



United Nations Economic Commission for Europe (UNECE)

Transport Division

**Sustainable Urban Transport for Greener and
more Sustainable Cities**

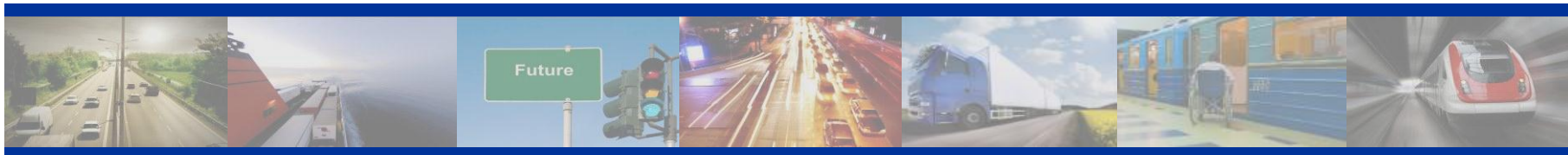
Sustainable Transport in Eastern Europe, Central Asia and the Caucasus

http://prezi.com/nqu1yso-vhw5/?utm_campaign=share&utm_medium=copy

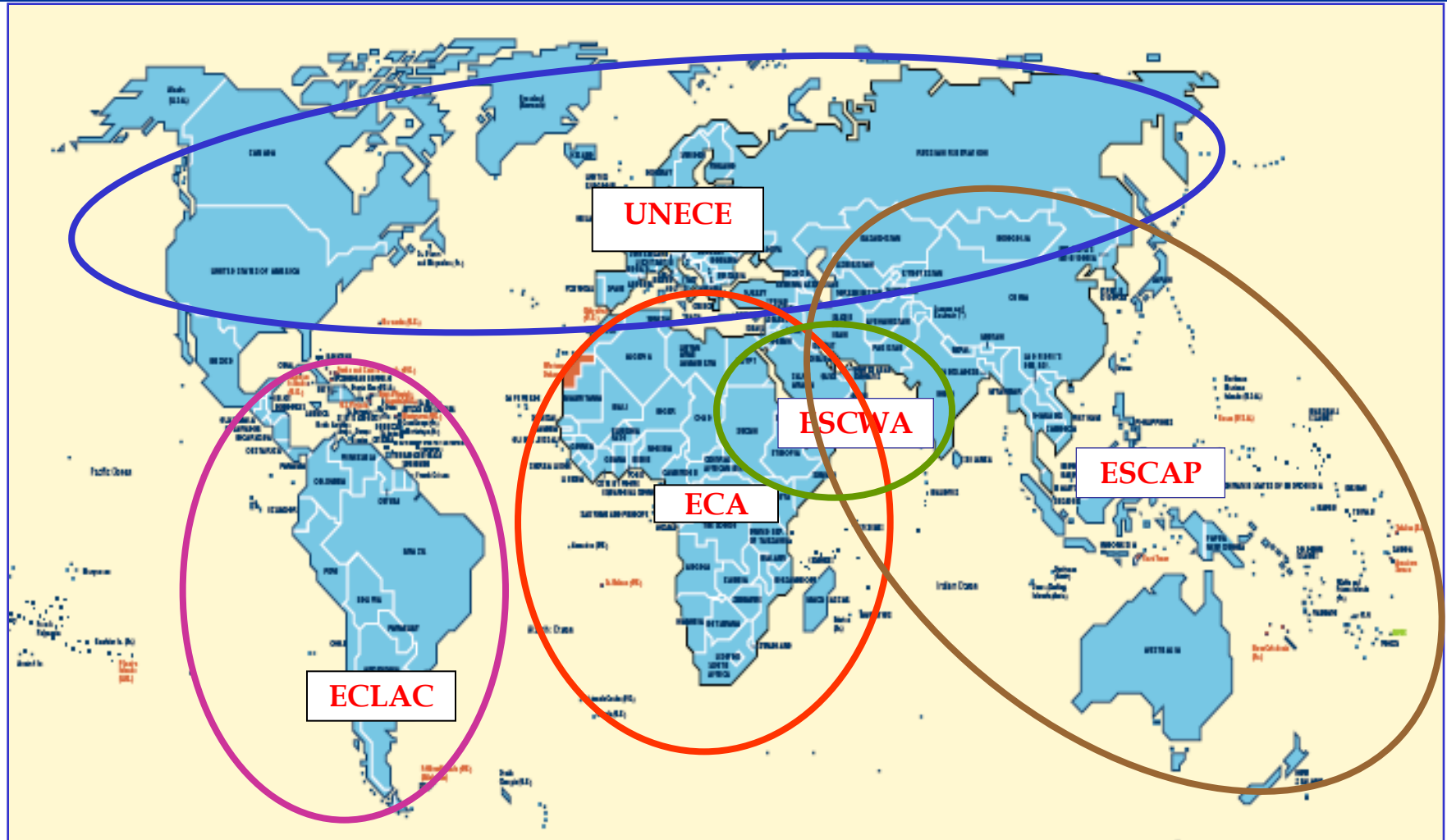
Contributions by UNECE

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



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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)

