



Investing in low carbon transport is the only sensible option

Derek Palmer - Dec 2011

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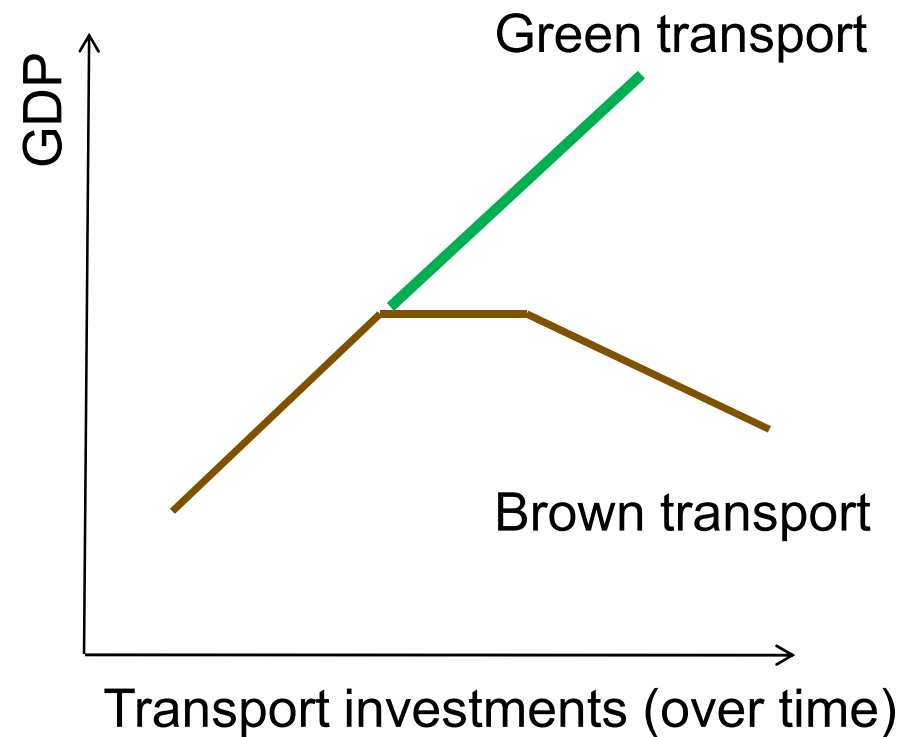


What is the link between low carbon transport and the economy?

- Low carbon transport leads to;
 - **Less of the bad**
 - The reduction of economic costs (through GHG emissions reduction, reduced air pollution, less noise/vibration, reduced congestion, better accessibility, and safer streets)
 - **More of the good**
 - Green growth and creation of green jobs in the next 20 to 30 years.

Supporting 'green' growth

- Need to “decouple” brown transport from economic growth
- Need to “couple” green transport with economic growth
- Need to decouple economic growth from “brown” transport



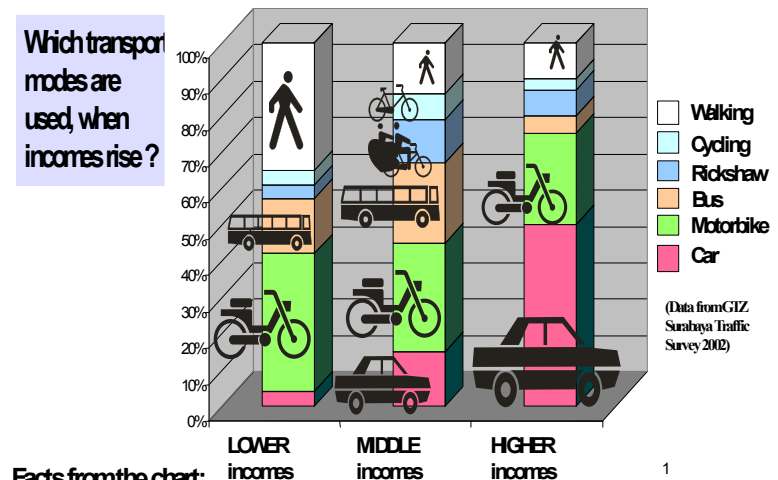
Creating green jobs

- Green jobs to be created in:
 - **Infrastructure** to support green transport modes, such as public transport (buses, rail etc) and non-motorised transport (cycling and walking)
 - Green **vehicles** and transport modes (including bicycles, public transport vehicles)
 - Alternative **fuels** (including fuel economy)
 - **Telecommunication** technology to substitute conventional transport, e.g. telework/teleconferencing
 - **Technologies** to enact green transport, e.g. GPS systems, Intelligent Transport Systems, green logistics etc.
- Efforts are underway to quantify some of these aspects

Reducing poverty

- Current transport investment patterns benefit richer members of society
- Need for inclusive access for all
- Investment needed in non-motorised and public transport

Rising living standards rise %age of car ownership in cities



Facts from the chart:

- ◆ There is a clear hierarchy: from walking to rickshaw, to bus, to moped and car.
- ◆ Non-motorized transportation and cycling / rickshaw might have no future: from 42% to 32% and 24%
- ◆ Growth in private motor vehicle use: from 43% to 47% and 78%
- ◆ Local public transport, i.e. bus use: rises and declines from 14% to 22% and 4%
- ◆ Car use rises with income from 4% to 16% and 51%

Conclusion: Imminent traffic congestion by cars requires an active transport policy.

