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Proceedings
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21st February 2014

Kathmandu Sustainable Urban Mobility Forum- III

21st February 2014
Hotel Himalaya, Lalitpur



Cities for People



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1. Background and Objectives of the Forum

Clean Energy Nepal and Clean Air Network Nepal in collaboration with Ministry of Physical Infrastructure and Transport, Clean Air Asia, FK-Norway and UN-Habitat have been organizing Kathmandu Sustainable Urban Mobility Forum (KSUMF) annually since 2011. The main purpose of the forum is to bring the stakeholders together to discuss on the issues of sustainable urban mobility and air quality management issues in Kathmandu Valley, and enhance partnership among the stakeholders to tackle these problems. This year the program was focused on the non-motorized vehicles (NMVs), as the role and importance of such transport modes in urban mobility and economic development have been largely ignored in urban transport planning. The program also focused on sharing of best practices on sustainable urban mobility and vehicular emission control from other Asian cities.

Non Motorized Vehicles (NMVs) include bicycles, rickshaw, cargo bikes, push carts etc. NMVs provide efficient, low cost and environment-friendly transport services, and contribute to economy of the city. Nowadays NMVs are slowly replaced by motorized vehicles and in many cases such modes are restricted to operate in certain road stretch or area of the city. This situation is compounded by many governments appearing to be actively discriminating against non-motorized vehicles with policies designed to discourage their use because of congestion and social issues.

NMVs play vital role in urban transport but their numbers and the usage of NMVs have decreased over the time. Thousands of people's livelihoods depends upon on the NMVs so it can play appropriate and low cost strategies for poverty alleviation, climate change mitigation, air quality management and solving the urban transport problems. Although motorized vehicles dominates the transport modes in Kathmandu Valley, NMVs still exists in large numbers providing essential services to the city dwellers. However there is lack of policies and strategies to promote NMVs. The existence of NMVs is threatened by the increasing motorization, societal perceptions towards NMVs, loss of safer space of NMVs usage and urban sprawl. Thus, it is important to promote NMVs for efficient and environment-friendly mobility, and livable city.

The objectives of the forum were to:

- Bring the stakeholders together to initiate policy dialogues, enhance partnership and collaboration among stakeholders especially on Non Motorized Vehicle.
- Share initiatives and best practices on sustainable urban mobility and better air quality in the valley.
- Share best practices from Asian cities on urban transportation and vehicular emission control.

Program participants: Around 70 participants from governmental agencies, non-governmental, agencies, transport and urban planners, academia, private sectors and media participated in the program.

(Please see the Annexes for detail program agendas and list of participants)

2. Forum proceedings

2.1. Introductory Session

The program started with an introductory session of the participants, presenters/panelists and media persons. Mr. Sunil Acharya, Program Director of Clean Energy Nepal delivered welcome remarks on behalf of the organizers. In his remarks he said that we are adopting vehicle centric approach in solving the congestion by expanding roads, which he said is the cause for increasing pollution and congestion in Kathmandu Valley. "Non-motorized vehicles should be promoted to improve mobility and air quality of the city", he further added.

2.2. Technical Session on NMVs

The technical session was divided into two parts. The first technical session included presentations on 'issues, challenges and opportunities of non-motorized transportation in Kathmandu Valley' and 'dial-a-rickshaw scheme or ecocabs initiative in Indian cities', whereas the second technical session included sharing of initiatives and best practices on urban mobility and vehicular emission control. This technical session was followed by Q&A session and panel discussion on NMVs.