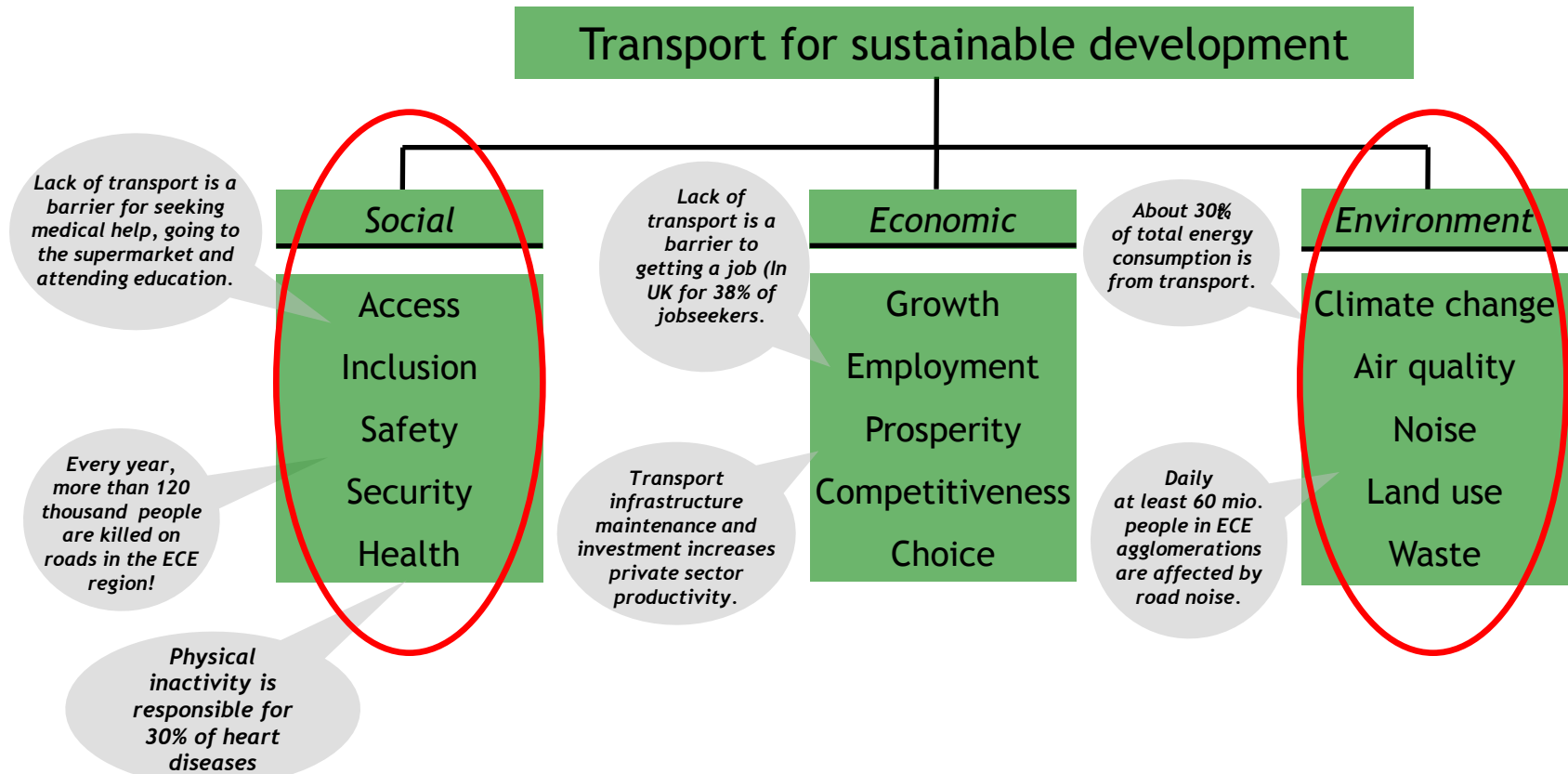
Work procedures in transport

- 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!

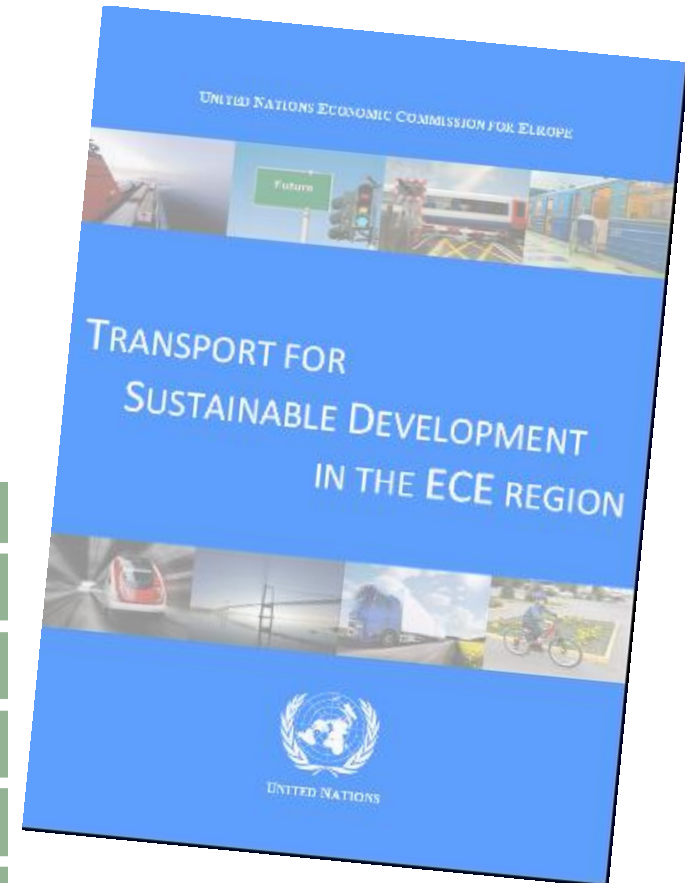


Transport for sustainable development Contributions by UNECE

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

National Accessibility		Attention to congestion and ageing
International Accessibility		Missing international links and border crossing inefficiency
Individual Affordability		Collapse and slow recovery of public transport
Social Affordability		Backlogs in maintenance investments!
Transport Safety		Annually more than 120,000 people killed on roads in the ECE region.
Environmental Sustainability		
Local Pollutants		Local pollutants have come under control, but more needs to be done!
Global Effects		The emission of greenhouse gases from transport continues to rise!



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)