Source: GIZ

Reducing negative costs of air pollution

- Air pollution from transport in developing countries costs up to 2% of many countries' GDP
- Air pollution from transport in polluted cities such as Bangkok and Jakarta costs up to 10% of their GDP
- External costs of particulates and other vehicle emissions (excluding lead) are equivalent to 60% of the import cost of gasoline and 200% of the import cost of diesel

Reducing negative costs of inefficiency

- Congestion increases public transport operating costs by 10% in Rio de Janeiro and 16% in São Paulo
- Congestion and associated road traffic delays and unreliability can reduce growth of GDP

Accident costs

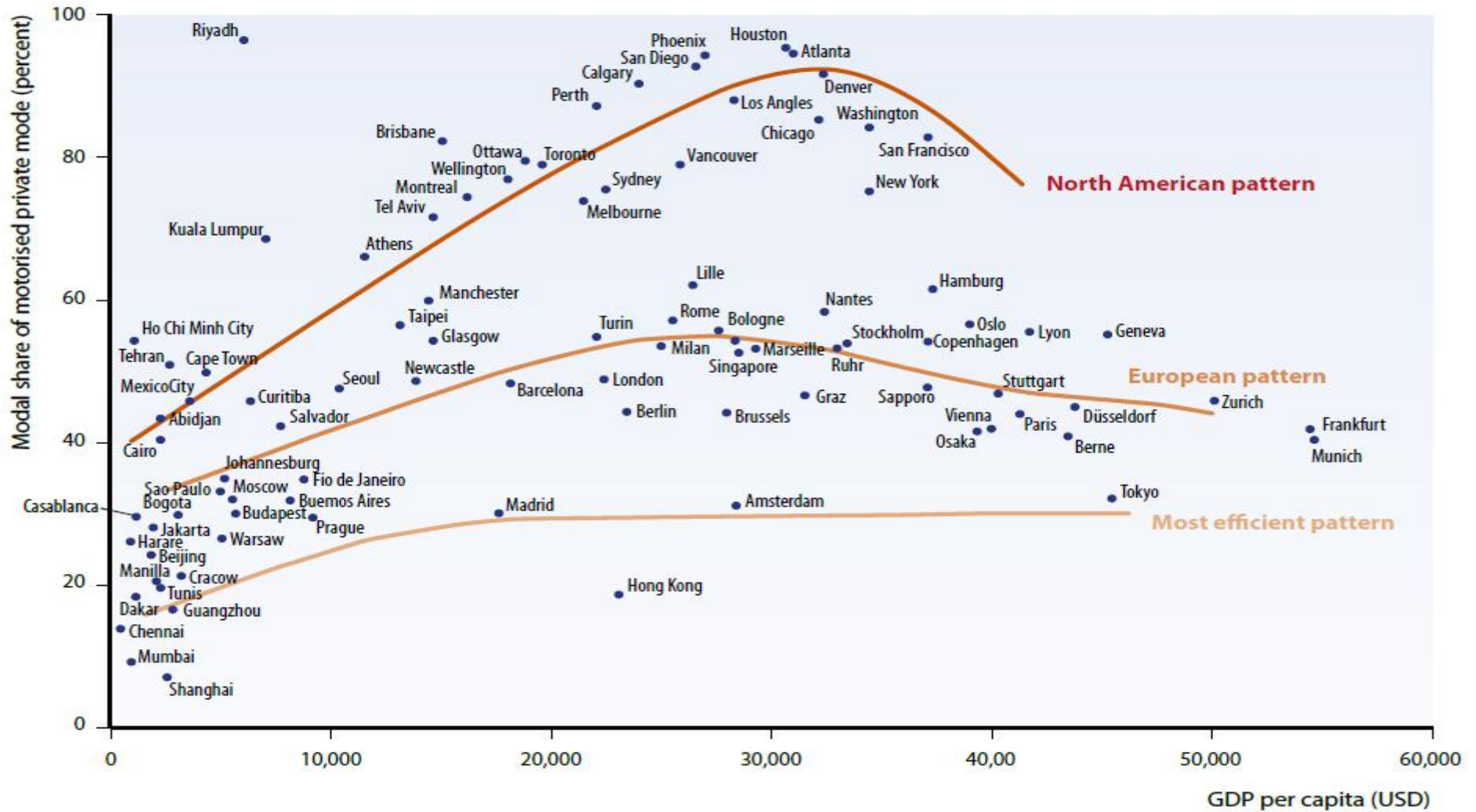
Region*	GNP, 1997 (USD billion)	Estimated annual crash costs	
		As percentage of GNP	Costs (USD billion)
Africa	370	1	3.7
Asia	2,454	1	24.5
Latin America and Carribean	1,890	1	18.9
Middle East	495	1.5	7.4
Central and Eastern Europe	659	1.5	9.9
Subtotal	5,615		64.5
Highly motorised countries	22,665	2	453.3
Total			517.8