Presentation I: Non-motorized Transportation in Nepal- Challenges and Opportunities

- Mr. Bhushan Tuladhar, Regional Technical Advisor-South Asia, UN-HABITAT

Mr. Tuladhar highlighted the issues, challenges and opportunities of non-motorized transportation in Nepal. He stated that Nepal is the least urbanized but most rapidly urbanizing countries in Asia. "Although least urbanized but the annual average growth rate of vehicles in Nepal is greater than India and China", he said. "Simply expanding the roads as we are doing now will not solve the congestion problems", he said. "However the current road expansion has provided the opportunities for more sidewalks and cycle lanes", he added. "We had cycling culture before and we still have cycling culture in our cities", he said stressing on the needs to prioritize non-motorized transport system in urban transport planning. "Research shows that pedestrians had a 90% chance of surviving car crashes at speeds of 30 km/h or lower, but less than a 50% chance of surviving impacts at 45 km/h", he shared stressing the needs limit vehicular speed in urban streets. He added that the pedestrians are the most vulnerable road users which 49% of all road fatalities in Kathmandu Valley.



Figure 1 Mr. Bhushan from UN-HABITAT presenting on the challenges and opportunities of non-motorized transportation in Kathmandu Valley

Presentation II: Ecocabs: World's first dial-a-rickshaw

- Mr. Navadeep Asija, Founder, Dial-a-rickshaw Scheme

Mr. Navadeep Asija, Founder of Dial-a-rickshaw Scheme (Ecocabs) gave a presentation on the dial-a-rickshaw or ecocabs initiative in Indian Cities, and shared experiences, challenges, success story and lessons for Nepal. He said that there are almost 10 million population directly depends upon passenger cycle rickshaw for their daily livelihoods in India, and rickshaw is the largest sector to offer employment.

He referred the initiative as digital empowerment of rickshaw pullers as the rickshaws were able to provide their service through mobile connection. "Fazilka city is divided into nine zones and unique set of mobile numbers were provided according to the zone codes for the ease of people", he said sharing the modality of dial-a rickshaw service.

The average daily trip length of cycle rickshaw is 45 km, and 2.07 tons of CO₂ is saved by one Ecocab annually", he said. Sharing the ecocabs initiatives in Chandigarh, said that there are about 25,000 cycle rickshaws in Chandigarh providing services to 5 lakhs passengers daily and save estimated 75,000 liters of fossil fuel daily. "After the initiative, the livelihoods of rickshaw pullers have increased, and they are provided with additional benefits such as free medical checkups, free

admission for their children in school, low interest loan etc.", he further added.

He said that dial-a-rickshaw scheme can be introduced in Nepal with a good coordination between the government and rickshaw associations. He recommended improving the rickshaw design by making it low-floor, lighting weight, comfortable and including safety features (such as seat belt and reflectors), luggage space, advertisement space etc.



Figure 2 Mr. Navdeep Asija, founder of dial-a-rickshaw scheme sharing ecocabs or dial-a rickshaw service initiatives in Indian cities

Q&A Session

Q: Is rickshaw cost efficient than other vehicle for passengers commute? Can it compete with other modes?

A: *Passenger use rickshaw for short distance travel and it has different route than other urban vehicle. If the fare structure is regulated then it is efficient. Yes, sometime it has to compete with other para-transit such as auto-rickshaws.*

Q: Is rickshaw safe in road?

A: *Yes, it is the safest mode of transportation because it moves with slower speed compared to other motorized vehicles.*

Q: Do you have any kind of plan to make rickshaw disable friendly?

A: *Rickshaw can be modified with seat belts, handle to hold and with low height so that it is easier for the old people, children and the disable people to easily access. Ecocabs are low-floor so disable people can access more easily than in traditional rickshaws*

Q: How to manage security problems in rickshaw?

A: *Rickshaw is slow means of transport and open. And also a study has showed that women feel safer to ride rickshaws than autos and taxis.*

Q: How did you manage masses of rickshaw and how did you solve the conflict between rickshaw, public and police?

