



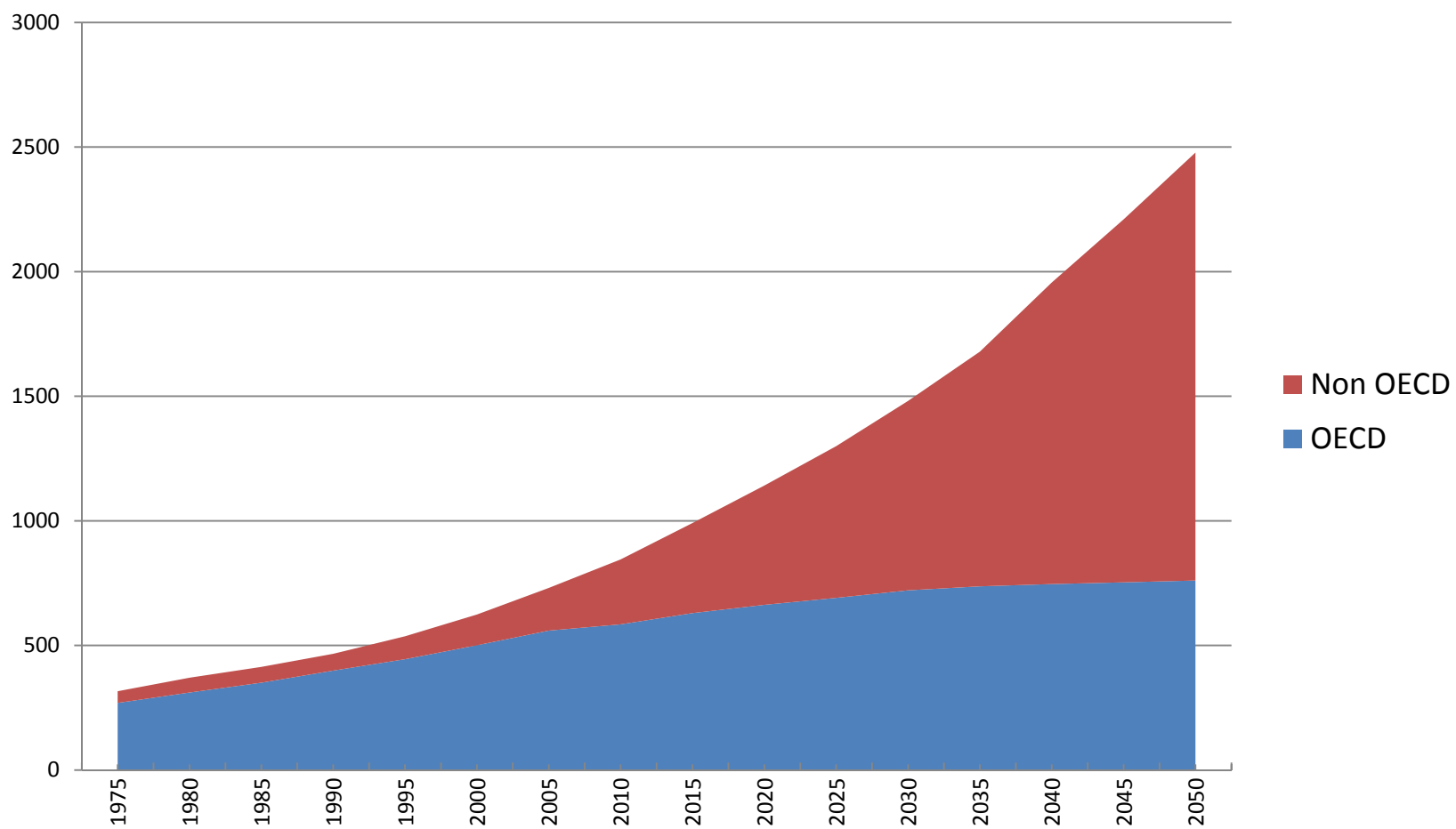
The Transport Unit at the UN Environment Programme – Core Activities

