



གཞི་རྟེན་མཐོ་ཆས་དང་སྐྱེལ་འདྲེན་སྣེ་ཁག་  
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དབལ་ཕྱན་འབྲུག་གཞུང་། གཞི་རྒྱུ་མཁོ་ཚས་དང་། རྒྱལ་འདྲེན་ཕྱན་ལག།  
ROYAL GOVERNMENT OF BHUTAN  
MINISTRY OF INFRASTRUCTURE AND TRANSPORT  
THIMPHU: BHUTAN

## FOREWORD

The Ministry of Infrastructure and Transport is pleased to present the second edition of the Annual Information Bulletin (AIB) 2024, following the merger of erstwhile Ministry of Works & Human Settlement and Ministry of Information & Communication. In our continued effort to provide better and efficient services, we look forward to receiving critical comments, suggestions and feedback. The data and other information provided in this bulletin is as of December 2024.

The Annual Information Bulletin 2024 serves as a key resource, offering comprehensive insights into the nation's public infrastructure, including road networks, bridges, urban infrastructures, air transport facilities, and related services. By compiling this publication, the Ministry aims not only to disseminate vital information but also to establish a systematic and well-documented record of existing infrastructural assets for future reference.

The Ministry is confident that data and insights provided in this bulletin will support stakeholders in making informed decisions, formulating policies, and monitoring developmental progress. The previous edition has already proven instrumental in shaping Five-Year Plans and tracking national development milestones. With this updated edition, we anticipate further enhancing evidence-based planning and decision-making across ministries and agencies.

This Bulletin is the result of collaborative efforts put in by all the resource persons from the respective Departments and the Divisions in the Ministry and of those in the Dzongkhags and the Thromdes. On behalf of the Ministry, let me take this opportunity to thank all the concerned individuals and organizations who have contributed directly or indirectly in successful compilation and publication of this bulletin. The Ministry is confident that the bulletin will serve the diverse needs for information relating to the Ministry.

(KARMA WANGCHUK)  
SECRETARY

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# Chapter 1

## Ministry of Infrastructure and Transport, MoIT

### 1.1 Background

Following the Royal Government of Bhutan's Public Service Transformation Initiatives launched in 2022, the Ministry of Infrastructure and Transport (MoIT) was established as part of the structural reorganization of government agencies. This transformation aimed to enhance efficiency, streamline mandates, and align public service delivery with the evolving socio-economic needs of the country. The Ministry of Infrastructure and Transport emerged from the consolidation of functions previously spread across multiple agencies, including the erstwhile Ministry of Works and Human Settlement and the Department of Civil Aviation. Under the new structure, MoIT was entrusted with a broader, integrated mandate to lead the planning, development, regulation, and maintenance of critical infrastructure and transport systems in Bhutan.

### 1.2 Core Mandates

The Ministry of Infrastructure and Transport has the following mandates;

1. Formulate and review policies, legislations and standards pertaining to Human Settlement Planning and Development, Surface and Air Transport, Construction, Infrastructure Development, Housing, and Postal services;
2. Stimulate and manage growth for sustainable transport and construction industry;
3. Prepare and review Spatial Plans, and Infrastructure Master Plans (transport, wastewater, water supply, storm water, solid waste and utilities);
4. Develop quality, cost-effective and sustainable infrastructure through innovation and technology;
5. Ensure safe drinking water and clean sanitation, and a reliable supply of irrigation water;
6. Promote Affordable Housing;
7. Provide safe, efficient, reliable, and affordable Surface and Air Transport services;
8. Provide guidance in urban governance and municipal finance;
9. Represent in regional and international forums for Transport, Construction, Human Settlements, and Postal; and
10. Undertake research on Transport, Construction, Technology, etc.

### 1.3 Vision

To be dynamic organization for building quality and sustainable infrastructure, efficient transportation services, and built environment for socio-economic well-being and happiness.

### 1.4 Mission

1. To promote safe, inclusive and well-designed human settlements;
2. To develop green, sustainable, and quality infrastructure; and
3. To develop green and sustainable integrated transport infrastructure network and services

## 1.5 Sectors

The sectors under the Ministry of Infrastructure and Transport, MoIT includes;

1. Department of Surface Transport
2. Department of Infrastructure Development
3. Department of Air Transport
4. Department of Human Settlement
5. Bhutan Civil Aviation Authority
6. Bhutan Construction and Transport Authority

## 1.6 Thromdes

1. Thimphu Thromde
2. Phuentsholing Thromde
3. Gelephu Thromde
4. Samdrup Jongkhar Thromde

## 1.7 Budget Allocation in the Ministry

Table 1.1: Revised Budget vs Expenditure at Department level, 2023-2024 financial year

Ministry of Infrastructure and Transport	Budget			Expenditure		
	Current	Capital	Total	Current	Capital	Total
Secretariat	52.720	46.171	98.891	50.252	28.803	79.055
Department of Air Transport	199.720	138.422	338.142	185.165	138.174	323.339
Department of Surface Transport	563.478	2,013.424	2,576.902	553.107	1,736.473	2,289.580
Department of Human Settlement	53.230	413.777	467.007	52.497	373.077	425.574
Department of Infrastructure Development	120.264	2,450.093	2,570.357	117.414	1,859.744	1,977.157
<b>Annual Grant</b>						<b>5.952</b>
Bhutan Construction and Transport Authority	123.627	14.312	137.939	115.618	10.088	125.707
<b>Annual Grant</b>						<b>0.254</b>
Bhutan Civil Aviation Authority	18.274	15.294	33.470	17.972	11.986	29.958
<b>Annual Grant</b>						<b>0.098</b>

*Note: Bhutan Construction and Transport Authority and Bhutan Civil Aviation Authority are separate and affiliated department under the ministry*

*Source: Finance Division, MoIT*

Table 1.2: Staff Strength of the Ministry of Infrastructure and Transport, MoIT

Qualification	Office of the Secretary	Department of Surface Transport*	Department of Infrastructure Development**	Department of Human Settlement	Department of Air Transport	Bhutan Construction and Transport Authority	Bhutan Civil Aviation Authority	Total
Ph.D	0	0	0	0	0	0	1	1
Masters Degree	7	31	17	25	3	1	0	84
Bachelors Degree	22	64	52	30	16	14	14	212
PG Diploma	1	1	4	0	2	14	1	23
Diploma	13	127	28	2	38	11	2	221
Class XII	5	17	2	1	179	13	0	217
Class X Certificate	6	68	12	14	14	73	3	190
Below Class X	5	10	11	8	94	7	3	138
Total	59	318	126	80	346	133	24	1086
Male	33	234	86	57	232	94	22	758
Female	26	84	39	23	75	39	2	288
<b>Total</b>	<b>59</b>	<b>318</b>	<b>126</b>	<b>80</b>	<b>346</b>	<b>133</b>	<b>24</b>	<b>1086</b>

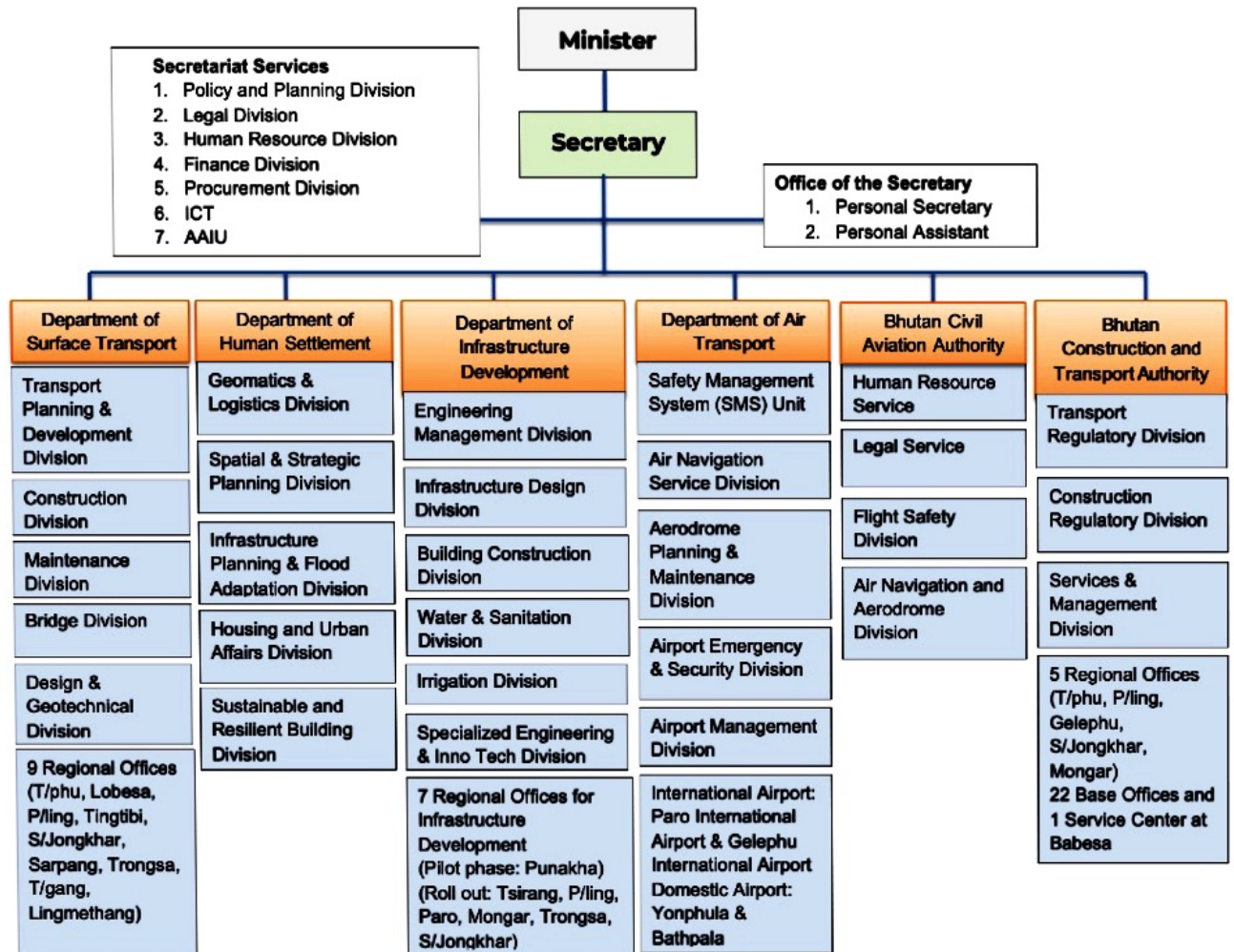
\* DoST = Formerly Department of Roads

\*\* DoID = Formerly Department of Engineering Services

The table contains the information of staffs who are currently on EoL, Study Leave and deputations.

Source: *Human Resource Division, HRD*

## 1.8 Organizational structure of ministry of infrastructure and transport



## Chapter 2

# Department of Surface Transport

### 2.1 Background

The Department of Surface Transport is one of the oldest departments in the country. The first office set up for construction of road was “*Bhutan Road Project*” in 1959 headed by a Principal Engineering Officer for conducting a feasibility study for the construction of Phuentsholing-Thimphu Highway. With the commissioning of the five-year plan in 1961, it was renamed as “Bhutan Engineering Services” headed by a Chief Engineer for constructing 179 Km Phuentsholing-Thimphu highway and in 1979 it was renamed as Public Works Department.

The Public Works Department initially under the Ministry of Development and later under the Ministry of Social Services. In the year 2000, it was renamed as Department of Roads. under the Ministry of Communications, the Department of Roads and the Department of Urban Development and Housing were the two main technical departments. In 2003, the Department of Roads came under the purview of Ministry of Works and Human Settlement when it was bifurcated from the erstwhile Ministry of Communication.

The requirement and emphasis of the country in the past had been connectivity and not much on standards and quality. Road dependency had been and is the topmost development activity considering Bhutan’s dependency on the road transport. This is evident through the huge budget allocations made by the governments in the road sector. The department has over the years established substantially large network of roads in the country. As some important road connections have been made, the road users are increasingly expecting higher standard and comfortable roads. naturally as the country is transitioning to a more developed country, there is a necessity to build roads and highways at par with the developed countries standards with state-of-the-art technology. Therefore, a transition point has been reached for the department to re-organize and establish itself as a dynamic professional institution in the country that can support the government in its future development endeavors.

As outlined in “*The Civil Service Transformation Initiative Report, 2022*,” the restructuring renamed Department of Roads as the “*Department of Surface Transport*”, expanding its responsibilities to include other surface transport modes like railways, waterways, and ropeways.

### 2.2 Vision

A dynamic organization building safe and sustainable surface transport infrastructure

### 2.3 Mission

To create/Towards creating a safe, reliable, sustainable and green transport sector through innovation and standardization for accelerated socio-economic development.

### 2.4 Mandates

1. Formulate/review and implementation of policies, legislations, strategies and others for surface transport;
2. Develop and implement standards pertaining to surface transport;
3. Stimulate development and manage growth for sustainable surface transport sector;
4. Promote and develop safe, reliable, accessible and affordable (surface) transportation of goods and services;
5. Promote and improve regional and international surface transport connectivity;
6. Planning, design and construction of integrated surface transport infrastructure;

7. Operation and maintenance of surface transport infrastructure;
8. Promotion of green, sustainable and low emission technologies in the transport sector, including EV and other emerging technologies;
9. Foster and administer participation in international, regional and bilateral meetings on surface transport conventions, treaties, agreements, Memorandum of Understanding, etc;
10. Research and Development on surface transport;
11. Maintain inventory of surface transport assets; and
12. Provide geotechnical and subsoil investigation services to all the Department under the Ministry.

## **2.5 Road Network**

As of 2024, Bhutan has a total length of 18, 270.83 Km of roads in the country as shown in Table 2.1. Mongar Dzongkhag has the largest road network with 2, 041.7 Km (11.17 %) of all types of roads and Gasa has lowest road network with just 111.68 (0.61 %) Km of road.

Table 2.1: Existing Length of Road Network by Type and Dzongkhag

Name of Dzongkhag	Primary National Highway	Secondary National Highway	Dzongkhag Road	Urban Road	Farm Road	Access Road	All Roads
Bumthang	86.78	67	19.56	1.7	181.44	106.25	462.73
Chukha	227.06	45.28	188.41	28.58	511.46	197.73	1198.52
Dagana	17.6	173.77	124.62	1.5	715.23	49.55	1082.27
Gasa	0	46.3	26.1	0	37.03	2.25	111.68
Haa	0	154.24	19.1	7.93	279.33	81	541.6
Lhunte	0	104.5	52.62	0.77	580.4	151.13	889.42
Monggar	222.45	5	312.69	11.96	1424.57	65.03	2041.7
Paro	38.6	83	30.42	5.2	578.96	82.24	818.42
Pema Gatsel	110	121	150.47	0	816.17	42.26	1239.9
Punakha	53	30.1	41.01	4.41	522.88	103.87	755.27
Samdrup Jongkhar	60	74	119.34	7.32	394.04	41.66	696.36
Samtse	55	127.6	109.89	8.25	940.33	15.5	1256.57
Sarpang	118	0	107.16	15.82	616.95	166.66	1024.59
Thimphu	36.8	7.15	40.72	288	139.11	252.7	764.48
Trashigang	116.9	16	275.88	6.6	841.19	28.49	1285.06
Trashi Yangtse	45	0	71.45	8.72	524.9	28.05	678.12
Trongsa	146.5	36	39.46	0.62	333.2	9.79	565.57
Tsirang	61	2.3	81.51	3.3	646.23	21.31	815.65
Wangdue Phodrang	131	5.5	103.41	8.5	759.06	180.83	1188.3
Zhemgang	154.5	62	159.04	14.1	414.7	50.28	854.62
<b>Total</b>	<b>1680.19</b>	<b>1160.74</b>	<b>2072.86</b>	<b>423.28</b>	<b>11257.18</b>	<b>1676.58</b>	<b>18270.83</b>

Source: Department of Surface Transport

## 2.6 Percent Road Network by Dzongkhag

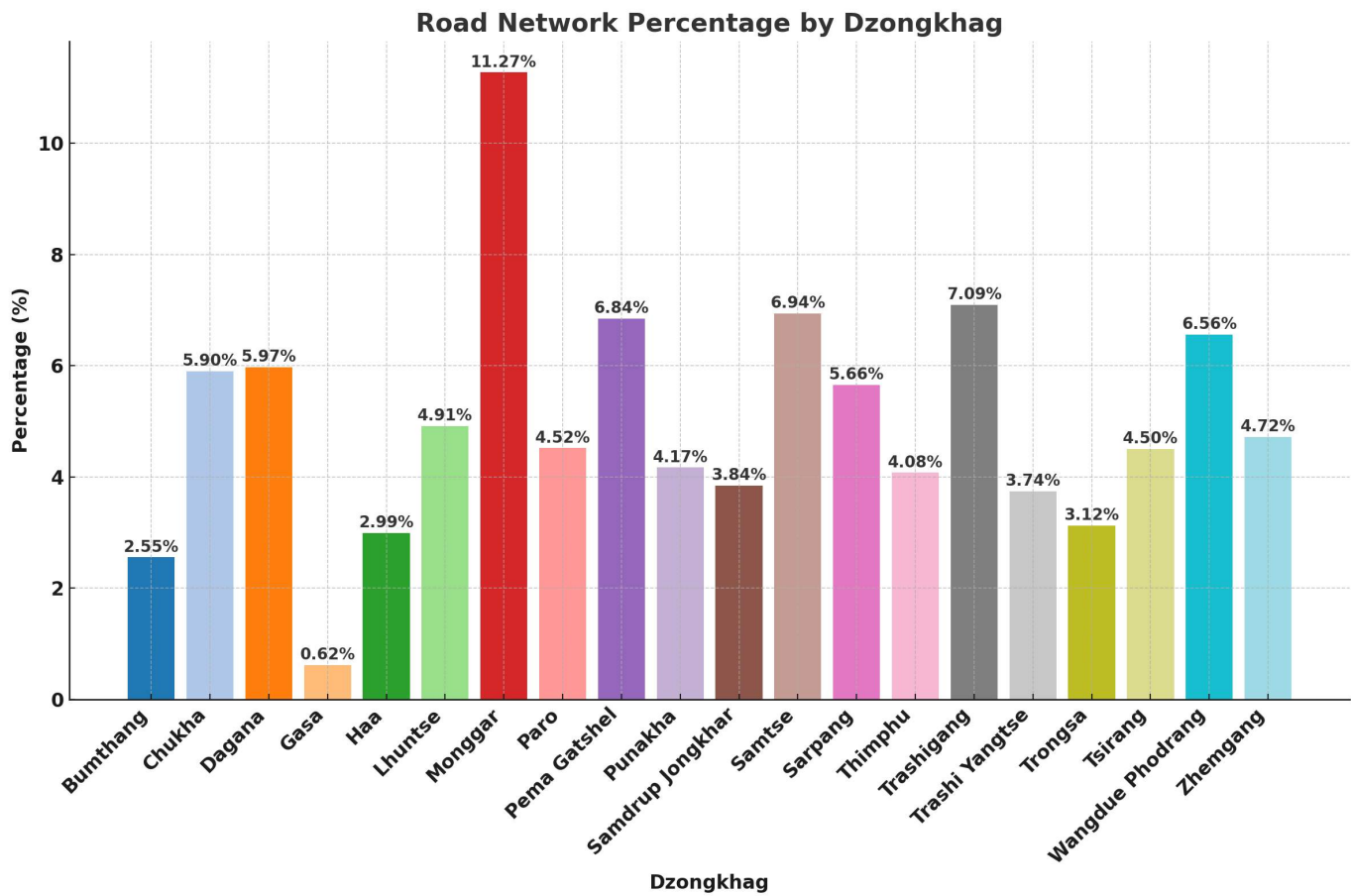


Table 2.2: Length of Road Network by Category

	Asian Highway	Primary National Highway	Secondary National Highway	Access Road	Dzongkhag Road/ GC Road	Farm Road	Urban Road	All Roads
<b>As of June 2024</b>	149.10	1531.09	1160.74	1676.6	2072.86	11257.2	423.28	<b>18270.81</b>
Black Topped	149.1	1531.09	1068.94	456.08	1758.03	190.18	402.77	<b>5562.39</b>
Non-Black Topped	0	0	91.8	1220.5	314.83	11067	14.31	<b>12708.42</b>

Source: Department of Surface Transport

## 2.7 Surface Category wise abstract Road Network

As of June 2024, the black topped road in the country has increased by 136.74 km, an increase of 2.51 percent over the one financial year period from June 2023 to June 2024. Similarly, the non-blacktopped road decreased by 209.10 km, a decrease of almost 1.62 percent from the last financial year from June 2023 to June 2024.

Table 2.3: Comparison of Length of Road Network by Category

Category of Roads	June, 2024		June, 2023		June, 2022	
	Black Topped	Non-Black Topped	Black Topped	Non-Black Topped	Black Topped	Non-Black Topped
Asian Highway	149.1	0	142.9	0	142.9	0
Primary National Highway	1531.09	0	1,561.00	0	1,528.18	0
Secondary National Highway	1068.94	91.8	959	461.64	978.65	183.99
Access Road	456.08	1220.5	456.08	1,220.50	456.08	1,220.50
Dzongkhag Road/ GC Road	1758.03	314.83	1,747.08	314.83	1,198.26	874.6
Farm Road	190.18	11067	150.92	11,106.24	150.92	11,106.44
Urban Road	408.97	14.31	408.97	14.31	408.97	14.31
<b>All Roads</b>	<b>5562.39</b>	<b>12708.42</b>	<b>5,425.95</b>	<b>12,917.52</b>	<b>4,863.96</b>	<b>13,399.84</b>

Source: Bridge Division, Department of Surface Transport

Table 2.4: Number and Length of Motorable Bridges by Type

Number and Length of Motorable Bridges by Type		
Type of Bridges	Number	Total Length (M)
<b>Permanent Bridges</b>		
Reinforced Concrete T Beam / T-Girder/Box Grid	64	1,245.80
Reinforced Cement Concrete Slab	36	638.25
Pre-Stressed Concrete	33	2,069.90
Reinforced Cement Concrete Arch	5	479.00
Composite	27	610
Steel Pony Truss	11	190.00
Steel Arch	11	1059.25
Steel Hamilton	7	240.6
Steel Truss / Girder	17	1399.4
Multicell Box Culvert	8	416.00
<b>Temporary (semi-permanent) Bridges</b>		
Bailey Bridges	168	5618.67
Bailey Suspension Bridge	6	695.13
<b>Total</b>	<b>393</b>	<b>14,662.00</b>

Source: Bridge Division, Department of Surface Transport, MoIT.