A: *The rickshaw fare is fixed to manage the rickshaw conflict between the public. And trainings on traffic rules and road safety for rickshaw pullers were provided to help to manage traffic and conflict with other modes.*

2.3. Keynote Remarks- Ministry of Physical Infrastructure and Transport

Mr. Tulsi Prasad Sitaula, Secretary of Ministry of physical infrastructure and transport delivered keynote remarks of the forum. He highlighted the work of ministry in sustainable mobility initiatives and promotion of non-motorized transport system. "Since 2 years, we are in progress of road expansion but widened roads are used for parking and no proper implementation of lane policy has taken place", he said. He said that current development on road expansion and improvement will ease the traffic congestion. He further said that government has low investment in urban transport sector, but there are plans to construct several footpaths and cycle lanes, and operation of electric vehicles in core cities area of Kathmandu Valley. He appreciated the initiatives of non-governmental agencies to promote sustainable urban mobility. "We have to improve our air quality and urban mobility to make our city livable", he concluded.



Figure 3 Mr. Tulasi Prasad Sitaula, Secretary, Ministry of Physical Infrastructure and Transport delivering his keynote remarks

2.4. Panel Discussion on NMVs



Figure 4 Panelists discussing about the issues, challenges and policies related to NMVs

The presentation session was followed by panel discussion on NMVs, which was facilitated by Mr. Bhushan Tuladhar. The panelists were:

- Mr. Indu Sharma Dhakal, Joint Secretary, Ministry of Physical Infrastructure and Transport (MoPIT)

- Mr. Ravindra Poudel, Kathmandu Metropolitan City (KMC), KSUTP-PIU
- Mr. Sudarshan Dhakal, Director General, Department of Transport Management (DoTM)
- Mr. Rajesh Manandhar, Vice Chairman, Rickshaw Owner's Association
- Mr. Sunil Kumar Timilsina, DSP, Metropolitan Traffic Police Division
- Mr. Sagar Prasain, National Rehabilitation of Society for Disabled
- Mr. Prashanta Khanal, Program Coordinator, Clean Energy Nepal.

Mr. Indu Sharma Dhakal said that nothing much has been done to promote rickshaws and NMVs, and acknowledged the role and importance of NMVs in urban mobility. He stressed the needs to promote NMVs and devise favorable policies.

Mr. Rabindra Poudel stated that KMC's aim is to promote environment friendly and non motorized transportation, and improve pedestrian zone, cycle and rickshaw. He was positive in promoting non motorized vehicle, and pledged to provide identity cards to individual rickshaw drivers to manage rickshaw services.

Mr. Rajesh Manandhar said that there are 472 rickshaws registered in KMC and registration of rickshaws has been stopped since 2032. He highlighted the existing problems and challenges faced by the rickshaw drivers and associations. "We don't have proper parking places for the rickshaws and the governmental agencies have discriminatory policies and behavior towards rickshaws", he said. He said that the government should support and promote rickshaw services, and provide equal rights and facilities as of motor vehicles. The association demanded KMC to provide identity card for rickshaw drivers.

Mr. Sagar Prasain, said that there are estimated 40,000 wheelchair users in Nepal, but newly constructed roads are not accessible to the people with disabilities. He appreciated efforts of the government to build disable-friendly roads and buildings. He asked government to follow the principle of universality in road and building infrastructure planning.

Mr. Prashanta Khanal highlighted on the non motorized vehicle of Kathmandu Valley where he said that NMVs not just provide the mobility options, but also help in making the city dwellers' life easier and keeping the city clean and livable. He further added that the transport planning and investment are often focused principally on road infrastructures largely for facilitating the movement of motorized vehicles but NMVs are forced to move in mixed traffic and often have to compete with other transport modes. "There are 1900 cargo rickshaw, 4000 recycle waste collectors, 700 waste collecting rickshaws and 10,000-15,000 vending bicycles operating in Kathmandu Valley", he said. Lack of proper parking facilities and movement in mixed traffic are the major problems associated with rickshaw service. He highlighted the lack of transport policy vision to acknowledge the role and importance of NMVs in urban mobility. He also presented the existing scenario and challenges faced by NMVs users/operators in Kathmandu Valley.

Mr. Sudarshan Dhakal said that rickshaw are very much popular in Terai cities than in Kathmandu and are main transport modes. He further said that local governing body should take the responsibility in management and improvement of rickshaw." The registration and management of

rickshaws and NMVs have been transferred from DoTM to KMC ", he said.