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The Challenge

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





UNEP Transport Unit

Four main campaigns

- Reduce small PM pollution through cleaner fuels and vehicles
- Vehicles and climate change
- Investment in non-motorised transport road infrastructure
- Bus rapid transit



Focus 1: Reducing urban air pollution

The Partnership for Clean Fuels and Vehicles
(PCFV) campaign

to reduce Vehicular PM Pollution

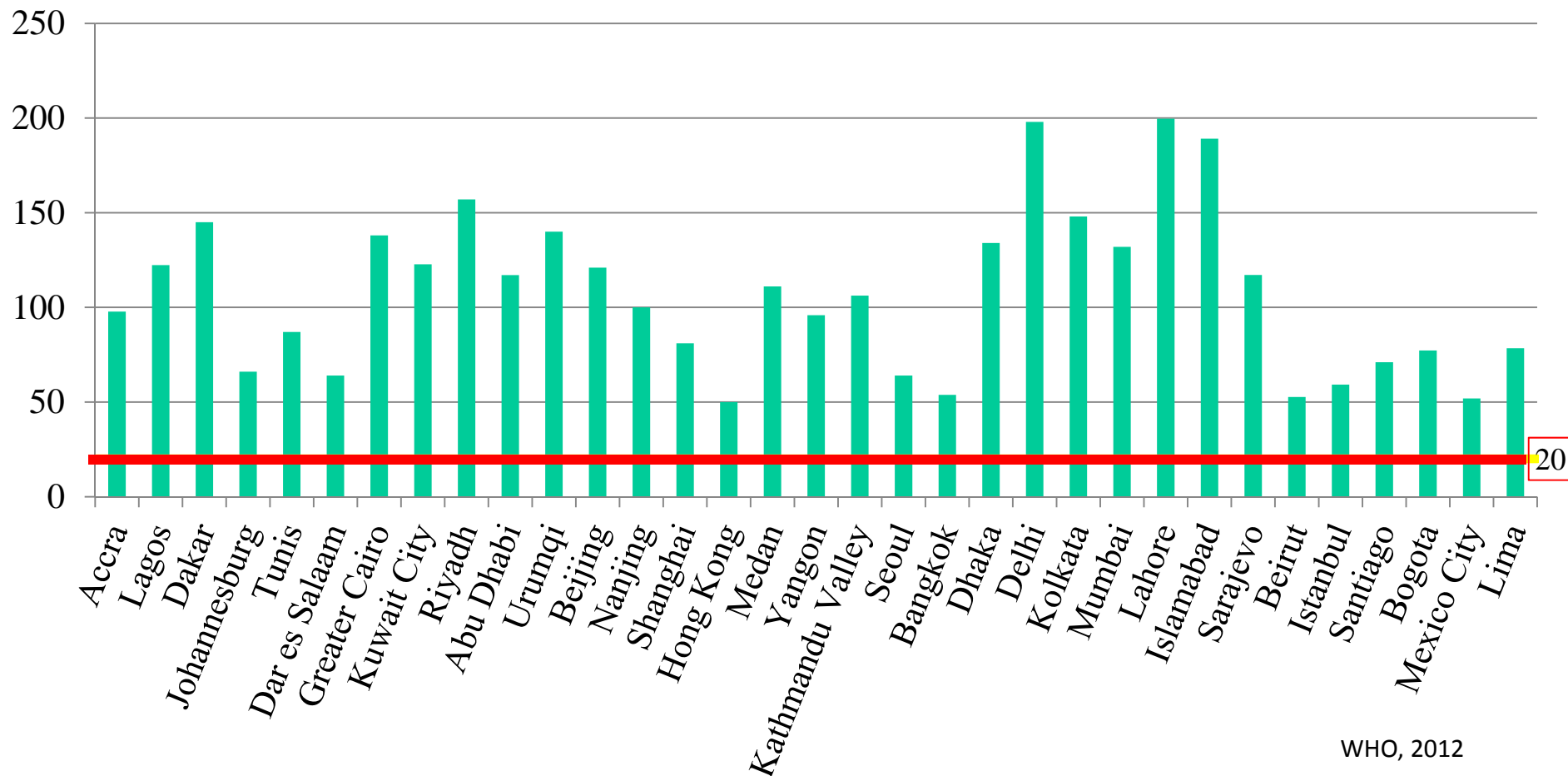


PM #1 Urban Air Quality Concern

- Particulate matter key health concern
- Important contributor is transport
- Through high sulphur fuels and dirty vehicles
 - Developed country fuel sulphur = 10 – 50 parts per million (ppm) while some developing country levels up to 10,000 ppm
 - Need for clean fuels for new cars
- Combined fuels + vehicles approach needed = a “systems” approach