Table 2.5: Total Length of motorable Bridges by Type and Dzongkhag

Dzongkhag	Types of Bridge											All Bridges	
	Composite	RCC Slab	RCC T-Beam/ Girder	RCC Arch	Multicell Box culvert	PSC	Steel Arch	Steel Pony Truss	Steel Truss/ Girder	Steel Hemilton	Bailey Suspension Bridge		Bailey Bridge
Bumthang	82	8	123.5	0	0	0	0	50	0	0	0	134.15	397.65
Chukha	0	134	8.00	0	90	540.6	0	0	395	144	0	295.74	1607.29
Dagana	0	8	0	0	0	40	95.2	0	57.6	0	0	185.98	386.78
Gasa	0	0	0.00	0	0	0	0	0	0	0	0	201.23	201.23
Haa	0	0	52.7	0	0	0	0	0	124	0	0	274.17	450.87
Lhuntse	0	30	16	0	0	0	70	0	0	0	0	475.62	591.62
Mongar	0	45	91.9	0	0	116.2	0	54	64	0	121.95	296.09	789.14
Paro	111	15.9	21.00	0	18	163	0	0	134	0	0	341.48	804.38
Pema Gatshel	0	0	117	118	0	0	0	0	50	0	0	222.55	507.55
Punakha	0	12	20.00	0	0	0	0	0	0	0	0	344.51	376.51
Samdrup Jongkhar	61	0	42.2	19	0	50	0	0	80	60	0	371.38	683.58
Samtse	0	170	45	0	0	280	175	0	35	36.6	353.66	710.358	1805.62
Sarpang	78	19.2	64	0	308	301.2	70	0	120	0	0	326.27	1286.62
Thimphu	49	48	274.00	222	0	75	126	0	40	0	0	158.52	992.52
Trashigang	35	26.05	138	0	0	30	0	0	90	0	109.76	320.152	748.962
Trashi Yangtse	0	34.3	0	0	0	0	0	0	0	0	0	225.63	259.93
Trongsa	69	13	53	0	0	88.5	0	43	133.6	0	109.76	240.84	750.7
Tsirang	0	31	0	0	0	95	86	0	0	0	0	67.08	279.08
Wangdue Phodrang	45	24	63.8	120	0	162.5	0	43	33	0	0	143.39	634.69
Zhemgang	80	19.8	115.7	0	0	128	437.1	0	43.2	0	0	283.53	1107.28
<b>Total</b>	<b>610</b>	<b>638.25</b>	<b>1245.8</b>	<b>479</b>	<b>416</b>	<b>2070</b>	<b>1059</b>	<b>190</b>	<b>1399.4</b>	<b>240.6</b>	<b>695.13</b>	<b>5618.7</b>	<b>14662</b>

Source: Department of Surface Transport

Table 2.6: Total number of Motorable Bridges by Type and dzongkhag

Dzongkhag	Types of Bridge													Total
	Composite	RCC Slab	RCC T-Beam/ Girder	RCC Arch	Multicell Box culvert	PSC	Steel Arch	Steel Truss/ Girder	Steel Truss Pony Truss	Steel Hemilton	Bailey Suspension Bridge	Bailey Bridge	Total	
Bumthang	3	1	7	0	0	0	0	0	1	0	0	5	17	
Chukha	0	2	2	0	2	7	0	1	3	5	0	7	29	
Dagana	0	1	0	0	0	1	1	0	1	0	0	9	13	
Gasa	0	0	0	0	0	0	0	0	0	0	0	7	7	
Haa	0	0	3	0	0	0	0	2	2	0	0	8	15	
Lhuntse	0	3	1	0	0	0	1	0	0	0	0	15	20	
Mongar	0	4	6	0	0	1	0	2	1	0	1	12	27	
Paro	2	1	2	0	1	3	0	2	0	0	0	10	21	
Pema Gatshel	0	0	5	1	0	0	0	1	0	0	0	7	14	
Punakha	0	1	1	0	0	0	0	0	0	0	0	9	11	
Samdrup Jongkhar	5	0	2	1	0	1	0	0	1	1	0	12	23	
Samtse	0	1	2	0	0	1	1	1	0	1	3	14	24	
Sarpang	8	2	5	0	5	6	1	1	0	0	0	6	34	
Thimphu	2	5	10	2	0	3	2	1	0	0	0	7	32	
Trashigang	1	3	5	0	0	1	0	1	0	0	1	10	22	
Trashigang Yangtse	0	4	0	0	0	0	0	0	0	0	0	6	10	
Trongsa	2	2	2	0	0	2	0	3	1	0	1	8	21	
Tsirang	0	2	0	0	0	2	1	0	0	0	0	2	7	
Wangdue Phodrang	1	2	4	1	0	4	0	1	1	0	0	7	21	
Zhemgang	3	2	7	0	0	1	4	1	0	0	0	7	25	
<b>Total</b>	<b>27</b>	<b>36</b>	<b>64</b>	<b>5</b>	<b>8</b>	<b>33</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>168</b>	<b>393</b>	

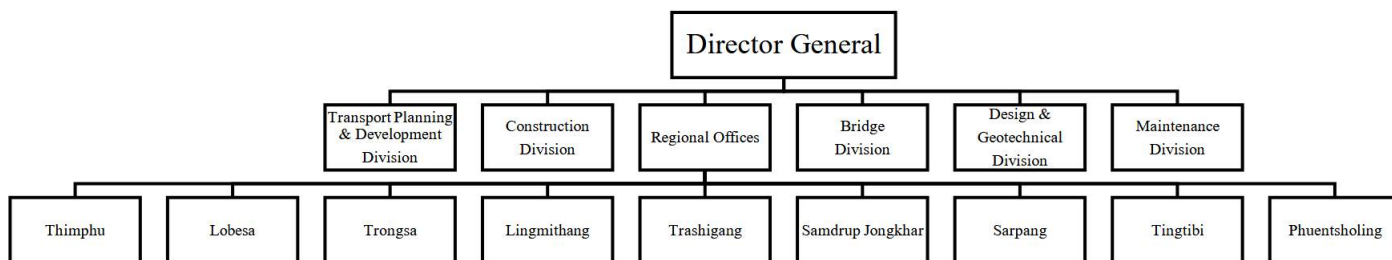
Source: Department of Surface Transport

Table 2.7: Number of Pedestrian Bridges Constructed since 5th Five Year Plan by Dzongkhag

Dzongkhag	Plan periods													Total Constructed (I - XIII)	Existing bridge as of present
	IV & before	V	VI	VII	VIII	IX	X	XI	XII	XIII	Total Constructed (I - XIII)				
Bumthang	1	7	3	4	2	2	1	2	0	2	0	22	17		
Chukha	3	5	1	3	4	2	4	2	0	2	0	24	17		
Dagana	3	4	2	5	4	4	6	1	2	0	0	31	26		
Gasa	0	0	2	2	2	1	0	1	1	0	0	9	3		
Haa	3	6	1	4	2	0	1	1	0	0	0	18	14		
Lhuentse	3	4	2	4	4	6	5	5	4	0	0	37	27		
Mongar	9	5	2	5	6	7	7	-	1	0	0	42	34		
Paro	3	8	3	2	2	2	3	1	3	0	0	27	23		
Pemagatshel	5	11	2	4	6	4	5	1	0	0	0	38	29		
Punakha	3	4	1	1	1	3	3	1	1	0	0	18	14		
Samdrup Jongkhar	7	11	6	3	3	3	7	3	0	0	0	43	25		
Samtse	9	15	2	1	4	2	6	4	8	0	0	51	39		
Sarpang	6	8	5	0	5	3	2	1	1	0	0	31	20		
Thimphu	1	1	3	3	0	4	2	4	0	0	0	18	15		
Tashigang	8	10	2	4	7	7	3	-	2	0	0	43	30		
Trashiyangtse	3	6	4	3	3	3	7	-	1	0	0	30	26		
Trongsa	4	6	3	4	1	2	2	2	2	0	0	24	16		
Tsirang	5	4	1	2	2	1	1	-	1	0	0	17	14		
Wangdue	2	10	5	3	2	3	2	-	-	0	0	27	22		
Zhemgang	1	5	4	4	5	6	4	3	0	0	0	32	27		
Total	79	130	54	61	65	65	71	30	27	0	0	582	438		

Source: Suspension Bridge Section, Bridge Division, Department of Surface Transport, MoIT, Thimphu.

## 2.8 Organizational Structure of Department of Surface Transport



## Chapter 3

# Department of Air Transport

### 3.1 Background

The Department of Air Transport (DoAT) was officially inaugurated on the 24th of April 2015, stemming from the strategic division of the former Department of Civil Aviation into two distinct entities: the Department of Air Transport (DoAT), which serves as the airport service provider, and the Bhutan Civil Aviation Authority (BCAA), responsible for aviation regulation.

DoAT takes pride in its stewardship of four significant airports, including the iconic Paro International Airport, Gelephu International Airport, and two other strategically placed domestic airports of Bumthang and Yonphula. Additionally, it plays a pivotal role in delivering comprehensive Air Navigation Services at all airports throughout the country, in accordance with the assignments and designations established by the BCAA.

The Department is dedicated to fostering the continuous improvement and modernization of Air Traffic Services, Passenger Terminals, Airside facilities, Operational Areas, and Cargo Facilities at airports throughout the country.

### 3.2 Vision

To achieve highest level of safety, security, services and standards in the air transport sector.

### 3.3 Mission

To develop and manage airport and air navigation infrastructure and services to international standards, meeting our stakeholders values while profitably contributing to the national economic development through the following activities;

- Build World class (friendly and unique) airport infrastructure;
- Meet expectation of stakeholders and passengers to provide best airport experiences and services;
- Capacity development and aviation professionals;
- Comply fully with BCAA and ICAO's aviation safety and security requirements and standards;
- Enhance air connectivity and enable conducive environment for tourism development; and
- Generate revenue through proper management of commercial activities.

### 3.4 Mandates

- Maintain, Operate and develop Airports;
- Provide air traffic and navigation services, aviation security services and rescue and firefighting services;
- Provide services to support aviation activities;
- Foster efficient coordination with other stakeholders working at the airports; and
- Collect aeronautical and non-aeronautical charges including fees and airport taxes from airlines services as well as use of airport infrastructure.

## 3.5 Details of Airline by History and Fleet

### 3.5.1 Druk Air

Druk Air Corporation Limited, operating as Druk Air – Royal Bhutan Airlines, is the national flag carrier of the Kingdom of Bhutan. It was founded on the 5th of April 1981 through a Royal Proclamation issued by His Majesty the Fourth King Jigme Singye Wangchuck.

With its headquarters in Paro, Bhutan, Druk Air presently operates scheduled flights to 9 international destinations spanning 5 countries within the South Asian region, from its operational base at Paro International Airport. Additionally, Druk Air operates to 3 domestic destinations within Bhutan and extends its offerings to include helicopter services, expanding its scope beyond fixed-wing operations.

In a significant development, the Royal Bhutan Helicopter Services Limited (RBHSL) was amalgamated with Druk Air in November 2022.

#### Fleet details:

1. Airbus-A320neo
  - a. Business seat – 20
  - b. Economy seat – 120
2. 3 Airbus-A319
  - a. Business seat – 16
  - b. Economy seat – 102
3. 1 ATR 42-600
  - a. Business seat – 8
  - b. Economy seat – 32
4. 3 H-130
  - a. 1 Pilot and 6 Passengers or 2 Pilots and 5 passengers

### 3.5.2 Bhutan Airlines

Bhutan Airlines - Tashi Air Pvt. Ltd, Bhutan's first Private Airline came into existence after the Tashi Group of Companies, outbid other joint venture companies and won the License to operate Airline Service both Domestic and International Sectors.

On 4th December 2011, Tashi Group of companies welcomed the arrival of Bhutan Airline's (Tashi Air Private Limited) first aircraft, A Pilatus PC12 with capacity of 8 Passengers for domestic operations.

It started international flights on 10th of October 2013 with an A320 aircraft with 150 passenger seating capacity from Paro to Bangkok and began operating to Kolkata sector on 7th December 2013.

Bhutan Airlines (Tashi Air Pvt. Ltd) first began its commercial flight Paro - Bangkok on the 10th of October 2013 followed by daily scheduled flight to Kolkata on the 16th of December 2013. Today Bhutan Airline operates seven days a week flight from Paro to Bangkok via Kolkata, India and Return and 6 flights (Except on Friday) to Kathmandu and return.

#### Fleet details:

1. 3 Airbus-A319
  - a. Business seat – 12
  - b. Economy seat – 114

### 3.5.3 Airport Details

DoAT takes pride in its stewardship of four significant airports, including the iconic Paro International Airport, Gelephu International Airport, and two others strategically placed domestic airports.

#### 1. Paro International Airport

- a. PIA stands as an international gateway to Bhutan which is located just 3.5 kilometers from Paro Town.
- b. Elevation: 5,500 meters (18,000 feet)
- c. Airport code: PBH (IATA) & VQPR (ICAO)
- d. Airport Coordinates: 27°24'11.23" N 89°25'29.30" E
- e. Runway ready: 2265-meter runway oriented at 33/15

#### 2. Gelephu International Airport

- a. Located in Samtenling Gewog, just 2 kilometers away from the Gelephu town in Sarpang District, Bhutan, this airport was upgraded to an international status on 16th September 2023 marking a significant milestone in the region's aviation history.

- b. Elevation: 300.9 meters (987.204 feet)
- c. Airport Code: GLU (IATA) & VQGP (ICAO)
- d. Airport Coordinates: 26°53'04.46 N, 90°27'50.98 E
- e. Runway ready: 1500-meter runway oriented at 29/11

### 3. Bumthang Domestic Airport

- a. BDA is situated in the central part of Bhutan located just 2 kilometers from Chamkhar town, Bumthang.
- b. Elevation: 8,446 feet
- c. Airport Code: BUT (IATA) & VQBT (ICAO) Airport Coordinates: precisely at 273343.92 N, 904449.72 E
- d. Runway ready: 1700-meters runway oriented at 32/14

### 4. Yonphula Domestic Airport

- a. One of Bhutan's two domestic airports, located in the eastern region in Tashigang region.
- b. Elevation: 8,442 feet
- c. Airport Code: YON (IATA) & VQTY (ICAO) d. Airport Coordinates: 27°15' 23.29" N, 91° 30' 52.76" E
- e. Runway ready: 1260 meters runway oriented at 30/12

## 3.5.4 International Air Service launch date by destination

### DRUKAIR

1. Kolkata, India – 11th February, 1983
2. New Delhi, India – 26th November, 1988
3. Gaya, India – 26th October, 2003
4. Bagdogra, India – 26th October, 2010 (Inaugural flight on 18th June, 2009)
5. Guwahati, India – 31st October, 2010 (Inaugural flight on 26th October, 2010)
6. Mumba, India – 1st May, 2014
7. Kathmandu, Nepal – April, 1989 (Flight test familiarization on 25th October, 1987)
8. Bangkok, Thailand – 28th June, 1989
9. Dhaka, Bangladesh – 30th October, 1989
10. Yangoon, Myanmar – 6th January, 1997 (suspended since 15th December, 2004)
11. Singapore – 1st September, 2012
12. Dubai - 28th October, 2024

### BHUTAN AIRLINES

1. Delhi, India
2. Calcutta, India
3. Bangkok, Thailand
4. Kathmandu, Nepal

### 3.6 Year on Year International Passenger Trend 2011 to 2024

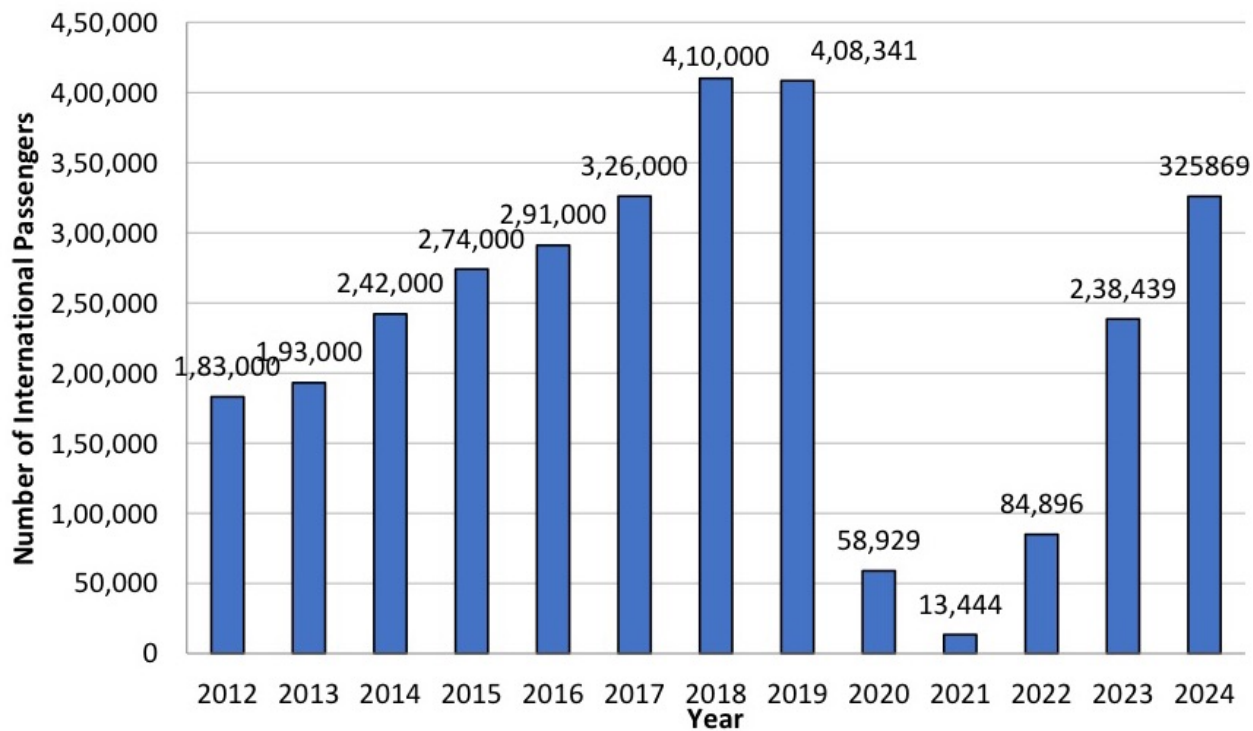


Table 3.1: Total number of international air passenger to and from PIA by destination, 2024

Sector Months	1st Quarter			2nd Quarter			3rd Quarter			4th Quarter			Sub-Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	
<b>From Paro to</b>													
New Delhi	1802	1968	2886	3617	3651	3288	1824	1896	2933	3784	3724	2177	33550
Bangkok	3798	3539	3264	3886	3823	2214	1983	2125	3123	4014	3641	2982	38392
Kathmandu	1477	1305	2245	2827	2605	1273	992	1222	2041	3396	3612	1786	24781
Kolkata	852	800	1374	2657	2635	1505	804	579	1081	1887	1871	1085	17130
Gaya	1242	338	0	0	0	0	0	0	0	0	10	266	1856
Dhaka	164	131	190	202	154	158	133	154	203	175	302	279	2245
Bagdogra	69	79	104	133	222	94	106	42	111	145	171	106	1382
Guwahati	106	59	108	93	190	87	114	98	89	193	112	133	1382
Singapore	721	756	750	799	821	623	381	399	590	712	799	568	7919
Dubai	0	0	0	0	0	0	0	0	0	49	233	213	495
<b>Sub-Total</b>	<b>10,231</b>	<b>8,975</b>	<b>10,921</b>	<b>14,214</b>	<b>14,101</b>	<b>9,242</b>	<b>6,337</b>	<b>6,515</b>	<b>10,171</b>	<b>14,355</b>	<b>14,475</b>	<b>9,595</b>	<b>129,132</b>
<b>To Paro from</b>													
New Delhi	1358	1565	2954	3288	3406	2890	1695	1838	3147	3647	3037	2296	31121
Bangkok	2592	2613	3080	3488	3052	2027	1812	2046	3464	3784	2594	2818	33370
Kathmandu	1414	1580	2867	2986	2183	1240	1085	1373	2371	3906	3434	1759	26198
Kolkata	735	914	1531	2155	2252	1160	644	557	1301	1855	1191	942	15237
Gaya	1489	493	0	0	0	0	0	0	0	0	458	202	2642
Dhaka	107	157	202	240	112	171	299	139	186	312	502	311	2738
Bagdogra	74	107	123	189	216	118	136	68	134	139	120	85	1509
Guwahati	34	87	176	129	233	70	116	78	133	205	147	101	1509
Singapore	386	567	815	765	771	473	323	380	670	737	585	623	7095
Dubai	0	0	0	0	0	0	0	0	0	39	158	136	333
<b>Sub-Total</b>	<b>8189</b>	<b>8083</b>	<b>11748</b>	<b>13240</b>	<b>12225</b>	<b>8149</b>	<b>6110</b>	<b>6479</b>	<b>11406</b>	<b>14624</b>	<b>12226</b>	<b>9273</b>	<b>70904</b>
<b>Connecting sectors</b>													
Kathmandu – New Delhi	599	526	996	1279	1031	1420	1750	1552	773	999	1219	1549	13693
New Delhi- Kathmandu	285	492	937	871	750	1243	696	780	802	1305	914	741	9816
Gaya- Bangkok	695	413	0	0	0	0	0	0	0	0	270	845	2223
Bangkok-Gaya	732	298	0	0	0	0	0	0	0	0	0	685	1715
Dhaka- Bangkok	14	21	3	0	3	0	0	0	0	0	0	0	41
Bangkok- Dhaka	9	4	2	0	70	0	0	0	0	0	0	0	85
Bagdogra- Bangkok	235	159	250	189	309	288	204	236	128	252	243	361	2854
Bangkok-Bagdogra	202	226	194	177	153	224	249	189	146	168	171	149	2248
Guwahati-Bangkok	0	0	0	0	0	0	0	0	0	0	0	0	0
Bangkok- Guwahati	0	0	0	0	0	0	0	0	0	0	0	0	0
Guwahati-Singapore	203	65	125	80	110	130	187	76	67	175	105	158	1481
Singapore- Guwahati	94	82	95	52	82	118	167	56	71	176	146	225	1364
Kolkata-Bangkok	1046	1215	2061	1813	2245	2060	1905	2542	1412	1679	1182	762	19922

Table 3.1 continued from previous page

<b>Bangkok-Kolkata</b>	773	911	1850	1312	1813	2566	2560	2151	1446	1650	1026	629	18687
<b>Sub-Total</b>	4887	4412	6513	5773	6566	8049	7718	7582	4845	6404	5276	6104	74129
<b>Grand Total</b>	23,307	21,470	29,182	33,227	32,892	25,440	20,165	20,576	26,422	35,383	31,977	24,972	274,165

Table 3.2: Quarterly international air passengers (PIA), number of international flights including cargo flights to and from Bhutan, and international cargo transported by the two airlines as of 2024

Quarterly International Air Passengers (PIA) in 2024												
Months	1st Quarter			2nd Quarter			3rd Quarter			4th Quarter		
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Total Passengers	20,658	20,354	28,106	31,208	31,528	25,910	20,686	21,644	27,594	37,055	34,199	26,927
Quarterly Total	69,118			88,646			69,824			98,181		
Total Number of International Flights (Including Cargo) to and from Bhutan in 2024												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Flights	402	368	454	475	472	456	473	484	528	589	566	548
Monthly International Cargo Transported by the Two Airlines in 2024 (in kg)												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Cargo (kg)	64,974.52	61,369.60	67,939.90	56,026.98	62,913.30	73,414.58	58,636.50	69,624.00	74,090.70	57,588.19	85,703.10	69,992.50

Table 3.3: Number of passenger carried by Type of Helicopter Services and Revenue Earned

<b>Number of passengers carried by Type of Helicopter Services and Revenue Earned, 2020-2024</b>					
<b>Type of Services</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
Medical Evacuations	157	192	265	190	250
Fire Fighting	0	0	0	0	0
Airlifting of relief materials during the flood	0	0	0	0	0
Aerial works	6	37	30	10	55
<b>Chartered</b>	<b>1,057</b>	<b>1,755</b>	<b>1,996</b>	<b>1,602</b>	<b>2,363</b>
Tourist	95	0	198	292	734
Local	196	705	604	187	630
Local (RGOB)	21	594	250	295	323
Local (Highlanders/Subsidized)	745	456	944	828	676
Total	1,214	1,947	2,261	1,792	2,613
<b>Revenue (Nu. in Million)</b>	<b>79.760</b>	<b>89.640</b>	<b>136.419</b>		

Note: Aerial Works included in local charter.

Source: Druk Air Corporation Ltd., Department of Air Transport, MoIT.

Table 3.4: Number of Flights Made Type of Helicopter Services, 2020-2024

<b>Number of Flights Made by Type of Helicopter Services, 2020 - 2024</b>					
<b>Type of Services</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
Medical Evacuations	83	109	137	82	127
Fire Fighting	2	2	0	0	0
Airlifting of relief materials during the flood	0	0	0	0	0
Aerial Works	17	96	42	38	68
<b>Chartered</b>	<b>360</b>	<b>607</b>	<b>727</b>	<b>545</b>	<b>726</b>
Tourist	26	0	61	98	198
Local	57	157	150	63	166
Local (RGoB)	60	215	132	83	98
Local (Highlanders/Subsidized)	217	173	384	301	264
<b>Total</b>	<b>462</b>	<b>814</b>	<b>906</b>	<b>665</b>	<b>921</b>

Source: Druk Air Corporation Ltd., Department of Air Transport, MoIT.

