



Moving Towards Clean and Low Carbon
Transport
UNEP's Transport Programme

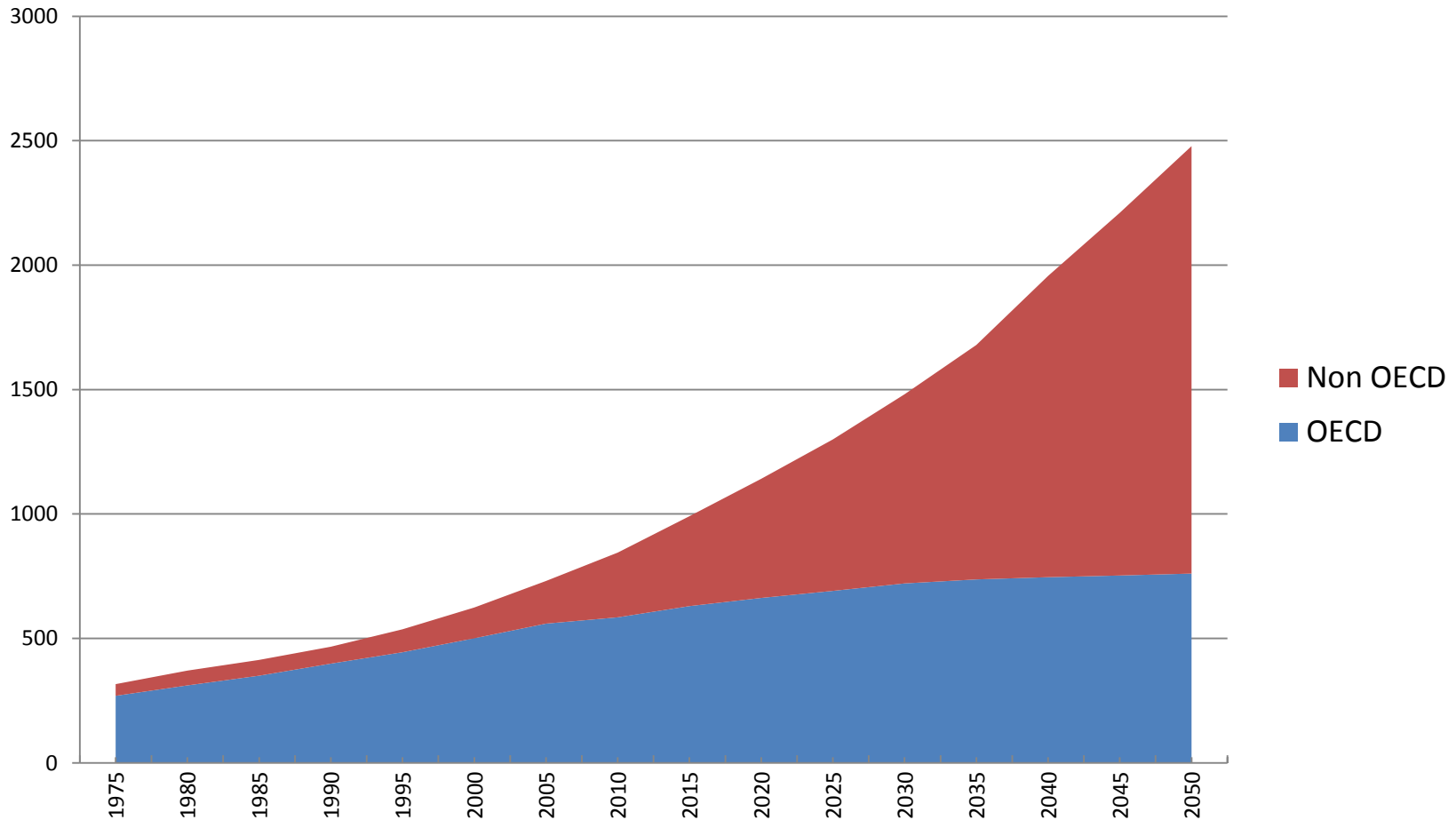
Chris Vanden Bilcke, Head of UNEP Brussels, on behalf
of UNEP DTIE

