



UNEP's Transport Programme

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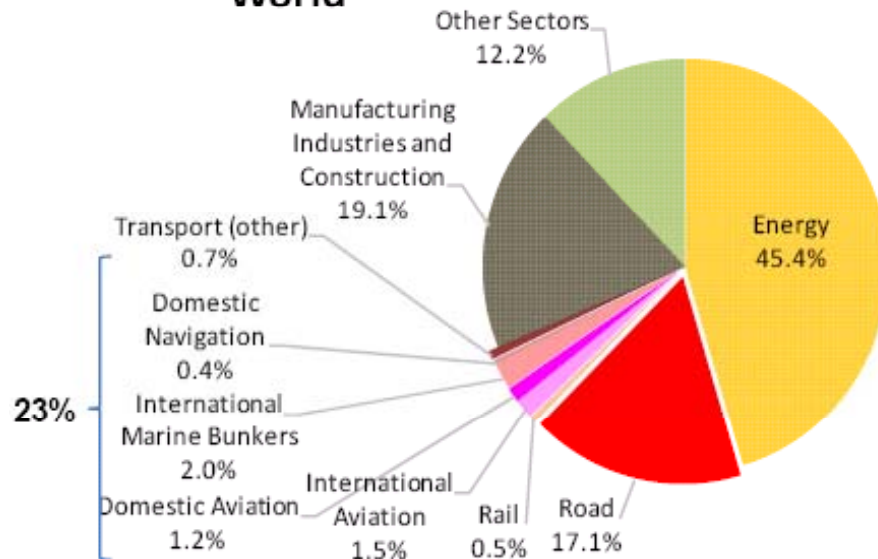




Transport contribution global GHG emissions

CO₂ Emissions from Fuel Combustion 2005

World



Source: OECD, 2005

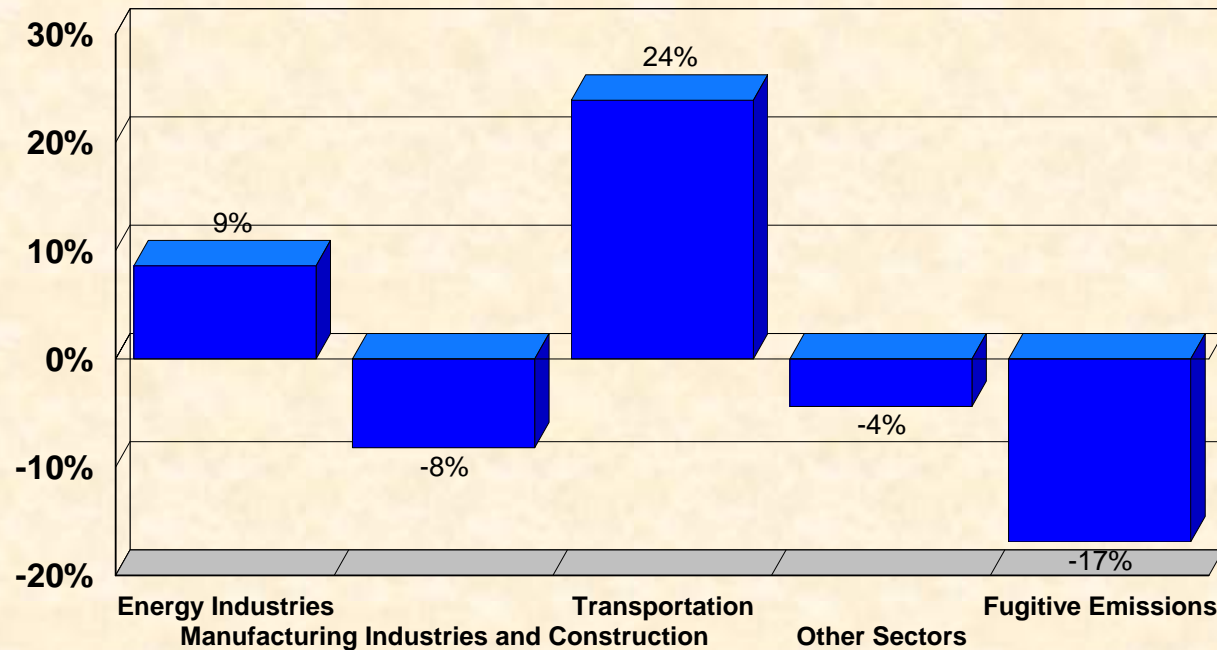
By 2050 – one third? More?



