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More Than 50 per cent Vehicles Fail Pollution Test



More than fifty per cent of the vehicles plying in Kathmandu valley are those who have failed the pollution test. This is because a minor maintenance after paying the fine of one thousand rupees would give such vehicle owners the green sticker to run without any hassles.

The Metropolitan Traffic Police Division carried out a traffic management and pollution control campaign for three months recently. And during

the campaign, of the 3,056 vehicles tested 1,710 failed to meet the required standard of smoke emission.

Both vehicles running with petrol as well as diesel failed the test and we are working to strengthen the pollution test ahead, said Chief of the Division, SSP Basant Kumar Pant. Vehicles failing the pollution test are fined Rs. 1,000 and would get the green sticker after they carry out maintenance to meet the standards,

said chief of the Vehicle Test Office, Kathmandu Ram Chandra Poudel.

The three-month campaign of Traffic Police also included corridor and underpass management, road marking, foot-path management, mobile education for two-wheelers, regulation of stop, drop and lift, among others.

Source: english.khabarhub.com.
7 July, 2019

Victims of Pollution to Be Compensated

The government has introduced a new rule to provide justifiable compensation to the people or community for the adverse impacts on their health and lifestyle due to environmental pollution caused by development projects.

National Environment Policy 2019, recently endorsed by the Parliament, has envisioned compensation for people under the concept of environmental justice. As of now, all kinds of organizations, people or development projects have been penalized only for environmental pollution, sometimes resulting in the revocation of their licenses.

It also stated that development projects should prioritise development

and environment integration while preparing Environment Impact Assessment report for any development projects. "After getting approval, the EIA report will be made transparent," it stated. It also stipulated a provision for concerned bodies to allocate budget to mitigate the impacts of environmental degradation before the execution of projects.

The policy categorized types of pollution as water, air, soil, sound, electromagnetic waves, chemical and radio frequency. It stated that stringent rules would be enforced to reduce all types of pollution. But, it did not clearly state measures to be taken to reduce pollution.

Quality monitoring centers in pollu-

tion-prone areas and water testing system will be established around the industrial areas. Waste source apportionment, landfill sites, hazardous waste landfill sites and incineration plants, and combined incineration plants will be built, according to the policy.

The constitution of Nepal has guaranteed people's right to live in healthy environment.

According to Environment Statistics of Nepal-2019, ninety per cent of industries which produce toxic waste have been operating without proper waste management system. Some 89.3 per cent of industries lacked solid waste management facilities.

Source: thehimalayantimes.com, 18 July 2019

Valley Traffic Police Kitted Out in Sun Glasses



es to the traffic police working in the Valley under the Metropolis Traffic Police Division.

All the traffic police based in the Kathmandu Valley were provided with sun glasses as part of the policy of

developing traffic police as a model organization.

Basanta Kumar Pant, division chief and Senior Superintendent of Police (SSP) informed that sun glasses were distributed to the traffic police to get protected from air pollution and make their presence 'smart'. As many as 1,400 traffic police are working in Kathmandu Valley.

Source: therisingnepal.org.np, 6 August, 2019

In order to protect the on-duty traffic police from dust and air pollution, Nepal Police has distributed sun glass-

Broomer Machines Donated by China Are Still Lying Unused



Nearly two months after receiving two broomer machines from the Chinese government, the Kathmandu Metropolitan City has still not been able to operate the machines citing technical difficulties and not having registration number plates from the government.

The Chinese city of Chengdu had handed over two broomer machines to Kathmandu in June, as part of its effort to strengthen the relationship between two sister cities and to keep Kathmandu clean. However, the machines are gathering dust, and no one can say when they will come into operation.

An official at the city office's Environment Division told the Post on condi-

tion of anonymity that the machines have not come into operation, as there's no one who knows how to operate the machine, and also because the division is unable to identify the chassis number (a serial number that has to be registered to the Department of Transport to take a new number plate.)

"These broomer machines are comparatively bigger and more sophisticated than the Italian broomer machines that are in operation here. However, we have been unable to operate them, as the manuals are written in Chinese," the official said. "The Chinese government had sent an engineer to teach us how to operate the machine, but we could not understand what he said."

Although the Chinese engineer had tried to teach Sanat Kumar Maharjan, an engineer of the division, the way to operate the machine, the latter had trouble understanding the instructions because of the language barrier, the official said.

The Motor Vehicles and Transport Management Act 1993 states that all new vehicles should be registered with the Department of Transport Management within 15 days of import.

But in the case of the broomer machines, they are yet to be registered even 50 days after they were brought to the country.

Ishwor Man Dangol, city spokesperson, said the city office will soon get the vehicles registered.

"We needed to pay Rs 500,000 to the department. We could not release the money, as we were at the end of the fiscal year. We are in the process of releasing the budget," said Dangol.