At EPE – ETUC Conference 11.12.12



1. The Challenge

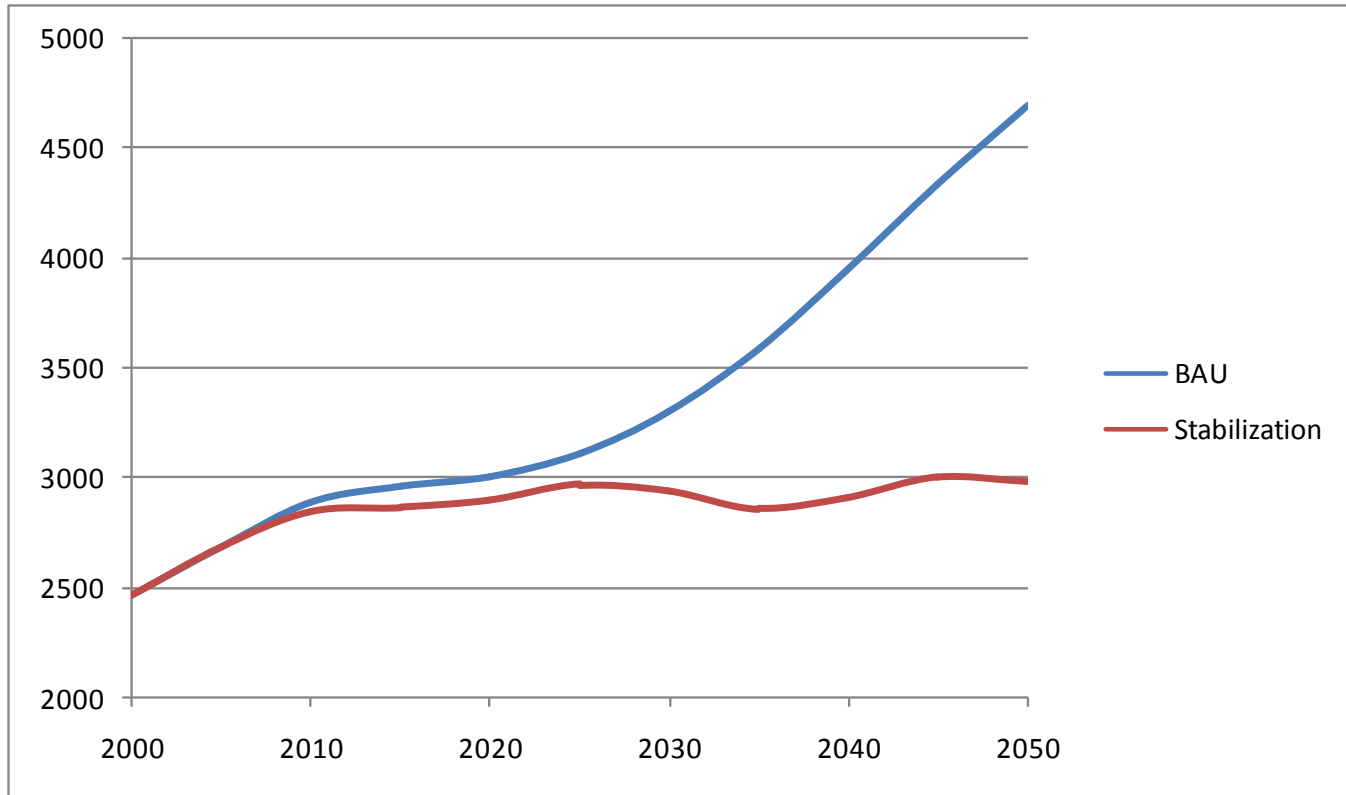
Estimated growth of light duty vehicles – business as usual scenario (IEA 2010)





