

**COUNTRY PRESENTATION
SIXTH REGIONAL EST FORUM
BHUTAN**

DECEMBER 3-6,2011

NEW DELHI

Outline

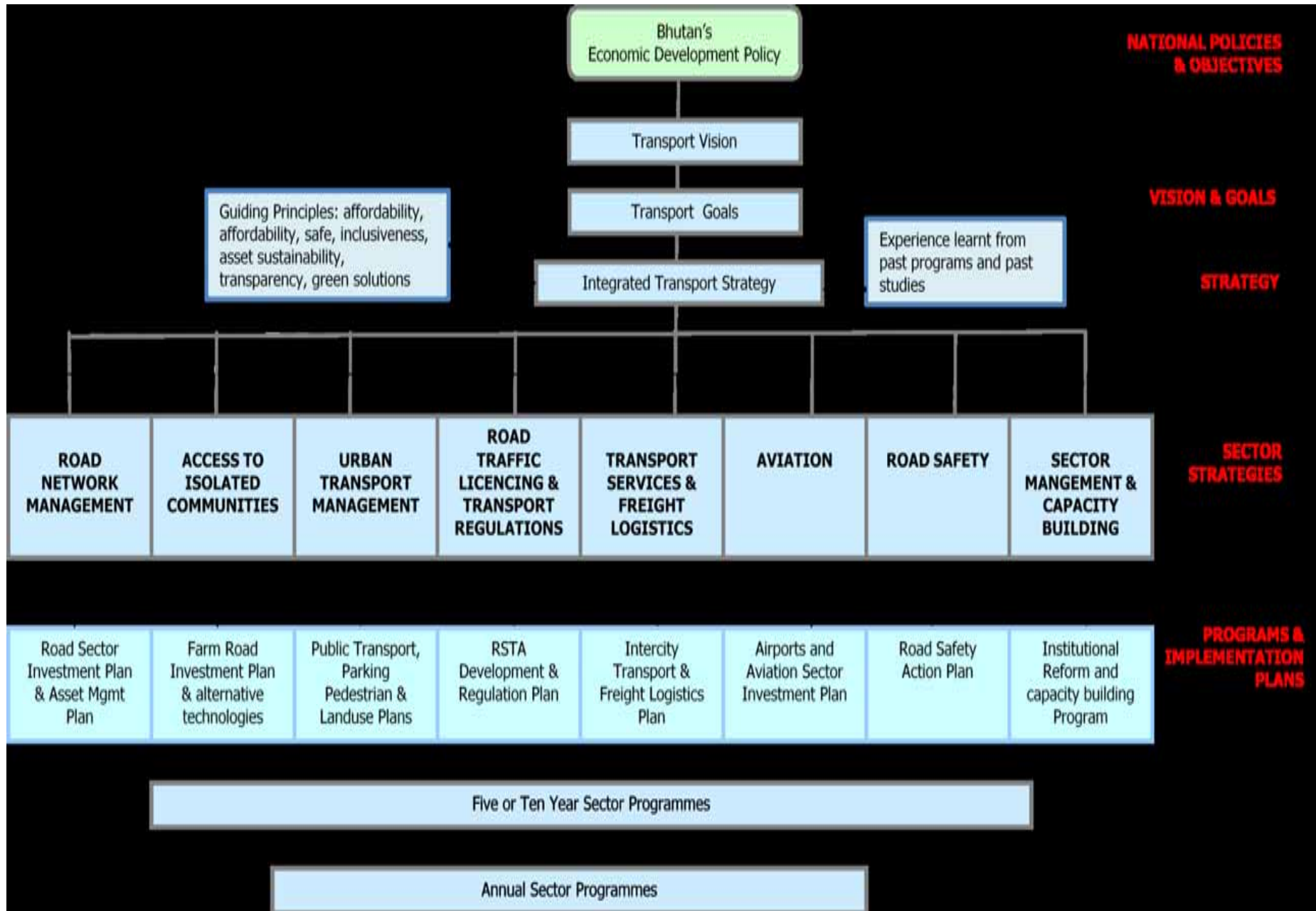
- EST Policies, regulations/projects initiated or implemented in 2011.
- EST Policies, regulations/projects planned for implementation in 2012.
- Overall recommendation on promotion of EST in the context of a green economy.



