Equitable transport and health during and after the COVID-19 pandemic
Globally, as of 5:02pm CET, 23 November 2020, there have been 58,425,681 confirmed cases of COVID-19, including 1,385,218 deaths, reported to WHO.
Europe's Covid-19 resurgence pushes daily death toll higher than April peak

Daily deaths of patients diagnosed with coronavirus (7-day rolling average)

* Canada, Bermuda, Greenland and St Pierre and Miquelon

Source: FT analysis of data from the ECDC, the Covid Tracking Project, UK government Covid-19 dashboard and the Spanish Ministry of Health © FT
Atmospheric CO₂ at Mauna Loa Observatory

Scripps Institution of Oceanography
NOAA Global Monitoring Laboratory

Non-communicable diseases
Obesity-related conditions seem to worsen the effect of COVID-19; indeed, the Centers for Disease Control and Prevention (CDC) reported that people with heart disease and diabetes are at higher risk of COVID-19 complications.

Given the extremely high rates of obesity around the globe we expect that a high percentage of the population who will contract coronavirus will also have a BMI over 25. Furthermore, persons with obesity who become ill and require intensive care present challenges in patient management as it is more difficult to intubate patients with obesity. It can be more challenging to obtain diagnostic imaging (as there are weight limits on imaging machines), patients are more difficult to position and transport by nursing staff, and, like pregnant patients in ICUs, they may not do well when prone.

Special beds and positioning/transport equipment are available in specialized surgery units, but may not be widely available elsewhere in hospitals and certainly not in all countries. In general, health systems are already not well set up to manage patients with obesity (as reported by our MAPPS study published in Clinical Obesity) and the current crisis will expose their weaknesses. 
Noncommunicable diseases

1 June 2018

Key facts

- Noncommunicable diseases (NCDs) kill 41 million people each year, equivalent to 71% of all deaths globally.
- Each year, 15 million people die from a NCD between the ages of 30 and 69 years; over 85% of these "premature" deaths occur in low- and middle-income countries.
- Cardiovascular diseases account for most NCD deaths, or 17.9 million people annually, followed by cancers (9.8 million), respiratory diseases (3.9million), and diabetes (1.6 million).
- These 4 groups of diseases account for over 80% of all premature NCD deaths.
- Tobacco use, physical inactivity, the harmful use of alcohol and unhealthy diets all increase the risk of dying from a NCD.
- Detection, screening and treatment of NCDs, as well as palliative care, are key components of the response to NCDs.

Noncommunicable diseases (NCDs), also known as chronic diseases, tend to be of long duration and are the result of a combination of genetic, physiological, environmental and behaviours factors.
NCDs kill 41 million people each year - 71% of all deaths globally

Four main risk factors:
- tobacco use
- physical inactivity
- alcohol consumption
- unhealthy diets
Inequalities
Non-Communicable Diseases 3

Inequalities in non-communicable diseases and effective responses

Age-standardised death rates by region

**Introduction**

Non-communicable diseases (NCDs) cause 35 million of the 33 million annual deaths worldwide; more than three-quarters of these deaths occur in low-income and middle-income countries. A substantial amount of the worldwide NCD burden is attributable to behavioral, dietary, environmental, and metabolic risk factors. In particular, NCDs were the subject of a UN high-level meeting in September 2011. Goals and targets for NCD mortality and risk factors have been proposed, and mechanisms envisioned to increase accountability to the commitments made by measurement and reporting of progress in NCD outcomes, risk factors, and treatment. Several studies, mainly from high-income countries, have shown that NCD rates are higher in disadvantaged and marginalized people and communities than in groups with higher socioeconomic status. Less is known about within-country NCD inequalities in low-income and middle-income countries, and how inequalities differ in relation to the stage of economic and epidemiological development. Furthermore, within-country NCD inequalities have not received explicit attention in global NCD discussions. Although the Millennium Development Goals (MDGs) do not specifically address within-country equity, social inequalities in MDGs and their interventions are large, and reduction of these inequalities will help to achieve the MDGs. The scarcity of similar worldwide evidence for NCDs creates difficulties in formulation and implementation of actions that reduce NCD inequalities, and in assessment of how these actions might help to decrease the total NCD burden.