2. Impacts : Climate Change

CO₂ emissions from transport to double

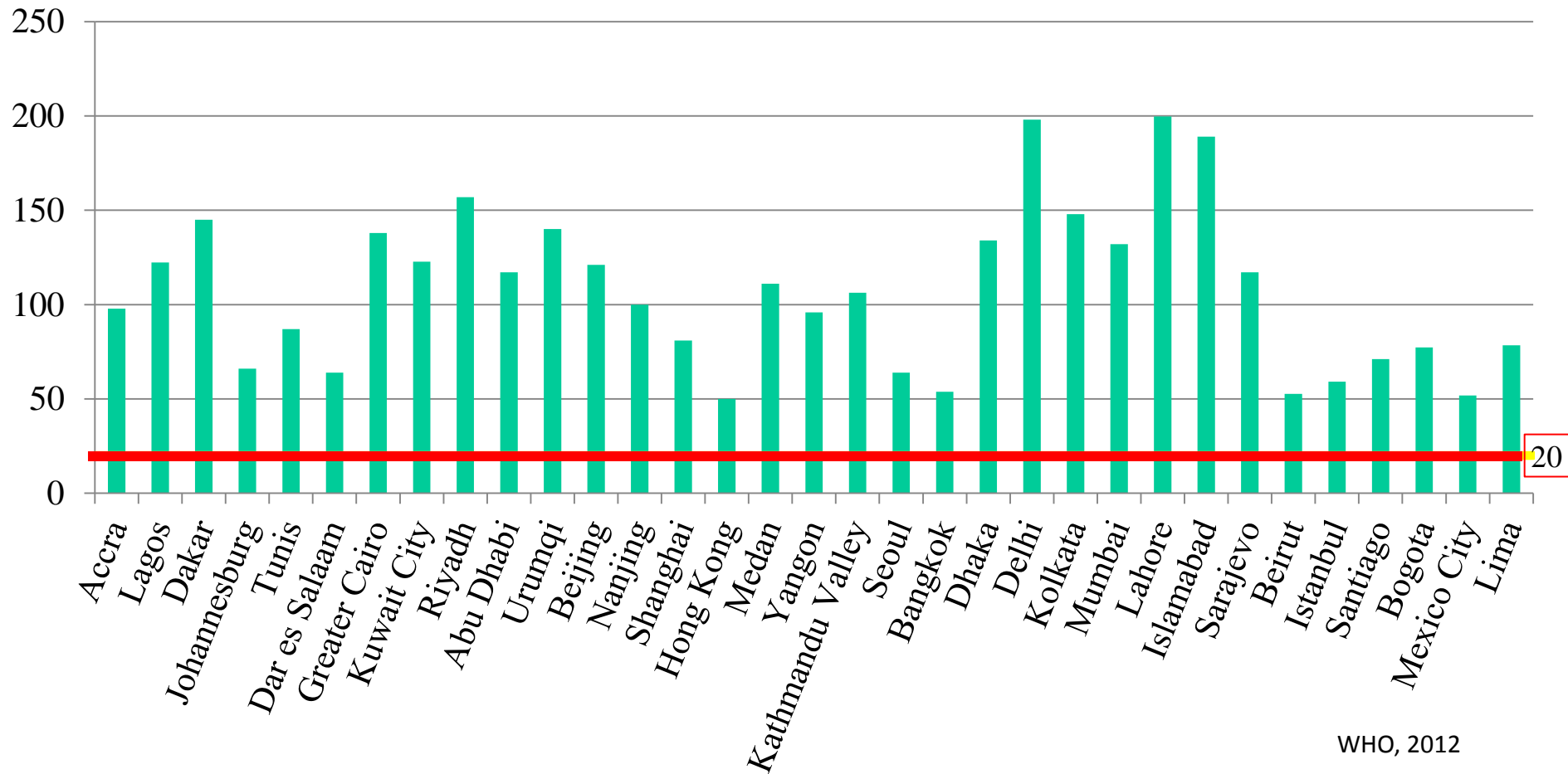


Global CO₂ emissions from light duty vehicles (IEA 2010)