Mr. Suman Kumar Timilisian emphasized the importance of NMVs in the context of mobility, environment and public health. There has to be proper plan and policies for proper operation and management of NMVs in Kathmandu Valley. He said that separate track for NMVs must be allocated as well as the users/operators should be aware about the traffic rules and road safety. He has committed to provide trainings to rickshaw drivers on road safety, and traffic rules and regulations.

2.5. Technical Session on Sustainable Urban Mobility and Vehicle Emission Control

Presentation I: Sharing Best Practices of Chinese Cities in Urban Mobility

- Mr. Suman Udas, Program Coordinator, CEN

Mr. Udas shared the best practices of Chinese cities on urban transportation and promoting NMT. He presented bicycle sharing system in different Chinese cities and its integration with public transport system. "Chinese cities which had adopted the unsustainable path of widening roads earlier have realized and now they are aggressively promoting NMT and public transport especially bus rapid transit (BRT), however we are following the same mistake done by Chinese cities earlier by expanding roads", he said.

"Rapid growth of BRT has taken place over the past few years... now there are 17 BRT systems in China serving 2.3 million people daily", he said. "Urban road standard assuring the integration of NMT infrastructures and BRT system as key public transport mode are the major learning we can get from Chinese cities," he added.

He pointed out the following things that Nepal should learn from Chinese Cities.

- Urban Road Standard assuring NMT friendly infrastructure promoting walking and cycling for mobility
- More Investment on NMT friendly infrastructure and Public transport
- Multi modal integration of walking, biking and public transport providing better connectivity and better urban mobility
- BRT system as key component of public transport in Kathmandu

Presentation II: Vehicle Emission Testing (VET) system-Experiences from Vietnam and Sri Lanka

- Mr. Damodar Pd. Dhital, Research Assistant-Kathmandu University and CANN

Mr. Dhital presented on the vehicle emission testing (VET) system in Nepal and shared best practices on VET in Vietnam and Sri Lanka. "VET has not been implemented properly in Nepal and government has failed to prioritize VET system", he said. VET fee is only NRs. 35 (US\$ 0.35) in Nepal where as the VET fee in Vietnam ranges from US\$ 8 for semi trailers/trailers to US\$ 25 for trucks and buses up to 20 tons. He recommended to revise the fees as it is too low. He pointed that two wheelers that constitutes around 80% of total vehicles registered in Bagmati Zone are not under the VET requirement, and should be brought under the framework including all vehicle types and

nationwide. VET system can be self sustain from the revenue generated from the testing. He further highlighted that VET is important as it can reduces emissions of 63% of total PM₁₀ from transport activities.

"Given the rapid increase in motorization, VET is an effective system to improve the deteriorating air quality", he added. He also stressed the need of implementation/enforcement of existing regulation and standards, and development of more stringent standards in the future as well as provision of VET stickers/certificates for vehicle and driving license, renewal emission standards and fuel standards.

Presentation III: Vehicle Emission and Fitness Testing System

- Mr. Devadas, SGS Company

Mr. Devadas presented on the vehicle emission and fitness testing infrastructure services provided by the SGS Company. He pointed that inspection, testing, verification, certification and training are integral component of vehicle emission testing.

Presentation IV: Government's Perspectives and Plans on and Vehicle Emission Control in Nepal

- Mr. Sudarshan Dhakal, Director General- Department of Transport Management,

Mr. Dhakal presented the government's perspectives and plans on and vehicle emission control in Nepal. He said, "A research showed that over 60% of the pollution in the valley is due to the tail pipe emission from the vehicles." He added these emissions contribute to air pollution and are a major source of pollutants in other cities of Nepal.

"To control vehicular emission, green sticker system should be effectively implemented for vehicles", he said. He informed that one VET infrastructure in Bagmati zone and four in other cities are in planning phase. He stressed the need of proper policy for VET, to promote electric vehicles and phase out 20 years old vehicle to improve air quality of the city. He also highlighted on the need of training of technical personnel engaged in the inspections, and restructuring of organization.

