

Presentation Outline

- (a) Brief country profile
- (b) Implementation status of Bangkok 2020 Declaration
- (c) Critical challenges
- (d) Major plans and other initiatives

Brief Country Profile



- ❖ **Area:** 38,394 sq. km
- ❖ **Population:** 681,720, of which 37.6% urban and 62.4% rural (2017 Census)
- ❖ **Terrain :** Mostly mountainous (591' - 24,770' above MSL)
- ❖ **Forest cover:** 72% approximately
- ❖ **Arable land:** About 8%
- ❖ **Transport System:** Road transport and Air
- ❖ **Total Vehicle Number:** 97,072 (July 2018)
- ❖ **Road Length (all types):** 11,177 Km (Jun 2015)
- ❖ **Airports:** 1 International and 3 Domestic

Implementation status of Bangkok 2020 Declaration -1/3

(1) Avoid unnecessary travel and reduce distances:

- ❖ Most urban centers now have local area plans and follow integrated land use and transport planning process
- ❖ Established nationwide backbone fiber-optic network covering all 20 Districts and 201 (out of 205) Administrative Blocks (Gewogs) to promote ICT usage
- ❖ Achieved mobile penetration of about 98% and Internet penetration of over 90%
- ❖ G2C services and Mobile Apps are increasingly being availed for public services
- ❖ Teleconferencing facilities have been established for communication between local government and central government authorities

Implementation status of Bangkok Declaration - 2/3

(2) Shift towards sustainable modes :

- ❖ June 5 (coinciding with the World Environment Day) declared as “no vehicles day” in urban centers
- ❖ Have plan for BRT but remains unimplemented due to cost of related infrastructure and buses
- ❖ System of collecting parking fee in place in few bigger towns
- ❖ Tax and duties increased on vehicle imports including green tax

(3) Improve transport practices and technologies

- ❖ Government is emphasizing on promoting hybrid and electric vehicles - zero tax on import of electric vehicles
- ❖ Have plans to install limited number of quick charging stations shortly with government sharing the cost of power consumption

Implementation status of Bangkok Declaration -3/3

(4) Cross-cutting strategies

- ❖ Introduced reserved seats for people with special needs in city buses
- ❖ Interest subsidy to bus operators providing services to remote areas
- ❖ Fuel quality is being monitored regularly
- ❖ Emission testing is mandatory for all vehicles [once every year] - Emission standards are reviewed and up-graded periodically, and enforced
- ❖ Defined life span for passenger transport buses and taxis
- ❖ Minimum of third party insurance is mandatory by law
- ❖ Eight air quality monitoring stations established
- ❖ Zero tolerance on traffic violation has helped in reducing road crashes to a great extent

Critical challenges

- ❖ Rapidly growing vehicle ownership leading to congestion and other associated negative impacts (19,463 in 2000 to 97,072 as of July 2018)
- ❖ Transport sector responsible for over 45% of all energy-related emissions – WHO guideline standards for Particulate Matters are exceeded regularly in Thimphu
- ❖ Inadequate and unreliable public transport and low level of non-motorized transport
- ❖ Low uptake of hybrid and electric vehicle ownership (about 99) only due to high initial cost, absence of quick charging stations along highways
- ❖ Absence of ITS in all forms
- ❖ Only parking fees in place in the form of congestion pricing
- ❖ PPP projects in the transport sector not feasible due to low user base
- ❖ Low institutional capacity and funding constraint to implement capital intensive projects such as cable car system, ropeways, waterways, rail-based transport system and BRT

Future plans

- ❖ Surface Transport policy is being revised and will be adopted soon
- ❖ Plan for procurement of additional buses for urban transport
- ❖ Further follow-up works needed on the pre-feasibility study undertaken by UNCRD in 2016
- ❖ Government has set an ambitious vision to promote electric vehicles through fiscal and non-fiscal incentives
- ❖ Network of quick charging stations along highways planned for implementation in the next 1-2 years
- ❖ Possible piloting of hybrid and electric buses in urban areas and replacement of government vehicles and taxis by electric vehicles in a phased manner
- ❖ Vehicle Emission Standards will be revised and vehicle emission control strategy implemented shortly to reduce pollution level
- ❖ Massive road network expansion program, especially those providing access to remote areas