

Country Reporting Guidelines on the Aichi 2030 Declaration (2021-2030)

Bhutan

A. General Policy Overview

Transport sector development in Bhutan was guided by the Transport Vision 2040 with the objective to provide the entire population with a safe, reliable, affordable, convenient, cost-effective, and environment-friendly transport system in support of strategies for socioeconomic development.

The Transport Integrated Strategic Vision 2040 incorporates all existing transport related plans, policies, initiatives, and actions to create a long-term comprehensive strategy for the country. The Vision document recognizes that an integrated strategic vision can only be realized if it leads to a sustainable transport system. This requires an approach that involves moving people, goods, and information in ways that reduce the impact on the environment, develop the economy, and strengthen society. It should include using more energy-efficient transport modes, improving transport choices, using cleaner fuels and technologies, applying information technology, and adopting progressive urban and regional planning approaches to reduce or replace physical travel.

Bhutan is also in the process of drafting the National Surface Transport Policy with the objectives to i) Promote sustainable and inclusive surface transport services, which is safe, reliable, accessible, affordable and efficient to facilitate mobility of people, goods and services, ii) Promote the development of clean (low carbon) and energy-efficient modes of passenger and freight transport, thus contributing to the goal of remaining carbon neutral, iii) Promote and improve international/regional connectivity, iv) Streamline institutional responsibilities, develop institutional capacities and strengthen the legal and governance framework to ensure better coordination among the various stakeholders in the surface transport sector.

Further, drafting of the National Civil Aviation Policy is progress to i) Promote and enhance an efficient civil aviation ecosystem that ensures safety and security in accordance with international standards, ii) Promote efficient, cost-effective, and orderly growth of air transport and connectivity within and outside of Bhutan to contribute to socioeconomic development, iii) Continue holistic development of aviation regulations in line with the international standards, and their enforcement on the aviation industry through regular safety oversight activities.

List of transport related policy documents, including their alignment with the Goals of the Aichi 2030 Declaration.

Name of adopted policies	Year adopted	URL where policy document can be found	Goal 1a: Environmentally Sustainability	Goal 2: Road Safety	Goal 6: National Access and Connectivity
Bhutan Transport 2040 - Integrated Strategic Vision	2013	https://www.moit.gov.bt/wp-content/uploads/2023/10/bhutan-transport-2040.pdf	<p>Envisions introduction of incentive measures, including tax waivers for new environment-friendly and fuel-efficient buses and taxis -</p> <p>Passenger Transport</p> <p>Road Transport Regulation Strategy includes establishing a safe and environment friendly vehicle fleet.</p>	<p>Specific objectives for Road safety includes</p> <p>i) Reduction of the number of road deaths to under 5 per 10,000 vehicles by 2020,</p> <p>ii) Reduction in the rate of serious injuries by 50%,</p> <p>iii) Establishment of of a road safety culture with zero tolerance of unsafe driving behavior</p>	<p>There are strategies on i) Road Network, ii) Regional Connectivity, iii) Passenger Transport, and iv) Aviation Sector which will contribute towards Goal 6:National Access and Connectivity.</p> <p>The Road Network Development Strategy covers National Highways, Connectivity between districts, Rural road network</p> <p>Regional Connectivity: facilitate trade and vehicle movement between Bhutan and other countries in the region through measures to improve transit and customs procedures, together with parallel strategies to improve international road, rail, and air transport links.</p>

