

# Nepal: Big Push for Sustainable Transport

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- **two aspects**

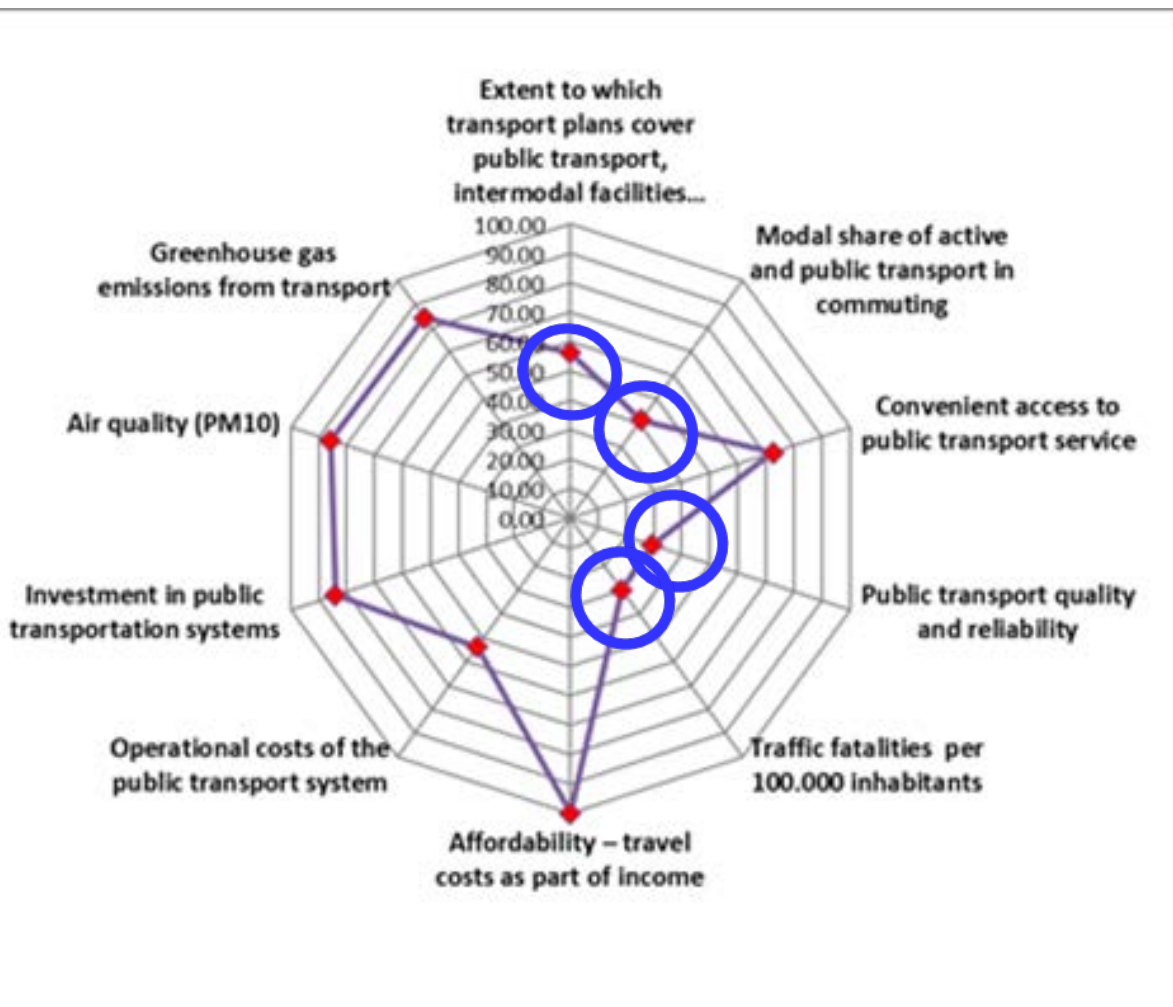
- Sustainable Urban Transport in Kathmandu

- Development of mass transit
- Prioritization of Active mobility
- Non- Motorized transport in priority (bicycle, pedestrians)