PM Levels Well Above WHO Guideline



— = 20ug/m3 WHO PM10 Annual Air Quality Guideline



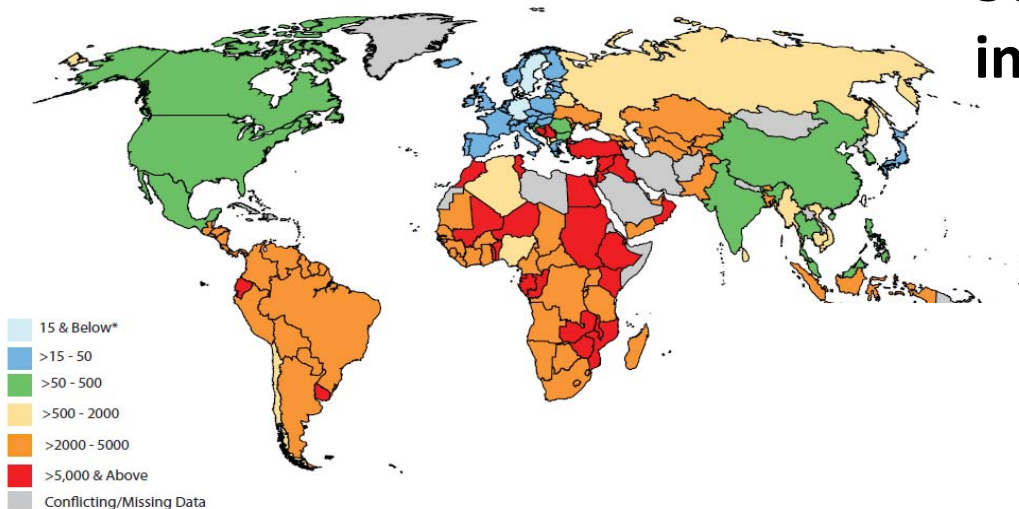
Countries moving to low sulphur fuels



Diesel Fuel Sulphur Levels: Global Status 2005



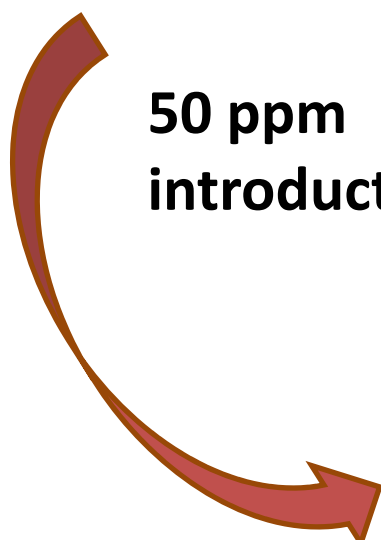
50 ppm introduction 2005



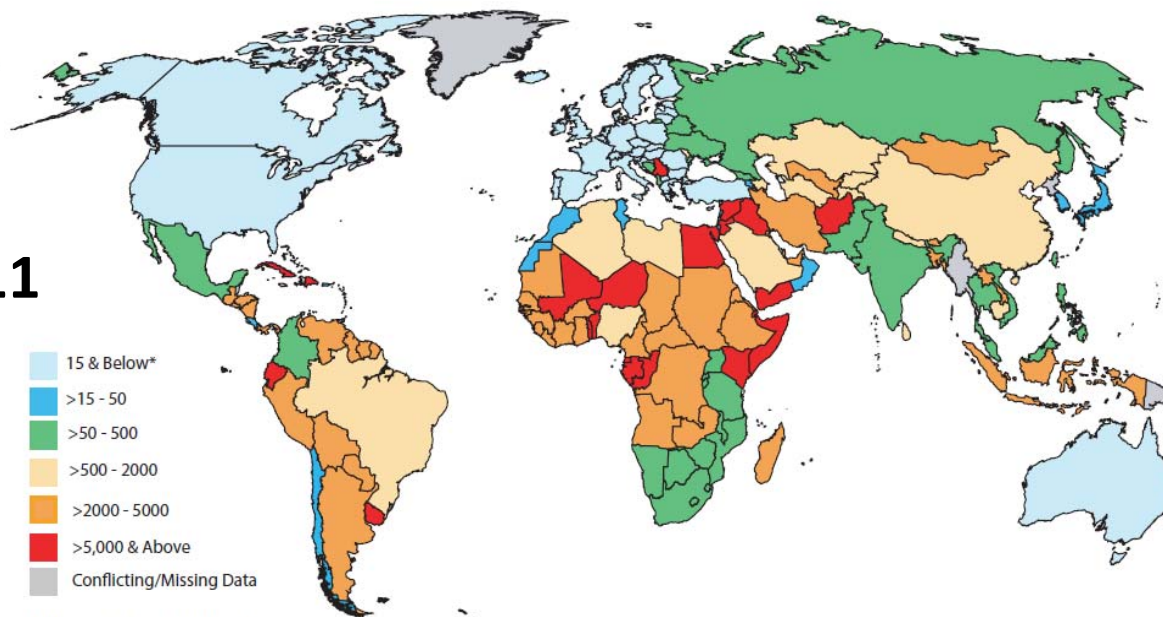
Diesel Fuel Sulphur Levels: Global Status October 2011



* 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/pcfv.



50 ppm introduction 2011



* Information in parts per million (ppm)