Transportation GHG Emissions Growth (IPCC, 2005)

Annex 1 Party Greenhouse Gas Emissions in the Energy Sector

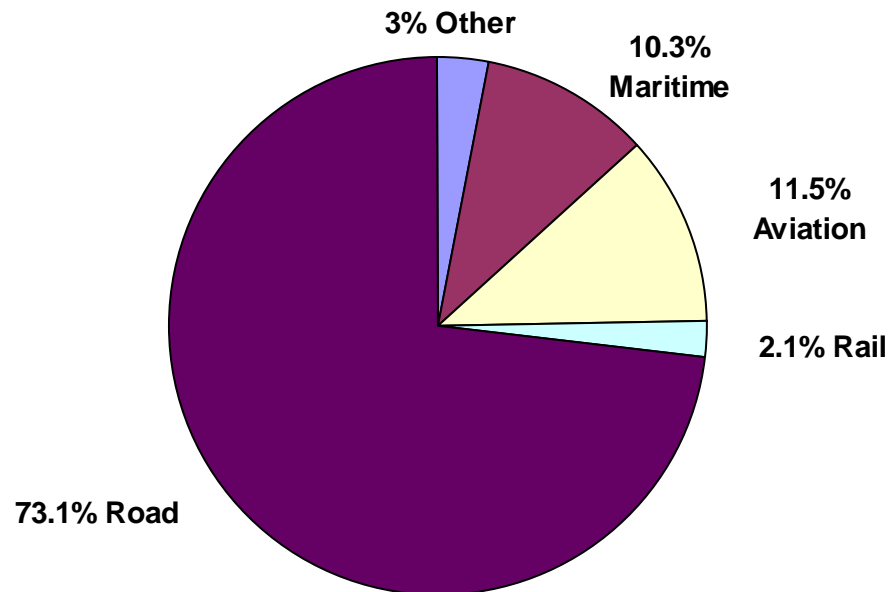
Change 1990-2004 (%)



