PUBLIC TRANSPORT IN KATHMANDU

SEOUL
NOVEMBER 2016

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KATHMANDU METROPOLITAN CITY OFFICE
KATHMANDU – THE CAPITAL CITY
AND
– THE ONLY METROPOLIS OF NEPAL
CITY PROFILE OF KATHMANDU

CBS DATA 2011

TOTAL AREA IN SQ. KM. = 50.67

GEOGRAPHICAL DIVISION OF CITY = 5 SECTORS

ADMINISTRATIVE DIVISION OF CITY = 35 WARDS

TOTAL POPULATION = 17,44,240
TOTAL NO. OF HOUSEHOLDS = 4,36,344
TOTAL LENGTH OF ROADS WITHIN CITY - 1036 KM.

CATEGORIES –

BLACK TOPPED ROADS – 31 %
GRAVELLED ROADS - 16 %
EARTHEN ROADS - 26 %
OTHERS - 27%
HISTORIC CITY CORE AREA

MOSTLY STONE AND BRICK PAVED NARROW PATHS
TRANSPORTATION THROUGH THE AGES

FIRST CAR BROUGHT TO NEPAL 1934

FIRST PUBLIC BUS 1959
TRANSPORTATION THROUGH THE AGES

TROLLEY BUS 1975

SAFA TEMPO 1993
FLAWS IN PUBLIC TRANSPORTATION

RAPID URBANISATION OF CITY, YET EFFICIENT MODE OF TRANSPORT NOT IN PACE WITH DEVELOPMENT. PUBLIC VEHICLES ONLY 3 PERCENT OF TOTAL VEHICLES
FLAWS IN PUBLIC TRANSPORTATION

PRIVATE COMPANIES MORE DOMINANT IN OPERATION BUT MORE TOWARDS PROFIT RATHER THAN PUBLIC SERVICE. NO TICKETING SYSTEM
POOR MANAGEMENT OF GOVERNMENT

AND LACK OF POLICIES

PRIVATE SECTORS MORE ACTIVE

AFTER 1990
UNHEALTHY AND UNRELIABLE

SERVICES PROVIDED BY PRIVATE OPERATORS

ONLY OPERATED ON PROFITABLE ROUTES AND TIMINGS

NO SERVICES AFTER 8:00 PM
SAJHA BUS

SERVICE COMMENCED IN 1961
POOR MANAGEMENT LED TO DISRUPTION OF SERVICE IN 1990
SERVICE RESUMED IN APRIL 2013
FACILITIES FOR THE DIFFERENTLY ABLE PEOPLE TO BE INTRODUCED
LET’S JOIN HANDS TOGETHER FOR A GOOD CAUSE

INVESTMENT OF THE LOCAL GOVERNMENT (KATHMANDU METROPOLITAN CITY) AND THE MANAGEMENT OF SAJHA YATAYAT
MORE FEATURES FOR IMPROVEMENT IN FUTURE FROM SEOUL’S BEST PRACTICES

- ELECTRONIC FARE COLLECTING SYSTEM
- BUS INFORMATION SYSTEMS CONTROL AND DISPLAY BOARDS FOR PUBLIC
- ENERGY EFFICIENT MODELS