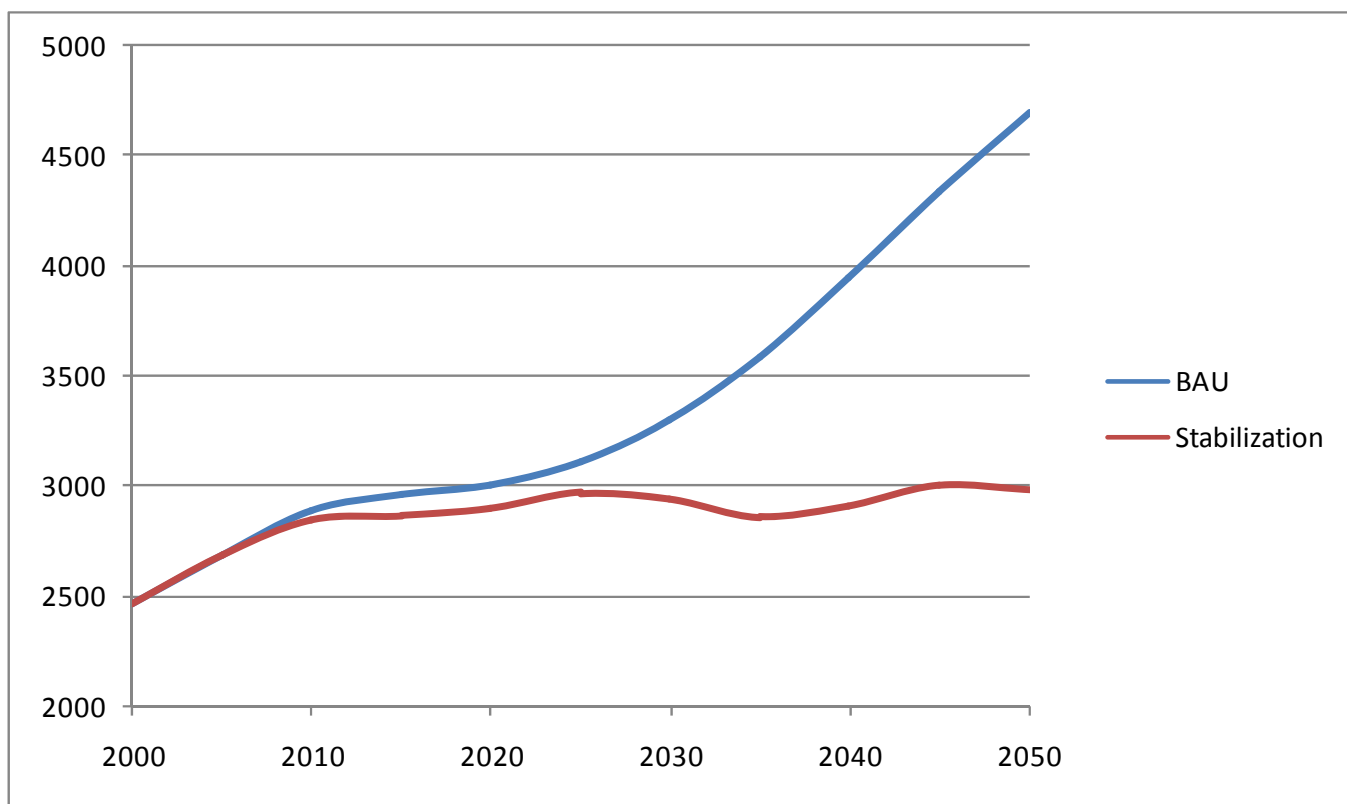


Focus 2: Transport and Greenhouse Gas emissions

Vehicle emissions and climate change