CO2 Emissions Road Transport

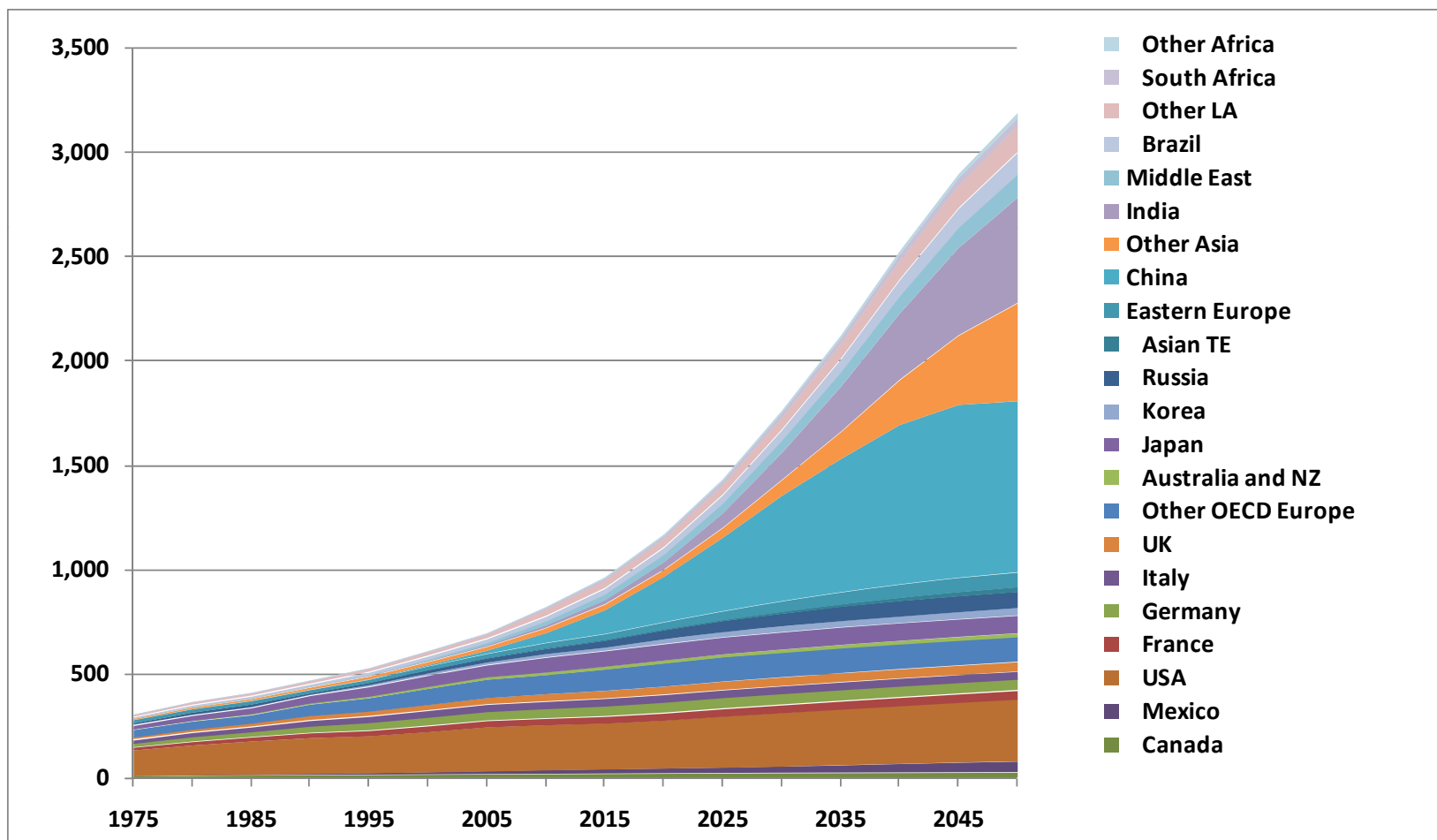


CO2 contributions by transport mode





Growth Global Motor Vehicle Fleet



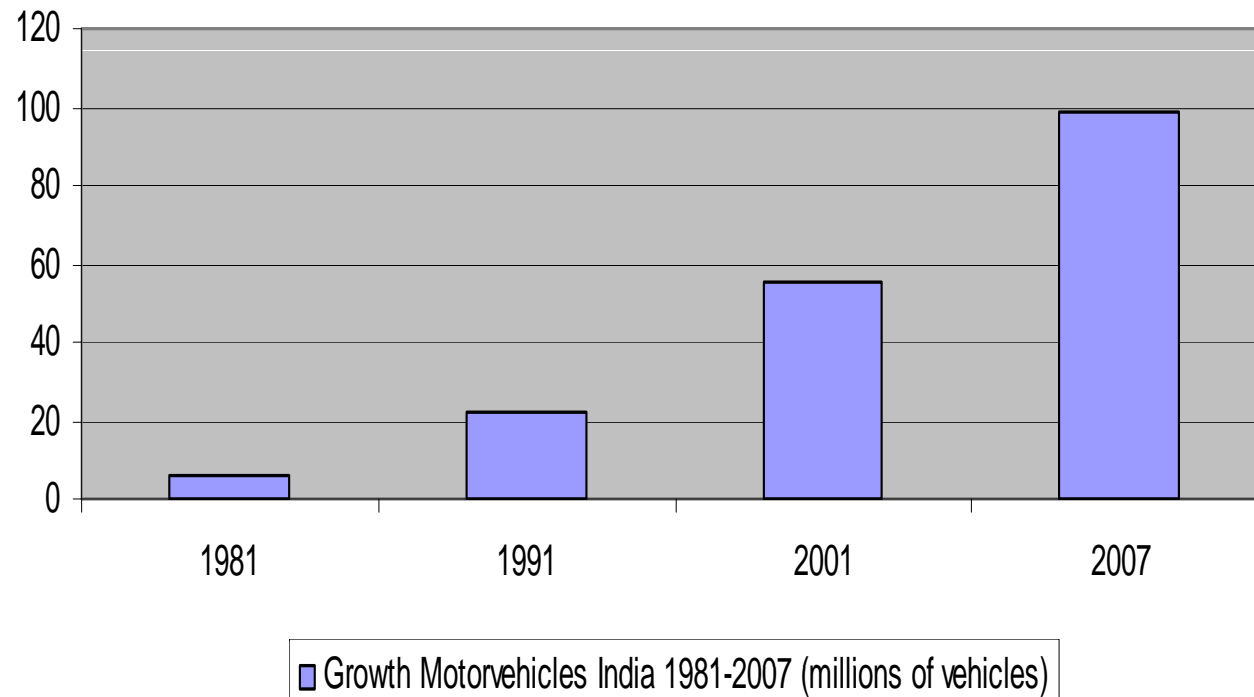
Source: IEA, 2009





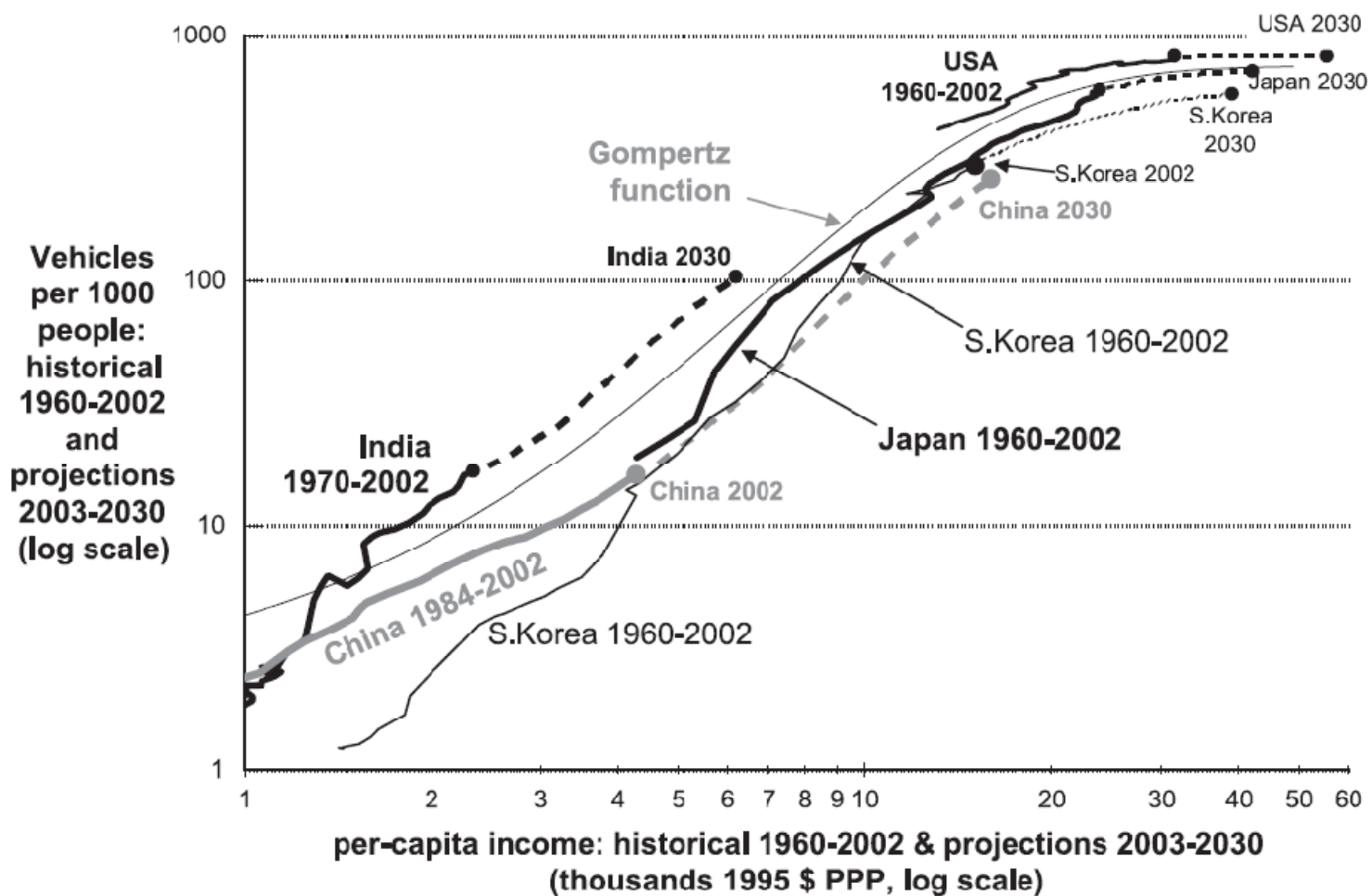
India's Motor Vehicle Fleet

Growth Motorvehicles India 1981-2007





India's Motor Vehicle Fleet - 2



Adapted from : Dargay, Joyce, Dermot Gately, and Martin Sommer (2007), "Vehicle Ownership and Income Growth, Worldwide: 1960-2030," The Energy Journal, 28 (4), 143-70.



