UNEP TRANSPORT PROGRAMME

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About the Programme

Transport & UNEP’s new Programme of Work
• Climate Change
• Resource Efficiency/Sustainable Consumption and Production
• Harmful substances and hazardous waste

Objective of Transport Programme
• To bring about progressive shift to transport systems and approaches to mobility that are less disruptive to the environment
• Focus Areas:
  – The improvement of urban planning to promote inter-modality
  – The diffusion of cleaner technologies and the deployment of relevant policies that drive them to reduce environmental impacts
  – The introduction of price signals that capture the full costs of different modes of transport
Activities: Promoting Modal Shift

- GEF funded demonstration projects on promoting sustainable transport systems in:
  - Latin America: Bus Rapid Transit (BRT), Bus Regulation and Planning and Non-motorised Transportation
  - Asia: technical assistance and implementation of BRT corridors and Travel Demand Management in Jakarta, Indonesia - ITDP World Bank
  - Africa: technical assistance on planning, design and implementation of BRT systems in Dar es Salaam - ITDP World Bank

  - project preparation,
  - operation design,
  - physical design,
  - multi-modal and land use integration,
  - business plan development,
  - financial and marking models
Activities: research, networks, partnerships

- Network for Environmentally Sustainable Transport in Latin America and the Caribbean (NESTLAC) [http://www.unepriiso.org/NESTLAC](http://www.unepriiso.org/NESTLAC)
- Partnership for Clean Fuels and Vehicles (PCFV) [http://www.unep.org/pcfv/](http://www.unep.org/pcfv/)
- UNEP–UITP Partnership: awareness raising and promoting public transportation via media campaigns & joint workshops

Media Campaigns
- Sustainable Mobility
- Green Driving
UNEP work plan in Pan-European Region & contribution to THE PEP (1)

FACTS (EECCA & SEE)

• Transport Volume: Sharp decline, followed by an increase after 2000 (follows GDP closely, still not have reached the level of the 1990s)
• Freight: Rail transport accounts still high in EECCA, decline in SEE.
• Passenger: Decline in the use of public transport
• Lack of investment for public transport infrastructure (both urban & rural)
• Private car ownership is growing. Limited policy support promote public transport (including demand management)
• Urban air quality problems due to transport
UNEP work plan in Pan-European Region & contribution to THE PEP (2)

Modal Shift: Capacity Building, Policy Support, Technical Assistance

- ‘Sustainable Urban Transport in Eastern Europe, Caucasus and Central Asia’ (to be started in 2009)
  - Partners: Government, Municipalities, Transport Operators, NGOs, UN (UNDP, UNECE/WHO), International Financial Institutions

Networks & Partnerships

  - Partners: Central European Initiatives, Governments, Local Authorities, NGOs, transport operators, UNDP, UNITAR/CIFAL, GTZ

- UNDP/UNEP Towards Carbon Neutral and climate change resilient territories:
  - Partners: Associations of Regions, UN organisations
Thank you

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