The Global Fuel Economy Initiative (GFEI)

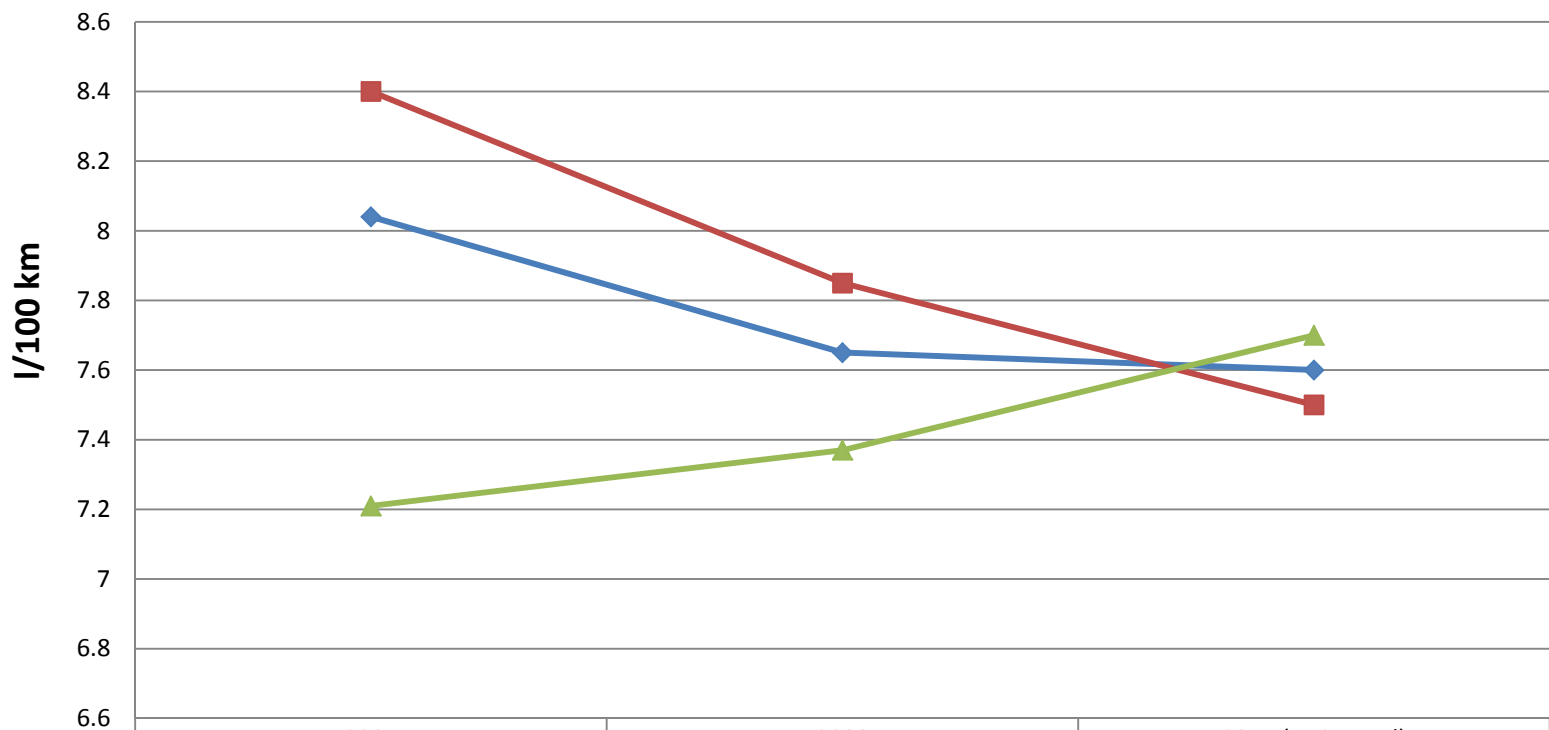
To double the fuel efficiency of the global fleet