United Nations Economic Commission for Europe

Assessing CO₂ emissions

A new tool to mitigate climate change in inland transport

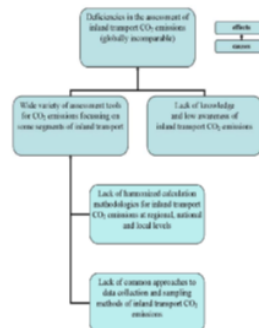


UNDA project
For Future Inland Transport System
ForFITS

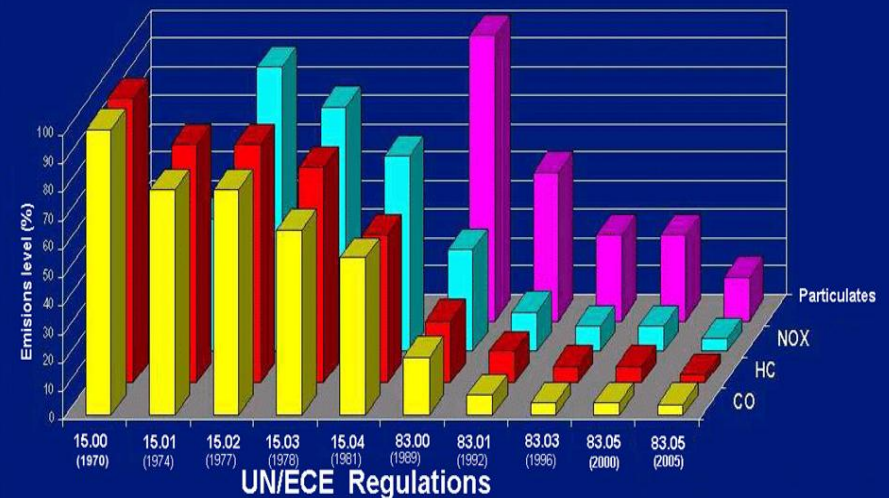
For Future Inland Transport Systems

Assessing CO₂ emissions of land transport (road, rail, inland navigation)

1. Global project (2011-2013)
2. Status Report issued
3. Data collection proposals
4. Review of existing tools
5. Uniform methodology on monitoring CO₂ emissions
6. Transport Policy Converter
7. 5 pilots at global level



EVOLUTION OF EMISSIONS OF M1 VEHICLES IN EUROPE



> 95% of classic pollutants (CO, NOx HC) and > 85 % of particulates

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21 June 2013

Transport for sustainable development

Examples of UNECE activities

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

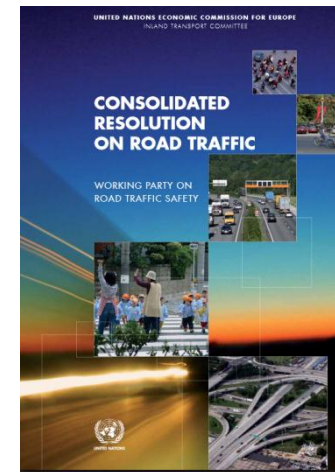
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Decade of Action for Road Safety, 2011 – 2020



In partnership with the International Union of Railways 



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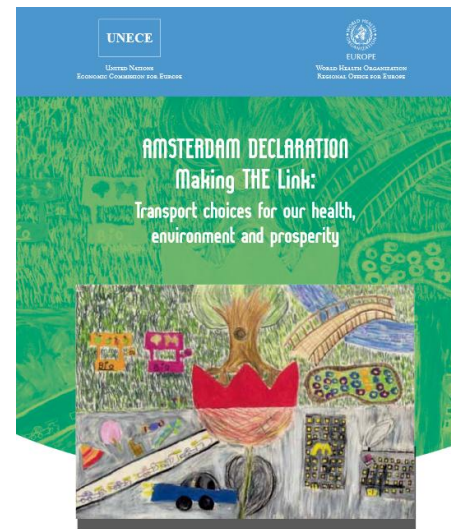
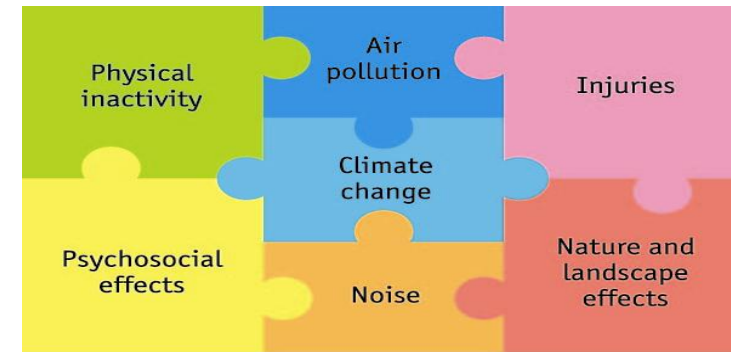
Examples of UNECE activities