2.6. Closing Remarks

Mr. Sudarshan Dhakal in his closing remarks said that the NMVs should be promoted as transport mode, and favorable policies should be developed soon for its promotion. Token of love was presented to the panelists and the presenters of the forum.

3. Conclusion and Recommendations

The forum was successful in bringing around 70 stakeholders from different government agencies, non-governmental organizations, private sectors, transport associations, researcher, practitioners, media, academia and research institutions, to discuss on sustainable urban mobility and air quality issues. The program helped in sharing information, initiating policy dialogues and enhancing partnerships to improve urban mobility and air quality, especially to raise the issues of non-

motorized vehicles and vehicular emission control. The presentation on success story of dial-a-rickshaw has provided information and lessons on how we can prioritize and improve rickshaw services in the city. The panel discussion was helpful in highlighting the role and importance of NMVs in urban mobility and economic development, identifying the existing issues and challenges, and explore ways ahead to prioritize and improve rickshaws and other NMVs services. The representative of government agencies have pledged to work on promoting NMVs in Kathmandu Valley. Sharing of best practices and initiatives of other Asian cities on sustainable urban mobility and vehicular emission control are expected to benefits policy makers and urban planners.

The key points and recommendations from the forum are summarized below:

- Transport policy vision acknowledge the role and importance of NMVs in urban mobility and economic development
- National Transport Management Strategy and other related plans and programs should be inclusive of NMVs
- Reform/improve the passenger rickshaw service in Thamel and improve livelihoods of rickshaw pullers (provide official identity cards, proper dress code, trainings etc; branding and marketing of rickshaw service, customer care center; regulated fare system, provide proper parking stands, zoning of Thamel for ease accessibility and efficiency; generate additional benefits for rickshaw pullers)
- Introduce Bus Rapid Transit system as key public transport modes in Kathmandu Valley
- Walking, Cycling and NMVs should be integrated with public transportation
- Effective implementation of existing emission standards and introduce stringent emission standards in the future
- Introduce effective computerized vehicle emission testing and inspection infrastructure/system

KSUMF-III news update:

<http://cen.org.np/maya/?p=137>

To download presentations:

<https://drive.google.com/folderview?id=0B1RPsVjLpkO5eUV5RDliSVFwYIU&usp=sharing>

Annexes

Annex 1: Program Participants

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Annex 3: Program Agenda

Time	Sessions/Agendas	Presenter/Resource Person
8:30-9:00	Registration and Tea/Coffee	
Session I: Opening Session		
9:00-9:10	Welcome address	Mr. Sunil Acharya, Program Director, Clean Energy Nepal (CEN)
Session II: Technical Session		
9:10-9:30	Issues and Challenges of Urban Mobility and Non-motorized Transport System in Kathmandu Valley	Mr. Bhushan Tuladhar, Regional Technical Advisor-South Asia, UN-HABITAT
9:30-10:00	Dial-a-Rickshaw/Еocabs Initiative in Indian Cities: Sharing experiences, challenges, success story and lesson for Nepal	Mr. Navadeep Asija, Founder, Dial-a-rickshaw Scheme (Ecocabs)
10:00-10:15	Q&A session	