Global CO₂ emissions from light duty vehicles



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

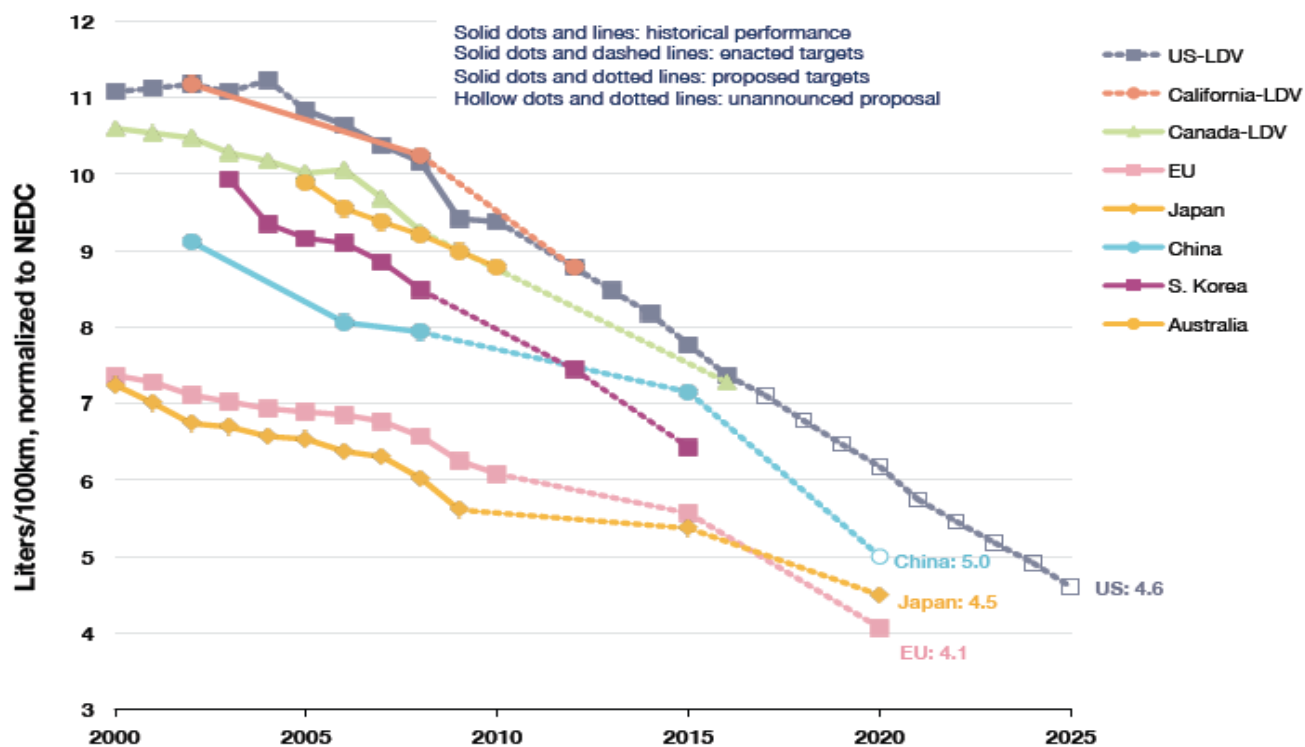


	2005	2008	2011 (estimated)
◆ global	8.04	7.65	7.6
■ oecd	8.4	7.85	7.5