					<p>The strategy aims to reduce transport costs and travel times between Bhutan and other countries in the region through improved infrastructure, easier transit and customs procedures, and implementable transport and transit agreements.</p> <p>Passenger Transport Strategy: Strategies include Inter-District bus services, Inter-District Taxi services, Local Services within district, Terminal facilities.</p> <p>Civil Aviation Strategy: aviation sector strategy comprises of i) expansion of international links with other Asian hubs and regional centers; ii) provision of air carrier services and airport facilities sufficient for growth targets; iii) availability of domestic scheduled services linking main population centers; iv) construction of airstrips in remote areas for short take-off and landing and helicopter services; v) provision of helicopter services for search and rescue, emergencies, and charter services; vi) private sector participation in services and facilities; and vii) effective regulation and compliance with international safety and environmental standards.</p>
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<p>Low Emission Development Strategy (LEDS) for Surface Transport</p>	<p>2021</p>	<p>https://www.moit.gov.bt/wp-content/uploads/2023/10/LEDS_Surface-Transport.pdf</p>	<p>Proposed interventions under the LEDS Transport includes:</p> <p>Short-term</p> <p>i) Promoting less polluting transport alternatives for all passenger vehicles,</p> <p>ii) Reducing vehicle emissions by adopting stricter emissions standards (Bharat/Euro) and synchronizing it with fuel economy improvement measures.</p> <p>iii) Gradual phase out of ICE vehicles and Annual capping system for vehicle import/sales</p> <p>iv) Promoting less polluting transport alternatives for all freight transport such as electric trucks</p>		
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			<p>Long Term:</p> <ul style="list-style-type: none">i) Mass transit options (Light Rail Transit, and Passenger and Freight Train);ii) Enhanced public transport (Non-BRT and BRT systems);iii) Electric Passenger Vehicles;iv) Promoting Non-Motorised Transport by improving pedestrian walkways, and development of cycling lanes;		
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Transportation-related policy initiatives that are under development

Topic for which policy is being developed	Year the policy is expected to be adopted or approved	Goal 1a: Environmentally Sustainability	Goal 2: Road Safety	Goal 6: National Access and Connectivity
National Surface Transport Policy	2024	<p>One of the objectives is to reduce emission from the surface transport sector. Statements includes</p> <ul style="list-style-type: none"> i) update standards related to vehicle emission for both newly imported as well as in-use vehicles, ii) develop emission standards for other modes of surface transport, iii) promote sustainable transport through research, learning experiences, policy and use of clean and eco-friendly technologies, and iv) replacement of government pool vehicles with clean and eco-friendly vehicles. 	<p>The policy objective related to the goal is to improve Surface Transport Safety. Policy statements that contributes towards this goal includes:</p> <ul style="list-style-type: none"> i) improve and ensure convenience and safety of surface transport including non-motorized transport, ii) strengthen mechanisms to ensure compliance to the Safety and Traffic Regulations iii) Institution of Road Safety Auditing system, 	<p>The policy objective related to the Goal 6 includes</p> <ul style="list-style-type: none"> i) Ensuring safe, reliable, accessible and affordable public surface transport service, ii) Enhance surface transport infrastructure and facilities, iii) Ensuring efficient logistics and freight transportation system, iv) Improve urban transport management, v) Promotion of alternate mode of surface transport

Topic for which policy is being developed	Year the policy is expected to be adopted or approved	Goal 1a: Environmentally Sustainability	Goal 2: Road Safety	Goal 6: National Access and Connectivity
			iv) setting standards for vehicle roadworthiness testing system and infrastructure	
National Civil Aviation Policy	2024	<p>Policy objectives related to the Goal include Addressing environmental sustainability. The statements in the policy includes,</p> <ul style="list-style-type: none"> i) airline operators shall promote green aviation, ii) Use low emissions vehicles and electric vehicles. All equipment operating within the airport premises shall follow latest emission norms, and iii) proper disposal of retired aircraft and aircraft wreckage in case of accidents. 		Policy objectives relating to the goal includes Enhancing international, regional, and domestic connectivity

B. 2023 Review of Policy Targets linked to Goal 1a – Low-Carbon (climate change mitigation), Goal 2 – Road safety, Goal 6 – National access and connectivity

Goal 1a – Low-Carbon (climate change mitigation)

1. Climate Neutrality Target

(see ATO indicator POL-TAR-008 column C)

Does your country have an economy-wide Climate Neutrality target?

o Yes o No *(please check)*

If yes, please provide details:

Climate Neutrality Target		Remarks
Description target :	To remain carbon neutral at all times	
for which year	With cumulative emission reduction of 3785.72 Gg of CO ₂ e- by 2025	With cumulative emission reduction of 48652.84 Gg of CO ₂ e- by 2050
Source document Title	Bhutan’s Long-Term Low Greenhouse Gas Emission & Climate Resilient Development Strategy (LTS)	
Source Document URL	https://www.moenr.gov.bt/wp-content/uploads/2023/09/LTS-Report_final-print_copy.pdf	
If No, is it under discussion and for what year		

2. *Economy Wide Emissions Reduction Target*
 (see ATO indicator POL-TAR-008 column D)

Does your country have an economy-wide Emission Reduction target ?

