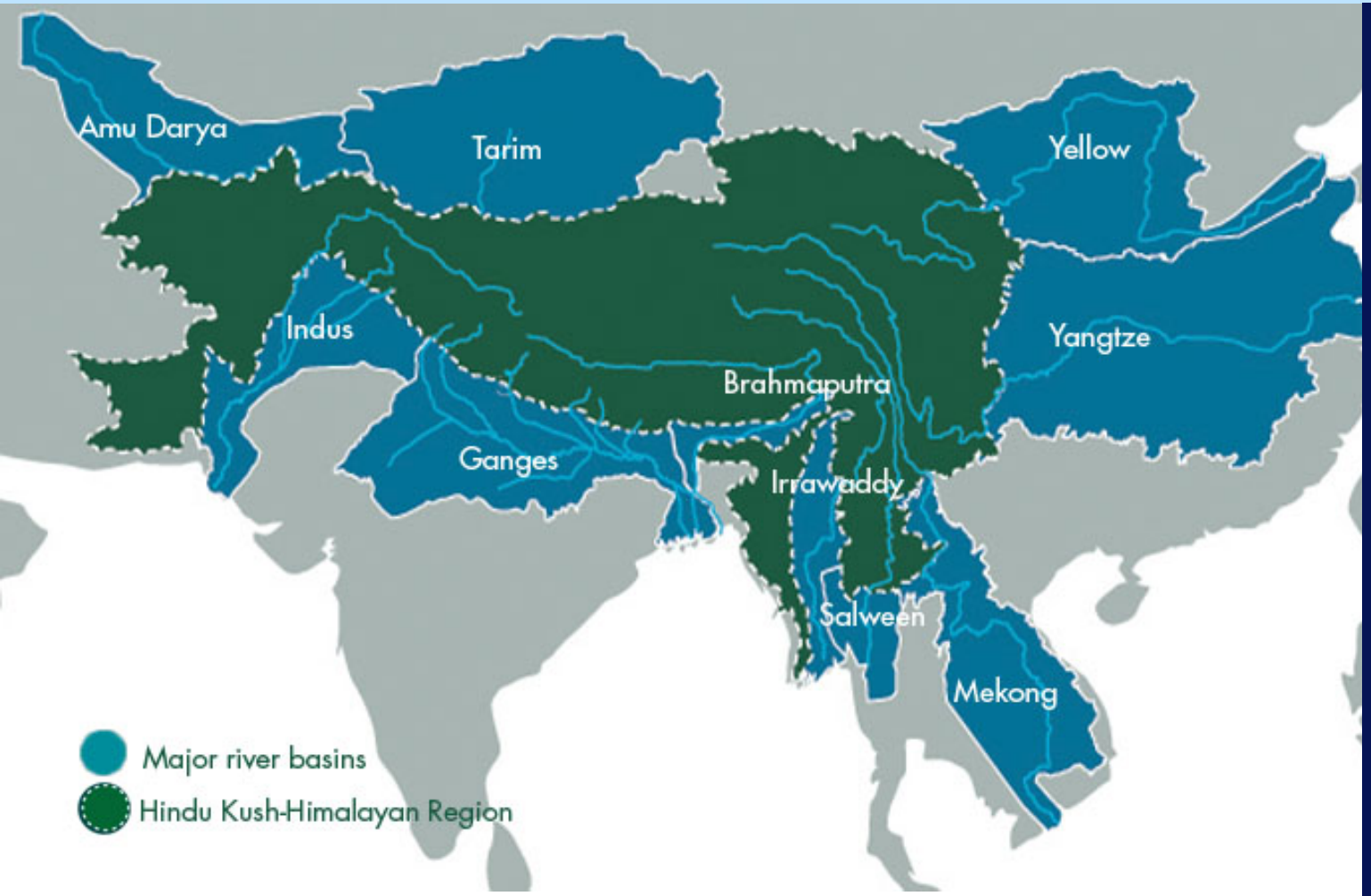
International Centre for Integrated Mountain Development

Mission:

To enable sustainable and resilient mountain development for improved and equitable livelihoods through knowledge and regional cooperation