GNP: gross national product
 * Data are displayed according to regional classification of the TRL Ltd, United Kingdom

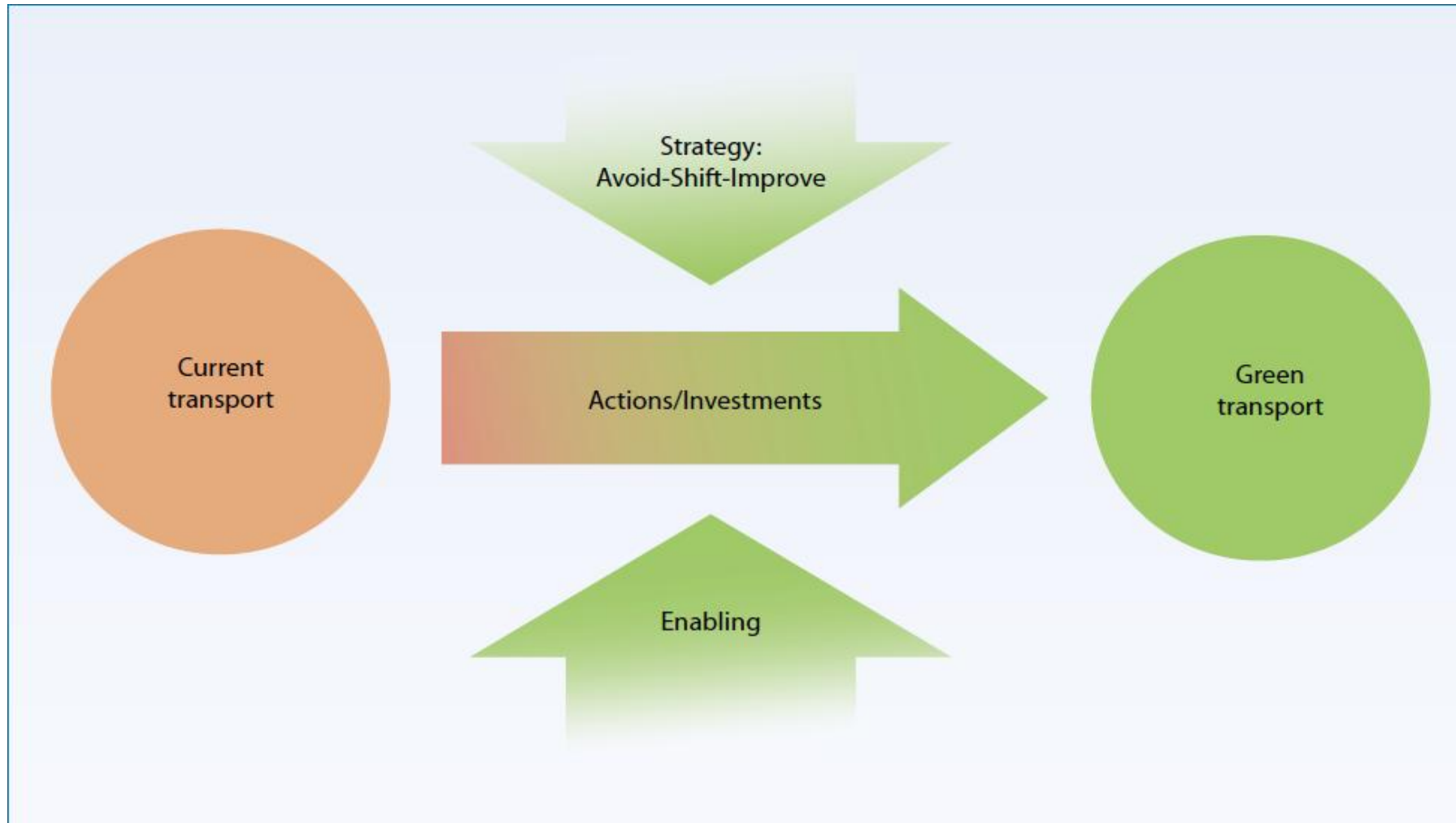
Costs and benefits

	INVESTMENTS		BENEFITS				
	Direct investment	Long term costs/ investment	Air quality	GHG emissions	Congestion	Transport accessibility	Road safety
Bus Rapid Transit (BRT)	++	+	++	++	++++	++++	++
Light Rail	+++	++	++	++	++++	+++	++
Rail	++++	++	+	++	+++	++	+
Cleaner & more efficient vehicles	+	+	++++	+++	+/-	+/-	+/-
NMT infrastructure	++	+	++	+	+++	+++	++
City planning/ design	+++	+++	+++	++	++++	++++	++

