



कहलिलागदो सडक दुर्घटना

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GOVERNANCE

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Road Mishaps in Nepal: Accident or Policy Failure?

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Road traffic accidents in Nepal claim more lives each year than any other form of accidents, including plane crashes and natural disasters. In the last five years (from 2019/20 to 2023/24), 13,845 individuals were killed in road accidents, and 29,729 others sustained serious injuries. Every day, there are nearly 65 traffic accidents across the country, resulting in an average of seven deaths and 83 injuries daily in Nepal. In comparison, 1,500 individuals died in a total of 13,701 natural disaster incidents, 3,966 were injured, and 193 went missing during the same period.

A study by the [Ministry of Physical Infrastructure and Transport](#) states that 76 percent of road accidents are caused by drivers who do not follow traffic rules or are speeding. Beyond this, there are not many studies on the state of roads, the number of blind spots, drivers' emotional states, or traffic rules, all of which can also be underlying causes of accidents. Nonetheless, accidents from natural disasters and plane crashes are receive more attention from both government and non-government stakeholders.

According to the [Nepal Demographic and Health Survey report of 2022](#), only 25,000 kilometers out of 77,302.68 kilometers of roads in Nepal meet appropriate road safety standards, which highlights the need for serious policy-level interventions. The Nepal Road Standard 2013 stipulates that highways, feeder roads, and district roads must have a Total Right of Way of 50m, 30m, and 20m, respectively. However, this rule has not been consistently followed. It is often reported that roads built by local governments do not meet the appropriate road safety standards, which indicates increased risks as the number of vehicles is expected to rise in the future.

There is a need for a comprehensive review of the status of road traffic accidents. It is important to ensure that engineering standards are implemented when building roads, even at the local government level. Urgent actions are needed to develop a rapid response system for when road accidents occur. Additionally, there should be a mechanism to follow up on accidents and to frame policies aimed at minimizing them.

Read more: [Annapurna Post](#)

Governance Issues of the Week

1. The traffic police have revoked special privileges for high-ranking officials on the road from Bhadra. The VIPs including ministers now have to follow traffic rules, stop at traffic signals, and adhere to lane limits addressing public dissatisfaction with authorities. While VVIPs like the President and Prime Minister are still exempt from stopping at traffic lights for security reasons, some ministers are reportedly attempting to circumvent these regulations under the pretense of urgent business.

Read more: [Nayapatrika](#)

2. Nepal is facing a severe shortage of Chief Administrative Officers (CAOs), with 248 vacancies at the local level. The government's practice of assigning permanent employees to temporary offices has worsened staffing issues, leaving 116/276 municipalities, 122/446 rural municipalities, and 10/11 sub-metropolitan cities without CAOs. Bhim Prasad Dhungana, President of the Municipal Association of Nepal stresses the importance of creating bridge positions to fill these roles.

Read more: [Gorkhapatra](#)

3. Since its opening in January 2023, Pokhara International Airport has struggled financially, prompting the Nepalese government to request that China convert a loan of 1.38 billion Chinese Yuan into a grant. Finance Minister Bishnu Prasad Paudel made this request to Yang Weiqun, Vice Chairman of the China International Development Cooperation Agency (CIDCA), during a meeting at the Ministry of Finance.

Read more: [Kathmandu Post](#)

4. Nepal's President Ramchandra Paudel approved the Transitional Justice (TJ) Bill, which seeks to amend the controversial legislation aimed at addressing enforced disappearances during the armed conflict. He officially certified the Bill to Amend the Investigation of Enforced Disappeared Persons and the Truth and Reconciliation Commission (Third Amendment) Act, 2081.

Read more: [myRepublica](#)

5. Cross-party lawmakers criticized the Nepali government for neglecting inclusion in ambassadorial nominations, with over 82 percent of the 17 nominees being male Khas-Aryas and only 17 percent being Janjatis. Despite promises of proportional representation minorities like the Madheshi, Dalit, Tharu, and Muslim communities were largely underrepresented, prompting calls to reject the nominations for violating constitutional mandates.

Read more: [Kathmandu Post](#)

6. The lack of operational guidelines for the Butwal International Convention Centre has hindered its revenue generation. While the Ministry of Finance reviews the draft procedure, delays have stalled progress, and the convention center's revenue from 36 programmes over the past two years barely covers administrative expenses. Although local officials, including the mayor, stress the importance of finalizing the procedure, the private sector has expressed concerns about the center's uncertain future.

Read more: [Ratopati](#)

Nepal Governance Weekly is an analytical update of Nepal's current affairs based on media and real sources mining, to sensitize the communities on hot news on various governance issues from the perspective of accountability.

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