UNEP's Strategy

AVOID – interventions that avoid transport and emissions from transport while still serving to facilitate overall mobility of people, goods and information;

SHIFT – shift from more energy intensive and environmentally harmful modes of transport to less polluting and more efficient modes;

CLEAN (IMPROVE) – reduce the impact of modes by cleaning up transport modes through technology, policy and planning approaches.



For any strategy to succeed a combination of the above is necessary



UNEP's Main Transport Programs

Overarching:

- UNEP's Green Economy Initiative
- UNEP Climate Mitigation programme

Specific focus areas:

1- Cleaner and more efficient fuels and vehicles

- Partnership for Clean Fuels and Vehicles (PCFV) – promoting cleaner fuels and vehicles to reduce urban air pollution
- Global Fuel Economy Initiative (GFEI) – vehicles and climate change – national efficient vehicles policies

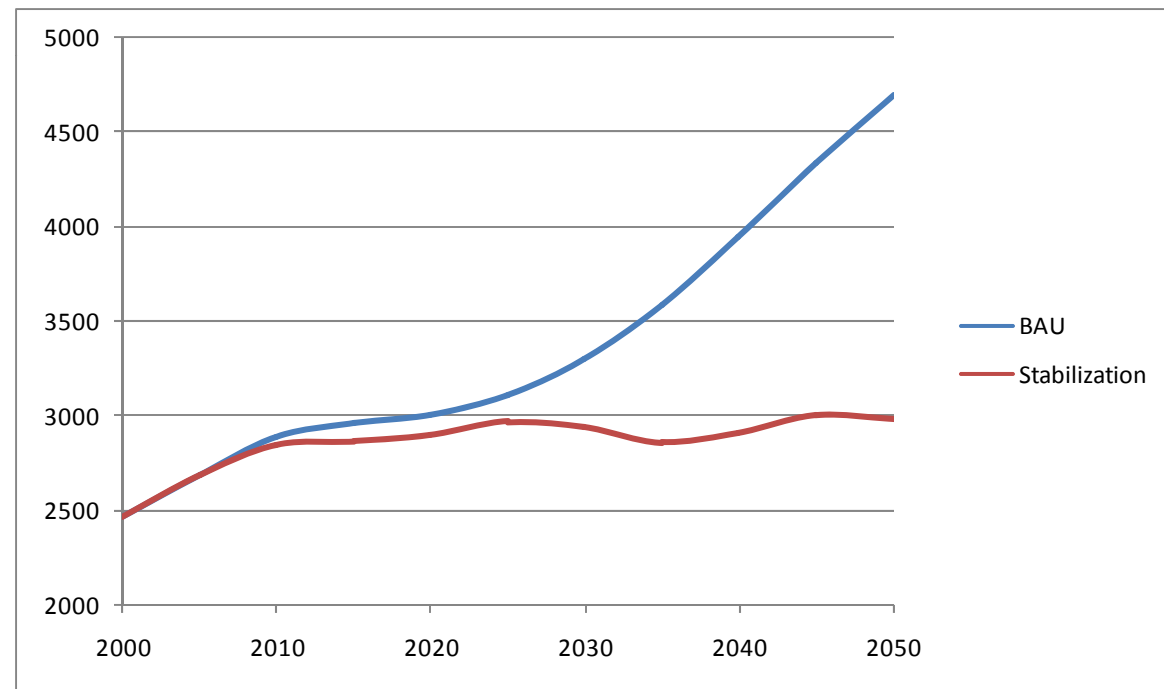
2- Investment in sustainable transport infrastructure

- Share the Road (StR) – investment for non motorized transport road infrastructure
- BRT public transport – investment in public transport infrastructure