Source: kathmandupost.com, 6 August, 2019

Kathmandu Valley's Air Pollution Is Getting Worse

Experts said that Kathmandu Valley needs multi-stake holders approach to address the worsening air pollution. Expressing their views on Sharing Outcomes on listening and mapping of point of sources of air pollution in Kathmandu Valley, local level leaders and experts agree to work jointly.

Organized by Clean Energy Nepal (CEN) in collaboration with International Center for Integrated Mountain Development (ICIMOD), local representatives and bureaucrats shared their views and experiences. The objective of this research was to list and map air pollution source, sensitize the local government bodies, plan and policies technologies development.

Bhupesh Adhikari from ICIMOD had introductory session about this project and Dr. Adhikari said this is small ap-

proach from the outcome of Mayors meet organized on 2018 October.

During Sharing outcomes of the research, Mangleswori Dhonju (Program coordinator from CEN) added the research was carried out in 71 wards of Kathmandu, Lalitpur and Bhaktapur in which total 1284 air polluting industries were observed during the survey. The study also found that 49% of the ward member were unaware about the environmental pollution.

During open discussion most of the participants emphasized on necessity of awareness, technology and technical knowledge to make the voice of Local



representatives heard and Louder to the concerned authority.

Source: spotlightnepal.com, 17 July, 2019

Vehicle Fitness Centre Fails To Meet The Expectation

The Vehicle Fitness Centre at Teku in Kathmandu set up by the Department of Transport Management has not worked up to the mark since its capacity is less than need.

The Centre which carries out tests regarding the road's conditions and pollution tests of all public vehicles operating in Kathmandu Valley can only conduct pollution tests on 60 vehicles per day.

The recently operated Centre's perfor-

mance has not been satisfactory since tests could be conducted on five to six vehicles per hour and the Centre runs for seven hours a day only, said Centre's chief Ramchandra Poudel.

There are around 900,000 vehicles that ply roads in Kathmandu Valley daily, according to the Department of Transport Management.

"The Centre also determines the capacity of the electric vehicles," informed Poudel, underscoring the need to set up

similar centres across the country.

He also pointed out the need to conduct the regular tests on all vehicles, big or small, private or public and that of diplomatic missions as well.

Poudel argued that the renewal of the vehicles should be allowed after conducting pollution tests on the vehicles.

Source: nepal24hours.com, 29 July, 2019

Jakarta Records Worst Air Quality in The World Again

Jakarta's air quality is the worst in the world again on Thursday (Aug 1) morning, according to air quality index monitor AirVisual, the second time in a span of two months.

The air quality in Jakarta reached 161 - "unhealthy" level - at Thursday noon based on the US Air Quality Index (AQI), news portal Tempo reported.

The Indonesian capital topped the list by taking the first spot from Ulaanbaatar, Mongolia, ahead of Dhaka, Bangladesh; Hong Kong; Lahore, Pakistan; and Shenyang, China.

Nonetheless, as of 4.30pm local time, the AQI of Jakarta has dropped to 121, placing the capital in the sixth spot.

Jakarta has been making frequent appearances on the list of global cities

with the worst air. On Jun 4, it clinched the top spot with an AQI of 210 in the "very unhealthy" level.

Environmentalists have blamed the bad air on vehicle fumes and emissions from coal-fired power plants.

Several institutions and Jakartans filed a civil lawsuit against the president and seven government institutions last month over air pollution.

The group claimed the authorities have ignored Jakartans' rights to get clean air, risking possible health impact.

On Thursday, President Joko Widodo urged the Jakarta government to switch to electric mass transportation in an



effort to reduce emission of air pollutants in the city.

"We have to start it soon, at least for mass transportation, such as buses.

"I will convey the need for electric buses and taxis to the (Jakarta) governor," the president was quoted as saying by local news agency Antara.

Source: channelnewsasia.com, 1 August, 2019

Good Reads

1. [Artificial intelligence helps Emory scientist, students examine air pollution](#), April Hunt, <https://bit.ly/2MbGe52>, 25 July, 2019
2. [Vehicle Pollution Increases Risk of Cancer by 50% for Heart Patients](#), Judy Siegel-Itzkovich, breakingisraelnews.com, 1 August, 2019
3. [Healthcare industry is a major source of harmful emissions](#), Mike Cummings, 5 August, 2019
4. [Data Can Help Tackle Air pollution](#), Sijal Pokharel and Nikesh Balami, <https://bit.ly/2OBXWBI>, 2 August, 2019

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Clean Air Network Nepal (CANN) is a network of organizations and professionals involved in air quality management in Nepal. The goal of CANN is to increase the ability of professionals and other interested stakeholders to effectively address the problems of air pollution in Nepal. We encourage you to join hands with us to expand our campaign for clean and better Air. CANN is a country network of Clean Air Asia and hosted by Clean Energy Nepal. For more information: www.cen.org.np; www.cleanairinitiative.org

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