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



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Examples of UNECE activities

THE PEP

Transport, Health
and Environment
Pan-European Programme

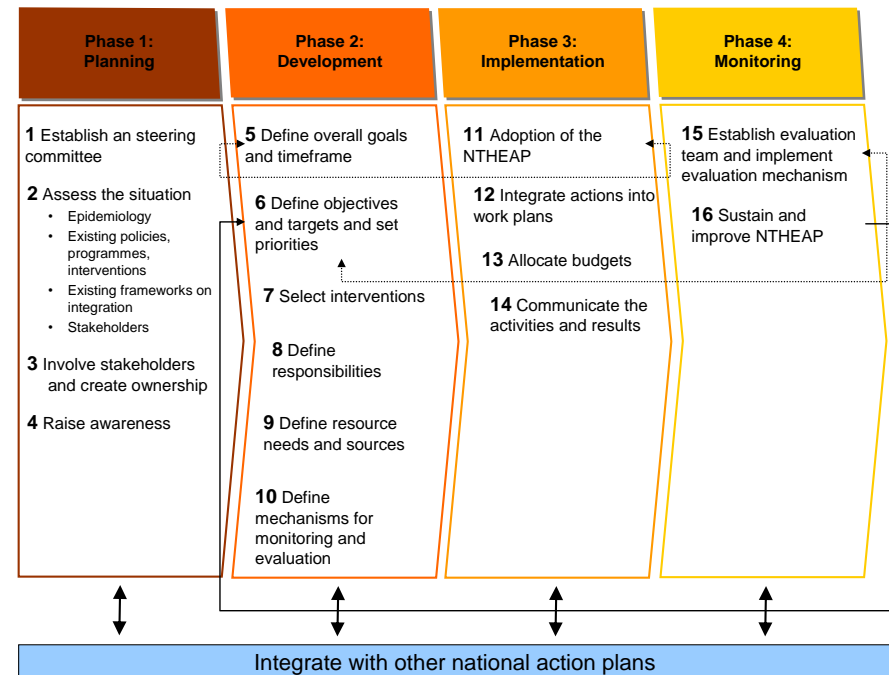
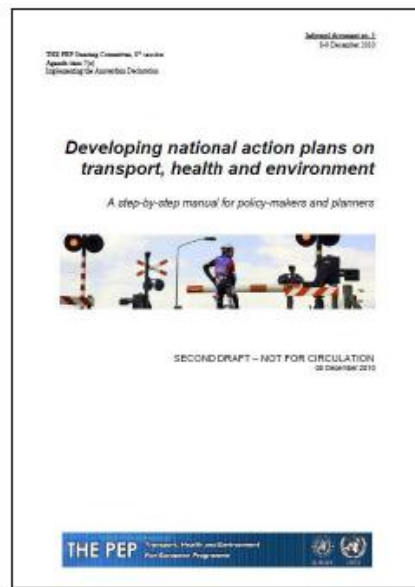
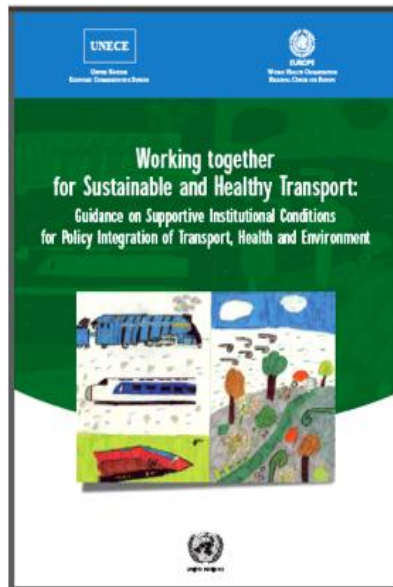
UNITED NATIONS
ECONOMIC COMMISSION FOR EUROPE