▲ non-oecd	7.21	7.37	7.7



Global Improvement of Fuel Economy – ICCT 2011

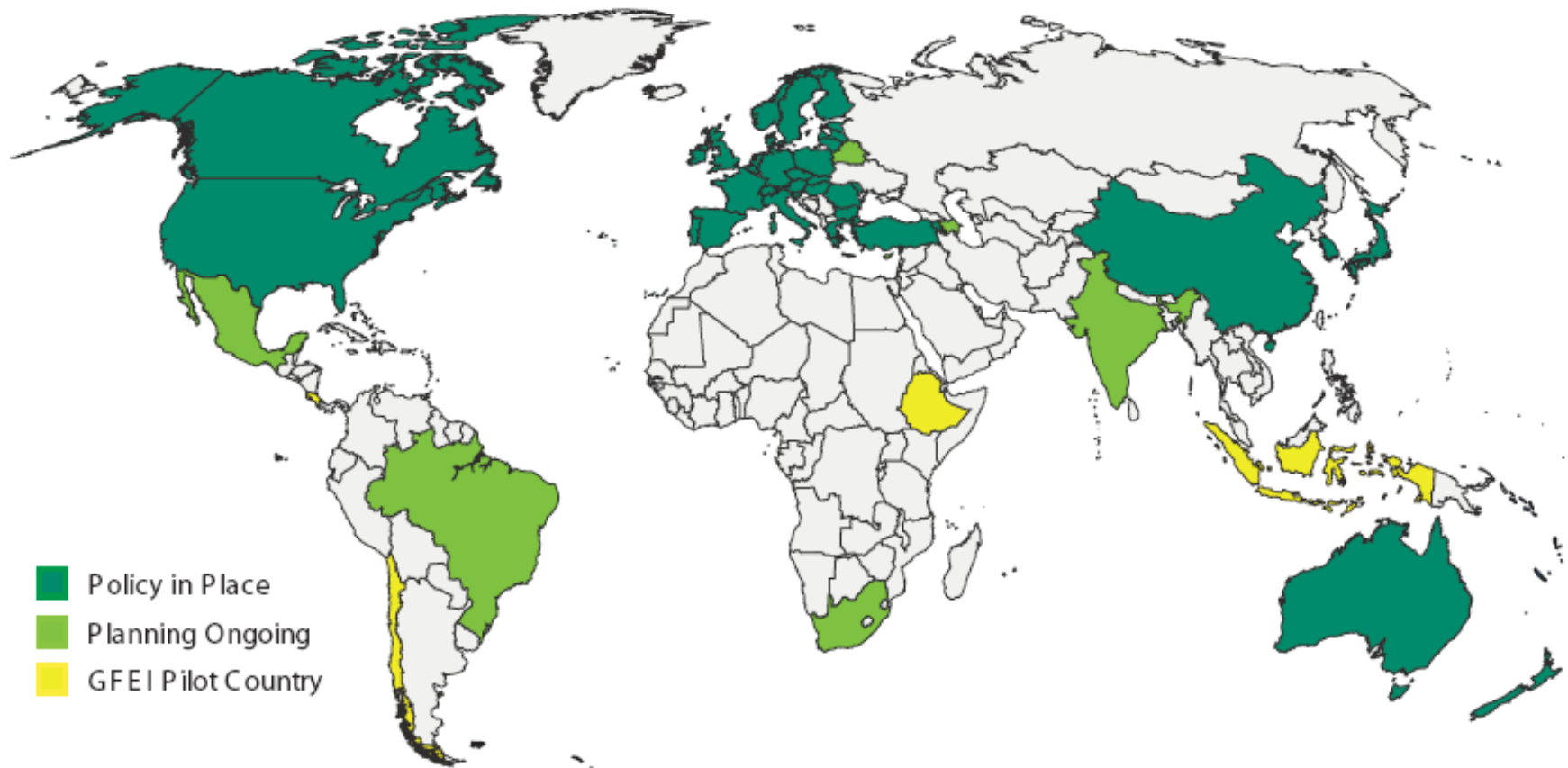
Historical fleet fuel consumption performance and current or proposed standards