Impacts: Health

PM levels of major cities are well above WHO Guideline



WHO, 2012

— = 20 $\mu\text{g}/\text{m}^3$ WHO PM10 Annual Air Quality Guideline



3. The Solution

- **A**void
 - Avoid transport where we can
 - For example through better urban planning (living and work closely together)
- **S**hift
 - Shift to cleaner modes of transport
 - Like public transport and non motorised transport
- **I**mprove
 - Improve transport modes
 - Like cleaner cars and busses



4. UNEP Transport Unit (in UNEP DTIE)

Four main campaigns

- 1) Reduce small PM air pollution through cleaner fuels and vehicles
- 2) Vehicles and climate change
- 3) Investment in non-motorised transport road infrastructure
- 4) Bus rapid transit



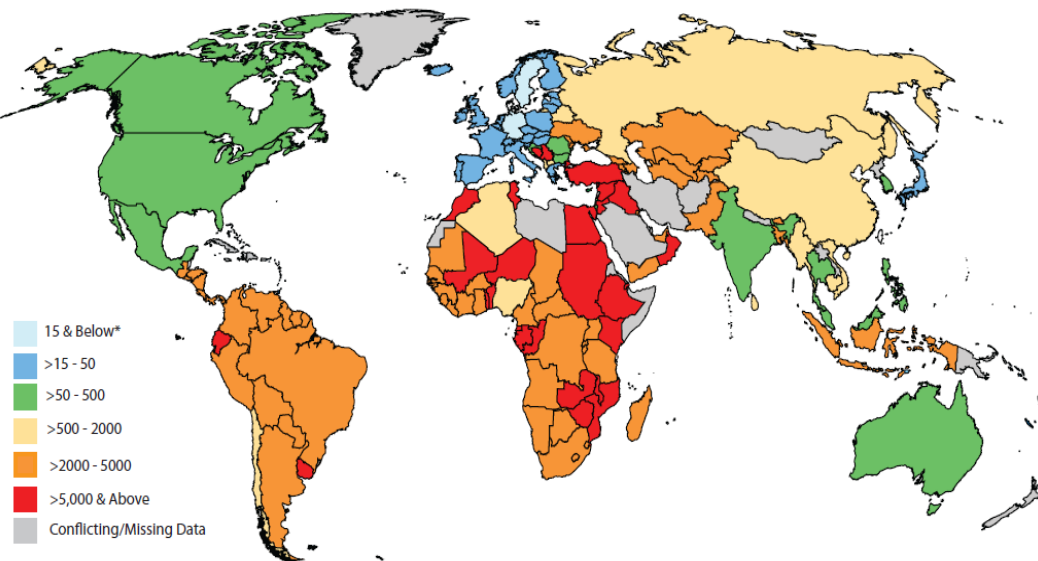
1) The Partnership for Clean Fuels and Vehicles (PCFV) campaign

To promote cleaner fuels and vehicles



Introduction 50 ppm diesel fuels – progress to date

**50 ppm introduction 2005
(the blue countries)**



- 15 & Below*
- >15 - 50
- >50 - 500
- >500 - 2000
- >2000 - 5000
- >5,000 & Above
- Conflicting/Missing Data