Session III: Keynote Remarks		
10:15-10:30	Government's Remarks	Mr. Tulasi Prasad Sitaula, Secretary, Ministry of Physical Infrastructures and Transport
10:30-10:40	Tea/Coffee	
Session II: Panel Discussion		
10:40-12:00	<p>Issues:</p> <ul style="list-style-type: none"> - Existing scenario of NMVs - Role of NMVs in sustainable urban mobility - Initiatives on promoting NMVs in Kathmandu Valley/Nepal - What are the challenges and barriers in promoting NMT in Kathmandu Valley/Nepal? - What can be done to improve and promote NMVs? <p><i>(The panel discussion will be conducted with fish-bowl session)</i></p>	<p>Facilitator: Mr. Bhushan Tuladhar, UN-Habitat</p> <p>Panelists:</p> <ol style="list-style-type: none"> 1. Indu Sharma Dhakal, Joint Secretary- Ministry of Physical Infrastructures 2. Mr. Rabindra Poudel, Chief-Kathmandu Metropolitan City 3. Mr. Damar, Rickshaw Puller's Association 4. Mr. Rajesh Manandhar, Vice Chairman-Rickshaw Owner's Associations 5. Mr. Suman Kumar Timilsina, DSP, Metropolitan Traffic Police Division 6. Mr. Prashanta Khanal, Program Coordinator, CEN/CANN 7. Mr. Sagar Prasain, National Rehabilitation of Society for Disabled
Session III: Technical Session on Air pollution, Urban Mobility and Vehicle Emission Control		
12:00-12:15	Sharing Best Practices of Chinese Cities in Urban Mobility	Mr. Suman Udas, Program Coordinator-CEN/CANN
12:15-12:35	Vehicle Emission Testing (VET) system: Experiences from Vietnam and Sri Lanka	Mr. Damodar Pd. Dhital, Research Assistant-Kathmandu University and CANN
12:35-12:50	Vehicle Emission and Fitness Testing System	Mr. Devadas, SGS Company
12:50-13:00	Government's Perspectives and Plans on and Vehicle Emission Control in Nepal	Mr. Sudarshan Dhakal, Director General- Department of Transport Management
Session IV: Closing Remarks		
13:00-13:15	Closing Remarks and Photography Awards	
13:15-	Lunch	

Annex 4: Media Coverage

राजधानीमा पैदलयात्री जोखिममा

<http://annapurnapost.com/en/news/social/4451/>

Environment Friendly Transportation Stressed

<http://epaper.gorkhapatraonline.com/the-rising-nepal-newspaper/book/808-trn-feb-22-2014/3-the-rising-nepal.html>

2 February 22, 2014 | Pagan 10, 2070 B.S. Saturday

Environment friendly transportation stressed

By A Staff Reporter
Lalitpur, Feb. 21

Experts and stakeholders at a programme on Friday called for promoting environment friendly non-motorised transport such as bicycles and rickshaws so as to minimise the economic, environment and health costs.

Speaking at the third Kathmandu Sustainable Urban Mobility Forum 2014 organised by the Ministry of Physical Infrastructure and Transport with other organisations here in Lalitpur today, they stressed the need of promoting bicycles and rickshaws, which would save both health and environment.

Bhushan Tuladhar, Regional Technical Advisor South Asia, UN-HABITAT, presenting his working paper, said that the bicycles and rickshaws are the best means of transportation in the Kathmandu valley and other cities in the country if the government comes up with special programme to promote them.

"There are no separate ways allocated for cyclists and pedestrians. That is why, the pedestrians and cyclists are the most vulnerable amongst the road users, amounting more than 50 per cent of the total fatality," he said.

Despite the fact that walking and cycling is the only affordable mode of transport for low-income commuters, poor infrastructure and service have impeded their mobility.

Secretary at the Ministry of Physical Infrastructure and Transport Tulsi Prasad Simla said that the government is serious on promoting bicycles in the cities.

"The road-expansion drive in the Kathmandu valley and in major cities in the country is underway. We have envisioned separate cycle lanes while expanding the road," he said adding that the urban mobility was in pitiable condition and needed a complete revamp.

He said that the government would introduce traffic management programme once the road-expansion drive is complete.

Meanwhile, Secretary Simla said that two-thirds of the total road expansion drive in Kathmandu would be completed by the end of the current fiscal year 2013/14.

"Out of the total 100 km road expansion in the Kathmandu Valley, more than 150 km will be completed within the current fiscal year," he said.

He said, "More than 50 km has already completed. About 50 km will be completed within next two months and about 50 km will be completed by the end of the current fiscal year."

The government had started the road expansion drive nearly two years ago.