### 3.7 Year on year Domestic Air passengers and growth rate – 2013-2024

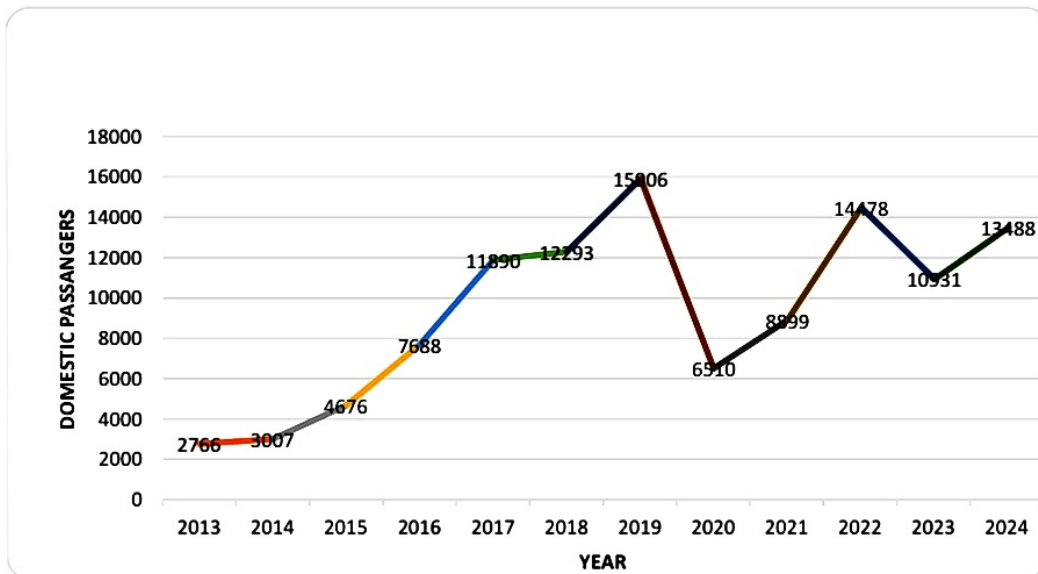


Table 3.5: Number of Passengers Carried &amp; Revenue Earned by Bhutan Airline Flights and Area of Operation, 2020 - 2024

Area of Operation	2020	2021	2022	2023	2024
Paro to Delhi	1,054	0	437	995	5,739
Paro to Bangkok	1,604	23	3,498	10,132	11,114
Paro to Kathmandu	348	0	400	562	4,134
Paro to Kolkata	1,884	0	704	5,146	10,835
Paro to Gaya	56	0	0	402	1,042
Paro to Mumbai					133
Delhi to Paro	1,398	0	0	826	4,969
Bangkok to Paro	575	0	1,779	4,108	8,134
Kathmandu to Paro	1,441	0	367	476	4,144
Kolkata to Paro	57	0	567	4,345	9,093
Gaya to Paro	0	0	0	257	1,007
Mumbai to Paro	0	0	0		230
Kathmandu to Delhi	16	0	13	4,040	13,756
Delhi to Kathmandu	19	0	10	2,788	9,829
Gaya to Bangkok	332	0	0	488	2,001
Bangkok to Gaya	401	0	0	1,054	2,091
Kolkata to Bangkok	1,420	0	1,703	10,550	19,926
Bangkok to Kolkata	1,342	0	355	9,322	18,691
<b>Others</b>					
Charter	1,375	88	1,125	25	503
<b>Total Passengers</b>	<b>10,316</b>	<b>88</b>	<b>10,958</b>	<b>59,341</b>	<b>1,27,371</b>
<b>Revenue (Nu. in Million)</b>	<b>128.000</b>	<b>13.740</b>	<b>286.690</b>	<b>1,190</b>	<b>2,059.750</b>

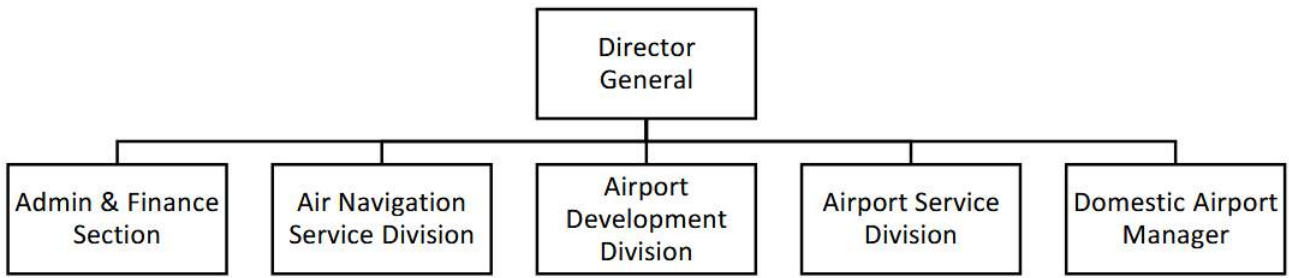
Source: Bhutan Airlines (Tashi Air Pvt. Ltd.), Department of Air Transport, MoIT.

Table 3.6: Number of Flights Made by Bhutan Airline and Area of Operation, 2020- 2024

Area of Operation	2020	2021	2022	2023	2024
Paro to Kolkata	41	0	704	219	312
Kolkata to Paro	40	0	567	202	297
Paro to Bangkok	59	4	3,498	219	312
Bangkok to Paro	56	4	1,779	202	297
Kolkata to Bangkok	40	0	1,703	219	312
Bangkok to Kolkata	39	0	355	202	297
Paro to Kathmandu	9	0	400	47	172
Kathmandu to Paro	11	0	367	48	170
Delhi to Paro	19	0	437	48	171
Paro to Delhi	19	0	0	47	172
Paro to Gaya	4	0	0	15	32
Gaya to Paro	5	0	0	15	32
Bangkok to Gaya	5	0	0	15	32
Gaya to Bangkok	4	0	0	15	32
Kathmandu to Delhi	7	0	10	47	173
Delhi to Kathmandu	8	0	13	48	171
<b>Others</b>					
Charter	15	2	1,125	33	48
Cargo Flight	30	10	9	0	0
<b>All sectors</b>	<b>411</b>	<b>20</b>	<b>10,967</b>	<b>1,182</b>	<b>2,058</b>

Source: Bhutan Airlines (Tashi Air Pvt. Ltd.), Department of Air Transport, MoIT.

### 3.8 Organizational Structure of Department of Air Transport



## Chapter 4

# Department of Infrastructure Development

### 4.1 Background

The concept of a separate Institution was established in 1959 as *BHUTAN ROAD PROJECT*, mandated to conduct the reconnaissance survey of Phuentsholing-Thimphu Highway. In 1961 (1-10-1961) the Bhutan Road Project was renamed as *BHUTAN ENGINEERING SERVICES* under the Ministry of Development, mandated to design and construct any infrastructure for every department of the Royal Government. The Bhutan Engineering Services was once again renamed as *PUBLIC WORKS DEPARTEMENT IN (PWD)* in 1971.

In 1974 a committee was appointed to guide urban development and it was called Central Town Planning Committee (CTPC) consisting of all ministers and senior civil servants as members. In 1984 the CTPC was converted into National Urban Development Corporation (NUDC) and in 1989 the NUDC was renamed as the Department of Works and Housing by merging the non-road functions of the PWD.

In 1993 the Departments of Roads and Works & Housing were merged and renamed as the Public Works Division (PWD). The new PWD was then transferred to the Ministry of Communications. In 1999 the roads and other functions were segregated and the Department of Urban Development and Housing (DUDH) was formed. The mandate of DUDH was to focus on urban development as the number of urban centers were rapidly increasing and urban problems like housing, infrastructure provision and municipal management issues were emerging, which needed to be addressed comprehensively and efficiently.

Housing was separated from the department in 2003 and the DUDH was renamed as Department of Urban Development and Engineering Services (DUDES) during the First Annual Engineering Conference in 2004. Apart from the responsibilities associated to the urban sector and providing engineering services to all other agencies, DUDES was also made the parent department for Dzongkhag engineering sector.

The rapid socio-economic development in the country placed immense demand on and for provision of infrastructure and development plans. In particular, the Department of Urban Development and Engineering Services, responsible for urban settlements and engineering services in the country, was faced with increasing challenges. In addition to the complexity of urbanization, rapid changes were also taking place in villages and other settlements. On the other hand, there was increasing need for engineering services in the country and the technical support for local governments especially in view of the development focus of the 11th Five Year Plan. Therefore, to enable efficient delivery of services and to facilitate timely development, the Lhengye Zhungtshog approved the bifurcation of DUDES into the Department of Engineering Services (DES) and the Department of Human Settlement (DHS) enabled the two departments to specialize and focus more clearly on their respective areas of responsibilities.

As part of the Civil Service Transformation Initiative, the erstwhile Department of Engineering Services was merged with Department of Human Settlement and Department of Infrastructure and Transport was collapsing of Health Infrastructure Development Division, Agriculture Engineering Division, Industry Development Division and School Infrastructure Development Division to undertake infrastructure development in the country and to bring about the Human Resource Optimization. Further, the Dzongkhag Human Settlement and Engineering Sector were clustered to form Regional Engineering Cluster. It is currently being piloted for Punakha Cluster.

The Department reviews construction plans, issues permits, and performs inspections to ensure engineering projects are built safely and in compliance with approved codes in force and regulations helping to create a vibrant, livable, and safe-built community. The DoID develops expertise in a specified area and meets the specific requirements of other functional ministries, departments, and agencies.

### 4.2 Vision

Towards quality, cost effective, green and sustainable infrastructure

### 4.3 Mission

1. To foster professional infrastructure design and development;
2. To plan infrastructure that achieves whole-of-government priorities;
3. To invest in the right infrastructure to enhance socio-economic growth; and
4. To promote and adopt right technology in infrastructure development.

### 4.4 Mandates

1. To develop quality, cost effective and sustainable infrastructure through innovation and technology;
2. Liaise with central agencies (e.g. education, health, culture, agriculture, etc.) to coordinate, plan and develop infrastructure that achieves whole-of-government priorities;
3. To foster the highest engineering codes of conduct and ethics;
4. To ensure safe and reliable drinking water, irrigation and clean sanitation;
5. To adopt most appropriate disaster-resilient construction technologies to avert and minimize impacts from natural disasters;
6. To promote safe and quality construction through development/review and update of appropriate standards and quality assurance mechanisms; and
7. Foster participation in international, regional and bilateral meetings on infrastructure development.



Table 4.1: Information on Urban Infrastructure Facilities

<b>INFORMATION ON URBAN INFRASTRUCTURE FACILITIES</b>											
Trongsa	Trongsa Throm	6.773	0	0.36	1.12	11	NA	3641.26	NA	279	
Tsirang	Damphu	14.958	2.189	2.29	0.85	9	9	15	172	32	
	Mendrelgang	-	-	-	-	-	-	-	-	-	
Wangdue Phodrang	Bajo Town	-	-	-	-	-	-	-	-	-	
	Zhemgang Town	-	-	-	-	2	NA	-	NA	NA	
Zhemgang	Tingtibi Town	-	-	-	-	1	-	-	NA	-	
	Panbang Town	-	-	-	-	1	-	-	NA	NA	

Table 4.2: Information on Sewerage Treatment

INFORMATION ON SEWERAGE TREATMENT						
Dzongkhag	Urban Town	Type of treatment	Availability of cesspool truck (Yes/No)	Number of trucks	Availability of sludge treatment facility (Yes/No)	
Bumthang	Bumthang	None	Yes	1	NA	
	Chumey	None	No	-	NA	
Chhukha	T/sham and T/lakha	None	Yes	1	NA	
	Gedu	None	No	-	NA	
Dagana	Daga Throm	Sludge Drying Bed	Yes	1	Yes	
	Dagapela	None	No	0	No	
	Lhamoizingkha	None	No	0	No	
Gasa	Gasa	None	No	None	No	
Haa	Haa	NA	Yes	1	Under construction	
	Jyengkha			NA		
Lhuentse	Phaling Town	NA	N/A	1	NA	
Mongar	Mongar Town	None	Yes	1	NA	
	Gyalpoizhing Town					
Paro	PAro	Eco line	yes	1	yes	
	Betykha	-	-	-	-	
Pema Gatshel	Denchhi	DEWATS	No	NA	NA	
Punakha	Khuruthang Town	Eco-Plant	Yes	1	No	
Samdrup Jongkhar						
Samtse	Samtse	DEWATS	Yes	2	Yes	
		FSTP				
	Gomtu	No	No	0	No	
Sarpang	Gola, Tashicholing	No	No	0	No	
Trashigang	Trashigang	Eco-line	yes	1 no	yes	
	Rangjung town	No	No	0	no	
Trashiyangtse	Yangthrom	None	Yes	1	Na	
	Doksum town		No	No	Na	
Trongsa	Trongsa Throm	None	Yes	1	None	
	Damphu Town	E-coline	yes	1	yes	
Tsirang	Mendrelgang	-	-	-	-	
	Bajo Town	Eco-line Treatment plant	Yes	1	NA	
Zhemgang	Zhemgang Town		yes	1		
	Tingtibi town		-	-	-	
	Panbang Town		-	-	-	

Table 4.3: Information on Drinking Water Supply by Urban Centers

INFORMATION ON DRINKING WATER SUPPLY BY URBAN CENTRES						
Dzongkhag	Name of source	Type of source	Water treatment facility	Capacity (MLD)	Hours of water supply per day	Coverage
Bumthang	Lamai Goenbpa	Surface water	Slow sand filter	0.483	24 hours	Chamkhar Village, Chamkhar town, Wangdicholing and Jakar areas
	Naspheh	Surface water	Slow sand filter	0.345	24 hours	Dekiling, Jamba Lhankhang and Kurje
	Tamzhing	Surface water	NA	NA	24 hours	Gongkhar, Jalikhar and Bathbalatnag
Chukha	Micro	Surface Water	Direct raw water for town areas and treated water for Gedu college only	0.71	9 hours	50% only due to leakage in structures and distributions pipe lines
	Tsimakha	Surface Water	Rapid sand filter Tank	1.5	4 hours in Tshimasham town and 24 hours in Tshimalakha town including residential and institutional areas.	70% only due to leakage in distributions pipe lines which is yet to be laid.
Dagana	Sarchap	-				
	Woobjilum, Tseza Gewog	Spring	Slow Sand Filter	0.63	24 Hours	Daga Throm, Daga High School, Hospital,
	Taksakha, Tseza Gewog Zachenchu, Tseza Gewog	Spring Spring				
Haa	Lemichu, Kana Gewog	Stream	Slow Sand Filter	0.63	24 Hours (No metered System, newly completed Water Treatment Plant, however, temporarily connection are provided)	Dagapela LAP (50 % - are temporarily connected)
Gasa	Damji Menchu	Spring	Slow sand filtration	0.5	24 hours	-
	Shingtachu	Spring	Slow sand filtration	0.7	24 hours	Dzong areas, Shops, Hospitals, schools, BPC, Govt. Colonies

Table 4.3 continued from previous page

INFORMATION ON DRINKING WATER SUPPLY BY URBAN CENTRES						
Haa	Kamshar	Stream	Slow Sand Filtration/ Sedimentation Tank	1.5	24	100%
Lhuentse	Tshathmagang & Jabrigang	Stream and spring	Slow sand filtration	0.35	24 hours	Dzong areas, Shops, Hospitals, schools, BPC, Govt. Colonies in phaling Thromde
	Chompa 1	Surface water	Slow sand filter/ Pressurized filter	3 MLD and 1.5MLD	24 hours	Mongar Town
	Tshengkhar source	Surface water	sand filter/ Pressurized filter	3 MLD and 1 MLD	24 hours	Gyalpoizhing Town
	Drepong Source	Surface water	sand filter/ Pressurized filter	3 MLD and 1 MLD	24 hours	Gyalpoizhing Town
	Chompa 3	Surface water	Slow sand filter/ Pressurized filter	3 MLD and 1.5MLD	24 hours	Mongar Town
	Reejug	Surface water	Slow sand filter/ Pressurized filter	3 MLD and 1.5MLD	24 hours	Mongar Town
Mongar	Yagpogang 1	Surface water	Slow sand filter	3 MLD	24 hours	Mongar Town
	Yagpogang 2	Surface water	Slow sand filter	3 MLD	24 hours	Mongar Town
	Wengkhar jug	Surface water	NA	NA	24 hours	Mongar Town
	Yagang 1	Surface water	NA	NA	24 hours	Mongar Town
	Yagang 2	Surface water	NA	NA	24 hours	Mongar Town
	Gapjana	Surface water	Sandrap, Plate settler, Pressure filter, alum and Chlorine dosing	0.8	-	Boday area, Air port, Wochu, Khangkhu, Changdungkha, Changmende & Damsephu Tshongdu town, Gaptay, Taju, Jangsa, Dzong area, Shari, TaDzong, Neymeyzampa, NIE, Changse ma, Changnangkha
	Tshongdu	Surface water	Infiltration gallery, submersible pump, chlorination	1.2	-	
	Borewell (Near municipal office)	Ground Water	-	0.7		Hospital & Geptay area
Paro	Borewell (Near BPC Office) Jangsa Betykha	Ground Water	-	0.7		Jangsa
		-	-	-		-

Table 4.3 continued from previous page

INFORMATION ON DRINKING WATER SUPPLY BY URBAN CENTRES						
Punakha	Tongzhuna	Surface water	Rapid and Slow		24hours	Dzong, Lobdra, Shedra, Changyul,Palaces, RBP Colony, DSP Phaduna, Lekithang
	do	Surface water	Rapid and Slow		6hours	Within Old Town, Punakha
	Underground	Borewell	NA	2.74L/s	6hours	Core Town Khuruthang
	Nangri	Surface water	Rapid sand filter	1.2 (MLD)	24 hours	Denchhi Town
Samdrup Jongkhar	Gomtu	Dhamdum	Stream	Rapid sand filtration	2.50 MLD	Summer : 12 hours Winter: 10 hours
	Gola, Tashicholing	Sukti-Khola & Rati-khola	Stream	NA	Reservoir	Average 6 hours
	samtse	Beurikhola	Stream	Rapid sand filtration	1.50	24 hours
Sarpang Thimphu	Barzamchu	Surface water	NA	0.25	24 hours	Yangthrom
	SergangChu	Surface water	NA	0.25	24 hours	Yangthrom
	Buyangchu	Surface water	NA	2.75	24hours	Doksum Town
Trashigang	Rangshikhar water source	Stream	Trashigang -euro treatment plant	Trashigang -2.5 mld	24 hours	Trashigang whole town till lungzor
	Thromang water source rangjung	Stream	Rangjung slow sand filtration	Rangjung 2.5mld	24 hours	Rangjung whole town till tti buna
Trongsa	Jalipang water source	Stream	Euro-water filter	2.4 MLD	24 hours	Whole of Municipality ( Sherabling, town, Laoshong,Dangrey, hangmani, Dzong, patadhasa, Taa Dzong area, DoST area etc)
	Dorji Goenpa water source	Stream	chlorination	0.03 MLD (BPT tank)	24 hours	50 HH of DoST area.
	Pow khola( Main)	surface water	Stilling/Inoculation,	1.5	24 hrs july till february and	All thromde area,
	Kuchi Khola( secondary )	surface water	Lamella clarifier,	1.5	12 hours March till June	LAP I,LAP II,
Tsirang	Chisa khola	surface water	Rapid sand filtration	0.3	24 hours	LAP III, including all the
	Shida Khola	surface water	and chlorination	0.3		institution, whole town
Wangdue Phodrang	Baychhu	Gravity/River	chlorination and pressure filtration	2.4 MLD	8 hours per day	Offices within the
	Borewell water	Ground Water	NA	6L per.sec	8 hours	Dzongkhag Throm

Table 4.3 continued from previous page

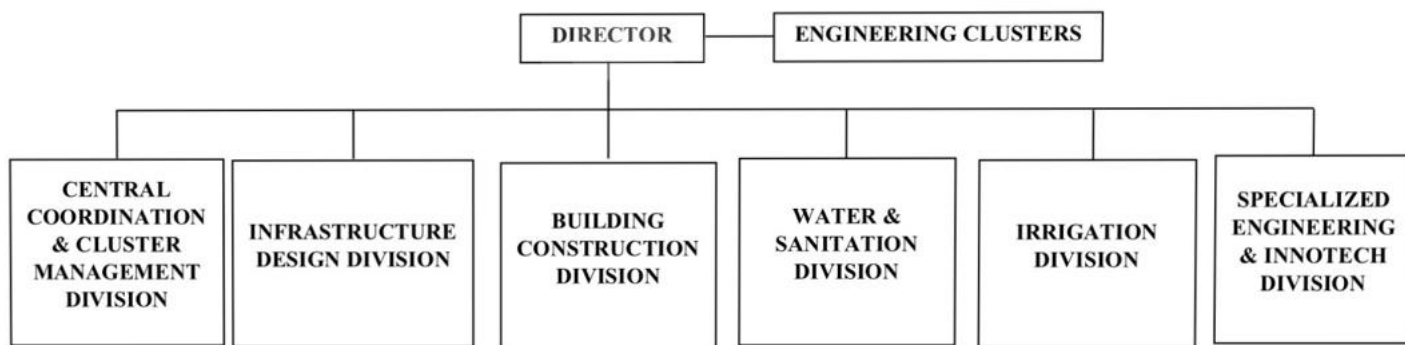
INFORMATION ON DRINKING WATER SUPPLY BY URBAN CENTRES					
Zhemgang	Dechengang	stream water	slow sand filter	253.5cbic mt	6 hours
					Zhemgang Town Only

Table 4.4: Information on Solid Waste Management

INFORMATION ON SOLID WASTE MANAGEMENT						
Dzongkhag	Urban Town	Waste generated (Tons/Day)	Method of collection	Frequency	Type of waste	Service provider
Bumthang	Bumthang	5	Waste truck	5 times a week	Dry and wet	Dzongkhag Municipality
	Chumey	NA	Block collection	As and when required	Dry	Catered by Gewog Administration
Chhukha	Gedu	4 per week	Block Collection	Twice a week	E-waste and Municipal Solid Waste	Private Sector and Municipality
	Sarchap & Bumpagang area.	2	Block collection	Once a week	Dry waste only.	Municipality
	Tsimasham, old Dzong area	2	Block Collection	Once a week	Dry waste only.	Municipality
	Tshimalakha	2	Block Collection	Once a week	Dry waste only.	Municipality
Dagana	Daga Throm	5	Waste Truck	Once a Week	Dry and Wet	Municipality
	Dagapela Lhamoizingkha	No waste Compactor Truck. The waste collection is carried out by Gewog Administration				
Gasa	Damji	-	Self Dumping and burning	-	Solid wastes	Self
	Gasa	0.21	Garbage Truck	Weekly	Solid wastes	Dzongkhag Administration
Haa	Haa	2 trips	Garbage truck	5 times in a week	Solid waste	Dzongkhag Municipal
Lhuentse	Phaling town	1	Waste truck	weekly	solid wastes	Dzongkhag Administration
Paro	Paro	8	Block Collection	Daily	Construction Waste And Municipal Solid Waste	Thromde
	Beteykha	-	-	-	-	-
Mongar	Mongar Town	4.5	Waste Truck	6 days a week	Dry and wet	Municipal
	Gyalpoizhing town	NA	Waste Truck	1 times a week	Dry and wet	Municipal
PemaGatshel	Denchhi	0.1	Waste Truck	Twice a week	Dry and wet	Dzongkhag Municipality
	Nganglam	0.64	Waste Truck	3 times in a week	Dry and wet	Drungkhag Municipal
	Khuruthang Town	2	Garbage Truck	6times a week	Dry and wet	Municipal
	Lobesa	1.2	Garbage Truck	4times in a month	Dry and wet	Municipal

Punakha	Palaces, DSP, Shedra, Lobdra and Dzong	2	Garbage Truck	6times a week	Dry and wet	Municipal
Samdrup Jongkhar						
	Samtse	1.2 to 1.4	Door to door conventional system	3 times per week for each cluster	Mix	Municipality
	Gomtu	0.8	Conventional system	Weekly from town & PCAL colony	Mix	PCAL
	Gola, Tashicholing	1	Conventional system from collection points	2 times weekly from Gola & Belboti	Mix	Dungkhag, Tashicholing
Sarpang						
Thimphu						
	Trashigang Town	1ton	Waste truck	6 times in a week	Mix	Dzongkhag Municipality
	Rangjung town	0.3	Waste truck	Twice in a week	Mix	Dzongkhag Municipality
	Yangthrom	NA	Dumper Truck	2 times a week	Dry and wet	Municipal
	Doksum town	NA	Tractor	2 time a week	dry and wet	Municipal
	Trongsa Throm	1.5 ton	Waste truck	6 times a week	dry and wet	Municipality/ Trongsa
	Damphu	0.7Ton ( 700kg) within Damphu Town only	kerb side collection and block collection	Thrice in a week deploying , 2 truck on Monday & Friday and 1 truck on wednesday	construction waste, E-waste, Municipal solid waste	Thormde / Municipal
	Bajo Town	3.5 ton	Door to Door	Daily	Degradable and Non_Degradable	Dzongkhag Municipal
	Zhemgang Town	NA	Waste Truck	2	Dry and Wet	Dzongkhag Municipal
	Tingtibi Town	NA	Waste Truck	2	Dry and Wet	Dzongkhag Municipal
	Panbang Town	NA	Tractor	2	Dry and Wet	Dzongkhag

## 4.5 Organizational Structure of Department of Infrastructure Development



# Chapter 5

## Department of Human Settlement

### 5.1 Background

With the start of modern development in the country (launch of the first five year plan) Bhutan Engineering Services, responsible for construction works in the country, was established in October 1961. By the 6th FYP physical planning and implementation works were administered through Central Town Planning Committee (CTPC) which in April 1984 was upgraded to National Urban Development Corporation (NUDC). In 1989 the functions of the NUDC were transferred to the then Ministry of Social Services with the aim of integrating urban affairs with other sectors in human settlement and was named as the Department of Works and Housing. This department was later renamed as the Public Works Department (PWD) and placed under the then Ministry of Communications (MoC). In 1997 PWD was bifurcated into the Department of Roads (DoR) and the Department of Urban Development and Housing (DUDH). Then in 2003 MoC was bifurcated into the Ministry of Information and Communication and the Ministry of Works and Human Settlement (MoWHS). At the same time, DUDH was bifurcated into the National Housing Development Corporation and the Department of Urban Development and Engineering Services (DUDES).

The rapid socio-economic development in the country placed immense demand on and for provision of infrastructure and development plans. In particular, the Department of Urban Development and Engineering Services, responsible for urban settlements and engineering services in the country was faced with increasing challenges. In addition to the complexity of urbanization, rapid changes were also taking place in villages and other settlements. On the other hand, there is increasing need for engineering services in the country and the technical support for local governments especially in view of the development focus of the 11th Five Year Plan. Therefore, to enable efficient delivery of services and to facilitate timely development, the Lhengye Zhungtshog approved the bifurcation of DUDES into the Department of Engineering Services and the Department of Human Settlement (DHS). This bifurcation enabled the two departments to specialize and focus more clearly on their respective areas of responsibilities.

