Sustainable Urban Transport for Greener and more Sustainable Cities

Sustainable Transport in Eastern Europe, Central Asia and the Caucasus

Contributions by UNECE

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Martin Magold, UNECE Transport Division

Berlin High-level Dialogue on Implementing Rio+20 Decisions on Sustainable Cities and Transport
Berlin, 19-21 June 2013
The 5 Regional Commission of the United Nations

UNECE

ECLAC

ECA

ESCWA

ESCAP

21 June 2013
UNECE mission in transport

- Bridge between EU and «other» Europe, Central Asia + Caucasus
- Link-up with other UN regions
- Global and pan-European framework conditions and standards
- Platform for exchange of policies, best practices, peer reviews
- Capacity building for «transition» countries (Eastern Europe, Caucasus and Central Asia)

Work procedures in transport

- Multilateral treaties (50+ Treaties, Conventions, Agreements)
- Soft law (Resolutions, recommendations, guidelines)
- Standing inter-governmental bodies open to industry and civil society
- Projects, seminars, workshops
Transport for sustainable development
It is not only about the environment!

Social
- Access
- Inclusion
- Safety
- Security
- Health

Transport infrastructure maintenance and investment increases private sector productivity.

Economic
- Growth
- Employment
- Prosperity
- Competitiveness
- Choice

Lack of transport is a barrier to getting a job (In UK for 38% of jobseekers).

Environment
- Climate change
- Air quality
- Noise
- Land use
- Waste

About 30% of total energy consumption is from transport.

Every year, more than 120 thousand people are killed on roads in the ECE region!

Lack of transport is a barrier for seeking medical help, going to the supermarket and attending education.

Physical inactivity is responsible for 30% of heart diseases

Daily at least 60 mio. people in ECE agglomerations are affected by road noise.
**2012 UNECE Report on sustainable development**

- Assessing UNECE’s transport activities
- Placing sustainability at the center of attention
- Taking a holistic approach
- Defining key messages and new areas of work

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Transport for sustainable development
Examples of UNECE activities

Environmental dimension

- World Forum for Road Vehicle Regulations
  Max. permissible emissions (CO, HC, NOx, particulates and noise for new passenger and heavy-duty vehicles
- Climate change impact on transport networks
- Intermodal transport
- For Future Inland Transport Systems (ForFits)

> 95% of classic pollutants (CO, NOx HC) and > 85 % of particulates
Social dimension: Transport safety

- Road traffic safety
- Transport of dangerous goods
- Tunnel safety
- Rail-road level crossings

Road fatalities per 1 million inhabitants (2009)

Source: UNECE
Social dimension: Health and active mobility

Joined forces: UNECE Transport and Environment Division
World Health Organization (WHO-Europe)

Transport, Health and Environment Pan-European Programme (THE PEP) of 2002

- Mandate: Amsterdam Declaration
- Tripartite and trilingual (E,F,R)
- Integrated and holistic
- Key: Deployment of integrated policy measures
- Exchange of know-how at pan-European level
- Focus: Cities and EECCA
THE PEP Implementation Mechanisms (1)

- Transport, Health & Environment Action Plans:

National integration policies based on standard THE PEP processes and manuals
THE PEP Implementation Mechanisms (2)

- Relay race/staffette workshops “Implementation of sustainable+health-friendly urban mobility” :
  - Amsterdam - 2009
  - Prague - 2009
  - Skopje - 2010
  - Batumi - 2010
  - Kiev - 2011
  - Moscow - 2012
  - Almaty - 26 to 27 September 2013
  - Paris - 14 to 16 April 2014

- Compendium of good and bad practices

- Action points for policy makers
THE PEP Implementation Mechanisms (3 a)

- THE PEP Partnerships:
  - Green & healthy jobs in transport,
  - TRANSDANUBE
  - Eco-driving
  - Signs+signals for pedestrians+cyclists
  - Health Economic Assessment Tool (HEAT)

Documenting the evidence of the effects of transport
THE PEP Implementation Mechanisms (3 b)

- THE PEP Partnerships:

  Health Economic Assessment Tool (HEAT)
  Web-based tool for policy makers to calculate the economic value of health benefits of regular walking and cycling (cost-benefit ratio)

The question

- If x people walk/cycle a distance of y kilometers on most days, what is the economic value of the health benefits that occur as a result of the reduction in mortality due to their physical activity?
Health Economic Assessment Tool (HEAT)

30 min of walking/cycling at least 5 times a week (WHO recommendation)
reduces risk of:

- Heart disease (attack) by 20-30%
- Diabetes by 27%
- Colon cancer by 30%
- Lung and ovarian cancer by 20%

Net benefit (in days/months of life) of biking:

Lost (due to air pollution): - 1-40 life days
Lost (due to accidents): - 5-9 life days
Gained (due to physical activity): + 3-14 life months

Source: NL study
Transport for sustainable development
Examples of UNECE activities

THE PEP Implementation Mechanisms (4)

• THE PEP Clearing House with dedicated search engine

• THE PEP Geneva Symposia (research & networking)

While transport plays an essential role in economic and social development, the long-term sustainability of transport policies has been a growing concern in the international debate on sustainable development in view of the substantial environmental and health impacts caused by present trends in mobility. The environmental effects of transport are diverse and wide-ranging, and can extend to air, water and land. Air pollution from transport can be very localized or can have transboundary and global effects. In dense traffic zones, pollution emissions are emitted close to the place where the impacts appear, whereas other pollutants can travel long distances before they are deposited on the ground.

On the regional level, the 1979 UNECE Convention on Long-Range Transboundary Air Pollution and its eight Protocols have created the essential framework for controlling and reducing the damage to human health and the environment caused by transboundary air pollution. The emission of greenhouse gases has global impacts which have been shown to lead to global climate change, as addressed under the UN Framework Convention on Climate Change. Transport can also generate water pollution and noise. Habitat fragmentation, road traffic injuries and physical inactivity are additional negative effects of transport on health.

The PEP Geneva Symposia

The PEP Geneva Symposia are held biannually in Geneva and are a platform for knowledge exchange and networking. The symposia bring together experts, policymakers, and practitioners from around the world to discuss the latest developments in transport for sustainable development.

THE PEP Clearing House

The PEP Clearing House is a platform that provides a comprehensive database of transport policies, projects, and initiatives. It is designed to support the implementation of sustainable transport policies by providing access to best practices and lessons learned from around the world.

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Transport for sustainable development
Examples of UNECE activities

City in Motion – People first!

14-16 April 2014
Paris

www.thepep.org
Towards a new generation of Sustainable Development Goals

- Sustainable transport and mobility are central to sustainable development
- Efficient movement of people and goods is key
- Road accidents are a leading cause of mortality
- Emissions of transportation, mainly road, on constant rise
- Transport infrastructures increasingly vulnerable - climate change
- Corrective measures require political commitment

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Arguments for a specific Sustainable Transport Goal?