World Health Organization
REGIONAL OFFICE FOR Europe

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

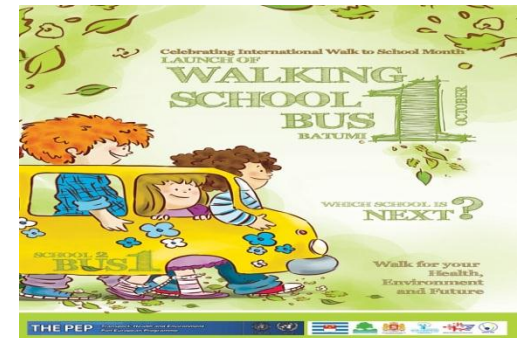
Batumi - 2010

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

Transport for sustainable development

Examples of UNECE activities

THE PEP Transport, Health and Environment Pan-European Programme

UNITED NATIONS
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World Health Organization
REGIONAL OFFICE FOR Europe

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



World Health Organization
REGIONAL OFFICE FOR Europe
Polis Working Group – Transport for Healthy Urban Environments 2011
Dresden, 29 September 2011



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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)

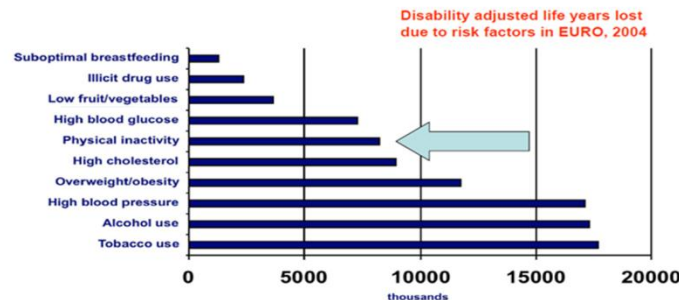
Health economic assessment tools
(HEAT) for walking and for cycling



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?

Physical inactivity is one of the leading risk factors for health in Europe, associated to nearly 1 million deaths/year
Transport policies can create conditions supportive for physical activity



ECONOMIC ASSESSMENT OF
TRANSPORT INFRASTRUCTURE
AND POLICIES

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



21 June 2013



Transport for sustainable development

Examples of UNECE activities

THE PEP

Transport, Health and Environment
Pan-European Programme

UNITED NATIONS
ECONOMIC COMMISSION FOR EUROPE



World Health Organization
REGIONAL OFFICE FOR Europe

THE PEP Implementation Mechanisms (4)

- THE PEP Clearing House with dedicated search engine
- THE PEP Geneva Symposia (research & networking)



THE PEP Transport, Health and Environment Pan-European Programme
United Nations Economic Commission for Europe (UNECE)
World Health Organization Regional Office for Europe (WHO / Europe)

Effects of transport | THE Integration | Urban transport | Demand management | Cross-cutting issues

Home | THE PEP

Policy

- International (58)
- Subregional/ National (160)

Legislation

- International (11)
- Subregional/ National (26)

Case Studies

- International (24)
- Subregional/ National (44)

Research and Methods

- International (33)
- Subregional/ National (67)

Indicators and Data

- International (38)
- Subregional/ National (74)

Capacity building

- (20)

Funding (5)

- Clearing House
- Search this category
- Print this page

Effects of transport

Presentation

Keyword pollution and noise; habitat fragmentation; road traffic injuries; physical inactivity