EST Policies, regulations/projects initiated or implemented in 2011

1) Bhutan Transport 2040: Integrated Strategic Vision

Background	<ul style="list-style-type: none"> • ADB funded technical assistance (Fund : US\$ 300,000 +) • Consultant MMM group Canada • Strategic Vision Plan completed • To be presented to the Cabinet within November 2011 for endorsement.
Main Features	<ol style="list-style-type: none"> 1. 30 year integrated vision strategy for transport systems such as Air, Road, Rail and other forms of transport. 2. Includes 8 strategies and one institutional reform and capacity building strategy.
Objectives	<ul style="list-style-type: none"> • to produce a Vision of the Transport System in Year 2040 viewed across the whole transport sector.
Expected outcomes	<ul style="list-style-type: none"> • Enhanced economic growth; • Safer, well designed and well built road network system; • Accessible, affordable, inclusive, sustainable and eco-friendly urban transport systems developed and in use in all major urban centres; • Restructuring of Transport Ministry
Complementing which goals of Bangkok 2020	All 20 goals



2) Bhutan Urban Transport Systems

Background	<ul style="list-style-type: none"> • IFC and RGoB funded TA for improvement of urban transport system (Thimphu and Phuentsholing) • Consultants: WilburSmiths and K.L Gates • Duration: (May 2011 to April 2012) • Funding : US\$ 600,000 (RGoB share of 1.5 millions BTN around US\$33,000).
Main Features	<ul style="list-style-type: none"> • Focus on eco-friendly mode of mass transport system • to be operated on a PPP model operation • BRT system to be initially started with pre-BRT system and gradually upgraded to BRT and LRT by 2040
Objectives	<ul style="list-style-type: none"> • Improve the flow of traffic on urban roads and city centers. • Create an integrated public transport system. • Improve urban infrastructure and public services. • Meet the needs of an increasing demand for public transport efficiently. • Improve the mobility in urban area. • Improve the environmental conditions of the cities.
Expected outcomes	<ul style="list-style-type: none"> • seamless traffic flow with an efficient and sustainable urban transport system catering to the needs of the population.
Complementing which goals of Bangkok 2020	Goals 1, 5, 6, 7,8,15,& 16

EST policies, regulations/projects planned for implementation in 2012.

(1) Pre-bus rapid transit system for Thimphu City

Background	<ul style="list-style-type: none"> •Urban transport problems identified and given priority by the Government. •Based on study conducted by the International Finance Corporation (IFC) and as per the proposed system, a PPP model pre-BRT system to be implemented from 2012 for the capital city.
Main Features	<ul style="list-style-type: none"> • PPP model pre-BRT system • Euro Diesel fleet of 9 buses (transition to cleaner hybrid-electric buses over next decade during fleet replacement) •Operating frequency at 10 minutes apart •Main North-South trunk route from Denchencholing to Babesa •Feeder routes served by ordinary buses interface with trunk route at well accessed points •Pedestrianization and transit bus only on Norzin Lam between Petrol Station and traffic intersection with Chorten Lam
Objectives	<ul style="list-style-type: none"> •Improve the flow of traffic on urban roads and city centers. •Create an integrated public transport system. •Improve urban infrastructure and public services. •Meet the needs of an increasing demand for public transport efficiently. •Improve the mobility in urban area. •Improve the environmental conditions of the cities.
Expected outcomes	<ul style="list-style-type: none"> •Enhanced economic growth; •Safer, well designed and well built road network system; Accessible, affordable, inclusive, sustainable and eco-friendly urban transport systems developed in all major urban centres;
Complementing which goals of Bangkok 2020	Goals 1, 5, 6, 7,8,15,& 16

Transit Route Option: Thimphu



(2) Decade of action for road safety (2011-2012)

Background	<ul style="list-style-type: none">•Vehicle numbers growing at very high rate of 9-12% per annum•Road traffic death rates alarming at 20 deaths/10,000 vehicles.• Decade of action launched on May 26,2011 by the Minister of Information and Communications and UN Representatives in presence of all relevant sectors (RSTA,Health, Insurance etc)
Main Features	time specific action plan that is supported by appropriate resource allocation in terms of financial, technology and human resources.
Objectives	To reduce number of fatalities and serious injuries
Expected outcomes	Safer roads and safer drivers
Complementing which goals of Bangkok 2020	13&14

Road Safety Strategy (Transport 2040: Integrated Strategic Vision 2011



Overall recommendation on promotion of EST in the context of a green economy.

- Require strong political will
- EST systems must be backed with technical and financial support to be successful
- Need to build sufficient capacity in EST systems for the Transport, Environment and Roads Sector.
- Need to promote PPP mode of operation by encouraging private sector participation.
- Governments and relevant organizations (such as the UN systems, ADB, World Bank etc.) must assist in providing adequate subsidies towards EST systems.



Thank you