Example: Vehicle Efficiency

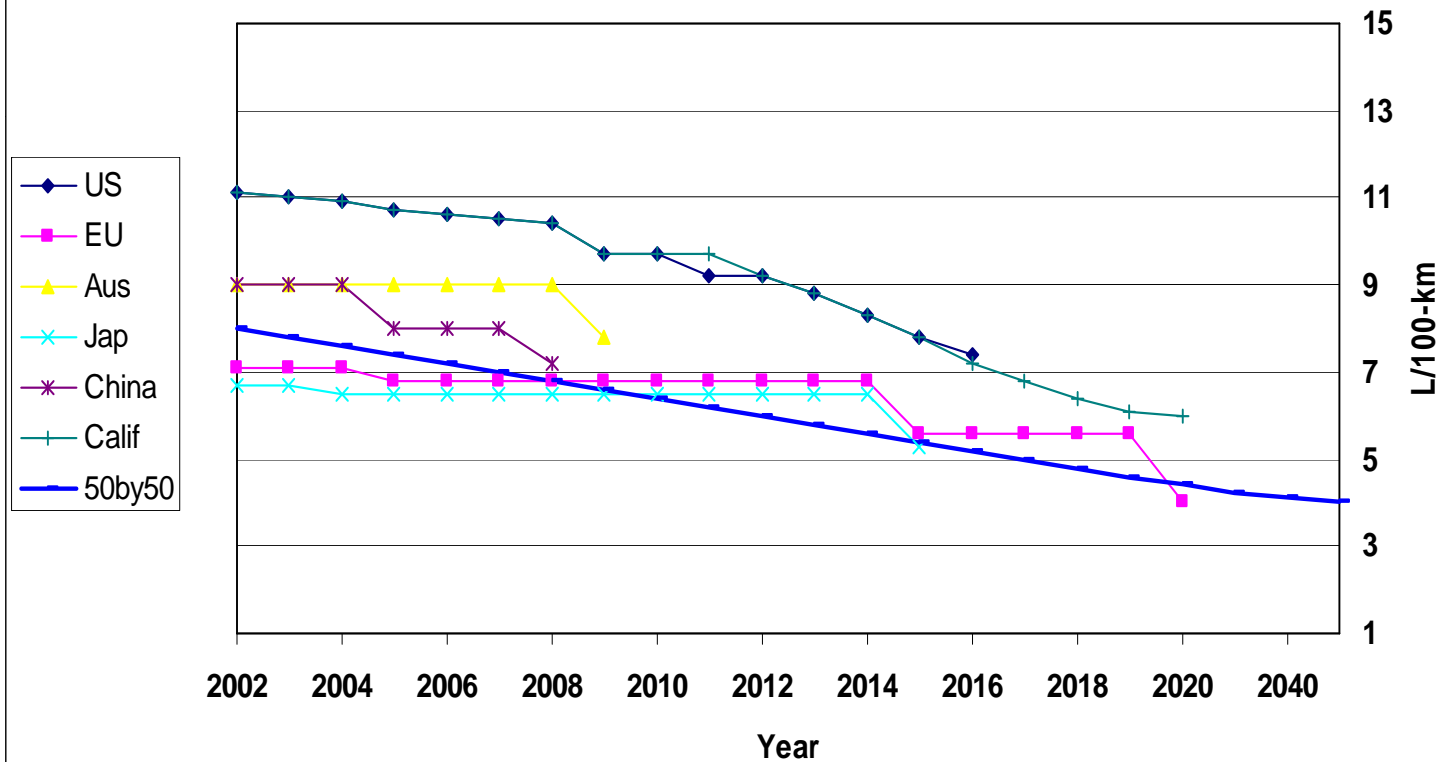
World CO2 emissions, business as usual vs GFEI
50by50 intervention (IEA 2009)



Example: Vehicle Efficiency- 2

Meeting the GFEI target

Source: UNEP 2009, based on ICCT 2009





India - Opportunities

Fuels & Vehicles:

- ~6 l/100 km today, can go to below 5 in coming years....
- Voluntary labeling, next year mandatory
- Fuel economy standards in the making..
- Diesellisation increasing – promoted?
Fuel quality?
- <4l/100km in coming decades is possible





India – Opportunities

Public and NMT:

- Public transport loosing share
- Metro/ rail/ BRT systems being introduced – need wide replication
- NMT also loosing share
- Need for better infrastructure
- Comprehensive plan towards low carbon transport sector





Thank you for your attention

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