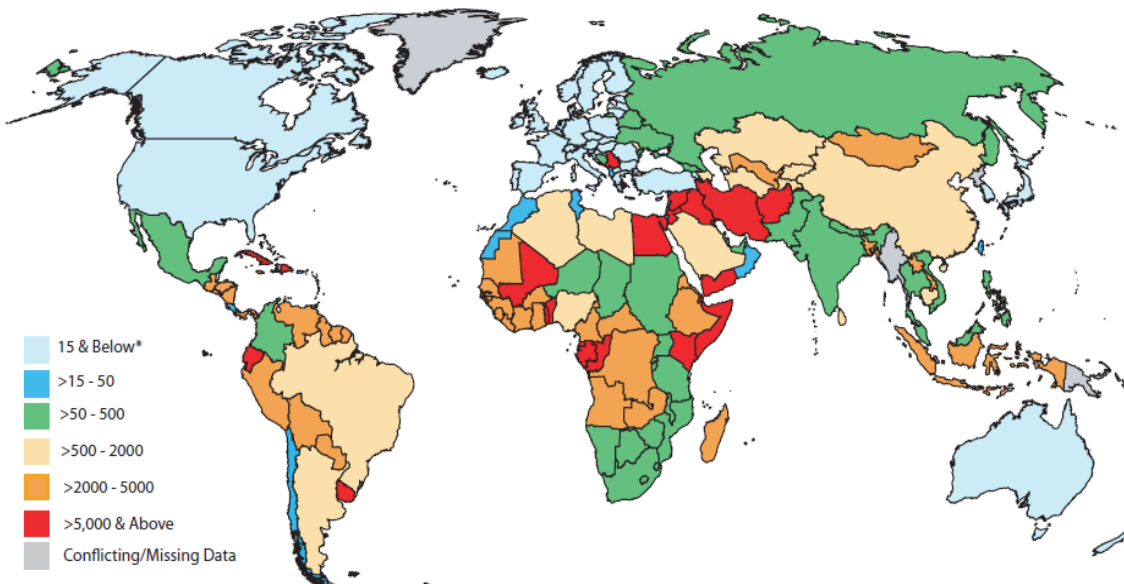
* Information in parts per million (ppm)
Sulphur levels are maximum allowable as of July, 2005. For additional details and comments per country, visit www.unep.org/pcf.v.



Diesel Fuel Sulphur Levels: Global Status
June 2012



**50 ppm
introduction 2012**



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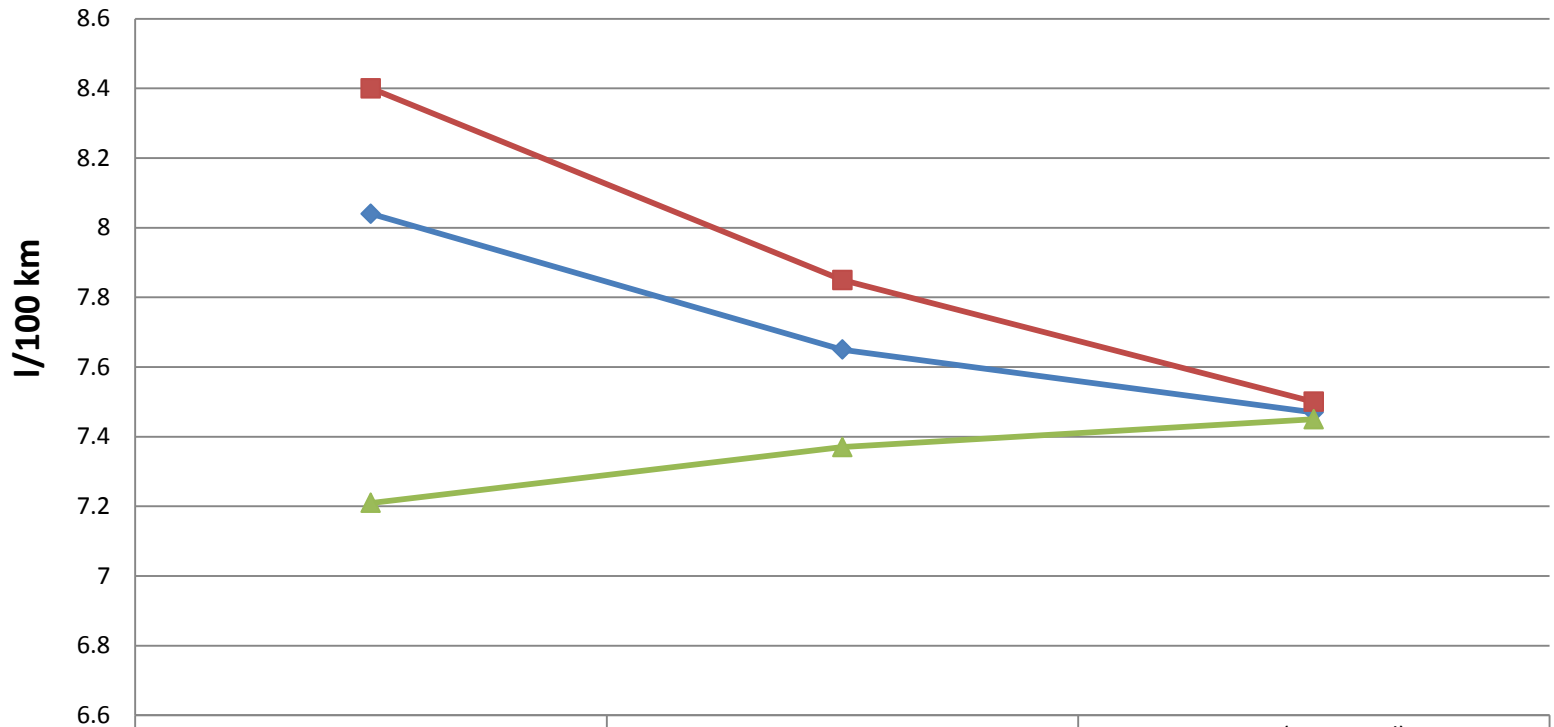