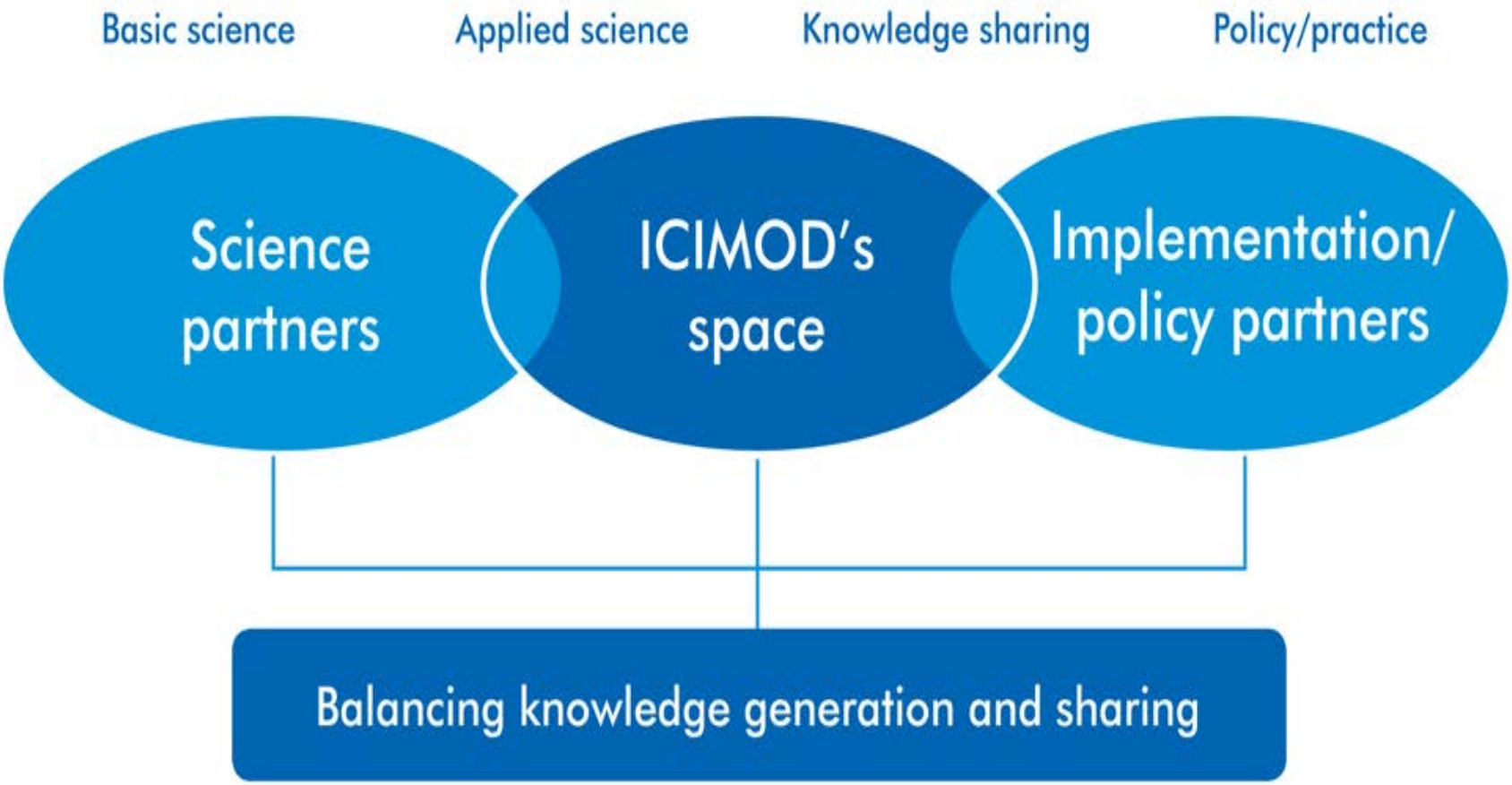


Inter-governmental organization

8 member countries:

Afghanistan
Bangladesh
Bhutan
China
India
Myanmar
Nepal
Pakistan

ICIMOD'S role:
Linking Science-Policy-Practice



ICIMOD's Atmosphere Initiative: Works towards effective measures and policies to reduce air pollution and its impacts through improved knowledge and enhanced capacity

What does sustainable transport for the Kathmandu Valley mean?

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What path should Kathmandu be on by 2030?