With the Civil Service Transformation Initiative, the erstwhile Department of Engineering Services has been merged Department of Human Settlement with additional mandate of Flood Adaptation and Resilient Building.

### 5.2 Vision

*For a safe, inclusive, resilient, sustainable and highly liveable human settlement to enable socio-economic growth.*

### 5.3 Mission

1. Enhance livability through well planned human settlements;
2. Leverage technology and data to develop smart and resilient infrastructures; 39
3. Promote Home ownership and affordable housing for all; and
4. Promote circular economy in construction industry

### 5.4 Mandates

1. Formulate and review policies, legislation, strategies, standards, guidelines, and codes pertaining to human settlement planning and development, infrastructure master planning, housing, construction practices and postal services;
2. Prepare and review spatial plans, socio-economics and environmental plans, transportation master plans, urban design and landscape proposals, conduct settlement studies and development reviews;
3. Prepare infrastructure Master Plans (Telecom, power & utilities, Water Supply, Wastewater, Storm Water and solid waste);

4. Prepare investment plan and feasibility studies;
5. Develop and manage Geo-database, housing inventory, Street Addressing System, and web- based GIS – SMART CITY initiative;
6. Carry out topographical and river basin survey data, and carry out surveys for infrastructure planning, utilities, LAP demarcation, and boundary delineation;
7. Develop Flood Management Plan and Sediment Management Plan through flood risk and river morphological assessment and mapping;
8. Promote emerging technologies, enhance sustainability, energy efficiency, safety, quality and resiliency in building and construction;
9. Promote and improve living standard through housing, coordinate tenancy services, finance and taxation, and coordinate urban affairs;
10. Strengthen postal and courier services in the country through policies and strategies;
11. Conduct development review and research, provide technical support to LGs (engineering cluster & relevant agencies and build capacity (architects, engineers & urban planners);
12. Formulate and review disaster logistics preparedness and disaster management and contingency plans for emergency shelter; and
13. Participate in the International, Regional and National conventions, meetings and agreements pertaining to Human Settlement Planning and Development, construction practices and postal services

Table 5.1: List of Spatial Plans by Dzongkhags

Sl. No	Dzongkhag	Valley Plan/Structure Plans	Year of Preparation	Type of Spatial Plan
1	National Level	Comprehensive National Development Plan	2019	National Spatial Plan
		Thimphu- Paro Regional Strategy	2022	Regional Strategy
		Southern Central Regional Plan	2024	Regional Plan
2	Regional Level	Punakha Wangdue Regional Plan for Cultural Landscape	2020	Regional Strategy
		Thimphu Structure Plan	2002	Structure Plan
		Thimphu Structure Plan 2023-2047	2022	Structure Plan
		Serbithang LAP	2004	Local Area Plan
		Babesa LAP	2005	Local Area Plan
		Simtokha LAP	2004	Local Area Plan
		Changbangdu LAP	2007	Local Area Plan
		Lungtenphu LAP	2004	Local Area Plan
		Langjophaka LAP	2007	Local Area Plan
		Hejo-Semteling LAP	2008	Local Area Plan
		Jungshina LAP	2008	Local Area Plan
		Taba LAP	2005	Local Area Plan
		Dechencholing LAP	2005	Local Area Plan
3	Thimphu Dzongkhag	Changzamtog (Middle) LAP	2001	Local Area Plan
		Changzamtog (upper & lower) LAP	2014	Local Area Plan
		Simtokha workshop area LAP	2006/2014	Local Area Plan
		Zilukha LAP	2010	Local Area Plan
		Changjiji LAP	2004	Local Area Plan
		Depsi LAP	2016	Local Area Plan
		Kabesa Structure Plan	2015	Structure Plan
		Kabesa LAP	2024	Local Area Plan (under preparation)
		Phuentsholing Structure Plan	2013	Structure Plan
		Ahlay LAP	2017	Local Area Plan
		Khareyphu LAP		Local Area Plan
		Urban Core LAP	2020	Local Area Plan

	Chamkuna LAP		2107	Local Area Plan
	Dhamdara LAP			Local Area Plan
	Kabrayter LAP			Local Area Plan
	Pasakha LAP		2017	Local Area Plan
	Pekarzhing LAP		2014	Local Area Plan
	Rinchending LAP			Local Area Plan
	Ammocho LAP		2019	Local Area Plan
	Torsatar LAP		2015	Local Area Plan
	Pasakha IE LAP			Local Area Plan
4	Chukha Colony Layout Plan			Action Area Plan
	Tsimalakha Layout Plan			Action Area Plan
	Tsimasham Layout Plan			Action Area Plan
	Gedu LAP			Local Area Plan
	Darla LAP			Local Area Plan
	Phuntsholing Township Development Plan			
	Wangkha LAP			Local Area Plan
	Paro Valley Development Plan		2016	Structure Plan
	Bondney Structure Plan		2004	Structure Plan
	Tshongdue (Phase I, Phase II and Phase III) Local Area Plan		2002	LAP
5	Bondney Core Area (Prepared as part of Bondney Urban Development plan dated June 2003)		2003	LAP
	Shaba and Lamgong		2025	LAP (Under preparation)
	Samdrup Jongkhar Structure Plan		2013	Structure Plan
	Samdrupcholing Development Plan		2013	Structure Plan
	LAP-1(Core Town) Samdrup Jongkhar Town		2013	Local Area Plan
	LAP-2-Samdrup Jongkhar Town		2013	Local Area Plan
	LAP-3-Samdrup Jongkhar Town		2013	Local Area Plan
6	LAP-4-Samdrup Jongkhar Town		2014	Local Area Plan
	Dewathang Local Area Plan		2017	Local Area Plan
	Jomotsangkha Development PPlan		2015	Action Area Plan

		Trongsa Urban Development Plan	2002	Structure Plan
7	Trongsa Dzongkhag	Sherabling LAP	2014	Local Area Plan
		Taktse Action Area Plan	2017	Action Plan
8	Bumthang Dzongkhag	Bumthang Valley Development Plan	2014	Structure Plan
		Chamkhar LAP	2015	LAP
		Jalikhari LAP	2015	LAP
		Dekiling LAP	2015	LAP
		Mongar Structure Plan	2017	Structure Plan
9	Mongar Dzongkhag	Gyelpoishing Urban Development Plan	2015	Structure Plan
		Trailing and Jarungkhashur LAP		LAP
		Urban Core LAP		LAP
10	Haa Dzongkhag	Haa Structure Plan	1987	Structure Plan
		Haa Local Area Plan	2016	LAP
11	Lhuentse Dzongkhag	Lhuentse Structure Plan 2020-2040	2020	Structure Plan
		Phaling Local Area Plan	2000	LAP
		Autsho Development Plan	2019	Development Plan
		Trashi Yangtse Structure Plan	2016	Structure Plan
12	Trashi Yangtse Dzongkhag	Duksum Urban Development Plan 2012	2011	UDP
		Local Area Plan-1	2016	Local Area Plan
13	Pemagatshel	Denchi Master Plan	2013	Plot reconfigurition was done as part of the master plan and the demarcation of plots has been completed.
		Nganglam Regional Hub Development Plan	2016	Structure Plan
		Nganglam LAP	2018	Local Area Plan
		Gelephu Structure Plan	2005	Structure Plan
		Sarpang Structure Plan	2011	Structure Plan
		Sarpang-Gelephu Regional Centre Structure Plan	2024	Structure Plan
		LAP 1	2006	Local Area Plan
		LAP 2	2011	Local Area Plan
		LAP 3	2012	Local Area Plan

14	Sarpang	LAP 4	2015	Local Area Plan
		LAP 5	2017	Local Area Plan
		Industrial Service Centre (ISC)	2014	
		Shechangthang LAP	2011	Local Area Plan
		Gasa Urban Development Plan	2015	Structure Plan
15	Gasa	Kolikha	2015	Local Area Plan
		Damji		Layout plan
		Punakha Structure Plan	2015	Structure Plan
		LAP I (Dzong Area)	2015	Local Area Plan
16	Punakha	LAP II (Zinchey Tsendagang LAP)	2017	Local Area Plan
		LAP III (Khuruthang Area)	1997	Local Area Plan
17	Tsirang	Damphu Structure Plan	2006	Structure Plan
		Damphu LAP 1		
		Samtse Structure Structure	2005	Structure Plan
		Samtse LAP 1	2005	LAP
18	Samtse	Samtse LAP 2	2020	LAP
		Gola LAP	2013	LAP
		Dorokha Action Area Plan	2022	Action Plan
		Trashigang Structure	2018	Structure Plan
		Rangjung Urban Development Plan	2002	
19	Trashigang	Khaling Structure Plan	2018	Structure Plan
		Wamrong Structure Plan	2007	Structure Plan
		Kanglung Regional Hub Development Plan	2016	Structure Plan
		Wangdue Structure Plan	2018	Structure Plan
		Bajo LAP-II	2020	Local Area Plan
20	Wangduephodrang	Bajo Extended LAP	2018	Local Area Plan
		Nubding Urban Development Plan	2018	UDP
		Dagana Layout Plan	2001	Action Area Plan
		Dagapela Structure Plan	2018	Structure Plan
		Dagapela Local Area Plan	2019	Local Area Plan
		Lhamoizingkha Structure Plan	2021	Structure Plan

21	Dagana	Lhamoizingkha Local Area Plan	2020	Local Area Plan
		Zhemgang Structure Plan	2021	Structure Plan
22	Zhemgang	Panbang Structure Plan	2017	Structure Plan
		Sonamthang Action Area Plan	2021	Action Area Plan

## 5.5 Spatial Plan Inventory System (SPIS)

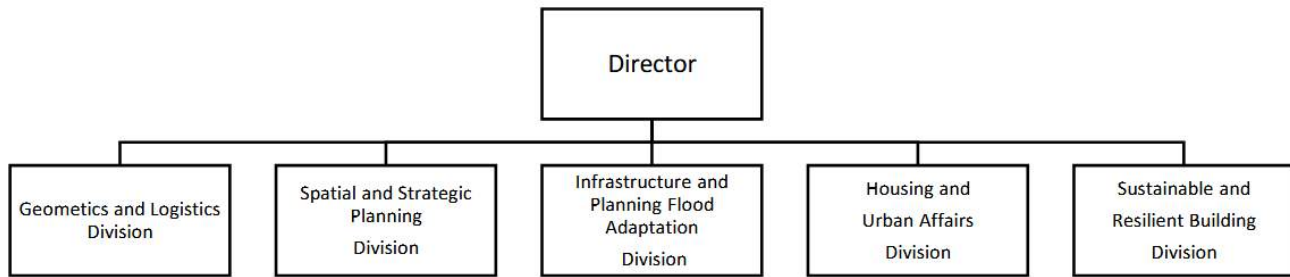
The SPIS was developed in 2021 with the objective to digitize all Spatial Plans. The details that have been digitized include precinct maps, Development Control Regulations, and reports.

To view the plan, click on the Dzongkhag. The SPIS can be accessed through <http://202.144.157.89:8080>

### 5.5.1 Spatial Plan Inventory System Interface



## 5.6 Organizational Structure of Department of Human Settlement



## Chapter 6

# Bhutan Civil Aviation Authority

### 6.1 Background

Following the Royal Government of Bhutan's Public Service Transformation initiatives, the Bhutan Civil Aviation Authority (BCAA) underwent significant restructuring aimed at improving efficiency, regulatory oversight, and service delivery in the aviation sector. The transformation was part of the broader national effort to streamline public service delivery, reduce bureaucratic overlaps, and align institutional mandates with evolving national priorities. Previously functioning as a department under the Ministry of Information and Communications, the BCAA was reconstituted as an autonomous regulatory authority under the Ministry of Infrastructure and Transport (MoIT). This change clarified its core mandate of regulating civil aviation safety, security, and standards in accordance with international best practices, particularly those of the International Civil Aviation Organization (ICAO).

### 6.2 Vision

*An exemplary, safe and secure civil aviation system in the region.*

### 6.3 Mission

1. Ensure aviation safety and security standards through continuous oversight functions in line with the best international practices;
2. To provide continued effective oversight functions through competent professionals;
3. Facilitate air connectivity through international collaboration; and
4. Regulate and foster general aviation activities.

### 6.4 Mandates

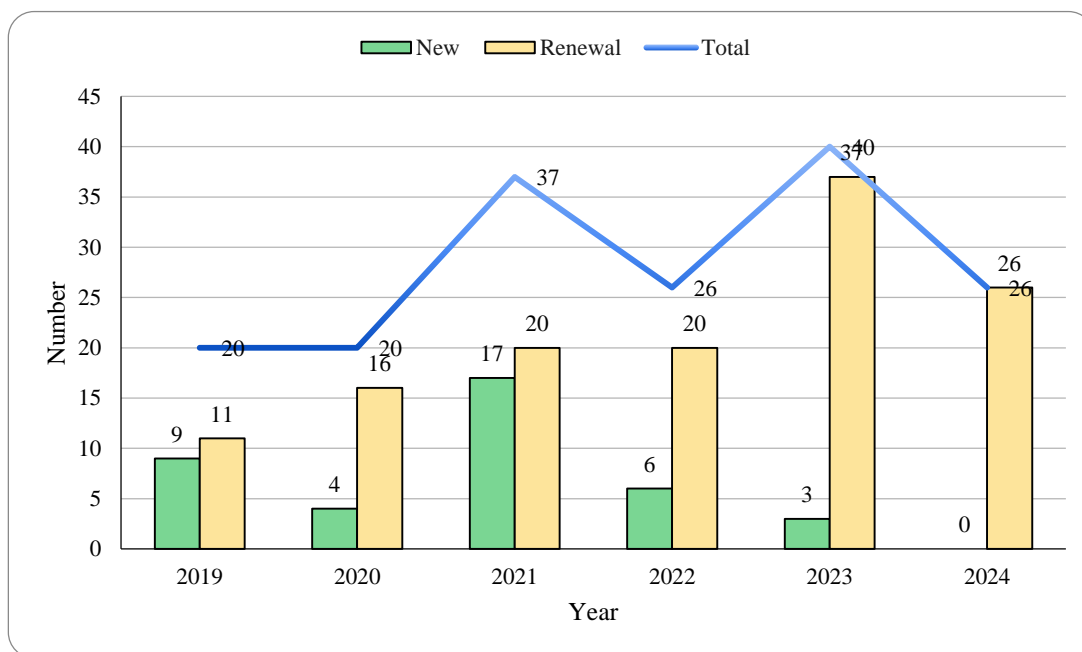
1. Regulation of Civil Aviation Activities;
2. Ensure Safety and security of Civil Aviation;
3. Licensing of Aviation Personnel;
4. Certification of Commercial Air Carriers, Air Navigation Services, Aerodrome service, Security Personnel; and
5. Setting Safety/Security Standards and Oversight through routine surveillance audits, inspection and enforcement

Table 6.1: Five years information on Aviation Services, MoIT

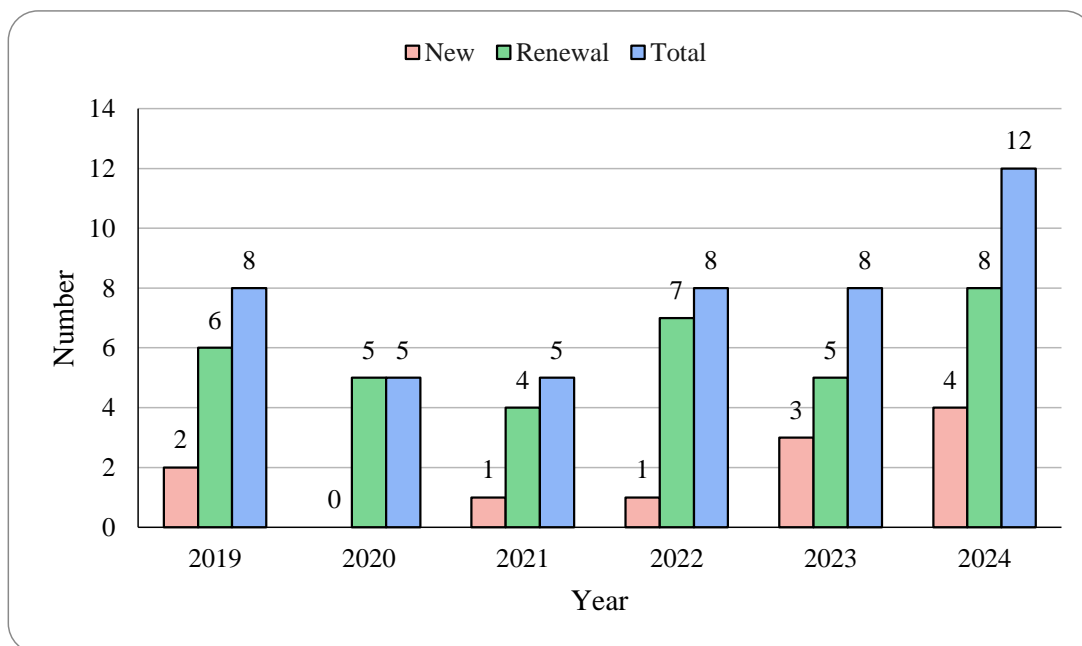
Bhutan Civil Aviation Authority						
Sl no.	Particulars	2020	2021	2022	2023	2024
1	Number of Air Operator Certificate (AOC) holder	3 Renewal	3 Renewal	3 Renewal	3 Renewal	3 Renewal
2	Number of Aircraft Registered	1 New	0	1 Owner Change	0	2
3	Number of Aircraft Maintenance Organization both domestic and foreign (AMO)	5 Renewal	1 New 4 Renewal	1 New 7 Renewal	3 New 5 Renewal	4 New 8 Renewal
4	Number of Certificate of Airworthiness issued	9 Renewal	9 Renewal	9 Renewal	8 Renewal	2 New 8 Renewal
5	Number of Continuing Airworthiness Management Organizations (CAMO)	3 Renewal	3 Renewal	3 Renewal	3 Renewal	3 Renewal
6	Number of Pilot license issued	4 New 16 Renewal	17 New 20 Renewal	6 New 20 Renewal	3 New 37 Renewal	26 Renewal
7	Number of AME license issued	18 Renewal	30 Renewal	4 New 18 Renewal	30 Renewal	1 New 22 Renewal
8	Number of ATC license issued	0	0	7 New	0	7 Renewal
9	Number of Flight Dispatcher license issued	4 Renewal	1 New	4 Renewal	1 renewal	4 Renewal
10	Number of International and Domestic Airports certified	4	4	4	4	4
11	Number of Airside driving certificate issued	0	0	45 New	0	63
12	Number of drones registered	11 New	10 New	28 New	33 New	179 New
13	Number of drone operation permit issued	15 New	29 New	63 New	67 New	84 New

Source: *Bhutan Civil Aviation Authority, BCAA*

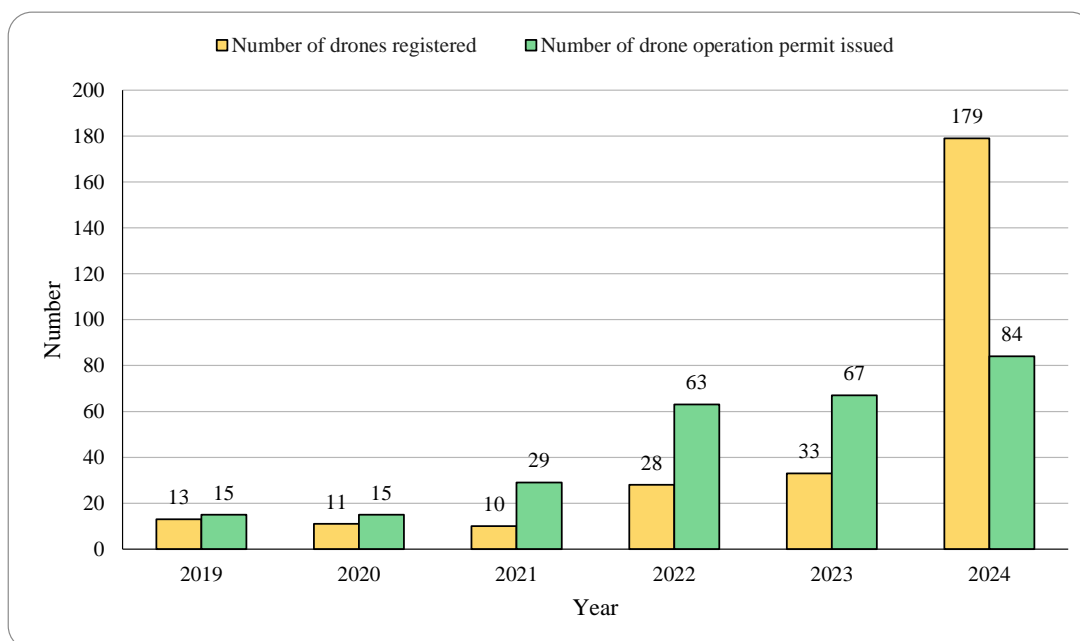
### 6.5 Number of Pilot license issued



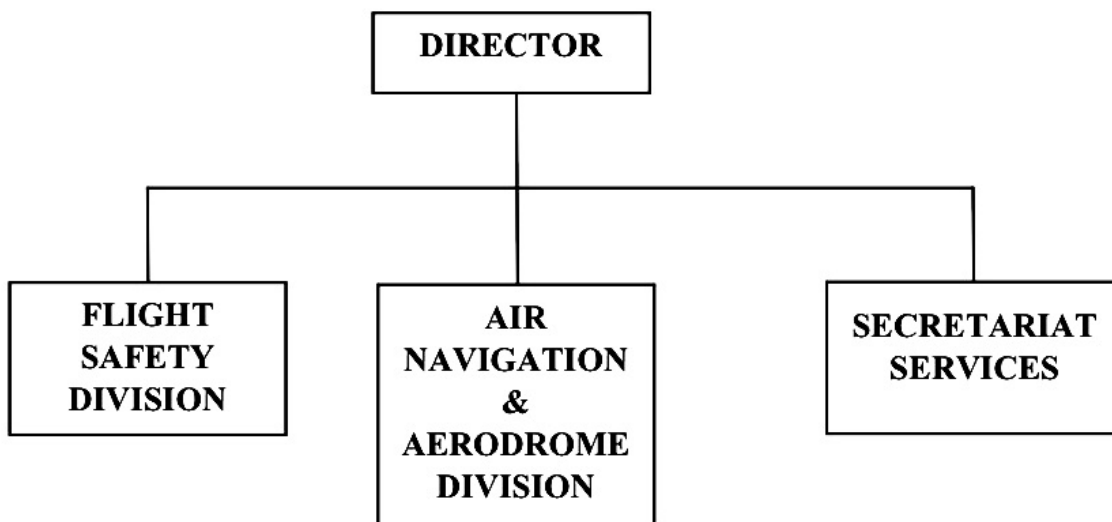
### 6.6 Number of Aircraft Maintenance Organization both domestic and foreign (AMO)



## 6.7 Number of Drones registered and Drone Operation permit issued



## 6.8 Organizational Structure of Bhutan Civil Aviation Authority



## Chapter 7

# Bhutan Construction Transport Authority

### 7.1 Background

The Construction Development Board (CDB) and Road Safety and Transport (RSTA) are merged and named as Bhutan Construction and Transport Authority (BCTA) as part of the government's broader transformation initiatives. The regulatory mandates of; the CDB, RSTA, DoR, and DHS will taken up by the BCTA. Hence the mandate pertaining to registration and licensing of firms and professionals in the construction sector, vehicles and driver licensing will be carried out by the BCTA.

### 7.2 Vision

*To be professional organization in saving lives and enhancing livelihoods through Safe, reliable, resilient and efficient construction and surface transport sector in the country.*

### 7.3 Mission

1. Promotion and enhancement of safety, reliability and efficiency of surface transport system in the country through enhanced professionalism and accountability; and
2. Development and promotion of safe, efficient and resilient construction sector through effective regulation and, enhanced professionalism and accountability.

### 7.4 Mandates

1. Develop, review and update rules and regulations on matters concerning safety and public services of construction and surface transport sector;
2. Regulate and enforce safety and professional standards in the construction and surface transport sector;
3. Adopt guidelines and standard operating procedures relating to the safety of construction and surface transport sector;
4. Regulation and safety management of public transportation system in the country;
5. Improvement of service delivery and institutional coordination by strengthening institutional mechanisms;
6. Undertake compliance auditing for safety and quality of construction and surface transport sector including spatial planning;
7. Review and propose fees, charges and fares as may be necessary for services provided by the Authority or other service providers;
8. Develop specifications, safety and professional standards for construction and surface transport sector; and
9. Undertake research and development in construction and surface transport sector.