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

Categories

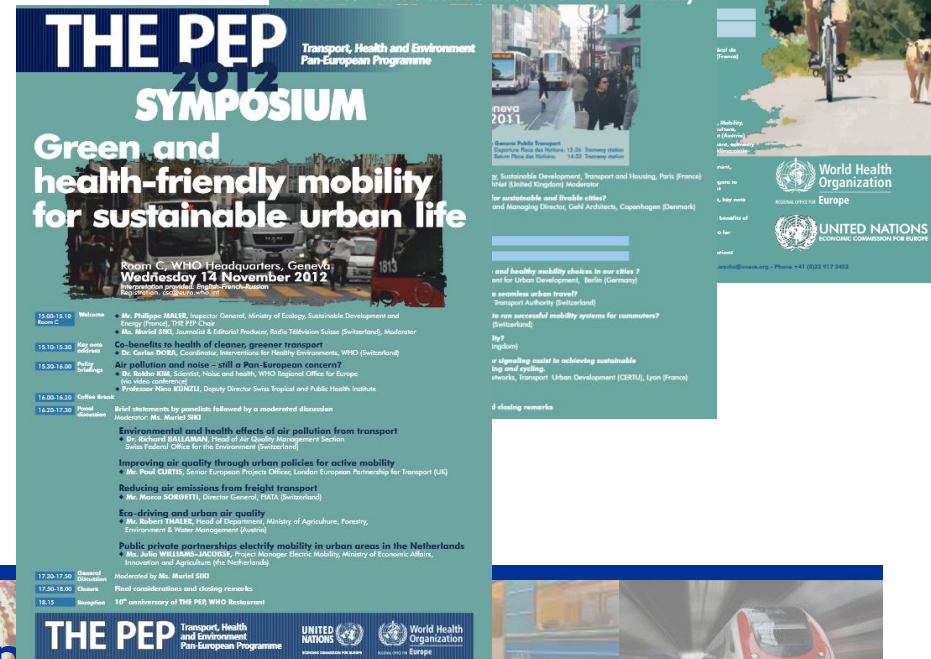
- Pollution and noise
 - Air pollution - Water pollution - Noise - Assessment tools and procedures - Habitat fragmentation - Species - Natural heritage - Assessment tools and procedures -
- Road traffic injuries
 - Risk factors - Figures and costs - Vulnerable groups - Prevention measures - Targets -
- Physical inactivity
 - Health effects - Strategies: healthy means of transport - Supportive policies -



THE PEP 2010 SYMPOSIUM
Transport, Health and Environment Pan-European Programme
Green and health-friendly investment and jobs in transport
Organization (WHO), Geneva Tuesday 8 December 2010



THE PEP 2011 SYMPOSIUM
Transport, Health and Environment Pan-European Programme
Inclusive and Innovative Urban Mobility
Organization (WHO), Geneva Tuesday 14 November 2012



THE PEP 2012 SYMPOSIUM
Transport, Health and Environment Pan-European Programme
Green and health-friendly mobility for sustainable urban life
Organization (WHO), Geneva Wednesday 14 November 2012

15.00-15.10 Welcome
15.15-15.30 Key note address
15.30-15.45 Policy Strategy
15.45-16.00 Policy Strategy
16.00-16.20 Coffee break
16.20-17.20 Plenary discussion

• Mr. Philippe MALEK, Inspector General, Ministry of Ecology, Sustainable Development and Energy (France), THE PEP Chair
• Mr. Mariel SING, Journalist & Editorial Producer, Radio Télévision Suisse (Switzerland), Moderator

Co-benefits to health of cleaner, greener transport
• Dr. Carlos GARCIA, Coordinator, International Centre for Health and Environment, WHO (Switzerland)
• Dr. Robert KIM, Scientist, Noise and health, WHO Regional Office for Europe (Switzerland)
• Professor Hans KUNZLI, Deputy Director Swiss Tropical and Public Health Institute

Panel discussion
• Dr. Richard RALLAUM, Head of Air Quality Management Section, Swiss Federal Office for the Environment (Switzerland)
• Mr. Paul CURET, Senior European Projects Officer, London European Partnership for Transport (UK)
• Mr. Bruce SCHWARTZ, General Counsel, EPA (Switzerland)
• Mr. Robert TRALLER, Head of Department, Ministry of Agriculture, Forestry, Environment & Nature Management (Austria)

Public-private partnerships electricity mobility in urban areas in the Netherlands
• Mr. Arno WILLIAMS-JACOBSE, Project Manager Electric Mobility, Ministry of Economic Affairs, Innovation and Agriculture (the Netherlands)

17.20-17.30 Plenary discussion
17.30-18.00 Plenary discussion
18.15 Reception

THE PEP 2012 SYMPOSIUM
Transport, Health and Environment Pan-European Programme
UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE
World Health Organization REGIONAL OFFICE FOR Europe

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Transport for sustainable development

Examples of UNECE activities



THE PEP Transport, Health and Environment Pan-European Programme

UNITED NATIONS REGIONAL COMMISSION FOR EUROPE

World Health Organization EUROPE

4th High-level Meeting

Transport, Health and Environment

City in Motion – People first !

14-16 April 2014

Paris

www.thepep.org



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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 ?



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Thank you