**Cause of death**

- Cardiovascular diseases
- Cancers
- Diabetes
- Chronic respiratory diseases
- Other non-communicable diseases
- Communicable, maternal, perinatal, nutritional diseases
- Injuries
This map shows
Country sizes show CO2 emissions from energy use 1850–2007. These historical (or 'cumulative') emissions remain relevant because CO2 can remain in the air for centuries. Europe and the US dominate, having released around half the CO2 ever emitted.
This map shows
Country sizes show the number of people injured, left homeless, displaced or requiring emergency assistance due to floods, droughts or extreme temperatures in a typical year. Climate change is expected to exacerbate many of these threats.
Cause
Prognosis

Coronavirus Came From Bats, Can Infect Cats, Ferrets, WHO Says

By Janice Kew and John Lauerman
8 May 2020, 09:52 BST  Updated on 8 May 2020, 15:46 BST

- More research needed on how virus moved from animals to humans
- Virus is food-related but not food-borne, WHO scientist says
68% of the world population projected to live in urban areas by 2050, says UN

16 May 2018, New York

Today, 55% of the world’s population lives in urban areas, a proportion that is expected to increase to 68% by 2050. Projections show that urbanization, the gradual shift in residence of the human population from rural to urban areas, combined with the overall growth of the world’s population could add another 2.5 billion people to urban areas by 2050, with close to 90% of this increase taking place in Asia and Africa, according to a new United Nations data set launched today.
1% of people cause half of global aviation emissions - study

Exclusive: Researchers say Covid-19 hiatus is moment to tackle elite ‘super emitters’
- Coronavirus - latest updates
- See all our coronavirus coverage

Frequent-flying “super emitters” who represent just 1% of the world’s population caused half of aviation’s carbon emissions in 2018, according to a study.

Airlines produced a billion tonnes of CO2 and benefited from a $100bn (€75bn) subsidy last year for the climate damage they caused, the study found.
Europe’s 100 Most Polluted Cities

Emanuela Barbiroglio Senior Contributor Energy

I write about sustainability and EU’s environmental policies

A view of Krakow’s Wawel Royal Castle, during a smog alert on January 14, with the air quality index ...
Response
Covid: What are the lockdown measures in place across Europe?

14 November
Two UK coronavirus testing megalabs planned for 2021

Facilities with capacity to process 600,000 diagnostic checks a day set for Midlands and Scotland
Britons could start to receive coronavirus vaccine next month

UK government says NHS is preparing mass immunisation programme
Key COP26 climate summit postponed to ‘safeguard lives’

2 April 2020 | Health

With no end in sight to the COVID-19 coronavirus pandemic, the UN climate change talks which were due to take place in Scotland later in the year, have been postponed until next year.
UK motorists more likely to speed during spring lockdown, data shows

Proportion of drivers exceeding 60mph increased from 10% to 17% from April to June

Gwyn Topham Transport correspondent

On urban roads, about 63% of cars broke the 30mph limit during the first lockdown. Photograph: Dan Chung/The Guardian

Motorists on UK roads during the spring coronavirus lockdown were significantly more likely than usual to be breaking the speed limit, government data has shown.

The proportion of drivers exceeding the national 60mph speed limit on dual carriageways increased from 7% in April to 27% in June.
“Build back better”
Coronavirus: Will pop-up bike lanes keep new cyclists on the road?

By Becky Morton
BBC News
27 June

Top Stories

Unemployed predicted to rise to 2.6 million
The chancellor says the “economic emergency” has “just begun”, but promises more help for the jobless.
25 minutes ago

Sunak: Economic emergency has only just begun
16 minutes ago

Reaction as Sunak warns of Covid impact on economy
4 hours ago

Features

How sunshine can make the railways greener
Secretary-General’s remarks at opening of the Inter-Parliamentary Union’s World Conference of Speakers of Parliament [as prepared for delivery]

It is a pleasure to join this important meeting of speakers of parliament.

From my own years as a parliamentarian and prime minister, I know the crucial role you play.

You are the embodiment of the opening words of the United Nations Charter: “We, the peoples.”

Sitting now in a different chair, I also know that the United Nations benefits greatly from your work. You are critical partners in bringing the global to the local and the real concerns of people into the international arena.

Today your responsibilities are especially urgent and demanding.

I want to use our time together today to mention a few key concerns and how you can help mobilize action and solutions.

First, of course, is the COVID-19 pandemic.

We face an unprecedented disaster, from economic wreckage to an education deficit imperiling an entire generation, from the aggravation of humanitarian crises to the deepening of already troubling infringements of human rights.

We have surpassed 21 million cases and 770,000 deaths – and the toll continues to grow and even accelerate in some places.

The United Nations family is working across many fronts to save lives, control transmission of the virus, ease the fallout and recover better.

We have shipped personal protective equipment and other medical supplies to more than 130 countries.

We continue to press for a global ceasefire and to fight the plague of misinformation.

Across the weeks, we have issued analysis and policy recommendations spanning the full range of affected countries, sectors, issues and populations.

From the beginning, the United Nations has been calling for massive global support for the most vulnerable people and countries – a rescue package amounting to at least 10 percent of the global economy.