Table 7.1: Number of Driving License Issued by Region in 2020-2024

Number of Driving Licenses Issued by Region, 2020 - 2024					
Region	As of June 2020	As of June 2021	As of June 2022	As of June 2023	As of June 2024
Thimphu	72,261	75,513	87,042	1,13,660	1,22,468
Phuentsholing	18,323	19,083	21,785	28,726	29,783
Gelephu	19,012	19,871	21,629	26,481	28,624
Samdrup Jongkhar	11,973	12,087	12,628	14,462	15,150
Monggar	3,701	4,222	5,133	6,532	7,503
<b>Total</b>	<b>1,25,270</b>	<b>1,30,776</b>	<b>1,65,978</b>	<b>1,89,861</b>	<b>2,03,528</b>

Source: Bhutan Construction and Transport Authority

Table 7.2: Total Number of Driving Licenses as of December 2024

Region	Total Ordinary Driving License	Total Professional Driving License
Thimphu	105990	19995
Phuntsholing	26559	4297
Gelephu	25953	3704
Samdrupjongkhar	13980	1446
Mongar	7217	715
<b>Grand Total</b>	<b>179699</b>	<b>30157</b>

Source: Bhutan Construction and Transport Authority

Table 7.3: Yearly Registered Vehicle Growth Rate in Bhutan, 2007-2024

Sl.No	Year	Number of Vehicles Registered	Growth rate
1	2007	3555	NA
2	2008	5685	59.90%
3	2009	6140	8%
4	2010	7687	25.20%
5	2011	10164	32.20%
6	2012	5046	-50.40%
7	2013	846	-83.20%
8	2014	3162	273.80%
9	2015	9215	191.40%
10	2016	9479	2.90%
11	2017	8124	-14.30%
12	2018	9026	11.10%
13	2019	6989	-22.60%
14	2020	5940	-15%
15	2021	8774	47.70%
16	2022	6764	-22.90%
17	2023	1808	-73.30%
18	2024	3620	100.2%
<b>Average growth rate (2007-2024)</b>			<b>27.69</b>

Source: Bhutan Construction and Transport Authority

## 7.5 Yearly Registered Vehicle Growth Rate, 2007-2024

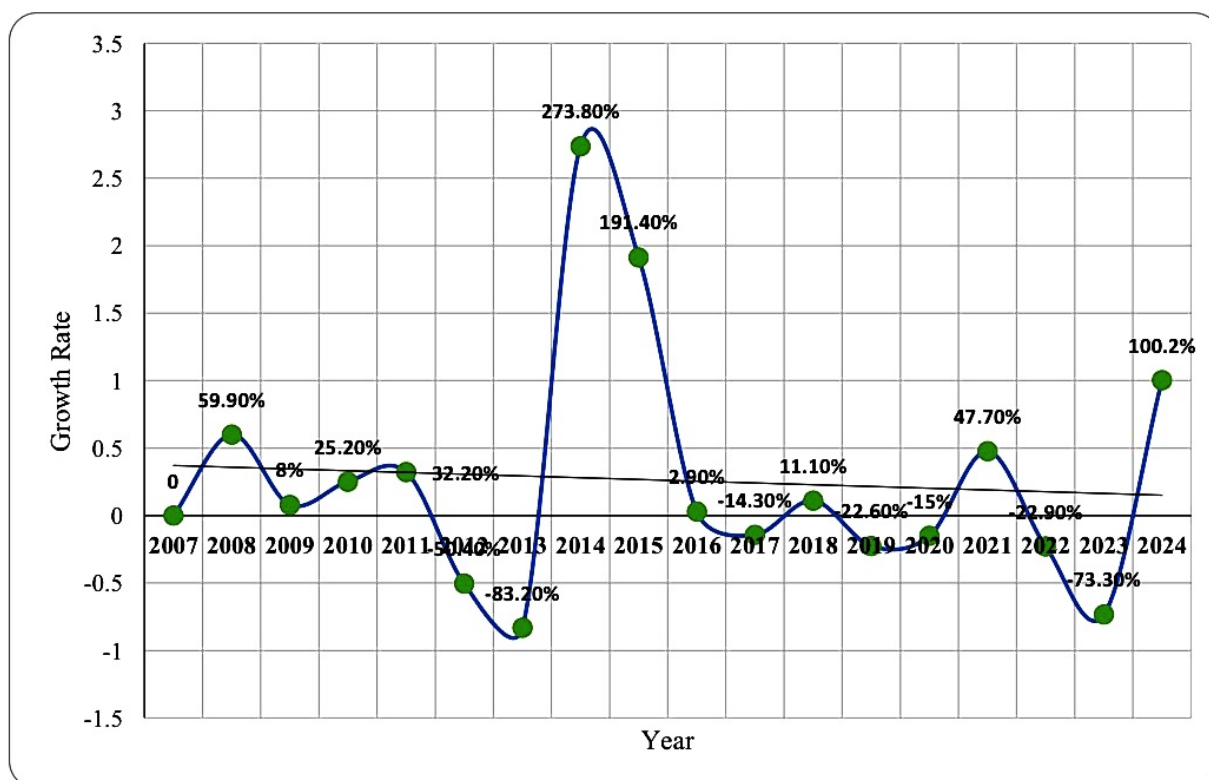
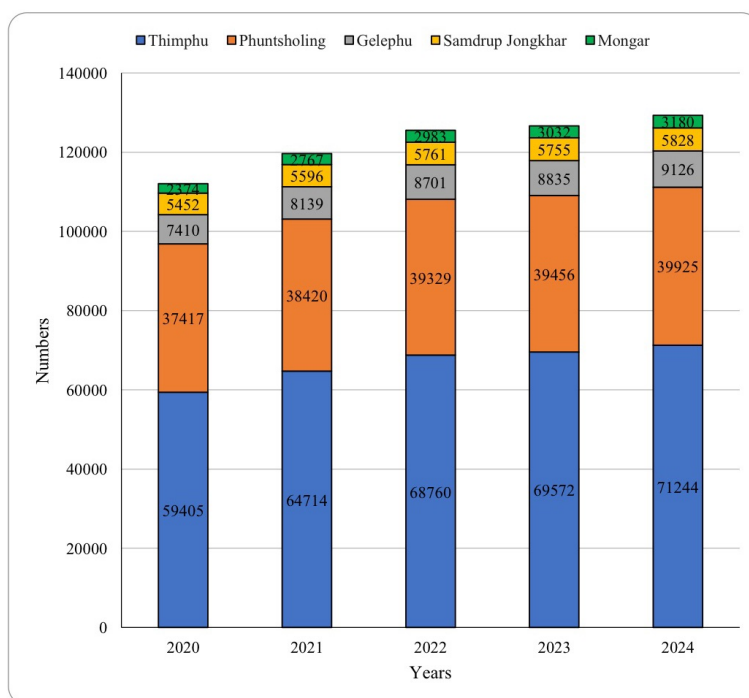


Table 7.4: Total number of registered vehicles by Type 2007 to 2024

Year	Type of Vehicles							
	Heavy Vehicle	Medium Vehicle	Light Vehicle	Two Wheelers	Power Tiller	Tractors	Earth Moving Equipment	Taxi
2007	4,494	520	19,792	7,464	473	109	633	2,218
2008	4,627	649	29,330	7,731	1,220	298	623	2,481
2009	5,198	786	27,145	8,027	1,384	366	929	2,859
2010	6,417	1,000	31,237	8,794	1,614	222	1,293	3,347
2011	7,972	1,261	36,150	9,434	2,060	278	1,716	4,856
2012	8,267	1,321	48,380	9,678	1,094	282	1,856	4,345
2013	8,544	1,347	39,596	9,750	1,209	318	1,971	5,191
2014	8,474	1,392	41,924	9,988	1,381	329	2,005	4,109
2015	8,566	1,482	47,826	8,979	1,715	384	2,208	3,939
2016	9,480	1,605	54,280	9,641	1,944	421	2,593	4,228
2017	9,766	1,415	59,653	10,165	2,213	462	3,044	4,455
2018	11,066	1,495	64,472	10,854	2,738	486	3,261	4,641
2019	11,678	1,564	69,075	11,344	2,948	495	686	5,181
2020	11,800	1,610	72,818	11,666	3,280	507	3,535	5,789
2021	12,096	1,733	78,181	12,119	3,809	554	3,948	6,023
2022	12,037	1,805	82,704	12,555	4,068	606	4,156	6,324
2023	11,943	1,809	83,370	12,375	4,216	628	4,267	6,695
2024	11,922	1,802	84,848	12,507	4,389	626	4,349	7,318
<b>Total</b>	<b>1,64,347</b>	<b>24,596</b>	<b>9,70,781</b>	<b>1,83,071</b>	<b>41,755</b>	<b>7,371</b>	<b>43,073</b>	<b>83,999</b>

Source: Bhutan Construction and Transport

## 7.6 Total number of registered vehicles by Region, 2020-2024



### Note:

1. Thimphu Region covers Thimphu, Paro, Haa, Wangdue, Punakha and Gasa Dzongkhags;
2. Phuntsholing Region covers Chhukha and Samtse Dzongkhags;
3. Gelephu Region covers Sarpang, Zhemgang, Trongsa, Bumthang, Tsirang and Dagana Dzongkhags;
4. Samdrup Jongkhar Region covers Samdrup Jongkhar and Pema Gatsel Dzongkhag; and
5. Mongar Region covers Mongar, Trashigang, Trashigang, Trashigang and Lhuentse.

Table 7.5: Total Number of Heavy Vehicles and Percent Annual Growth, 2007-2024

Year	Total number of Heavy Vehicles	Percent Annual Growth
2007	4494	0
2008	4627	2.96%
2009	5198	12.33%
2010	6417	23.42%
2011	7972	24.24%
2012	8267	3.70%
2013	8544	3.35%
2014	8474	-0.82%
2015	8566	1.08%
2016	9480	10.70%
2017	9766	3.01%
2018	11066	13.21%
2019	11678	5.53%
2020	11800	1.05%
2021	12096	2.29%
2022	12037	-0.49%
2023	11943	-0.78%
2024	11922	-0.18%
<b>Average Growth Rate</b>		<b>6.15%</b>

Source: Bhutan Construction and Transport Authority

Table 7.6: Total Number of Medium Vehicles and Percent Annual Growth, 2007-2024

Year	Total number of medium vehicle	Percent growth rate
2007	520	0
2008	649	24.81%
2009	786	21.11%
2010	1000	27.30%
2011	1261	26.10%
2012	1321	4.76%
2013	1347	1.97%
2014	1392	3.34%
2015	1482	6.47%
2016	1605	8.29%
2017	1415	-11.83%
2018	1495	5.66%
2019	1564	4.62%
2020	1610	2.94%
2021	1733	7.64%
2022	1805	4.16%
2023	1809	0.22%
2024	1802	-0.39%
<b>Average Growth Rate</b>		<b>8.07%</b>

Source: Bhutan Construction and Transport Authority

Table 7.7: Total Number of Light Vehicles and Percent Annual Growth, 2007-2024

Year	Total number of Light vehicle	Percent annual growth
2007	19792	0
2008	29330	48.21%
2009	27145	-7.45%
2010	31237	15.07%
2011	36150	15.07%
2012	48380	33.85%
2013	39596	-18.17%
2014	41924	5.88%
2015	47826	14.05%
2016	54280	13.48%
2017	59,653	9.91%
2018	64472	8.07%
2019	69075	7.15%
2020	72818	5.42%
2021	78181	7.35%
2022	82704	5.79%
2023	83370	0.81%
2024	84,848	0.81%
<b>Average Growth Rate</b>		<b>9.72%</b>

Source: Bhutan Construction and Transport Authority

Table 7.8: Total Number of Two-Wheeler and Percent Annual Growth, 2007-2024

<b>Year</b>	<b>Total number of Two wheeler vehicle</b>	<b>Percent annual growth</b>
2007	7464	0
2008	7731	3.58%
2009	8027	3.82%
2010	8794	9.57%
2011	9434	7.28%
2012	9678	2.59%
2013	9750	0.74%
2014	9988	2.44%
2015	8979	-10.09%
2016	9641	7.37%
2017	10165	5.51%
2018	10854	6.77%
2019	11344	4.51%
2020	11666	2.83%
2021	12119	3.85%
2022	12555	3.60%
2023	12375	-1.43%
2024	12,507	-0.38%
<b>Average Growth Rate</b>		<b>3.07%</b>

Source: Bhutan Construction and Transport Authority, BCTA

Table 7.9: Total Number of Two-Wheeler and Percent Annual Growth, 2007-2024

<b>Year</b>	<b>Total number of Taxis</b>	<b>Percent annual growth</b>
2011	4856	0
2012	4345	-10.51%
2013	5191	19.48%
2014	4109	-20.80%
2015	3939	-4.13%
2016	4228	7.34%
2017	4455	5.37%
2018	4641	4.17%
2019	5181	11.63%
2020	5789	11.71%
2021	6023	4.03%
2022	6324	4.99%
2023	6695	5.86%
2024	7,318	9.31%
<b>Average Growth Rate</b>		<b>3.46%</b>

Source: Bhutan Construction and Transport Authority, BCTA

### 7.7 Comparison of percent annual growth rate of different vehicles, 2007 - 2024

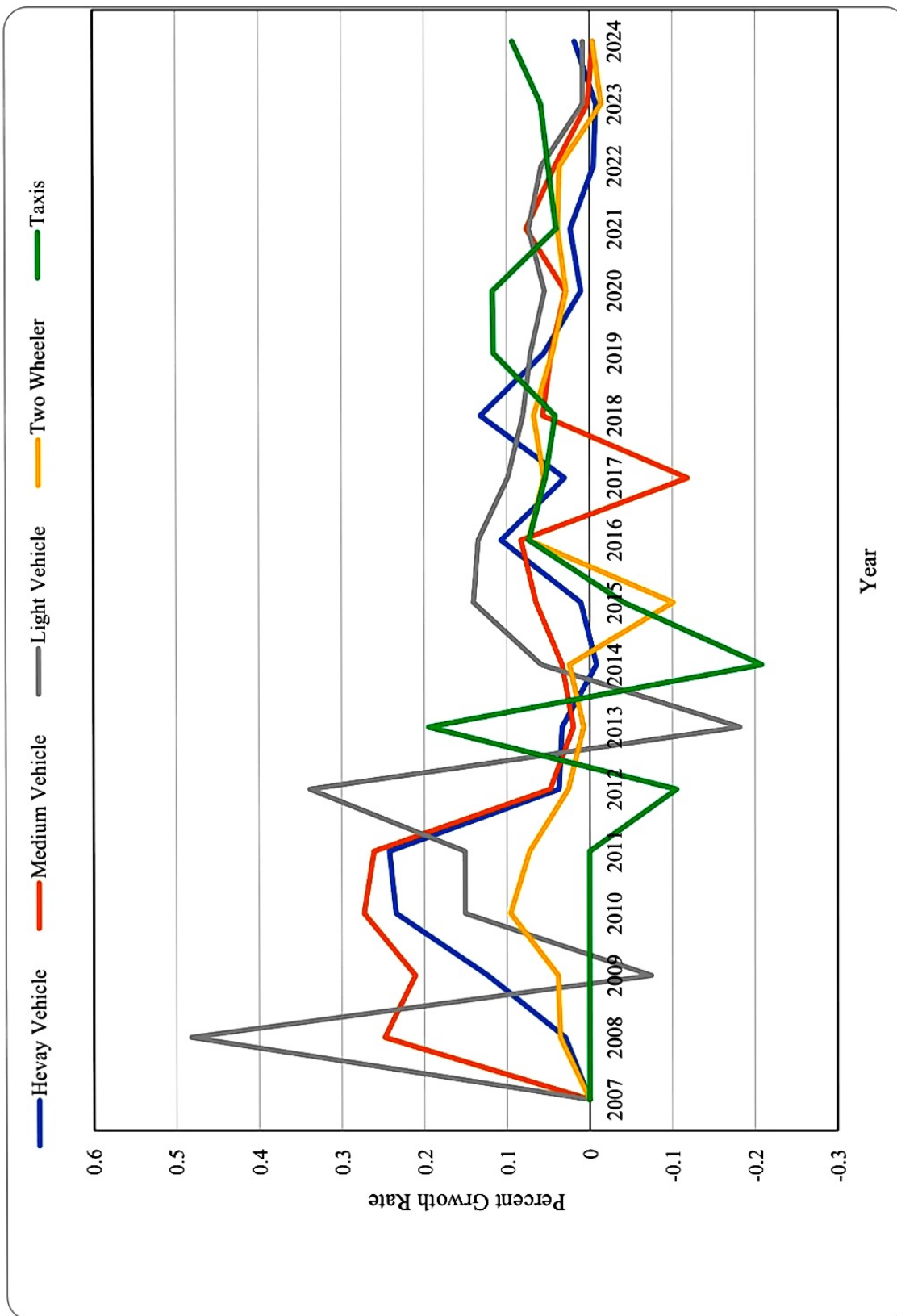


Table 7.10: Yearly Taxi Ownership and Growth Trend by Region, 2011-2024

Year	Thimphu	Phuntsholing	Gelephu	Samdrup jongkhar	Mongar	Total number of taxis
2011	3305	1343	151	57	0	4856
2012	2613	1504	164	64	0	4345
2013	3508	1475	149	59	0	5191
2014	2707	1192	156	54	0	4109
2015	2652	1030	195	44	18	3939
2016	2832	1015	289	43	49	4228
2017	2926	969	394	68	98	4455
2018	3010	936	464	86	145	4641
2019	3344	1034	534	99	170	5181
2020	3809	1106	584	106	184	5789
2021	3986	1119	612	113	193	6023
2022	4202	1181	628	117	196	6324
2023	4441	1276	657	120	201	6695
2024	4867	1413	702	132	204	7318
<b>Total</b>	<b>48202</b>	<b>16593</b>	<b>5679</b>	<b>1162</b>	<b>1458</b>	<b>73094</b>

Source: Bhutan Construction and Transport Authority, BCTA

Table 7.11: Yearly Electric Vehicle registration trend, 2018-2024

Year	Total number of Electric Vehicle
2018	102
2019	115
2020	133
2021	248
2022	471
2023	620
2024	714
<b>Total</b>	<b>2403</b>

Source: Bhutan Construction and Transport Authority, BCTA

Table 7.12: Motor Vehicle Accident Statistics

Motor Vehicle Crash Statistics as of 2024											
2024	MVA	Death	Injured	2023	MVA	Death	Injured	2022	MVA	Death	Injured
Jan	110	7	48	Jan	68	8	47	Jan	51	6	29
Feb	81	8	43	Feb	112	6	42	Feb	26	9	16
March	71	8	26	March	124	10	77	March	45	2	25
April	80	3	50	April	100	9	55	April	56	4	43
May	88	13	73	May	94	11	55	May	81	11	65
June	0	0	0	June	103	14	73	June	62	4	50
July	80	8	43	July	84	10	44	July	70	8	55
Aug	103	8	70	Aug	82	3	46	Aug	79	2	63
Sep	94	8	42	Sep	61	2	30	Sep	86	11	39
Oct	85	4	43	Oct	0	0	0	Oct	69	5	40
Nov	103	7	55	Nov	62	7	40	Nov	81	12	68
Dec	116	12	80	Dec	76	14	56	Dec	71	4	53
<b>Total</b>	<b>1011</b>	<b>86</b>	<b>573</b>	<b>Total</b>	<b>966</b>	<b>94</b>	<b>565</b>	<b>Total</b>	<b>777</b>	<b>78</b>	<b>546</b>

Source: Bhutan Construction and Transport Authority

Table 7.13: Motor Vehicle Accident by Division and Month in 2024.

Division	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Division I Paro	4	8	6	6	4	12	5	6	9	4	8	4	76
Division II Punakha	6	8	6	8	11	7	12	14	8	3	7	10	100
Division III Phuntsholing	10	7	11	12	9	12	9	12	11	11	8	15	127
Division IV Samtse	2	6	7	6	10	9	6	4	7	4	8	5	74
Division V Gelephu	23	10	9	1	4	5	7	4	4	10	3	5	85
Division VI Tsirang	13	9	9	7	1	7	5	6	5	1	7	3	73
Division VII Trongsa	0	1	1	0	2	0	0	1	2	0	1	1	9
Division VIII Samdrup Jongkhar	6	3	4	1	3	7	3	6	6	3	8	5	55
Division IX Trashigang	2	2	2	5	2	2	4	2	1	4	2	4	32
Division X Mongar	6	3	2	5	2	2	0	3	3	0	4	10	40
Thimphu Traffic Division	25	11	8	19	32	27	21	28	26	32	32	39	300
Division XII Wangdue	8	9	4	6	8	11	7	11	6	9	12	9	100
Division XIII Bumthang	2	0	4	2	0	1	2	4	6	3	0	4	28
Division XIV Tashi Yangtse	3	2	1	2	0	1	1	1	1	2	3	2	19
<b>Total</b>	<b>110</b>	<b>79</b>	<b>74</b>	<b>80</b>	<b>88</b>	<b>103</b>	<b>82</b>	<b>102</b>	<b>95</b>	<b>86</b>	<b>103</b>	<b>116</b>	<b>1118</b>

Source: Royal Bhutan Police, RBP

Table 7.14: Motor Vehicle Accident Type by Month in 2024.

Accident Type	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Hit and run	4	2	3	2	3	4	6	6	6	6	8	2	52
Motorcycle-pedestrian collision	0	0	0	1	0	0	0	0	0	0	0	0	1
Others	2	2	0	1	1	4	4	3	1	3	2	2	25
Single motorcycle accident	2	0	0	1	0	2	0	0	1	0	0	3	9
Single-vehicle accident	43	47	36	41	50	54	32	49	51	38	44	51	536
Two-vehicle collision	51	25	28	24	27	31	27	31	32	33	39	50	398
Vehicle-animal collision	1	0	1	0	0	1	1	1	1	0	1	1	8
Vehicle-bicycle collision	1	0	0	1	0	0	1	1	0	0	0	0	4
Vehicle motorcycle collision	2	0	2	2	2	3	3	3	1	1	3	3	25
Vehicle-pedestrian collision	4	3	4	7	5	4	8	8	2	5	6	4	60
<b>Total</b>	<b>110</b>	<b>79</b>	<b>74</b>	<b>80</b>	<b>88</b>	<b>103</b>	<b>82</b>	<b>102</b>	<b>95</b>	<b>86</b>	<b>103</b>	<b>116</b>	<b>1118</b>

Source: Royal Bhutan Police, RBP

Table 7.15: Number of Fatal Accidents by Dzongkhag and Month in 2024.

Dzongkhag	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Bumthang	0	0	0	0	0	0	0	0	1	0	0	0	1
Chhukha	1	1	2	0	2	1	1	1	0	0	0	1	10
Dagana	0	0	0	0	0	0	0	0	0	0	0	0	0
Gasa	0	0	0	0	0	0	0	0	0	0	0	0	0
Haa	0	0	0	0	0	0	0	0	1	0	0	0	1
Lhuntse	0	0	0	0	0	1	0	0	1	0	0	0	2
Mongar	0	1	0	1	0	0	0	0	0	0	1	3	6
Paro	1	0	0	0	1	1	2	0	1	1	0	0	7
Pemagatshel	0	1	1	0	0	0	0	0	0	0	0	0	2
Punakha	0	0	0	0	1	0	0	0	0	0	0	0	1
Samdrup Jongkhar	0	0	1	0	0	1	1	1	0	0	1	0	5
Samtse	0	0	0	0	1	0	0	0	0	1	1	0	3
Sarpang	1	0	0	0	0	1	0	0	0	0	1	0	3
Thimphu	0	0	2	0	0	1	0	0	1	0	0	0	4
Trashigang	0	0	0	1	0	0	0	0	0	0	0	1	2
Trashiyangtse	0	0	0	0	0	0	0	0	1	0	0	0	1
Trongsa	0	1	0	0	0	0	0	0	1	0	0	1	3
Tsirang	0	0	0	0	0	0	0	1	1	0	1	0	3
Wangduephodrang	0	0	0	1	1	1	1	0	1	1	1	0	7
Zhemgang	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>61</b>

Source: Royal Bhutan Police, RBP

Table 7.16: Number of Injury Accidents by Dzongkhag and Month in 2024.