The valley's climate allows year-round bicycling and walking…

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- But what is needed to make non-motorized transport safe?
- What is needed to reduce the exposure to air pollution for pedestrians and bicyclists?

How far should road widening go?

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- Big enough to fit a fire engine?
- Or continue wider and higher (like Bangkok built in the 1980s and 1990s?

What kind of public transport should Kathmandu have?

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- Continuation of the current small & micro buses?
- Switch to large buses? Electric buses?
- Bus-rapid-transit systems on dedicated lanes?

Does a metro rail system make sense for Kathmandu as the Prime Minter mentioned in his speech on Sunday?

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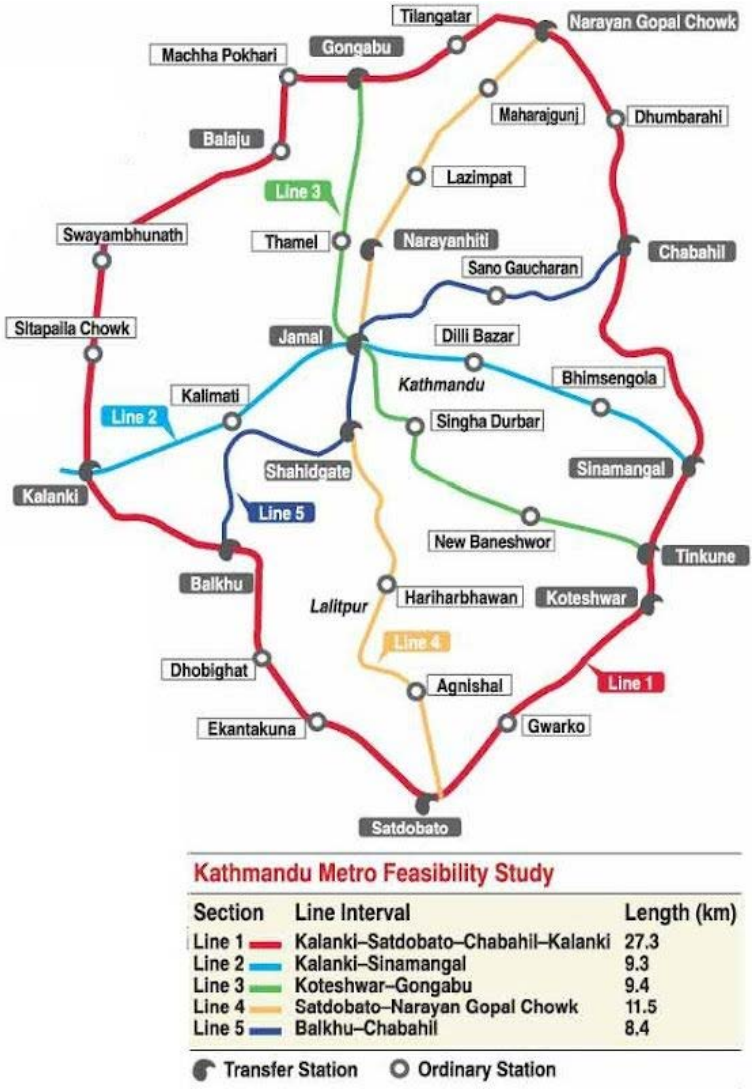
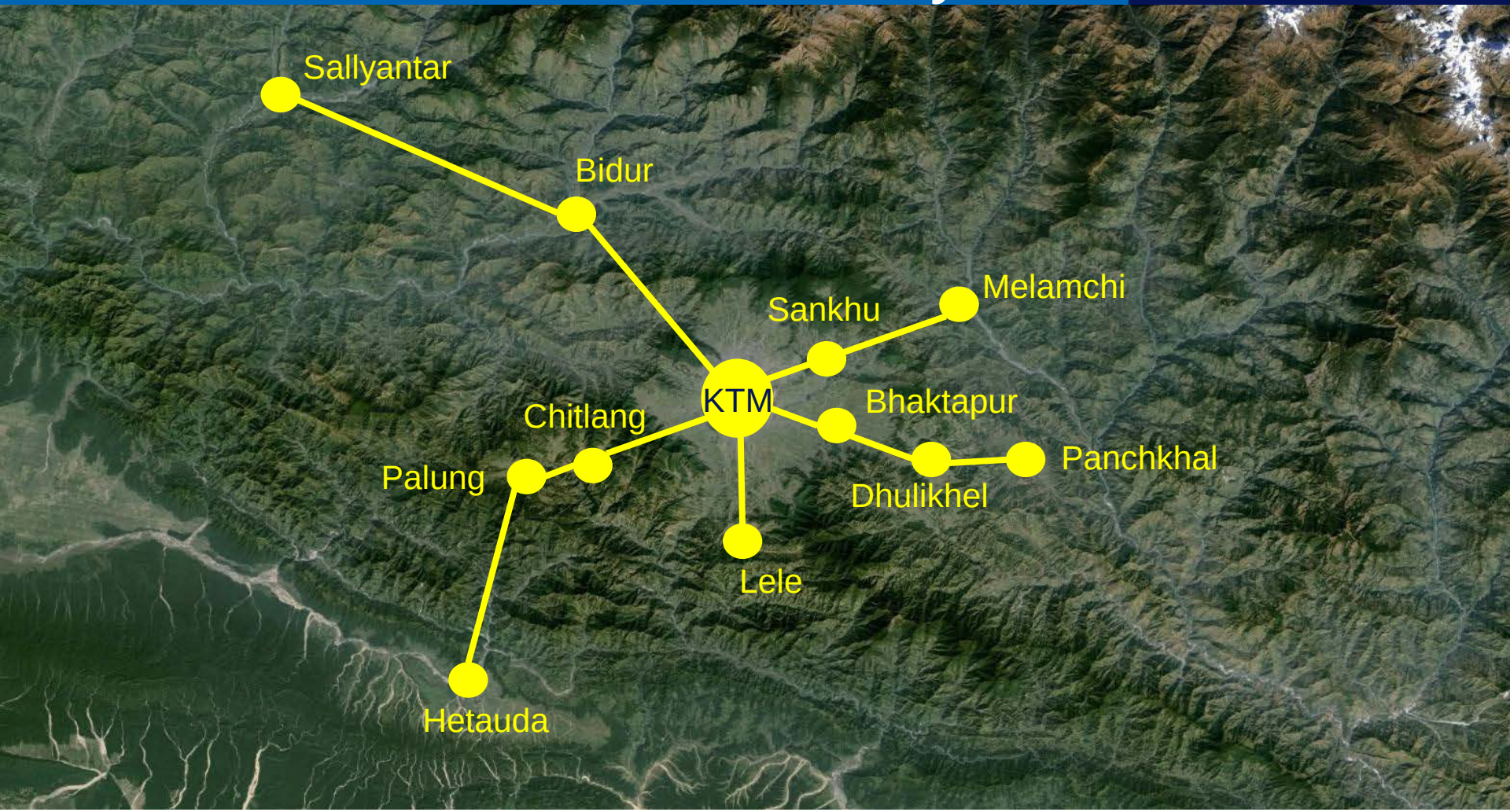
If so, should it just be confined within the Ringroad as shown in the initial feasibility study?