We are also supporting work to accelerate research and development for a people’s vaccine, affordable and accessible to all.

As we address the emergency today, we must leam its many lessons for tomorrow.

Even before the virus, our societies were on shaky footing, with rising inequalities, worsening degradation of the environment, shrinking civic space, inadequate public health and untenable social frictions rooted in governance failures and a lack of opportunities.
1) we need to make our societies more resilient and ensure a just transition

2) we need green jobs and sustainable growth

3) bailouts of industry, aviation and shipping should be conditional on aligning with the goals of the Paris Agreement

4) we need to stop wasting money on fossil fuel subsidies and the funding of coal

5) we need to consider climate risk in all decision-making

6) we need to work together.

...how the world recovers from COVID-19 is a “make-or-break moment” for the health of our planet.
• Respondents overwhelmingly agreed that the government should act to increase road safety, improve air quality, reduce traffic congestion and reduce traffic noise.

• 77% of respondents supported the reduction of road traffic in towns and cities in England, and 66% of respondents were supportive of reallocating road space to walking and cycling across towns and cities in England.

• The four areas considered to be the most serious problems in residential and high streets were: vehicles going too fast, not enough car parking spaces, heavy traffic, and traffic fumes.
LE PARIS DU 1/4 HEURE

- BIEN MANGER
- APPrendre
- TRAVAILLER
- PARTAGER ET RÉEMPLOYER
- SE DÉPENSER
- CHEZ MOI
- CIRCULER
- SE SOIGNER
- S'PROVISIONNER
- S'AÉRER
- SE CULTIVER, S'ENGAGER
The health of populations across the planet is in a perilous state during the COVID-19 pandemic, with more than 550,000 deaths worldwide as of July 10, 2020. The disease burden is falling mainly on the most disadvantaged groups worldwide and there are major impacts on health systems across high, middle, and low-income countries. In parallel with these direct health impacts, the economic effects of lockdowns are leading to an unprecedented global recession which will have ramifications well into the future. But while the focus is rightly on responding to the immediate threat of the pandemic, it is important to remember that over 40 million people die each year from non-communicable diseases (NCDs), more than 70% of all global deaths.

Meanwhile, the climate and extinction crises pose unprecedented challenges to our planet, with governments responding—as yet—inadequate. Global temperatures are set to increase substantially over the coming decades, leading to untold health, environmental, and economic consequences, while the unfolding sixth mass extinction threatens to unravel many of the essential ecosystems on which we all depend.

There are, however, some reasons for cautious optimism. Responses to the COVID-19 pandemic show that nations can act rapidly and radically in response to major immediate threats to health, even at huge economic cost. These actions have generated important co-benefits in terms of reductions in urban air pollution and carbon dioxide emissions, at least over the short term. Maintenance resilience during this pandemic—and those yet to come—will require these and many more long-term changes in patterns of travel, development, and human interactions. As economies open up and lockdowns ease, this resilience will once again be under threat, as will both the environment and population health. It will be even more important to take urgent action on climate change, environmental sustainability, economic policy, and health inequalities.

These three major threats to population and planetary health—communicable diseases, NCDs, and the climate and environmental emergencies—are too often treated as distinct problems, but they are intimately entwined in a global syndemic as reflected in the top global risks identified by the World Economic Forum in 2020. They possess common underlying causes including unsustainable systems of agriculture, subsidies for harmful products, and overcrowded cities. The transmission of a novel coronavirus from bats to humans might be the dominant model of the genesis of the COVID-19 pandemic, but without urbanisation and global hypermobility it would have spread much more slowly and might have been contained; without high prevalence of NCDs and air pollution it would have exerted a much lower toll.

Breaking the clinical, academic, and policy boundaries that promote separation of these threats demands new ways of understanding and tackling them in order to respond effectively to the combination of the worst pandemic for over a century with the largest economic downturn in modern history. Foregrounding this economic context will be essential for any credible attempt to address these threats.

The dominant policy focus for tackling the key behaviours that contribute to NCDs worldwide—unhealthy diets, smoking, alcohol consumption, and physical inactivity—largely ignores the roles of commercial and other non-state actors, publics, policy makers, and others in driving these behaviours. As with COVID-19,
Conclusions

• The COVID-19 pandemic creates major long term challenges for transport and other systems, which will continue as it becomes endemic

• There is a strong inequalities dimension to both impacts and responses

• …but also huge opportunities to create equitable, sustainable change with positive synergies across transport, environment, and health

• Effective responses require a focus on intergenerational equity, internalising externalities, and systems thinking, among much else

• The challenge is not knowing what to do, it is making it happen…