Dzongkhag	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Bumthang	2	0	0	1	0	0	1	2	1	0	0	2	9
Chhukha	5	2	4	4	3	1	1	3	1	3	1	2	30
Dagana	2	2	1	1	0	0	0	0	0	0	1	3	10
Gasa	0	0	0	0	0	0	0	0	0	0	0	0	0
Haa	0	1	0	0	0	0	0	0	0	0	3	1	5
Lhuntse	0	0	1	0	1	0	0	0	0	0	0	0	2
Mongar	5	1	1	2	1	1	0	2	2	0	0	4	19
Paro	0	3	0	1	1	0	0	1	1	1	0	0	8
Pemagatshel	1	0	0	0	1	0	0	1	0	0	1	2	6
Punakha	1	3	0	3	2	2	3	4	0	0	0	4	22
Samdrup Jongkhar	1	2	0	0	2	2	0	2	3	2	4	2	20
Samtse	0	1	3	1	1	2	1	2	3	0	1	0	15
Sarpang	1	2	3	1	1	1	0	2	0	1	0	0	12
Thimphu	11	9	2	11	20	8	11	14	13	10	15	16	140
Trashigang	0	1	0	1	0	1	3	2	0	1	0	3	12
Trashiyangtse	1	0	0	0	0	1	0	0	0	0	0	1	3
Trongsa	0	0	1	0	0	0	0	0	1	0	1	0	3
Tsirang	2	2	0	0	0	4	0	0	0	0	0	0	8
Wangduephodrang	1	4	1	2	2	6	2	6	1	0	4	2	31
Zhemgang	1	0	0	0	2	0	0	0	0	1	1	2	7
<b>Total</b>	<b>34</b>	<b>33</b>	<b>17</b>	<b>28</b>	<b>37</b>	<b>29</b>	<b>22</b>	<b>41</b>	<b>26</b>	<b>19</b>	<b>32</b>	<b>44</b>	<b>362</b>

Source: Royal Bhutan Police, RBP

Table 7.17: Persons Killed and Injured in Motor Vehicle Accidents, 2020  
– 2024

Category	2020			2021			2022			2023			2024		
	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total
Death	76	14	<b>90</b>	56	15	<b>71</b>	65	14	<b>79</b>	74	30	<b>104</b>	90	7	<b>97</b>
Injured	320	129	<b>449</b>	304	112	<b>416</b>	361	186	<b>547</b>	427	208	<b>635</b>	458	176	<b>634</b>
<b>Total</b>	<b>396</b>	<b>143</b>	<b>539</b>	<b>360</b>	<b>127</b>	<b>487</b>	<b>426</b>	<b>200</b>	<b>626</b>	<b>501</b>	<b>238</b>	<b>739</b>	<b>548</b>	<b>183</b>	<b>731</b>

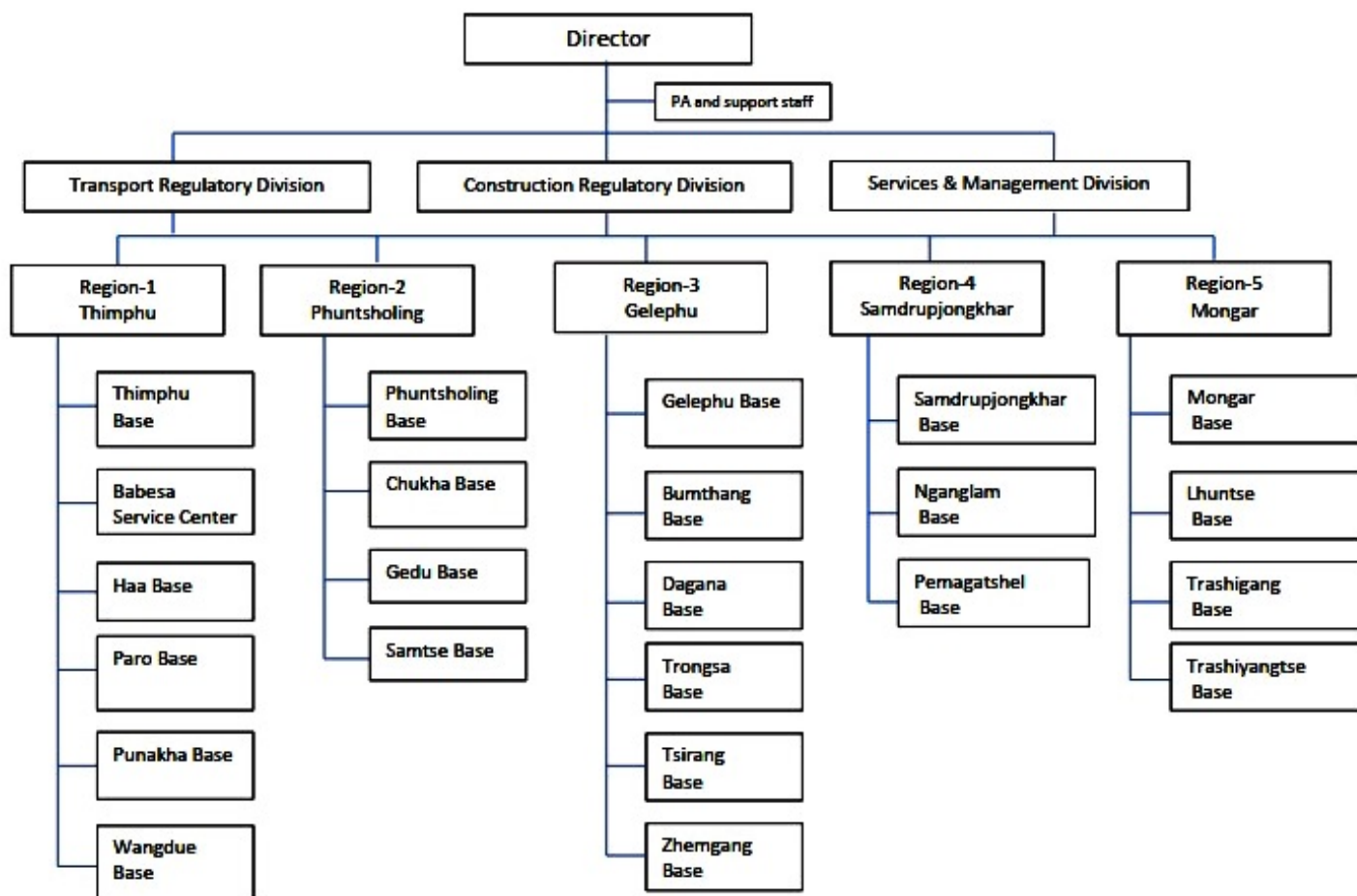
Source: Royal Bhutan Police, RBP

Table 7.18: Information on Drinking Water Supply in Thimphu Thromde

SI No.	Name of Water Supply	Type of Water Supply	HHs No. served	HHs No. not served	HHs No. with less than 16 hours of water supply	HHs Non. 16 to 24 hours of water supply	HHs No. with metered connections	Location
19	Babesa Water Supply System	Gravity	3082	1673	0	3082	670	Babesa Simtokha Demkhong, Thimphu Thromde, Thimphu
21	Olakha Water Supply system	Dual	8634	1586	488	8146	2064	Olakha Changzamtog Demkhong, Thimphu Thromde, Thimphu
23	Motithang water system	Gravity	2296	0	0	2296	762	Motithang Demkhong, Thimphu Thromde, Thimphu
24	Changangkha water system	Gravity	1591	0	0	1591	495	Changangkha Demkhong, Thimphu Thromde, Thimphu
25	Norzin Water Supply System	Gravity	2004	0	0	1127	1127	Norzin Demkhong, Thimphu Thromde, Thimphu
26	Kawajangsa Water Supply System	Dual	1660	2400	0	1660	548	Kawajangsa Jungshina Demkhong, Thimphu Thromde, Thimphu
27	Taba Dechencholling Water System	Gravity	2290	962	0	2290	531	Taba Dechencholling Demkhong, Thimphu Thromde, Thimphu

Source: Water and Sanitation Division, WSD, MoIT

## 7.8 Organizational Structure of Bhutan Construction and Transport Authority



## Chapter 8

# Thimphu Thromde

### 8.1 Background

Thimphu: the capital city of Bhutan is located in the Central West region of Bhutan along the Wang Chhu (River). It is the largest city in the country located at an altitudinal range between 2,248 m (7,375 ft) and 2,648 m (8,688 ft). Thimphu Thromde falls within the Thimphu Dzongkhag (District) and covers an area of 26 Sq.km extending from Dechencholing in the North till Babesa in the South. It is the political and economic centre of Bhutan and contributes to 45% of the country's GNP.

The growth of the city started after the ascension of the 4th King to the golden throne following which international organisations like the UN, Indian Embassy and SDC etc. were established. Prior to the 1980's, Thimphu Thromde comprised the villages of Changzamtog, Changidaphu, Chang Khorlo, Changangkha, Kawang Gumji, Kawang Tsenjo, Damdajo and Hejo under Chang and Kawang Gewogs of Thimphu Dzongkhag. It later extended to include Upper Mothithang and Upper Changidaphu. Later, in the 1990s, the boundary was further extended to include Babesa, Wangchutaba and Serbithang in the South and Jungshina, Taba and Dechencholing in the North.

### 8.2 Vision

*An exemplary Thromde (Municipality) in the region that is culturally vibrant, progressive, safe and livable.*

### 8.3 Mission

1. To provide affordable, equitable, efficient municipal services and facilities; and
2. To promote Bhutanese socio-culture, economy, environmental image and financial sustainability of the Thromde.

Table 8.1: Staff Strength of Thimphu Thromde

Position Category	Secretariat*	Compliance and Enforcement Division	Operation & Maintenance Division	Urban Planning Division	Infrastructure Division	Finance Division	City Env. Division	Thromde Education	Land Record and Survey Division	Legal Division	ADB-PIU	TOTAL
EX level	1											1
ES Level											1	1
P Level	6	8	2	6	9	3	3	3	2	2	1	45
S Level	13	14	17	1	10	8	7	1	6	1		78
O Level	2	2	8	1	2		5	1	1			22
ESP/GSP												14
Contract Employees												32
Total	22	24	27	8	21	11	15	5	9	3	2	193

Note

\* Secretariat includes Thrompon, Executive Secretary, Policy and Planning Services, ICT Services, Census, Adm section, Human Resources, MTO

\*Thromde Education (does not include Teachers and Youth center office)

**Council Members**

Thrompon	Chair
Taba-Dechencholing	
Thuemi	Dy. Chair
Jungzhina-Pamtsho	
Thuemi	Member
Motithang Thuemi	Member
Changangkha Thuemi	Member
Norzin Thuemi	Member
Changbangdu-Olakha	
Thuemi	Member
Babesa-Semtokha	
Thuemi	Member

Table 8.2: Information on Sewerage Treatment Plant

<b>Information on Sewerage System</b>									
<b>Sewerage Treatment Plant</b>	Dechencholing STP	YHS STP	Langjuphakra STP	Taba STP	Hejo STP	Babesa (New) STP	Jungshina STP		
<b>Design Capacity</b>	0.75 mld	2.00 mld	0.60 mld	1 mld	0.1 mld	12MLD	1MLD		
<b>Main Sewer Line</b>	10 Km	4.8 Km	5 Km	11 km. approximately	1 km. approximately	50 Km approximately	8km approximately		
<b>House Connections</b>	Whole of Dechencholing areas	Partly core and Yangchenphu area	Langjuphakra upper and Lower	Lower Taba. Upper Taba	Hejo areas	Babesa LAP, Simtokha LAP, Serbitang, Lungtenphu LAP, Olakha Areas, Core, Zorzin, Changbangdu, Changzamtog, Motithang, Changangkha area	Pamtsho, Jungzhina and Babena areas		
<b>Coverage in Percentage</b>	90% (RBA area and satellite Town not connected )	85%	90%	80%	Few more connections & extension of sewer network is completed.	85%	30% Jungzhina areas connected. Babena and Pamtsho areas yet to be connected		

Table 8.3: Information on Public Toilets

<b>Information on Public Toilets</b>		
<b>Sl. No</b>	<b>Location</b>	<b>No. of Public Toilets as of 2024</b>
1	Near RICB Office	1
2	Sunday Market Area	1
3	Near City Bus Parking Area	1
4	Near Sunday Garment Shop	1
5	Coronation Park	2
6	Clock Tower	1
7	Swimming Pool Underpass	1
8	Changangkha Underpass near BCCI	1
9	Dechencholing Open Gym area	1
10	Dechencholing Park	1
11	Motithang Ozone Park	1
12	Lungtenzampa Bus Terminal	1
13	Crematorium, Hejo	1
14	Changangkha Park	1
15	In all community vegetable sheds	14

Table 8.4: Information on Water Treatment Plant

<b>Information on Water Treatment Plant</b>	
<b>Water Treatment Plants</b>	<b>Capacity</b>
Motithang	6500 cum/day
Jungshina	6500 cum/day
Dechencholing	1400 cum/day
Megapang (Chamgang)	6500 cum/day
Ground Water at Changbangdu	1200 cum/day
Chamgang WTP above central jail	3500 cum/day
Taba	10,000 cum/day
Taba New additional WTP	5000 cum/day
Ngabiphu	2000 cum/day
Babesa Borewell Wangchu and Olarongchu confluence- 1 Nos 66m Depth	1320 cum/day
Debsi Borewell (3 Nos )	1000 cum/day

Table 8.5: Information on Clear Water Reservoirs

Information on Clear Water Reservoirs			
Capacity	Number	Total Capacity of tanks (cum)	Locations
320 cu.m	8	2560	Kuengacholing(2 nos, RCC Circular Tank), Motithang Three Tank (3 nos, RCC Circular tank), RICBL(1, RCC circular tank), Hospital tank (1), Yangchenphu tank (1),
230 cu.m	17	3910	Dechencholing (2 Nos), Taba (1nos), Langjophakha ( 2nos), Zilukha (1 Nos) Yangchenphu Zincalume(1 No), Changjiji(3 Nos), Pamtsho(1 No), Samtenling(2 Nos), BCCI (1 No), Changdegahpu (1 no), YDF(2 Nos), Kueselphodrang tank(1),
200 cum	4	800	Simtokha E-4 (3 Nos) and Olakha (1 No) Zincalume
100 cu.m	4	400	Lubding(1), Changidaphu(1), Kuenselphodrang(1), Changbangdu(1),
50 cu.m	2	100	Lubding(1) and Dechencholing
735 cu.m	1	735	Simtokha Danktak Tank
450 cu.m	1	450	Lungtenphu (1)
360 cu.m	3	1080	Lungtenphu (1), Gabjakha (1), Babesa (1)
270 cu.m	2	540	Changbangdu (2)
250cu.m	2	500	Zilukha (Dzong tank), Hospital (1)
<b>Total</b>	<b>44</b>	<b>11115</b>	

Table 8.6: Information on Solid Waste Management System

Information on Solid Waste Management System	
<b>System</b>	<p>The waste collection service is outsourced to two service providers, namely Green Bhutan Service and Greenerway. This outsourcing is for a 5-year contract, with Green Bhutan responsible for the south and Greenerway for the north and core areas. Both service providers offer door-to-door waste collection services within their designated zones, adhering to scheduled timings. They ensure that waste is segregated into dry and wet categories at the source. As a result, the waste collection frequency is 4 times a week, with 2 collections each for dry and wet waste. In core areas, the frequency increases to 5 times a week, with 3 collections for dry waste and 2 for wet waste. The performance of the two service providers is evaluated monthly for payment based on seven parameters, including verified complaints on Personal Protective Equipment (PPE), conduct of service providers, Document of Compliance (DOC) score, vehicle score, verified complaints regarding collection services (area not serviced), unresolved complaints, and complaints on the timing of waste collections.</p> <p>In cases where waste collection vehicle timings are missed, there are 9 fully operational Drop Off Centers (DOCs) available, with 5 located in the south and 4 in the north. These centers are situated at Changzamtok, Changbangdu, Changjalu, Tshalu Maphy, Babesa (Chubogang), Motithang, Bebena, Pamtsho, and Dangrina. The DOCs serve as temporary waste storage facilities and are equipped with four compartments for wet, dry, household hazardous, and other waste. They are open from 7 am to 8 pm, 7 days a week and are managed by GBS and Greenerway only. The GreenerWay has also initiated Waste Bank counter in all DOCs where people can sell their HH segregated wastes and earn.</p>
<b>Garbage Collection</b>	<p>55 Metric tons/Day (5 times a week in core areas and 4 times a week in other areas). We have also initiated night time collection in the core areas(Norzin and Changlam) to avoid traffic disruption during the day time</p>

<b>Landfill</b>	Memelakha (12 Km away) and sanitary landfill is under progress and design completed for Memelakha Sanitary landfill. Approximately 55 metric tons of waste are disposed of at the landfill every day, while 30,000 liters of leachate are extracted from the leachate pond each week for treatment before disposal. Prior to the onset of this year's rainy season, we will enhance 330 meters of road to ensure the provision of a high-quality route for garbage disposal vehicles especially during monsoon period.
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Table 8.7: Information on Clear Water & Sewerage Services Available (Metered Consumer)

<b>Information on Clear Water &amp; Sewerage Services Available (Metered Consumer)</b>		
<b>ZoneID</b>	<b>ZoneName</b>	<b>Number of meters</b>
1	Zone 1A-Upper Motithang	437
2	Zone 2A-K.Jangsa/Hejo	613
3	Zone 3B-Changzamtok	433
4	Zone 4-Chhubachhu	346
5	Zone 5-PWD Colony	246
6	Zone 6-Norzin Lam	284
7	Zone 7-Hongkong Market	149
8	Zone 8-Changjiji Colony	782
9	Zone 9-Dechencholing	184
10	Zone 3A-RICB Colony	514
11	Zone 3C-Changbangdu/Changzamtok	508
12	Zone 1B-Lower Motithang	354
13	Zone 2B-Yangchenphu Area	89
14	Zone 2C-Old India House Area	62
15	Zone 10-Babesa	419
16	Zone 11- Olakha	466
17	Zone 12-Simtokha/Lungtenphu	341
18	Zone 13-Taba	400
19	Zone 14- Babena/Jungzhina/Pamtsho	65
	<b>Total</b>	<b>6692</b>

Table 8.8: Information on Children &amp; Recreational Parks

Information on Children & Recreational Parks	Management Status
Taba Community Park	Managed by Thimphu Thromde
Ozone Park (Motithang)	Managed by Thimphu Thromde
Thai Pavilion	Managed by Thimphu Thromde
Babena Park	Managed by Nazhoen Food Processing Unit
Coronation Park	Managed by Thimphu Thromde
Dangrina Recreational Park	Managed by Thimphu Thromde
Olakha Park	Managed by Thimphu Thromde
Clock Tower Square	Managed by Thimphu Thromde
Samtenling Stream Park	Managed by Thimphu Thromde
Centenary Park	Managed by Thimphu Thromde
Changangkha Park ( Under construction)	The park is completed only with pivot phase of gate, boundary walls and land scaping.
Changyu Park	Managed and operated by DeSuung Offie
Haydrong evenue	Managed by Thromde

Table 8.9: Information on Thimphu Thromde Internal Revenue for Jan - Dec , 2024

Informaiton on Thromde Internal Revenue for Jan 2024- December 2024	
Mode of Payment	Total Collection (Nu.)
Both Online and Manual	34,46,85,416.29

Table 8.10: Information on Status of Building Application

Major Drawings Applications				
Sl. No	Total Received	Approved	Rejected	Under Process
1	120	84	7	29
<i>* All 6 drawings approved from Thromde, however, the applicant did not submit power clearance from BPC for final approval</i>				
Minor Drawings Application				
Sl. No	Total Received	Approved	Rejected	Under Process
1	357	163	32	92

Table 8.11: Information on LAPs Implementation Status

<b>Information on Local Area Plans Implementation Status</b>		
<b>Area/Locations</b>	<b>Implementation Status</b>	<b>Remarks</b>
Dechencholing LAP	Completed	100% completed in all respect
Langjophakha LAP	Completed	Upper Langjophakha on-going
Taba LAP	Partially completed	Lower Taba completerd(WB) and Upper Taba water supply and internal road network pending.
Hejo- Samtenling LAP	Partially completed	Sewer Treatment Plant
Jungshina LAP	Partially completed	Internal road network incomplete
Zilukha Area Action Plan	Partially completed	Sewer network incompleted
Changzamtok LAP	On-going	
Changbangdu LAP	Completed	100% completed in all respect
Lungtenphu LAP	Completed	Fully completed.
Simtokha Workshop Area	Partially completed	Sewer and water supply network incomplete
Simtokha LAP	Completed	
Babesa LAP	Completed	
Serbithang LAP	Not initiated	
Babesa & Simtokha E4 LAP	Incomplete	Ongoing
Dechencholing Satellite Town	Incomplete	Road Network development ongoing.
Core Area(8.sq.km)	Completed	Redevelopment works ongoing
Lubding Area & E4	Incomplete	Ongoing planning work
Changedaphu Area & E4	Incomplete	Ongoing
Yangchenphu Area	Incomplete	Ongoing
Changjiji Area	Incomplete	Road network pending

Table 8.12: Information on Non-LAP

<b>Information on Non LAP</b>
Chang Bardo (Above NPPF Colony)
Chang Khorlo
Kawang Damisa
Kawang Dajo
Kawang Jangsa
Chang Gangay
Chang Gumji
Zilukha Traditional Village
Pamtsho & Dechencholing E4

Table 8.13: Information on Parking Inventory within Thromde

<b>Information on Parking Inventory within Thromde</b>			
<b>Areas</b>	<b>4-Wheeler</b>	<b>Two wheeler</b>	<b>Remarks</b>
Norzin Lam, Hongkong Market area & adjoining, Along Chang Lam & Adjoining areas	1034	52	
MLCP I	350	0	Operated and managed by KCR private company
MLCP II	220	0	
CFM, infront of Thimphu Dzongkhag Office, Memorial Chorten and Hospital area, Motithang area including double turning area, Olakha, Infront of Dawa store	237	87	Operated and managed by Charo parking service , a private company
<b>Total</b>	<b>1841</b>	<b>139</b>	

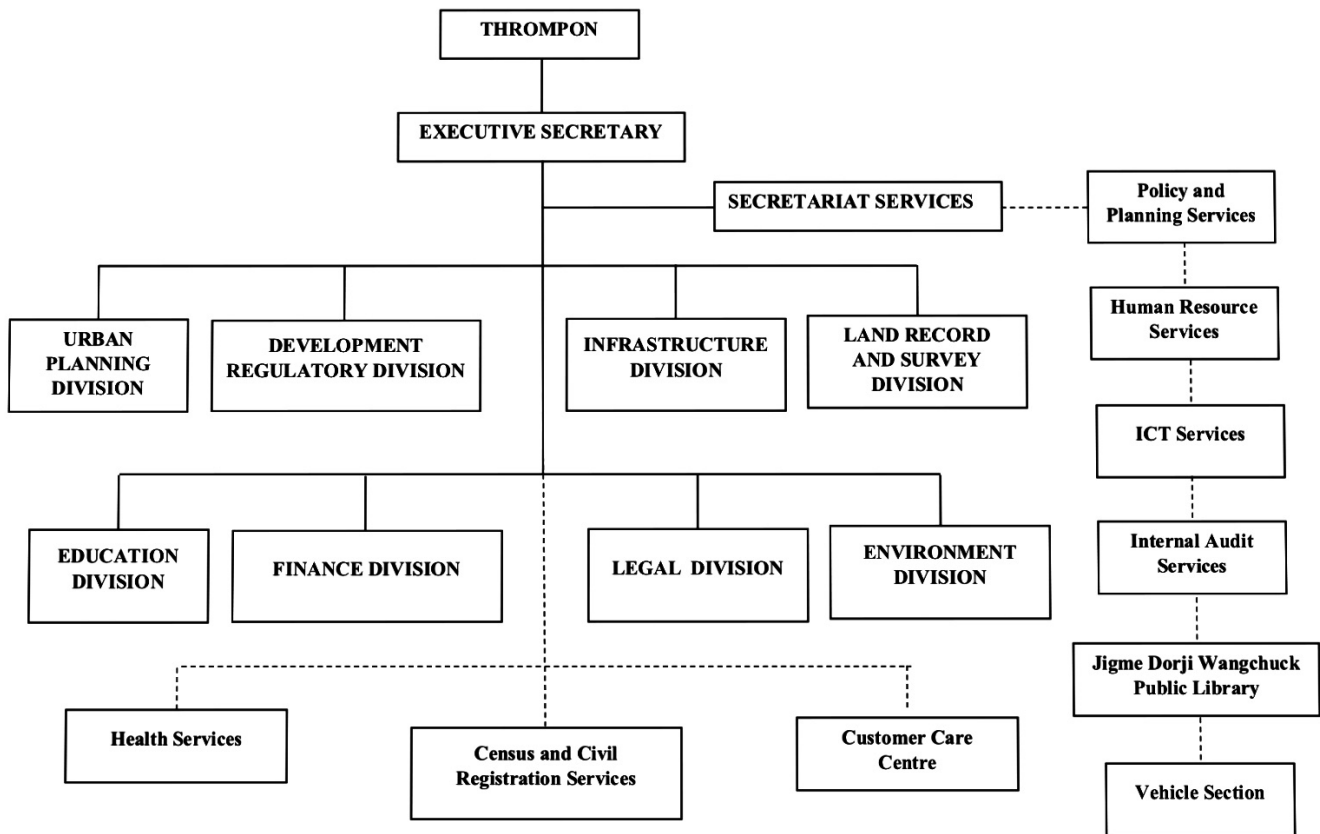
Source: Thimphu Thromde

Table 8.14: Information on Drinking Water Supply in Thimphu Thromde

Sl No.	Name of Water Supply	Type of Water Supply	HHs No. served	HHs No. not served	HHs No. with less than 16 hours of water supply	HHs Non. 16 to 24 hours of water supply	HHs No. with metered connections	Location
19	Babesa Water Supply System	Gravity	3082	1673	0	3082	670	Babesa Simtokha Demkhong, Thimphu Thromde, Thimphu
21	Olakha Water Supply system	Dual	8634	1586	488	8146	2064	Olakha Changzamtog Demkhong, Thimphu Thromde, Thimphu
23	Motithang water system	Gravity	2296	0	0	2296	762	Motithang Demkhong, Thimphu Thromde, Thimphu
24	Changangkha water system	Gravity	1591	0	0	1591	495	Changangkha Demkhong, Thimphu Thromde, Thimphu
25	Norzin Water Supply System	Gravity	2004	0	0	1127	1127	Norzin Demkhong, Thimphu Thromde, Thimphu
26	Kawajangsa Water Supply System	Dual	1660	2400	0	1660	548	Kawajangsa Jungshina Demkhong, Thimphu Thromde, Thimphu
27	Taba Dechencholling Water System	Gravity	2290	962	0	2290	531	Taba Dechencholling Demkhong, Thimphu Thromde, Thimphu

Source: Water and Sanitation Division, WSD, MoIT

## 8.4 Organizational Structure of Thimphu Thromde



## Chapter 9

# Phuentsholing Thromde

### 9.1 Background

Phuentsholing Thromde is located in south western foothills of the country along the embankment of Amochu and Omchu River. It started from small hamlets of scattered hutments in 1950s and has seen unprecedented growth since then. Thromde was initially instituted as Phuentsholing City Corporation in 1983. Given its strategic location bordering Indian State of west Bengal, it is the main gateway to Bhutan and also the biggest commercial and industrial hub in the country.