Or should it extend to [future] satellite cities outside the valley?



- This could take some of the pressure off the valley's resources.
- But what are the energy needs and capital costs?

Other points to think about

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What kind of land-use patterns do we want?

Low-rise sprawl? Or clusters of towers in the green, connected to public transport (such as Singapore)?

What principles are needed to ensure that the valley's transport system is equitable? That investments benefit not just the richest…

How much does domestic hydropower production need to increase to meet demands of sustainable transport in Kathmandu?

What options do we have for managing air pollution?

What are the lessons of the current blockade?

How much borrowing is okay to build long term infrastructure?

Today's panelists

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- Prashanta Khanal, Clean Energy Nepal
  Non-motorized transport
- Bhushan Tuladhar, UN Habitat
  Public transport
- Sumana Shrestha, Carpool Kathmandu
  Using accessible technology to improve efficiency
- Marie Thynell, Gothenburg University
  Social equity and implementing access to resources
- Alexis Lau, Hong Kong University
  Transport and air pollution
- Swarnim Waglé, former Member, National Planning Commission
  Envisioning a prosperous sustainable NEPAL by 2030

Open discussion

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We would like to:

1. Hear from experts in the audience.
2. Hear about relevant experiences from cities around the world.
3. Hear thoughts and feedback from government officials, policymakers and Kathmandu Valley residents.

THANK YOU!

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