- Transition to Electric Mobility

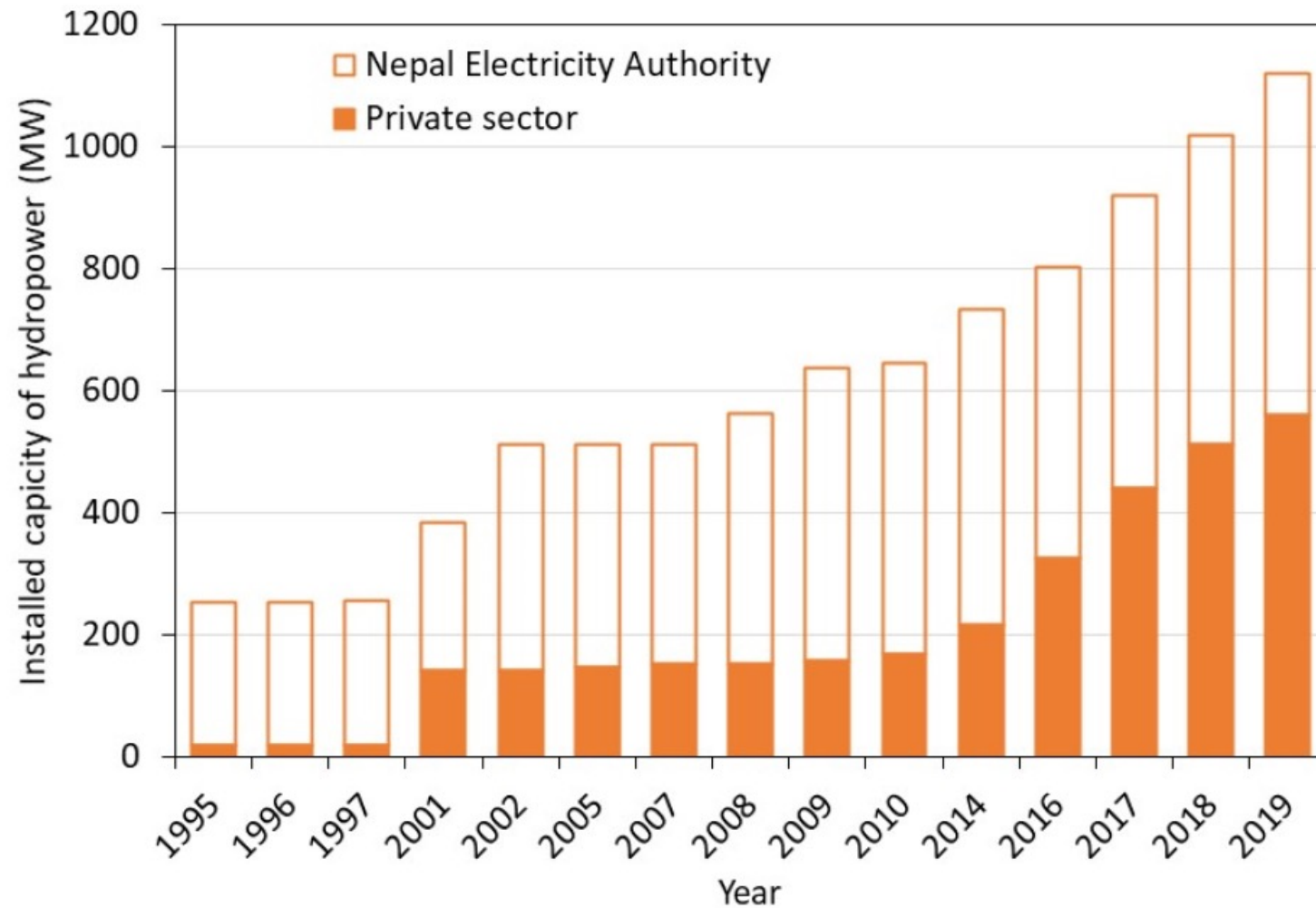
- Trolley buses(1975)- not in operation Now
- Electric three-wheelers (Safa tempo) since 1996
- Operation of electric bus in Kathmandu started 5 years ago (private operators are also proactive)
- Procurement of 200 electric buses in process by the GoN
- Development of charging infrastructure

# Kathmandu Improving Urban Mobility



- Sustainable Urban transport Index (SUTI) of Kathmandu (Score 58.66 in 2019) indicates the needs to:
  - Improve public transport planning
  - Improvement mode share of public transport
  - Increase reliability and quality of public transport
  - Improve safety
- Government planning to develop mass transit system in Kathmandu
- Operate electric mobility

# Opportunities for Deployment of EVs in Nepal



- Upper Tamakoshi (456 MW) came online in 2021!
- 2,000 MW electricity produced every day
- As of October 2021, Nepal has surplus power even during peak hours (peak demand = 1,500 MW)
- Low demand for power at night (900 – 1,100 MW) - opportunities to charge electric vehicles

# Electric Mobility in Kathmandu

- Electric mobility can reduce fuel consumption by 20% and decrease emissions by 25%
- Use of electric cars and bikes is increasing these days
- NEA- Developing 500 charging infrastructure
- 80 charging stations developed by the private sector
- Private operation of electric bus, minibuses, electric tempos
- Procurement of 200 Electric buses