In accordance with Local Government Act of Bhutan 2009, Phuentsholing became one of Bhutan's four class-A Thromdes; an extension of Local Government bodies. Simultaneously, Phuentsholing Thromde elected its first-ever Mayor (Thrompon) in 2011. It has six constituencies (Demkhongs), each represented by an elected people's representative called Tshogpa. The limited Thromde area of 15.6 sq km houses a projected population of more than 30,000 including the floating population.

### 9.2 Vision

*Phuentsholing Thromde, a responsive city offering its residents a clean and liveable environment with comprehensive quality services that nurture rich traditional and cultural values and enhances vibrant commercial atmosphere.*

### 9.3 Mission

To be vibrant Local Government by ensuring the provision of municipal services and socio economic infrastructures and facilities to make Phuentsholing Thromde an ideal place to live.

Table 9.1: Staff Strength of Phuentsholing Thromde

Staff Strength of Phuentsholing Thromde									
Qualification	Secretariat*	Land & Survey Division	Development Control Division	Urban Planning Division	Infrastructure Division	Finance Division	Env. Division		
Ph.D	0	0	0	0	0	0	0		
Masters Degree	2	1	1	1	1	0	0		
PG Diploma	3	0	0	0	0	0	0		
Bachelors Degree	3	1	4	3	4	2	2		
Class XII (Diploma)	7	1	2	0	7	0	4		
Class XII (Certificate)	0	5							
Class X Certificate	5	0	2	0	4	1	6		
Below Class X	23	0	0	0	5	0	0		
GSC/ESP	2	0	0	0	0	0	0		
others (Pre -icse+certificate)	0	0	0	0	0	0	0		
<b>Total</b>	<b>45</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>21</b>	<b>3</b>	<b>12</b>		
Male	30	7	5	2	18	2	6		
Female	15	1	4	2	3	1	6		
<b>Total</b>	<b>45</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>21</b>	<b>3</b>	<b>12</b>		

\* Secretariat includes Thrompon, Executive Secretary, Policy and Planning Services, ICT Services, Census, Project Services, Human Resources, Legal Services, Internal Audit, Customer Care Services,  
Admin Services, Drivers & Thromde Education (do not include Teachers)  
Source: Phuentsholing Thromde

Table 9.2: Information on Public Toilet for Phuentsholing Thromde

<b>Information on Public Toilet for Phuentsholing Thromde</b>		
<b>Sl. No</b>	<b>Location</b>	<b>No. of Public Toilets</b>
1	Near Druk PNB	1 (4 units)
2	MLCP	1 (4 units)
3	Near Truck Parking	1 (6 units)
4	Children's Park	1 (4 units)
5	Near IVM	1 (4 units)
6	BCTA office	1 (4 units)

Table 9.3: Information on Sewerage System for Phuentsholing Thromde

<b>Name+A2:B23</b>	<b>Number/ Description</b>
<b>Sewerage System</b>	Separate type (not combined)
<b>Year of Construction</b>	December 1993 to June 1996
<b>Cost of Construction</b>	USD 7.3 million
<b>Population Served</b>	99.90%
<b>Type of Sewerage Plants</b>	Lagoon system (Pure Biological)
<b>Properties Connected</b>	2764 (Households)
<b>House Connection Pipes</b>	30.7 Km (110 & 160 mm HDPE)
<b>Total number of manholes</b>	226 (depth from 1.5 m to 3.91m)
<b>Total number of chambers</b>	4500
<b>Sewerage Pump</b>	Submersible design sewerage pumps (2 numbers running together) 16 PN 160 mm diameter. HDPE running singular from pump station to main hole B01.01 behind water supply office
<b>Discharge Capacities</b>	7 -10 liters per second
<b>Head Capacity</b>	20-21 m
<b>Sewerage Plant Area</b>	15.5acres
<b>Type of Pond</b>	Anaerobic (2 numbers, facultative 2 numbers & 1 maturation)
<b>Treatment</b>	Oxidation Process
<b>Sewerage Discharge</b>	2157m3 per day
<b>Commercial waste (hotels)</b>	25%
<b>Industrial Waste</b>	0%
<b>Test Parameters</b>	COD, BOD, SS, pH, conductivity, Temperature
<b>Surcharges of the sewerage</b>	50% of water bill where there is a thromde sewerage network

Source: Phuentsholing Thromde

Table 9.4: Information on Water Treatment Plant

Name & Location	Volume in M3 per day	Remarks
South Treatment Plant	2000 m3	-
North Treatment Plant	2000 m3	-
Kharbandi Treatment Plant	500 m3	-
Amochhu Treatment Plant	1000 m3	-
OmChhu Treatment Plant	1 mld	-
Barsa Chhu Treatment Plant	3 mld	-

Source: Phuentsholing Thromde

Table 9.5: Information Clear Water Reservoirs

Sl. No	Name of LAP/Area	No. of Borewells	No. of Pump House	No. of Storage/Reservoir tanks	Capacity (m3)	Location
1	Core Area	15	4	12	3740	STP, Pemaling, YDF,Booster
2	Dhamdara	2	2	5	780	Hospita & Pipal Dara
3	Kabreytar	1	1	1	620	Kabreytar
4	Khareyphu	0	1	2	650	Khareyphu
5	Ammochu	2	2	2	600	North Youth Building/Ammochu
6	Rinchending	2	1	7	1540	Batomoni & Kharbandi-2/CST/Lower-2
7	Pekarshing	2	3	5	1000	Khogla/Mid Pekarshing/ Pekarshing-2/Toribari
8	Pasakha	2	3	5	2280	Barsachu-3 Gurung dara-2, Malbase-1
9	Chamkuna					
10	Pasakha Industrial Estate					
11	Toorsa Tar	2	1			
12	Alley			1	300	
<b>Total</b>					<b>11210</b>	

Table 9.6: Information on Clear Water &amp; Sewerage Services Available (Metered Consumer)

Zone	Number of Metered Consumers	Remarks	Reason
Zone I	178	Tashiling 1	
Zone II	249	Pemaling 1	
Zone III	137	Zorigling	
Zone IV	216	namgayling	
Zone V	181	Tashiling 2	
Zone VI	131	pemaling 2	
Zone VII	245	NPPF B	(45 nos of water meter disconnected)
Zone VIII	61	Old Pemaling Housing	
Zone IX	91	Dhamdara	
National Housing Colony (N1)	25	Rabten Colony	
Pasakha (P1)	114		
<b>Total</b>	<b>1628</b>		

Table 9.7: Information on Solid Waste Management System

Solid Waste Management	Numbers/Description
System	Door-to-door collection with segregation of waste (Dry & Wet) waste
Frequency	Daily collection in all the areas under Thromde (including all LAPs)
Year of Construction	2004
Construction Cost	Nu. 60,00,000
Landfill Location	Ahalay LAP
Distance	7 Km from Phuentsholing
Total Landfill Area	3,025 acres (Including access road)
Presently used landfill area	1.2 acres
Transportation to Landfill area	9 tonnes per day (average)
Commission Year	2005

Table 9.8: Information on Children &amp; Recreational Parks

1)	Zangdopelri Park in Core Area
2)	Phuentsholing Central Park
3)	Compound Archery ground along Omchhu
4)	PSA Ground
5)	Tennis court near Bhutan Telecom
6)	PHSS ground
7)	Five numbers of open Gym facilities
8)	2 basketball courts
9)	Indoor badminton and table tennis hall
10)	BOC sporting complex
11)	Children's Park at Kabreytar
12)	Basketball court at PHSS,PLSS,PMSS

Table 9.9: Information on Thromde Internal Revenue

<b>July to November 2024-2025</b>	
<b>Type</b>	<b>Amount (in Million)</b>
Taxes	12.89
Rental Properties	20.22
Fees	9.37
Penalties	42.57
Service charges	7.11
<b>Others</b>	<b>5.51</b>
<b>Total</b>	<b>97.67</b>

Table 9.10: Information on Status of Building Application

<b>Major Drawings Application</b>				
<b>Sl. No</b>	<b>Total Received</b>	<b>Approved</b>	<b>Rejected</b>	<b>Under Process</b>
1	36	34	1	1

<b>Minor Drawings Application</b>				
<b>Sl. No</b>	<b>Total Received</b>	<b>Approved</b>	<b>Rejected</b>	<b>Under Process</b>
1	7	7	0	0

<b>Green Channel Drawings</b>				
<b>Sl. No</b>	<b>Total Received</b>	<b>Approved</b>	<b>Rejected</b>	<b>Under Process</b>
1	3	3	0	0

Table 9.11: Information on Local Area Plans Implementation Status

Sl. No	Local Area Plan	Present Status	Area of LAP (Acres)	No. of Plots	Projected Population	Remarks
1	Kabrayter LAP	Under Implementation	117.10	223	3,650	LAP review with Infrastructure Design completed
2	Dhamdara LAP	Under Implementation	150.00	244	4,200	LAP review with Infrastructure Design completed
3	Rinchending LAP	Demarcation ongoing (revised LAP)	627.20	348	1,579	LAP review completed but Infrastructure Design will be carried out in 2024-2025
4	Core LAP	Under Implementation	440.00	471	20,400	LAP review completed
5	Anmochhu LAP	Under Implementation	98.60	120	3,500	LAP review with Infrastructure Design & Urban Design completed
6	Khareyphu LAP	Under Implementation	112.74	102	1,916	LAP review and Infrastructure Design tendered out to consultant
7	Pekarzhing LAP	Under Implementation	347.00	498	10,415	Infrastructure Design completed
8	Pasakha LAP	Under Implementation	553.00	498	8,968	LAP review and Infrastructure Design need to be undertaken
9	Toorsatar LAP	Under Implementation	42.50	111	4,830	LAP review and Infrastructure Design need to be undertaken
10	Pasakha Industrial Estate LAP	LAP under preparation	309.59	13 private plots (39 plots on lease to DoI)	500	Currently in the demarcation stage
11	Ahalay LAP	Demarcation not completed but infrastructure development under implementation	270.00	315	3,232	LAP review and Infrastructure Design completed

Table 9.1.1: Information on Local Area Plans Implementation Status

Sl. No	Local Area Plan	Present Status	Area of LAP (Acres)	No. of Plots	Projected Population	Remarks
12	Chamkuna	LAP under preparation	86.20	28		Conceptual stage completed and public consultation shall be carried out in December, 2024
<b>Total</b>			<b>3,153.93</b>	<b>2,971.00</b>	<b>63,190</b>	<b>-</b>

*Note: \*LAP Areas extracted from Autocad maps*

Table 9.12: Information on Parking Inventory within Phuentsholing Thromde

Types of Parking	No. of slots	Fee Collection	Remarks
MLCP	128		Currently using only the ground floor and first floor. Rest are being used for Kaja Throm. The initial total number of parking lot in MLCP is 200
Truck Parking	85	Collection of parking fees has been outsourced to M/s Green Parking Services, Thimphu	
Zangdopelri Area	43		
Others	350		
<b>Total</b>	<b>606</b>		

Source: Phuentsholing Thromde

Table 9.13: Information on Drinking Water Supply in Phuentsholing Thromde

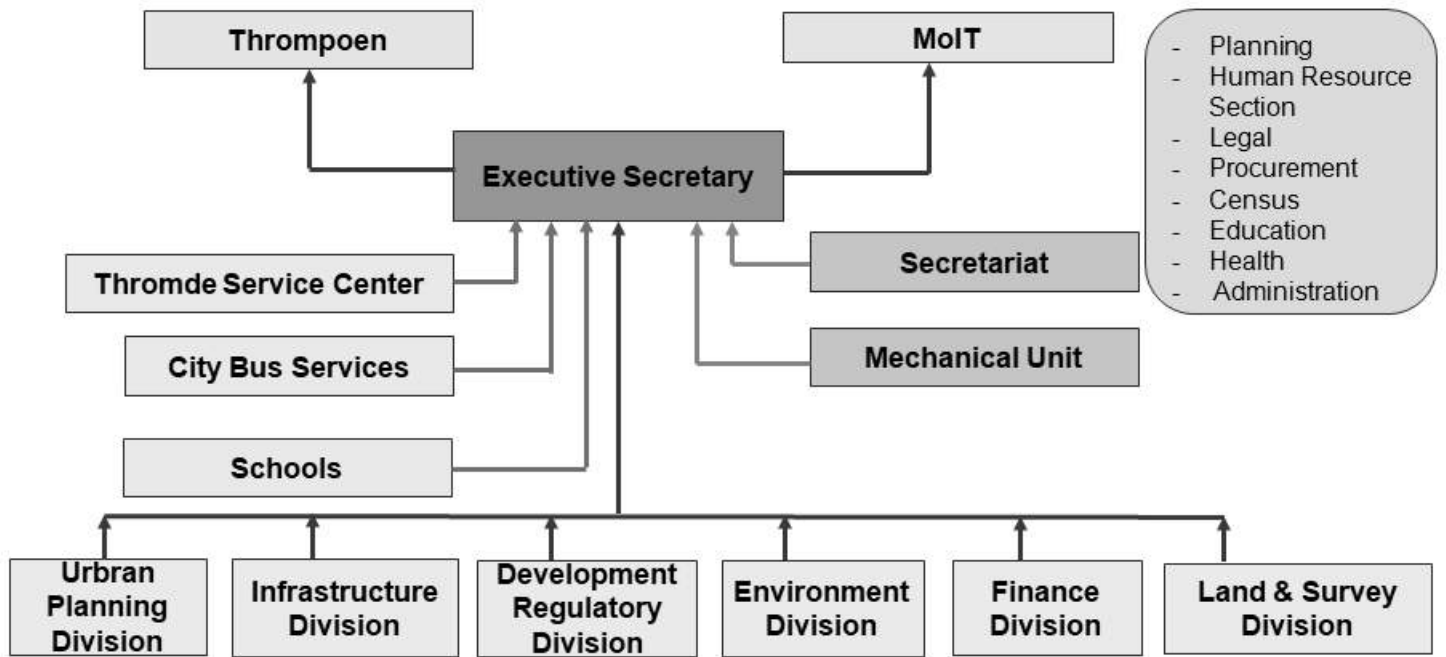
Sl No.	Name of Water Supply	Type of Water Supply	HHs No. served	HHs No. not served	HHs No. with less than 16 hours of water supply	HHs Non. 16 to 24 hours of water supply	HHs No. with metered Connections	Damage to pipeline's remarks	Location
1	water supply scheme at Ahley LAP	Pumping	95	0	79	16	14	-	Ahalay, Phuntsholing Thromde, Chukha
2	Water supply scheme at Gurungdhara mid & top tank)/Pasakha	Pumping	103	15	24	24	75	-	Gurung Dara, Phuntsholing Thromde, Chukha
3	Water supply scheme at Dhamdara/Hospital	Pumping	139	20	139	0	85	2022 two lakhs twenty thousand only	Damdara, Phuntsholing Thromde, Chukha
4	Water supply scheme at Toribari Housing	Pumping	255	25	255	0	117	flooding/land slide 3500000 year of 2022	Toribari, Phuntsholing Thromde, Chukha
5	Water supply scheme at core area from booster	Pumping	1030	224	1030	0	1030	cr and sp pump: physical damage: cracks, dents, broken components. Mechanical issues: misalignment, seized bearings, worn impellers. Operational issues: cavitation, leakage, or unusual vibrations. year: 2022. Total cost: 800000	Phuntsholing Throm, Phuntsholing Thromde, Chukha
8	1)South Water Treatment Plant 2)Water supply scheme at Rakhdara BPT and 3)water supply scheme at MSD	Dual	788	54	138	650	759	740000	Moe Demkhong, Phuntsholing Thromde, Chukha

Table 9.13 continued from previous page

Sl No.	Name of Water Supply	Type of Water Supply	HHs No. served	HHs No. not served	HHs No. with less than 16 hours of water supply	HHs Non. 16 to 24 hours of water supply	HHs No. with metered Connections	Damage to pipeline's remarks	Location
9	1)Water supply scheme at Pipaldhara and 2)Water supply scheme at Rakhaldera BPT and 3) Water supply scheme at Toorsatar	Pumping	40	5	0	40	42	210000	Neydra Demkhong, Phuntsholing Thromde, Chukha
10	Water supply scheme at Gurungdhara (mid & top tank)/Pasakha	Pumping	75	5	6	69	69		Pasakha Demkhong, Phuntsholing Thromde, Chukha
11	1) Water supply scheme at pekarshing LAP and 2) Water supply scheme at Toribari Housing	Pumping	29	4	2	27	26	344000	Pekarzhing Demkhong, Phuntsholing Thromde, Chukha
12	1)water supply scheme at Rinchending LAP 2) Kharbandi Water Treatment Plant and 3) water supply scheme at Ahley LAP	Dual	234	35	2	232	105	flooding/land slide 2023. total cost : 250000	Rinchending Demkhong, Phuntsholing Thromde, Chukha
13	Water supply scheme at Rakhaldera BPT and North Water Treatment Plant	Dual	333	8	4	329	571	land slide/ flooding 2019. total cost 150000	Toe Demkhong , Phuntsholing Thromde, Chukha

Source: Water and Sanitation Division, WSD, MoIT

### 9.4 Organizational Structure of Phuentsholing Thromde



# Chapter 10

## Gelephu Thromde

### 10.1 Background

History of Gelephu dates back to 1960s, when primitive settlement was shifted from the banks of Mou Chhu to the present area, which used to be known as Hati Sahar (Elephant infested place).

Gelephu is located at about 30 kms to the east of Sarpang, the Dzongkhag Headquarters. Though, Sarpang is the administrative centre for the Dzongkhag, Gelephu, due to various factors, has prospered and developed as a market town serving the hinterland.

The Sarpang-Gelephu Zone offers unique opportunities for Bhutan, as well as for the citizens within the services catchment area. The geographical setting of the town with relatively flat terrain, close proximity and well established connectivity with India, and its location as a nodal connection for the central parts of Bhutan, makes the place one of the preferred locations for future development. The Structure Plan for Gelephu lays down the precinct plan, road network, open space system and amenities system. It reviews the existing scenario of Gelephu and the potentials and constraints from which future possibilities emerge. It explains the proposals for action from which the Structure Plan of Gelephu will be composed. These are then illustrated through maps and diagrams. It also includes implementation and management strategies, investment plan and development control regulations for coherent growth of the town. The Development Control Regulations have been included as a part of the Structure Plan to support the proposals of the plan through the introduction of regulations and procedures. The jurisdiction of these regulations includes the area under the Gelephu Thromde, including Urban Control Zone.

Gelephu is envisioned as a Growth Center for south-central Bhutan serving a series of smaller settlements, or Service Centers, like Sarpang, Damphu, Zhemgang etc.

The Structure Plan envisions an impressive entrance or a GATE WAY into Gelephu through a portal from India. It is proposed to be a multi-modal terminal heading Trongsa in North, Sarpang and Damphu to West, and proposed Sipsoo – Daipham National Highway towards East.

The proposed Sarpang – Gelephu DEVELOPMENT CORRIDOR will serve as the backbone for a Special Economic Zone. It proposes the establishment of Dry Port and a Free Trade Zone as a part of the Special Economic Zone.

Another theme of the Gelephu Plan is to develop INTER-LINKED OPEN-GREEN SPACES for use as recreation, sports, walking, cycling, exercising and play gardens that can provide an excellent opportunity to promote planned growth of Gelephu unlike many other settlements.

### 10.2 Vision

*To be a vibrant regional growth center with access to economic avenues and a recreational hub with ample of interlinked green open spaces for leisure and sports.*

### 10.3 Mission

1. To promote special economic zones (Urban corridor, multi-mode transit hub, dry port, industrial service center) through modern art of technology;
2. To develop organized web of connectivity for greener public transport, cycling track, walking trails, footpaths, recreational parks, sporting venues, picnic spots, elderly retreat space and gender friendly public rest room; and
3. To render cost effective and sustainable services to the urban communities.