Green growth

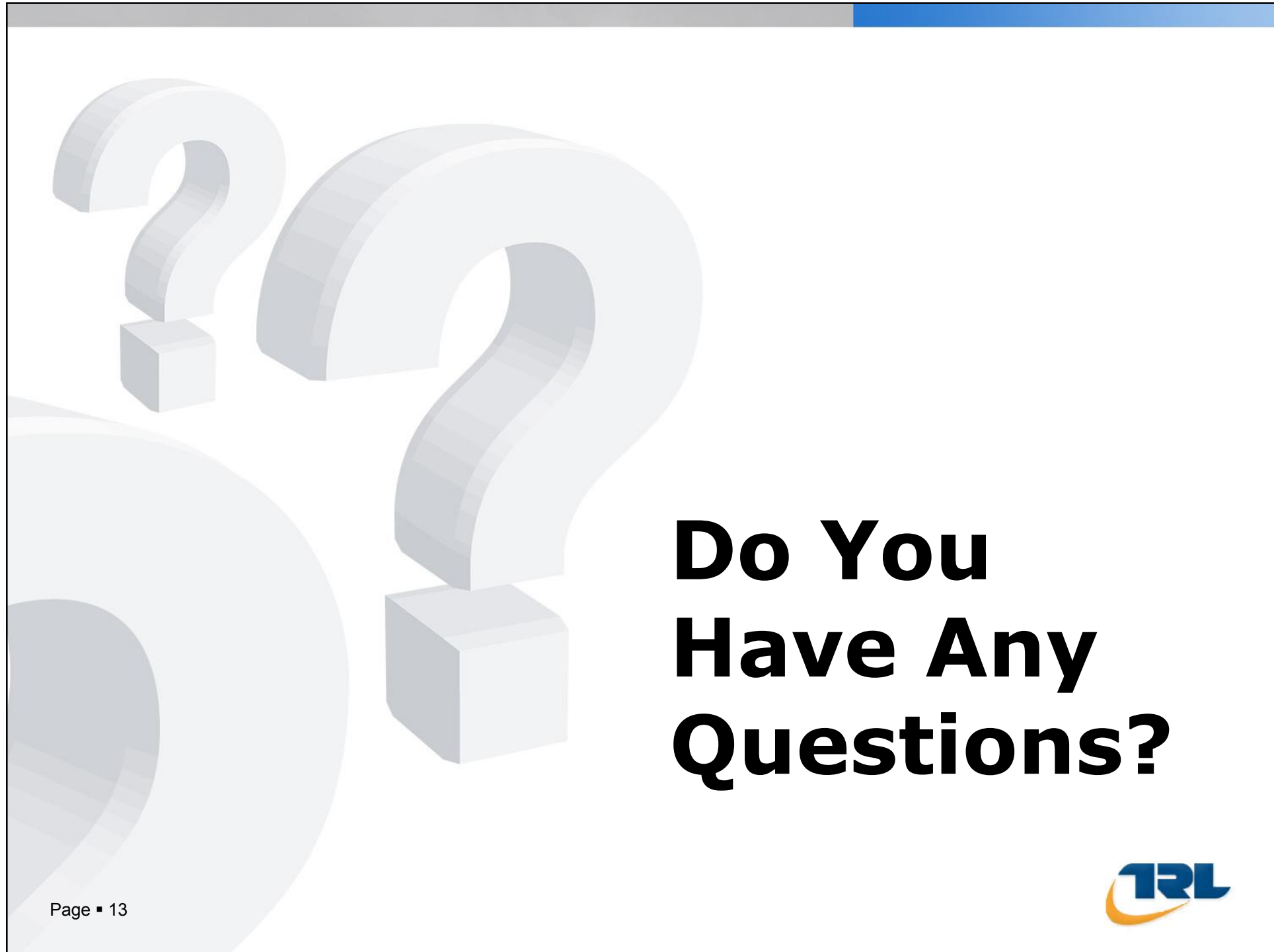


How to realise economic co-benefits of low carbon transport



Key messages

- Low carbon transport would result in:
 - Green growth
 - Supporting cities through reductions in congestion, air pollution and other costs
 - The creation of jobs
 - For example through the development of public transport infrastructure
 - Reductions in inequality
 - Increasing the affordability of transport and improving the accessibility of markets



Do You Have Any Questions?

Thank you EU-CATCH

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