Yes No *(please check)*

What are the economy-wide emission reduction targets? This can be in absolute terms, or in relative terms e.g. compared to Business as Usual, or per GDP Unit.

Economy Wide CO2 Emissions Reduction Target (Energy &IPPU)		Remarks
Description target :	To enhance energy security through promotion of alternative renewable energy apart from clean hydro-energy.	

Economy Wide CO2 Emissions Reduction Target (Energy &IPPU)		Remarks
for which year:	With cumulative emission reduction for energy and IPPU with 21856.78 Gg of CO ₂ e- and 19209.28 Gg of CO ₂ e- respectively by 2050	For the Industrial Processes and Product Use (IPPU), implementation of energy efficiency industries contributes to emission reduction.
If Yes, source document:	Bhutan's Long-Term Low Greenhouse Gas Emission & Climate Resilient Development Strategy (LTS)	
Source Document URL:	https://www.moenr.gov.bt/wp-content/uploads/2023/09/LTS-Report_final-print_copy.pdf	
If No, is it under discussion and for what year:		

Please indicate whether this is a conditional, or unconditional target.

3. *Transport-specific Emissions Reduction Target*

(see ATO indicator POL-TAR-008 column E)

Does your country have specific transport CO2 emission reduction targets?

Yes No (please check)

If yes, please provide details:

Transport specific CO2 Emissions Reduction Target(s)	Target 1	Target 2	Target 3
Description target(s)	Reduction of 25% CO2 Emission		
If Yes, for which year	2035 (Base Year		
If Yes, source document	Draft EV Road Map		
Source Document URL	(Yet to be approved and published)		

For transport-related emission reduction targets please indicate whether it concerns the entire transport sector or whether it concerns a sub-sector of the transport sector.

Please indicate what the base year is for any target.

If not, are Transport-specific Emissions Reduction Target(s) being planned and if so please provide some details.

4. *Vehicle specific CO2 Target(s)*

(see ATO indicator POL-TAR-008 column F, for electric vehicle targets, see below, 7.)

Does your country have specific targets to reduce CO2 emissions from vehicles?

Yes No (please check)

What are the specific targets to reduce emissions from Vehicles ?

Vehicle related CO2 Target(s)	Target 1	Target 2	Target 3
Description target(s)	EURO VI for all types of vehicles being imported		
If Yes, for which year	Starting January 2021		
Source document Title	Memo no. RSTA (HQ/RS-01/2021-2022/406 dated 31 December 2021.		
Source document URL			

For vehicle-related emission reduction targets please indicate whether it concerns the entire vehicle fleet or whether it concerns a specific type of vehicle/s.

Please indicate what the base year is for any target.

If not, are Vehicle-related Target(s) being planned, and if so please provide some details. Please also provide details if additional targets are being planned that have not been adopted yet.

5. Fuel related CO2 Target(s)

(see ATO indicator POL-TAR-008 column G)

Does your country have specific targets to reduce CO2 emissions from Fuels?

Yes No (please check)

If yes, what are the specific targets to reduce emissions from Fuels?

Fuel related CO2 Target(s)	Target 1	Target 2	Target 3
Description target(s)	As given in No.3 above		
If Yes, for which year			
If Yes, source document			

Please indicate for which fuel types the CO2 target applies.

Please indicate what the base year is for any target.

If not, are Fuel related Target(s) being planned, and if so please provide some details. Please also provide details if additional targets are being planned that have not been adopted yet.

6. *Modal share Target(s)*

(see ATO indicator POL-TAR-010)

Does your country have specific targets to change modal shares of different types of transport?

Yes No ✓ *(please check)*

What are the specific targets to change modal share with the objective to reduce CO2 emissions?

Modal share Target(s)	Target 1	Target 2	Target 3
Description target(s)			
If Yes, for which year			
If Yes, source document			
URL source document			

In describing the modal share targets please describe which subsectors e.g. road, rail, walking, cycling, or public transport are targeted.

If not, are Modal share-related Target(s) being planned, and if so please provide some details. Please also provide details if additional targets are being planned that have not been adopted yet.

7. *E-mobility related Target(s)*

(see ATO indicator POL-TAR-009)

Does your country have specific targets on e-mobility?