## 10.4 Mandates

1. To provide a democratic and accountable government for local communities;
2. To ensure the provision of services to communities in a sustainable manner;
3. To encourage the involvement of communities and community organizations in matters of local governance;
4. Discharge any other responsibilities as may be prescribed by the laws made by the Parliament

Table 10.1: Staff Strength of Gelephu Thromde

## Staff Strength of Gelephu Thromde as of November 2024

Qualification	Secretariat Services	Development Regulatory Division	Urban Planning Division	Land Record & Survey Division	Infrastructure Development Division	Finance Division	Environment Division
Ph.D	0	0	0	0	0	0	0
Masters Degree	3	1	2		0	0	0
Bachelors Degree/ Honors	4	2	3	2	6	1	1
PG Diploma	2		0	0	1	0	0
Class XII (Diploma)	3	1	0	3	1	1	0
Class XII Certificate	3	0	0	0	1	1	1
Class X Diploma	0	0	0	0	4	0	0
Class X Certificate	2	2	0	0	18	3	2
Below Class X	19	0	0	1	0	0	0
GSP/ESP	1	0	0	3	0	0	0
Total Male	26	4	5	6	18	3	3
Total Female	11	2	0	3	12	3	1
Grand Total	37	6	5	9	31	6	4

\* Secretariat includes Thrompon, Executive Secretary, Policy and Planning Services, ICT Cluster Services, Human Resources, Admin & Customer Care Services, Legal Services, & Thromde Education (excluding Teachers), Drivers & Office Caretaker

Table 10.2: Information on Sewerage System

<b>Information on Sewerage System</b>	
<b>Location</b>	<b>Length (KM)</b>
Jampeling Demkhong	4.70
Namkhaling Demkhong	3.48
Rabdeyling Demkhong	9.27
Samdrupling Demkhong	0.52
Sonam Gatshel Demkhong	6.57
Trashiling Demkhong	13.26
<b>TOTAL</b>	<b>37.80</b>

Table 10.3: Information on Public Toilets

<b>Information on Public Toilets</b>		
<b>Sl.No</b>	<b>Location</b>	<b>No. of Public Toilets as of November 2024</b>
1	Gelephu Sports Association	2
2	Archery Ground	1
3	RSTA Bus Terminal	1
4	Integrated Vegetable Shed	2
5	Bhutan Olympic Hall	1
6	GT Park	1
7	Temporary Truck Parking	1

Table 10.4: Information on Water Metered &amp; Temporary connections

<b>Consumers</b>	<b>Numbers</b>	<b>Remarks</b>
Total number of consumers with water meter	1592	Household
Total number of consumers without water meter	0	
Total	1592	

Table 10.5: Information on Water Treatment Plants

<b>Information on Water Treatment Plants</b>	
Water Treatment Plant at Mochu (Pumping System)	
<p>The existing capacity of water treatment plant at Mochu is 5 million litres per day (MLD). However, full capacity of 5 MLD from Mochu was never realized owing to the fact that the open gallery was filled with debris during the 2016 flood and was partially functioning until September 2018. Besides, the pumps installed in the year 2008 were in dire need of replacement involving breakdowns by the sand accumulated underneath during the aforementioned flash flood. Mochu Water Treatment Plant caters to around 63% of the urban population in Gelephu Thromde. The water is drawn via pumping from new infiltration gallery of WTP and old infiltration gallery through PE &amp; DI pipes. As of now, we have the following water supply structures built at Mochhu WTP.</p>	
<b>Name of Structures</b>	<b>Year of Construction</b>
Concrete structure single storied Pump House at Mochu	1989
Concrete structure single storied caretaker house	1991
Concrete structure single storied Generator house	1991
Concrete structure single storied Chlorine house	1993
Infiltration Gallery Water Treatment Plant (Old)	1993
Infiltration Gallery Water Treatment Plant (New)	2009
Slow and Rapid Sand Filtration Tank	2015
Water Caretaker House at Mochhu (2 nos)	2018
Concrete Structure for Silt Trap	2018

Table 10.6: Information on Capacities and Reservoirs

**Information on Location and Capacities of the Reservoirs**

Until July 2018, Gelephu Thromde had the total water reservoir capacity of 2, 233, 000 liters catering to all six demkhongs. Specifically, 600, 000 litres at Samdrupling round tank, 600, 000 litres at Mouchu Treatment Plant, 450, 000 litres at Pelrithang Treatment Plant, 253, 000 litres at Industrial Service Centres (ISC), 300,000 litres at Zomlingthang, 15, 000 litres each at Namkhaling and Samdrupling. The pumping equipment were all under swing with maintenance often to the extent of two to three times breakdowns at Mouchu Treatment Plant. The total installed reservoir capacity until fiscal year 2017-2018 was 1, 948, 000 litres. Now with the intervention of additional reservoirs construction and exploration of borewell stations, the supply capacity was enhanced to 8.88 mld. The reservoir equivalent to 600, 000 litres with a cost of Nu. 3.2 m. Another reservoir was also constructed under the Samdrupling Demkhong with the capacity of 300, 000 litres. Besides, we have also added three additional borewells to enhance the supply of water with increased reservoir facilities. The table below shows the location of Water Reservoirs Tanks and their capacities:

Location	Capacities
Steel tank at Mouchu	600 m3
Round tank at LAP II, Samdrupling	600 m3
CWR at Passang Chu WTP	450 m3
Reservoir Tank at Zomlingthang	300 m3
Sintax tant at Trunky Busti, Namkhaling	256.18 m3
RCC Elevated Water Tank for Fire Hydrant outside the RBP Gate within LAP-1	150 m3
Construction of Steel Elevated water Tank at ISC	252.25 m3
Zincalume Steel Tank at LAP IV	288.28 m3
Zincalume Steel Tank at LAP V	225.06 m3
RCC Treated Water Tank at Phulahari	450 m3

Table 10.7: Information on Solid Waste Management

SN	Demkhong	waste generation per day in MT	waste recycled per day	Total waste disposed off to landfill
1	Rabdeyling	0.77	0.16	0.93
2	Namkhaling	1.38	0.1	1.47
3	Samdrupling	0.56	0.1	0.66
4	Trashiling	1.54	0.2	1.74
5	Sonamgatshel	2.2	0.16	2.35
6	Jampeling	0.73	0.12	0.84
	Total	7.17	0.84	8.01
	Total waste generation in MT per day			8.01
	Tot waste recycled			0.84

Waste collection Schedule of GT		
Core town		
SN	Waste category	Collection day
1	Dry (Non-biodegradable)	Mondays, Wednesdays & Fridays
2	Wet (Bio-degradable)	Tuesdays, Thursdays & Saturdays
SN	Demkhong	Collection day
1	Trashiling	Mondays, Tuesdays, Thursdays, Fridays & Saturdays
2	Samdrupling	Mondays, Tuesdays, Thursdays, Fridays & Saturdays
3	Sonam Gatshel	Mondays, Tuesdays, Thursdays, Fridays & Saturdays
4	Jampeling	Mondays, Tuesdays, Thursdays, Fridays & Saturdays
5	Namkhaling	Mondays, Tuesdays, Thursdays, Fridays & Saturdays
6	Rabdeyling	Mondays, Tuesdays, Thursdays, Fridays & Saturdays

Table 10.8: Information on Parks in Gelephu Thromde

<b>Information on Parks within Gelephu Thromde</b>			
<b>SN</b>	<b>Name of the Park</b>	<b>Location</b>	<b>Area</b>
1	Children Park	Core town	34.42 Decimal
2	GT Park	Core town	1 acre
3	City Central Park	Samdrupling	44 acres

Table 10.9: Information on LAPs

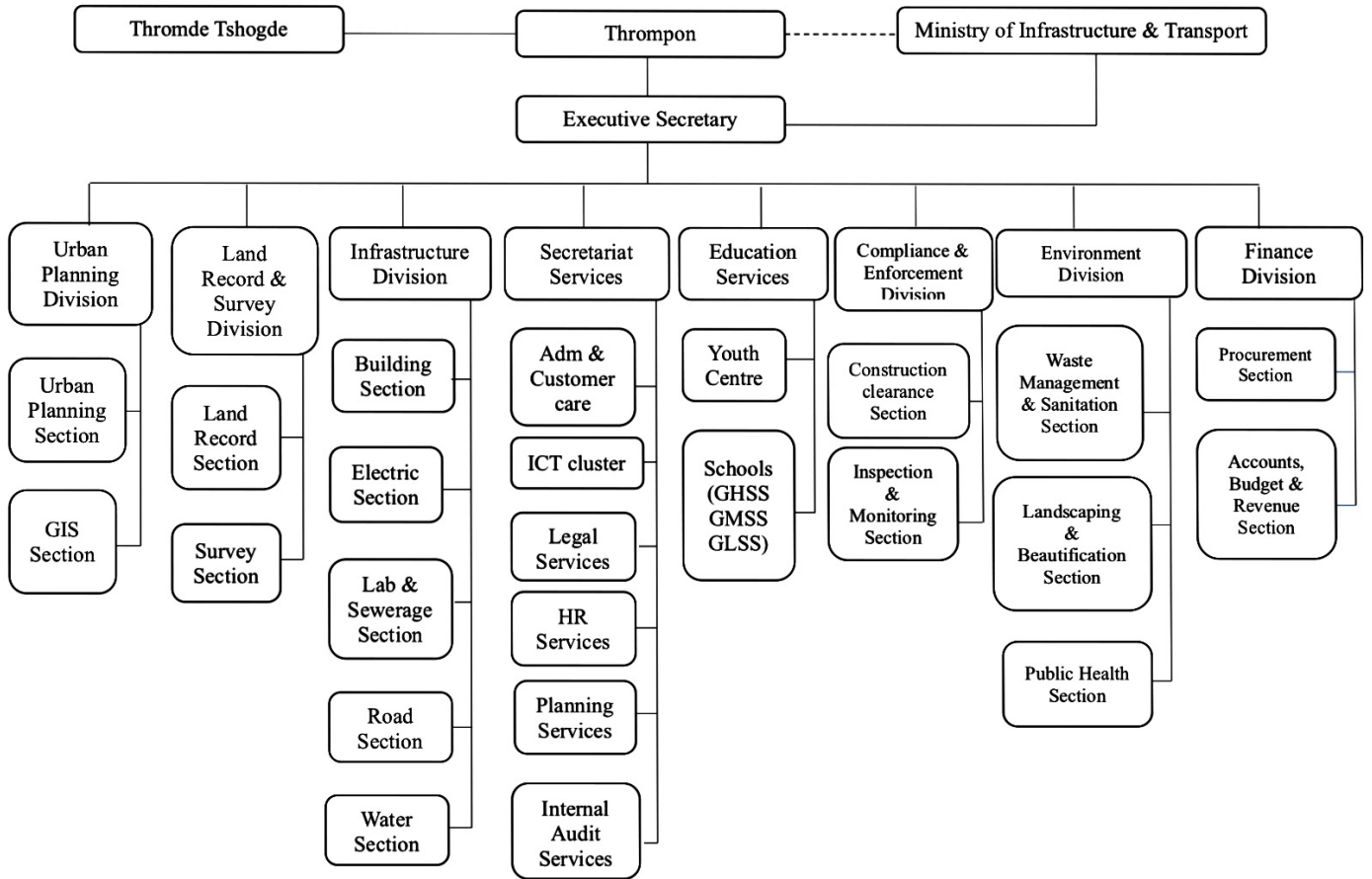
<b>Information on Local Area Plans</b>		
<b>Local Area Plan</b>	<b>Area in Acres</b>	<b>Name of the LAPs</b>
I	226.36	Sonam Gatshel & Namkhaling
II	236.97	Jampeling & Trashiling
III	152.5	Rabdeyling & Jampeling
IV	239.36	Samdrupling
V	220.22	Trashiling
VI	116	Namkhaling
ISC	46.4	ISC Area
Core Town	29.32	Coretown

Table 10.10: Information on Drinking Water Supply in Gelephu Thromde

SI No.	Name of Water Supply	Type of Water Supply	HHs No. served	HHs No. not served	HHs No. with less than 16 hours of water supply	HHs Non. 16 to 24 hours of water supply	HHs No. with metered connections	Location
18	Passangchu	Gravity	422	0	0	238	238	Rabeyling, Gelephu Thromde, Sarpang
22	Mouchu, Samdrupling	Dual	352	0	0	206	206	Samdrupling, Gelephu Thromde, Sarpang
28	Namkhaling Borewell	Pumping	490	0	0	301	301	Namkhaling, Gelephu Thromde, Sarpang
29	ISC Borewell, Trashing Demkhong	Pumping	383	0	0	324	324	Tashiling, Gelephu Thromde, Sarpang
30	Borewell LAP-IV, Trashing Demkhong	Pumping	383	0	0	324	324	Tashiling, Gelephu Thromde, Sarpang
31	Borewell Samdrupling Demkhong	Pumping	352	0	0	206	206	Samdrupling, Gelephu Thromde, Sarpang
32	Mouchu, Jampeling	Dual	469	0	0	290	290	Jampeling, Gelephu Thromde, Sarpang
33	Zomlingthang Borewell	Pumping	383	0	0	324	324	Tashiling, Gelephu Thromde, Sarpang
34	Mouchu, Sonamgayshe	Dual	619	0	0	202	202	Sonamgatshe, Gelephu Thromde, Sarpang

Source: Water and Sanitation Division, WSD, MoIT

### 10.5 Organizational Structure of Gelephu Thromde



# Chapter 11

## Samdrup Jongkhar Thromde

### 11.1 Background

Samdrup Jongkhar Thromde is located in the south-eastern foothills of the country bordering the Indian state of Assam. The altitude ranges from 143 meters to 926 meters above sea level and climatically hot in summer and warm in winter. It has six Demkhongs with an area of 4.47 sq. km and a resident population of 9325 (PHCB, 2017) with 2379 households and also it is the smallest Thromde 'A' in terms of area and population.

Samdrup Jongkhar Thromde is a self governing municipality with an elected Thrompon, Thromde Thuemis, and a Thromde Tshogde in place since January 2011. Additionally, the town houses the headquarter of the District Administration, with Dzong being located within the town. Also, several government organizations of the Royal Government of Bhutan house their Eastern Regional headquarters, and some other NGO offices also being set up here. With the addition of Dewathang within the Thromde boundary, additional areas housing the Jigme Namgyal Polytechnic and a large area belonging to the Royal Bhutan Army are also included in the Thromde limits.

Samdrup Jongkhar town is one of the entry point to eastern Bhutan, consisting of six districts namely Pemagatshel, Tashigang, Trashi Yangtse, Mongar, Lhuentse, and Samdrup Jongkhar. Samdrup Jongkhar Thromde by virtue of being in the border has better accessibility to the plains of Assam. Road connectivity within Bhutan is difficult due to its geographical terrain but Samdrup Jongkhar connects to Central, Eastern and Thimphu via the Asian Highway through India, entering Bhutan at Gelephu and Phuntsholing.

### 11.2 Vision

*A vibrant and inclusive city balancing the three realms of Environment, Economy and Society.*

### 11.3 Mission

In pursuit of developing vibrant city in line with the ideals of GNH of the country through promotion of quality infrastructures and standard services provided by highly motivated, ethical and spirited team.

Table 11.1: Staff Strength of Samdrup Jongkhar Thromde

Qualification	Staff Strength of Samdrup Jongkhar Thromde					
	Secretariat*	Development Regulatory Division	Urban Planning Division	Infrastructure Division	Administrative and Finance Division	Env. Division
Ph.D	0	0	0	0	0	0
Masters Degree	1	0	0	0	0	0
Bachelors Degree	8	1	2	6	1	1
PG Diploma	3	0	0	0	1	0
Class XII (Diploma)	6	3	0	12	2	1
Class X Certificate	3	0	0	0	0	0
Below Class X	4	0	0	0	0	0
GSC/ESP	5	0	0	0	0	0
<b>Total</b>	<b>30</b>	<b>4</b>	<b>2</b>	<b>18</b>	<b>3</b>	<b>2</b>
Male	18	2	1	13	3	2
Female	12	1	1	6	0	0
<b>Total</b>	<b>30</b>	<b>2</b>	<b>4</b>	<b>16</b>	<b>3</b>	<b>2</b>

\* Secretariat includes Thrompon, Executive Secretary, Policy and Planning Services, ICT Services, Land Record, Census, Project Services, Human Resources, Legal Services, Internal Audit & Thromde Education (do not include Teachers)

Table 11.2: Information on Sewerage System

Information on Sewerage System										
Sewerage System	Year of Construction	Cost of Construction	Population Served	Type of Sewerage Plant	Properties Connected	Main Sewer Length	House Connection Pipes	Total no. of Manholes	Sewerage Pump	Sewerage Plant Area
Separate System	2013-14 FY	Installation of treatment Plant;	100% in core area	Biological	486 HH	2, 506 m	HDPE	153 nos.	Submersible	1, 750 sq. m
		Nu. 22, 385, 100 Civil works; Nu. 2, 401, 537.50								
Separate System	2021-2024	Nu. 137.333 million	5250	Biological	175 HH	4522 m	UPVC	135 nos.	Submersible	500 sq.m

Table 11.3: Information on Public Toilets

Information on Public Toilets			
Sl. No	Location	No. of Public Toilets in 2023	No. of Public Toilets in 2024
1	IB Park	1	1
2	Vegetable Market	1	1
3	Taxi Parking	1	1
4	Bus Terminal	1	1
5	BoC Ground	1	1
6	Dewathang Market Shed	1	1
7	Performance Ground	1	1

Table 11.4: Information on Water Treatment Plant

Information on Water Treatment Plant					
Water Treatment Type	Construction Start Date	Completion Date	Water Supply Capacity	Location	Distance from Town
Conventional with pressure filters	2016	2020	2.5 mld	Pinchina, Samdrup Jongkhar	4 Km

Table 11.5: Information Borewell

Bore well Information			
Location	Completion Date	Supplied to	Capacity
Near STP at Main Town	2014	Core Town (LAP I)	0.39 mld
Near Pedestrian Bridge in Lower Market	2017		
Near old Housing Colony	2017		

Table 11.6: Information on Clear Water Reservoirs

Information on Clear Water Reservoirs		
Location of the Reservoir	Capacity (cu.m)	Remarks
Clear Water Reservoir at 4kilo	512	Main Reservoir tank for timely supply to other Reservoir tank
Circular Reservoir tank above S/J hospital	400	Mainly Supplied to Lap II, III and sometime to Lap-I
Rectangular Reservoir above 4kilo Checkpost	250	Supplied to part of Lap-IV
Circular Reservoir tank Near Royal Guest House	80	Supplied to part of Lap-II & III
Circular Reservoir tank Lap-4 (above Lhawang Yugyel w/Shop)	120	Mainly Supplied to part of Lap-IV
Circular Reservoir tank near Pry School	120	Reserve for fire Hydrant
Rectangular Reservoir at Lower Market	130	Mainly Supplied to Lap-I
Dug Well	47	Near DANTAK bridge
Reservoir tank in SJMSS	40	in mss area
Reservoir tank in SJPS	37	in SJPS area
Circular Reservoir tank at LAP 1	410	Near Dasho Guba Resident
Circular Reservoir tank at Bangtsho	275	Above Dewathang Army Stupa
Circular Reservoir tank at DPS	169	in DPS Area
Circular Reservoir tank at JNEC	100	In JNEC Area

Source: Samdrup Jongkhar Thromde

Table 11.7: Information on Clear Water &amp; Sewerage Services Available (Metered Consumer)

<b>Information on Clear Water &amp; Sewerage Services Available (Metered Consumer)</b>			
<b>Name of the Distribution Area</b>	<b>Length (m)</b>	<b>No. of metered connection</b>	<b>Years of Commissioning</b>
LAP II & III	16235	590	Initial 1976, WTP in 2019
LAP-IV			
LAP I			
Main town Dewathang		163	initially installed in 2011 however additional was done in 2021

Table 11.8: Information on Children &amp; Recreational Parks

<b>Sl.No</b>	<b>Information on Children &amp; Recreational Parks</b>	<b>Year of establishment</b>
1	Indo-Bhutan Friendship Park for Children	2018
2	River front Park at Lower Market for Adults	2018
3	Children Park near SMCL Office	2018
4	Chorten at Tendrel Thang	2015
5	Mani Dungkhor at Main Town of S/J	2017-2018
6	Recreational Park at 3 kilo	2022-2023

Table 11.9: Information on Parking Inventory within Thromde

<b>Information on Parking Inventory within Thromde</b>		
<b>Sl. No</b>	<b>Parking Identification</b>	<b>Number of Parking space</b>
1	Light vehicle	189
2	Two wheelers	28
3	Heavy vehicles/Medium Vehicles	40

Table 11.10: Information on LAPs

<b>Information on Local Area Plans</b>		
LAP I	53.72 acres	LAP I (S/Jongkhar Main town)
LAP II	92.898 acres	LAP II (S/Jongkhar, Industrial area)
LAP III	157.3 acres	LAP III (S/Jongkhar, Performance ground area)
LAP IV	136.2 acres	LAP IV (S/Jongkhar, Near CDCL bridge)
Kipse LAP	415 acres	Kipse LAP (Dewathang)
Bangtsho LAP	101.87 acres	Bangtsho LAP (Dewathang)
Dewathang Core LAP	8.994 acres	Core LAP (Dewathang Urban Core 2 area)
<b>Information on Non-Local Area Plans</b>		
Gayzor LAP	106.3 acres	Dewathang.

Table 11.1.1: Information on Solid Waste Management System

Information on Solid Waste Management System						
Waste Collection System	Waste Generation	Coverage	Landfill Location & Distance from Main town	Garbage Collection Vehicle	Mitigation Frequency at Landfill	Advocacy on solid Waste Management
Segregated collection (Dry and Wet Waste); Door to Door collection	4.78 mt (wet Waste) & 4.66 MT (Dry Waste)	100%	Tashi Poktor (Matanga) Landfill; Located at a distance of approximately 3 km from S/Jongkhar town	2 compactor trucks and 2 tractors	Landfill Cover Management & Waste Inspection	Celebrated world Waste Day on 30th April, 2024 with collaboration of JNEC students, Coordinate Zero waste hour
Block Collection Type	4.9 mt (2.9 mt dry & 1 mt wet)	100%	Tashi Poktor (3.5 KM from main town)	2 compactor trucks and 2 tractors	Landfill Cover Management & Waste Inspection	Celebrated world Waste Day on 30th April, 2024 with collaboration of JNEC students, Coordinate Zero waste hour

Table 11.12: Information on Status of Building Application

<b>Major Drawings Application 2022-2023</b>				
<b>Sl. No</b>	<b>Total Received</b>	<b>Approved</b>	<b>Rejected</b>	<b>Under Process</b>
1	8	8	0	0

<b>Major Drawings Application 2021-2022</b>				
<b>Sl. No</b>	<b>Total Received</b>	<b>Approved</b>	<b>Rejected</b>	<b>Under Process</b>
1	5	5	0	0

<b>Minor Drawings Application 2021</b>				
<b>Sl. No</b>	<b>Total Received</b>	<b>Approved</b>	<b>Rejected</b>	<b>Under Process</b>
1	8	8	0	0

<b>Green Channel Drawings 2021</b>				
<b>Sl. No</b>	<b>Total Received</b>	<b>Approved</b>	<b>Rejected</b>	<b>Under Process</b>
1	0	0	0	0

<b>Major Drawings Application 2023-2024</b>					
<b>Sl. No</b>	<b>Total Received</b>	<b>Approved</b>	<b>Rejected</b>	<b>Under Process</b>	<b>Remarks</b>
1	14	10	0	4	Applicants are asked to resubmit the missing/ incomplete drawings and documents

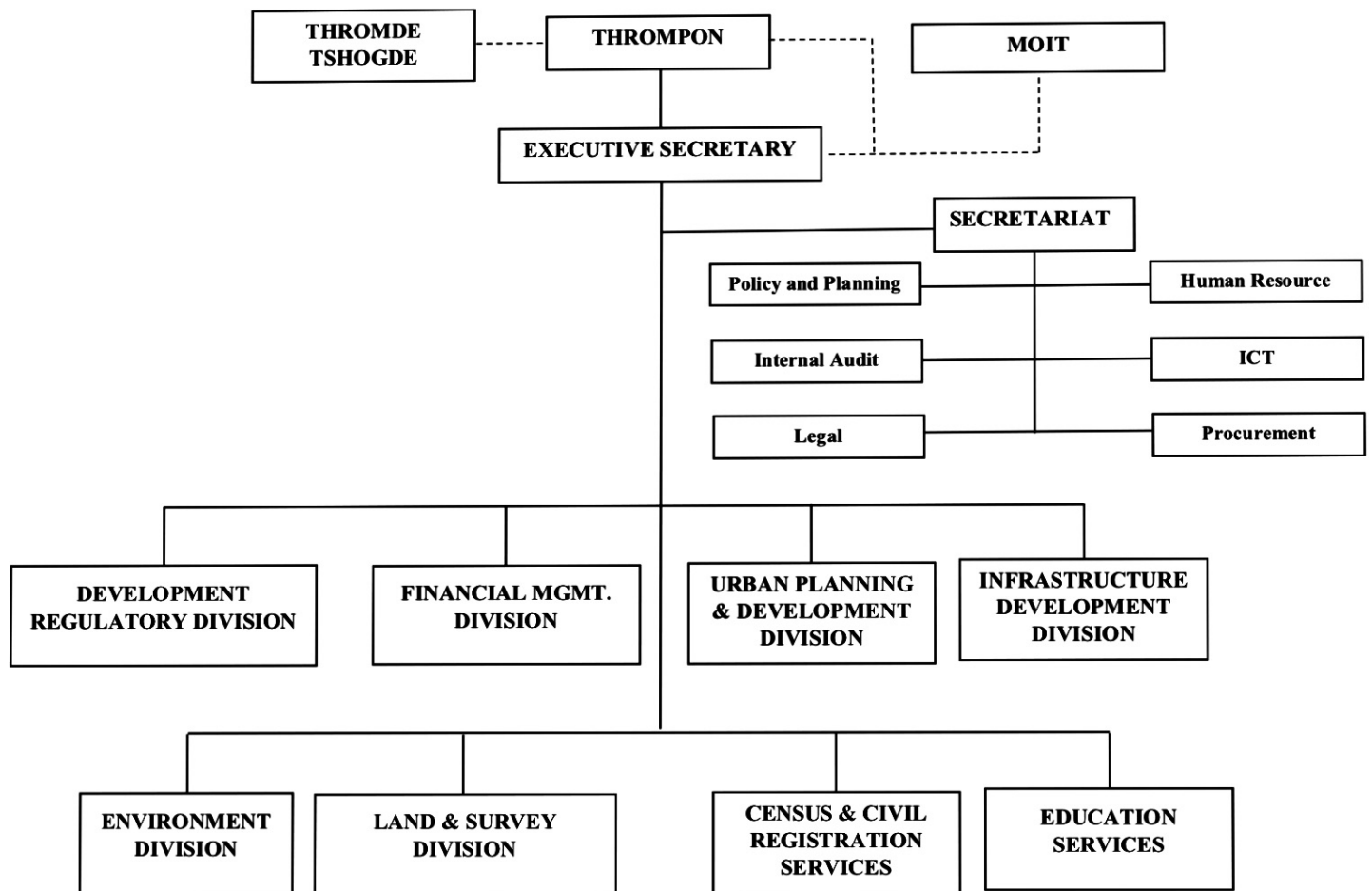
<b>Major Drawings Application 2024-2025 (till 31st Dec 2024)</b>					
<b>Sl. No</b>	<b>Total Received</b>	<b>Approved</b>	<b>Rejected</b>	<b>Under Process</b>	<b>Remarks</b>
1	14	11	2	1	Applicants are asked to resubmit the missing/ incomplete drawings and documents

Table 11.13: Information on Drinking Water Supply in Samdrupjongkhar Thromde

Name of Water Supply	Type of Water Supply	HHs No. served	HHs No. not served	HHs No. with less than 16 hours of water supply	HHs Non. 16 to 24 hours of water supply	HHs No. with metered connections	Location
Samdrup Jongkhar Town Water Supply Scheme	Pumping	548	0	331	217	658	Samdrupjongkhar Throm, Samdrupjongkhar Thromde, Samdrupjongkhar
Narphung Town	Gravity	17	0	0	17	0	Narphung satellite town, SamdrupJongkhar Town, Samdrupjongkhar

Source: Water and Sanitation Division, WSD, MoIT

### 11.4 Organizational Structure of Samdrup Jongkhar Thromde





**Kadrinchey la!**

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