[1] China's target reflects gasoline fleet scenario. If including other fuel types, the target will be higher.
[2] US and Canada light-duty vehicles include light-commercial vehicles.

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



Status as of 1 March 2010, see www.50by50campaign.org for updates



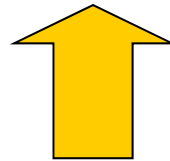
Focus 3: Promote non motorised transport

Promote Investment in NMT infrastructure
in Africa

The UNEP Share the Road programme

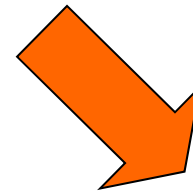


Accessibility: Increases and improves affordable access to vital services and other transport modes.

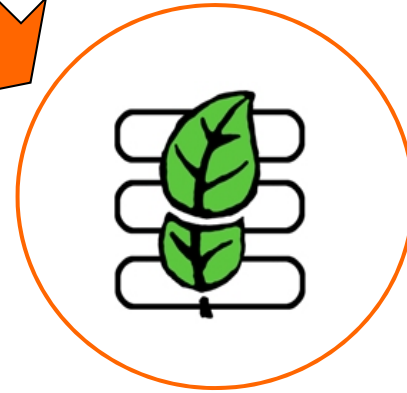


Investments in NMT Infrastructure

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.







Focus 4: Clean and Efficient Mass Transit

Promote Bus Rapid Transit Systems in Africa



- No efficient and clean mass transit systems in Africa
- BRT is affordable option, used in many countries
- UNEP working to support BRT systems in Africa – in cooperation with a group of partners





Global Trends

Some global trends:

- Transport key in move to green economy/ low carbon economy;
- Role of cities, role of urbanization;
- Role of transport in climate change and development (Rio+20, climate programs)
- General acceptance A-S-I concept and need for modal shifts
- Link with energy and development (dependency, congestion, cost, oil issues, road safety)
- Recognition of importance PM, BC and CO₂

- Alternative to private car use - mass transit systems, NMT etc
- Introduction new technologies (electric, hybrid)
- Introduction of cleaner, low sulphur, fuels
- Interest and introduction vehicles policies & standards - feebate systems, importation restrictions,...



India project

- UNEP project, in cooperation Indian Government + Indian cities, supported by Germany (+ UNEP + RISO Centre)
- Implemented by RISO Centre in Denmark (collaborating center of UNEP)
- In collaboration with Indian institutions
- Integrating all aspects of transport – low carbon transport strategy
- Much interest from other countries