Yes No (please check)

What are the specific targets to improve e-mobility?

Existing E-mobility related Target(s)	Target 1	Target 2	Target 3
Description target(s)	50% of vehicle sold in Bhutan to be EV	70% of vehicle sold in Bhutan to be EV	
If Yes, for which year	By 2030	By 2035	
If Yes, source document	EV Road Map (Draft)	EV Road Map (draft)	
URL Source document	Still in draft. Not yet published		

Please indicate for what type of vehicles the E-mobility targets apply.

Please indicate what the base year is for any target.

Goal 2 – Road safety,

1. *Targets to reduce number of road safety fatalities and/or serious injuries*

(see ATO indicator POL-TAR-006)

Does your country have specific targets to improve road safety?

Yes No (please check)

Road Safety Improvement Target(s)	Target 1	Target 2	Target 3
Description target(s)	Reduction of road fatalities & injuries by 50%		
If Yes, for which year	By 2030 (Base Year- 2021)		
If Yes, source document	In line with Global Decade of Action for Road Safety		
URL Source Document	https://www.who.int/teams/social-determinants-of-health/safety-and-mobility/decade-of-action-for-road-safety-2021-2030#:~:text=Decade%20of%20Action%20for%20Road%20Safety%202021-2030&text=In%20September%202020%2C%20the%20UN,deaths%20and%20injuries%20by%202030		

Please indicate what the base year is for any target.

Participating countries in the EST Forum are requested to provide an overview of current and planned policies and projects in support of Goals 1a, 2 and 6 of the Aichi 2030 Declaration.

2. Policy instruments in support of improved road safety

The ATO National Policies Database contains information taken from WHO reporting 2017 (see POL-INT 001 - POL-INT 008). If possible, please provide more detailed and more recent information.

Road Safety-related policy instruments	Yes / No ?	Details	Timing	Source Document
Seat belt law <i>See POL-INT-001</i>	No			
Helmet law <i>See POL-INT-002</i>	Yes	A person riding two-wheeler or a pillion rider shall wear on head a securely fitted protective helmet as per the standards set by the authority.		Road Safety & Transport Regulations 2021
Helmet law passenger <i>See POL-INT-003</i>	Yes	A person riding two-wheeler or a pillion rider shall wear on head a securely fitted protective helmet as per the standards set by the authority.		Road Safety & Transport Regulations 2021
Speed limit <i>See POL-INT-004</i>	Yes	1) 50 km/h in case of light vehicles and two wheelers; 2) 35 km/h in case of medium and heavy vehicles; or 3) As may be set by the Authority from time to time		Road Safety & Transport Regulations 2021
Maximum speed urban road <i>See POL-INT-005</i>	Yes	A person shall drive a vehicle at a speed of 30 KM/hour in the built-up area where there is no speed limit sign applying to all or part of a road.		Road Safety & Transport Regulations 2021
Maximum speed rural road <i>See POL-INT-005</i>	Yes	A person shall drive a vehicle at a speed of 30 KM/hour in the built-up area where there is no speed limit sign applying to all or part of a road		Road Safety & Transport Regulations 2021
Alcohol limit <i>See POL-INT-006</i>	Yes	0.08g/100ml		

Road Safety-related policy instruments	Yes / No ?	Details	Timing	Source Document
Drink–drive law <i>See POL-INT-007</i>	Yes	<p>The permissible limit of Blood Alcohol Content (BAC) for a person holding an Ordinary Driving Licence with more than 3 years driving experience shall be 0.08g/100ml.</p> <p>A person holding an Ordinary Driving Licence with driving experience of less than 3 years and a Professional Driving Licence holder shall drive with zero level of alcohol concentration in the blood.</p>		
Child restraint law <i>See POL-INT-008</i>	No			

Please add any additional road safety related policy instruments that are in place or that are being planned.

C. Goal 6 - National access and connectivity: By 2030, facilitate inclusive multi-modal national (including rural-urban) and regional (cross-border) connectivity through the provision of sustainable multi-modal freight and passenger transport infrastructure and services (Based on SDG 9.1).

