Global Trends in Sustainable Mobility – What does sustainable development mean for Africa?

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Global Trends ...
Managing mobility and managing people – rich and poor – for economic growth

- Cities are major centres of economic growth
- Urban dwellers contribute 4-5 times more than rural people
- Growing demand for mobility
- Responsibilities for inclusive societies in cities is higher
- Increased standards of living = reduced levels of mobility
Transport and fossil fuel use

- Road transport is more than 90% fossil-fuel based
- Fossil fuel consumption increased × 5 since 1950
- 23% global GHG come from transport (all sectors)
- GHG’s (CO2) from transport are growing faster than in any other sector
Relationship between GDP per capita and modal share of private vehicles

Source: UITP, 2006 (Courtesy of SYSTRA).
Individual mobility needs are becoming increasingly complex

France

- only 35% of employees go to work/home in the rush hour
- over 60% have different daily working times during the week
- only 45% work between 35 and 39 hours per week
- only 50% work from Monday to Friday

Daily working rhythms

！”Need for synergies among all mobility actors
Down the transport rocky road of urban degeneration

- More car journeys
  - Increased air pollution
  - People avoid walking and cycling
  - Hostile road environment for other modes
  - Decrease fitness and more obesity
  - More congestion
  - PT becomes less attractive
  - Fewer passengers
  - Worse bus services
  - Cars and motorcycles become more attractive
  - People move further out
  - Town centres less attractive to live in
  - Less revenue

Changing to a virtuous circle

People choose more sustainable modes

Better air quality

Fewer health problems

Fewer car journeys

Safe road environment for all modes

Traffic flows

PT becomes more attractive

More passengers

Good bus services

More revenue

Less spent on transport

People happy to live further in

Town centres attractive to live in

Less spent on transport
Economic Development

- 70-80% of GDP is generated in urban areas
- Approximately 1% GDP growth corresponds to a 1.5% increase in demand for mobility
- Attract investment and offer a productive labour force
- No city today is functioning well without public transport
Urban growth – economic development

- Rate of Urban development – with 50% + Africans now living in urban areas
- **15 year window as 63%** projected by 2020
- Road transport is the predominant mode
- Africa depends heavily on traditional energy sources for transport
Total External costs of Transport
Million €/yr
Europe

- Cost of congestion, air pollution and traffic accidents (EU 25): €560 bio
- Total turnover including capital investments in public transport in Europe: €120 bio
- Per capita GDP wasted due to congestion, air pollution and accidents: €1240
## Cost of transport in the developing world

<table>
<thead>
<tr>
<th>Cities</th>
<th>% trips walking, cycling, PT</th>
<th>Transport cost (% of GDP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mumbai</td>
<td>91</td>
<td>7</td>
</tr>
<tr>
<td>Manilla</td>
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<td>15</td>
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<tr>
<td>Jakarta</td>
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<td>Sao Paulo</td>
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<td>Johannesburg</td>
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<td>28</td>
</tr>
<tr>
<td>Cairo</td>
<td>59</td>
<td>20</td>
</tr>
</tbody>
</table>

Source: UITP Millennium Cities Database
Urban air pollution is a major threat – traffic a major cause

- Air pollution is the main cause of respiratory and cardio vascular diseases and lead poisoning.

- Burden of disease from AIR pollution 13% developing countries 2-6% developed countries

- External costs
  - Dhaka, Bangladesh 10 000 premature deaths & 3-4% National income
  - Europe 25 1.1% total GDP
Affordability of transport

- Highest 37% of household budget spent on transport by the lowest earners (Addis Ababa)

- Average 16% (Lagos, Nairobi, Accra & Dar es Salaam)

- Makes it more difficult to break out of poverty – vulnerability to other peoples choices
Affordability for the taxpayer – e.g. Energy Use

- Imports consume large amounts of valuable foreign exchange (Kenya 16%)
- City buses keep to higher standards
- Energy now 50% of operations budget
- City buses are as much as 50% more energy efficient (as in Accra)
Perception and reality
Interdependance of decisions....
Transport and the poor – low levels of all types of access

- ACCESS to information
- ACCESS to education (and other primary services)
- ACCESS employment
- ACCESS to affordable mobility

Robust mobility networks affect most of the Millennium Development Goals
Sustainable Development and public transport

Source: Ticket to the Future, UITP
UITP’s Charter on Sustainable Development

• The charter focuses on how UITP member organisations are performing in social, environmental and economic terms.

• Launched at the UITP World Congress in May 2003 with 33 pioneer signatories now nearly **140 organisations have signed**

• Worldwide exchange of experience and best practise

• Voluntary but measurable commitment

• UITP uses examples in its international work with UN etc.
Thank you for your attention!

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Thank you!

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