2) The **Global Fuel Economy Initiative** (GFEI)

To double the fuel efficiency of the global fleet



Automotive Fuel Economy Trends - OECD vs non-OECD 2005 & 2008 + 2011 estimated



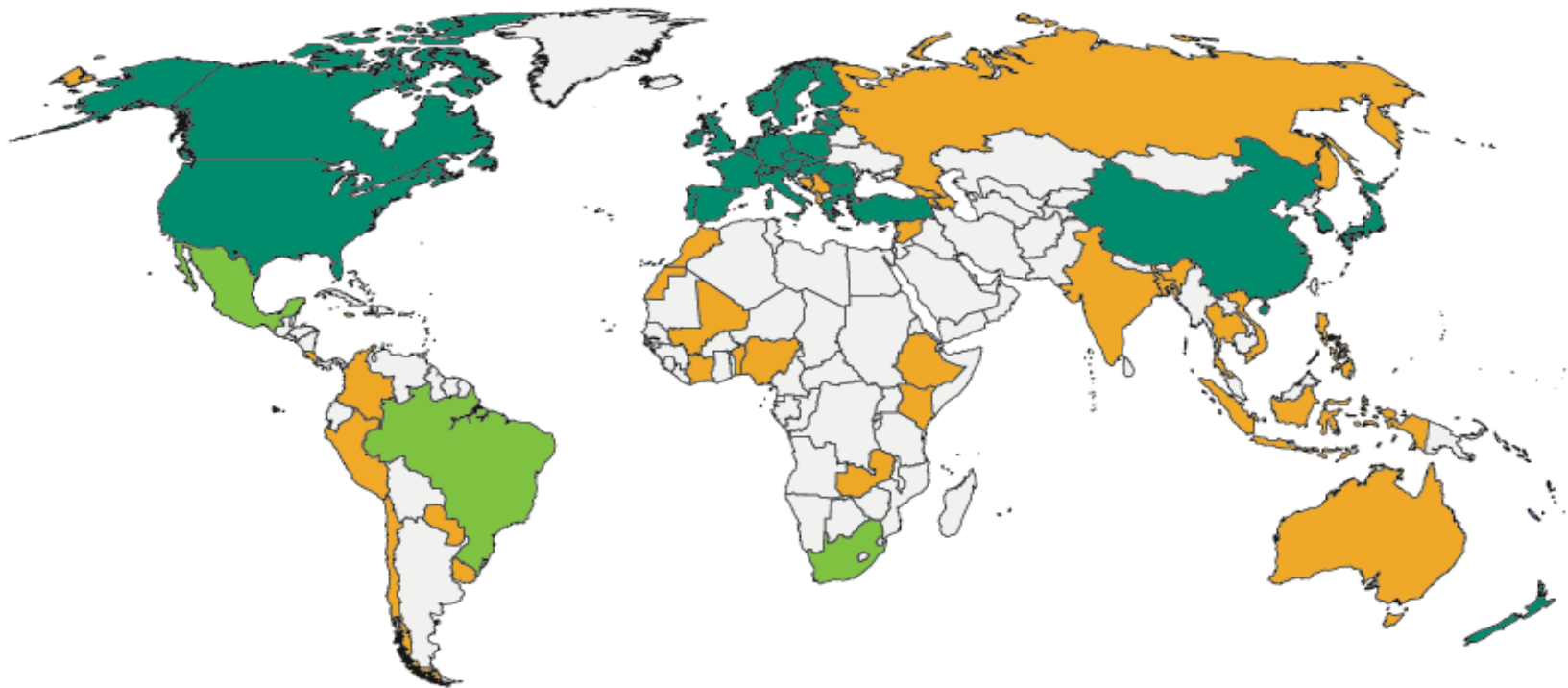
| | 2005 | 2008 | 2011 (estimated) |
|----------|------|------|------------------|
| global | 8.04 | 7.65 | 7.47 |
| oecd | 8.4 | 7.85 | 7.5 |
| non-oecd | 7.21 | 7.37 | 7.45 |