1. *Road Expansion Targets*
(see ATO indicator POL-TAR 002)

Does your country have specific targets to expand the road network?

o Yes o No *(please check)*

Please provide details:

Target	Time Frame	Document	URL
Target 1: 56.75km (Construction of Dewathang-Ngalam Highway)	2029	Draft 13FYP	NA
Target 2: 87km (Construction of Lhamoizingkha-Sarpang Highway)	2029	Draft 13FYP	NA
Target 3: 18.4km (Construction of bypass from Tsachu Top to Jigmecholing)	2029	Draft 13FYP	NA
Target 4: 19km (Gelephu-Tareythang)	2029	Draft 13FYP	NA
Target 5: 30km(Dzongkhag road Construction)	2029	Draft 13FYP	NA
Target 6: 10km (Rewan to Autsho)	2029	Draft 13FYP	NA

2. Road Maintenance Targets

(see ATO indicator POL-TAR 003)

Does your country have specific targets for road maintenance?

o Yes o No *(please check)*

Please provide details:

Target	Time Frame	Document	URL
Target 1: 4676 km (Routine maintenance of roads)	Annually	Draft 13FYP	NA

Target	Time Frame	Document	URL
Target 2: 4676 km (Emergency maintenance of roads)	Annually	Draft 13FYP	NA
Target 3: 1325 km (Periodic maintenance of roads)	-	Draft 13FYP	NA

3. Rail Targets

(see ATO indicator POL-TAR 004)

Does your country have specific targets to expand and maintain the Rail network?

o Yes o No (please check)

Please provide details:

Target	Time Frame	Document	URL
Target 1: Indian Border to Gelephu, Bhutan (New link)		Draft 13FYP	NA

In describing the targets please differentiate between expansion and maintenance of the rail network. Also, please indicate if it concerns a High-Speed Rail Network project.

D. Key Illustrative Projects

Please list 2 -3 projects that **best illustrate** the commitment of your country towards the implementation of the Aichi 2030 Declaration and that you would like to share with the other participating countries of the Regional EST Forum. We understand that it is not possible to list all the projects undertaken in your country. We hope that it will be possible to provide some more information on the projects listed below.

Name Project:	Short description of Project and Objectives	List Contribution to Aichi 2030 Declaration Goals	URL where more information can be found on the project
1. Low Emission Transport Master Plan	<p>The Low Emission Transport Master Plan aims to enhance connectivity, reduce emissions, and promote a pedestrian and public transport oriented transportation system in Thimphu city.</p> <p>The scope includes: i) Early planning, mapping and data collection activities, ii) Analysis of context and base map, iii) Establish vision, goals and targets, iv) Development of strategies, v) Phasing and Implementation Plan, vi) Demonstrate impact of strategy, vii) Final report production</p> <p>The strategies will cover 11 areas, including non-motorized transport (NMT), public transport, vehicular circulation, car parking, freight and delivery, low carbon mobility (LCM), shared mobility, travel demand management, transit-oriented development (TOD), placemaking and communities, and governance.</p>	<p><i>Goal 1a – Low-Carbon (climate change mitigation)</i></p> <p><i>Goal 1b – Resilience (climate change adaptation)</i></p> <p><i>Goal 1c – Air pollution</i></p>	Not finalized yet

Name Project:	Short description of Project and Objectives	List Contribution to Aichi 2030 Declaration Goals	URL where more information can be found on the project
2. Bhutan Green Transport Project	<p>The Bhutan Green Transport Project (BGTP) is currently in preparation and is expected to become operational in 2024. The Project Development Objective is “to improve access to opportunities for the residents of Thimphu City, and provide reliable, safe, and green urban mobility options to them along the north-south axis of Thimphu City, as well as the City Centre”. The BGTP focuses on more detailed design of some of the strategies identified in LETMP. It includes the investigation of a Bus Rapid Transit (BRT) service for Thimphu, and has identified the corridor running from Babesa in the south to Taba in the north via Doebum Lam through Changzamtog and the City Core area. Bus priority and complementary traffic management measures are being developed for this corridor. The assignment also looks at the detailed plan and design of Norzin Lam pedestrianization in Thimphu</p>	<p><i>Goal 1a – Low-Carbon (climate change mitigation)</i></p> <p><i>Goal 1b – Resilience (climate change adaptation)</i></p> <p><i>Goal 1c – Air pollution</i></p>	Not finalized yet