Making vehicles cleaner & more fuel efficient

Goal of the Global Fuel Economy Initiative (GFEI): Contribute to significant reductions of greenhouse gas emissions and oil use through improving the average fuel economy across the global light duty vehicle fleet



Global Fuel Economy Initiative

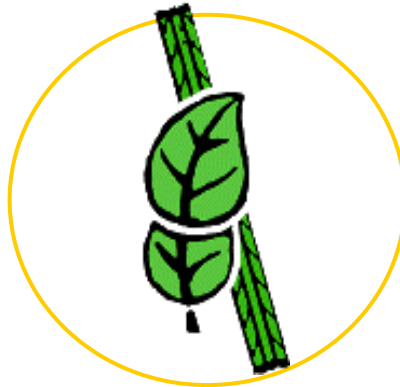


- Policy in Place
- Policy in Progress
- Ongoing/Planned GFEI Support

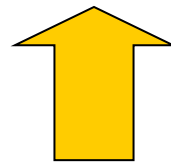


3) UNEP **Share the Road** programme

Promote Investment in NMT infrastructure
in Africa

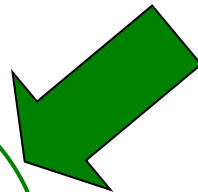


Accessibility: Increases and improves affordable access to vital services and other transport modes.

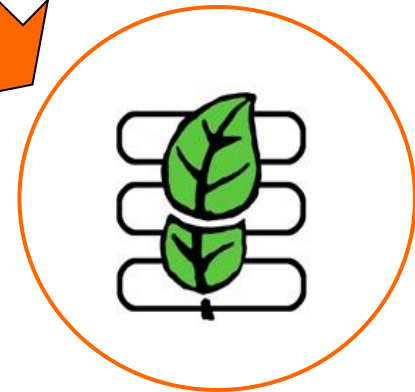
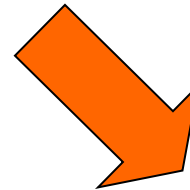


Investments in NMT Infrastructure

Environment: Reduces GHG & air pollutant emissions, improves resource-efficiency in land and energy use.



Safety: Improves safety for all users by protecting vulnerable users through proper facilities.







4) Promote Bus Rapid Transit Systems Africa

- No efficient and clean mass transit systems in Africa
- BRT is affordable option, used in many countries
- Many organisations involved
- UNEP supporting UN-Habitat
- advising 3 Afr capitals : Nairobi, Kampala, Addis
- Discussions ongoing on replicating to other African cities



5. Some final observations

- Solution is mainly through making existing combustion technology cleaner; electric will take decades;
- Even then , only results to get IF combination of :
Avoid + Shift + Improve
- Average vehicle life in dC is 20 years => introducing policy now on new vehicles takes 20 years to work out
- Good news: most of car growth in AF still to happen




Logos for SANICOR, SMEC, DART, STRABAG, and the national emblem of Argentina.



BRT - BUS RAPID TRANSIT
ARGENTINA - STATION

WE ARE BUILDING FOR YOU

ROAD WORKS AHEAD !

 *Prevent against AIDS now.* 