

C40CITIES

CLIMATE LEADERSHIP GROUP

Transport in C40 Cities

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UITP Sustainable Development Commission

9 May, 2014



Agenda

- **Introducing C40**
- **Transport opportunities and challenges**
- **How C40 is delivering impact**
- **Potential for C40 and UITP to collaborate**

Megacities and climate change

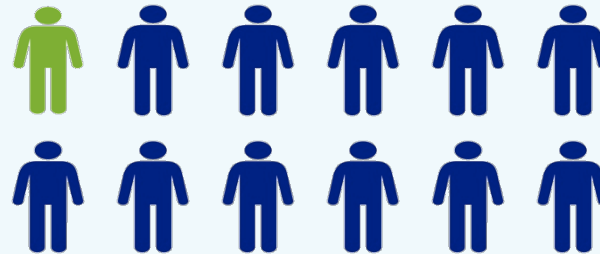


The C40 Cities

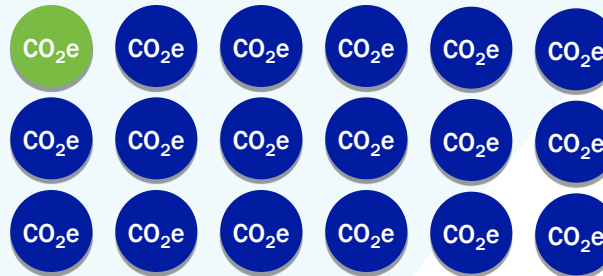


The Power of the C40 Cities

8%
of all humans



5%
of global GHG
emissions



21%
of global GDP



C40 creates NETWORKS

PEER-TO-PEER
EXCHANGE



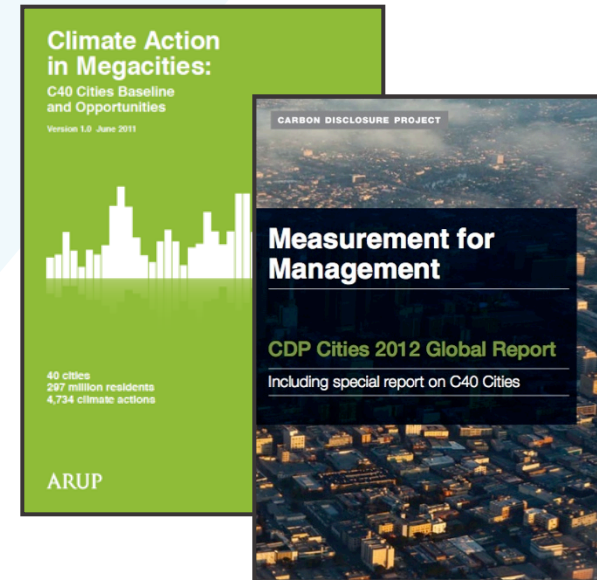
ON-THE-GROUND
CITY SUPPORT



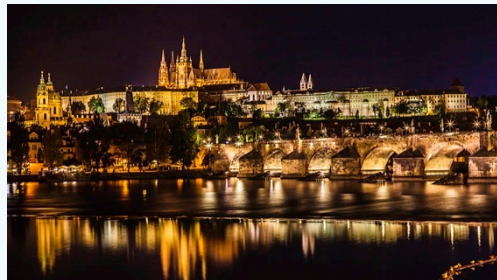
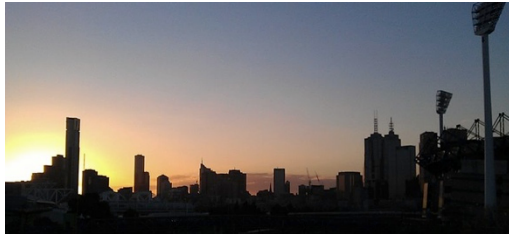
C40

EXCHANGE

RESEARCH &
KNOWLEDGE
MANAGEMENT



C40 has **IMPACT**



The Washington Post

BBC

GreenBiz
.com

REUTERS

THE WORLD BANK

The
Economist

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Why transport matters to C40 cities

The transport sector accounts for 27% of the world's energy use, and baseline CO₂ emissions could almost double by 2050 if no steps are taken

CO₂ emissions



- C40 Cities emit ~336mn tonnes/year from transport
- Sector where global greenhouse gas emissions are rising most quickly

Congestion



- Roadway occupancy levels expected to increase six-fold in some countries

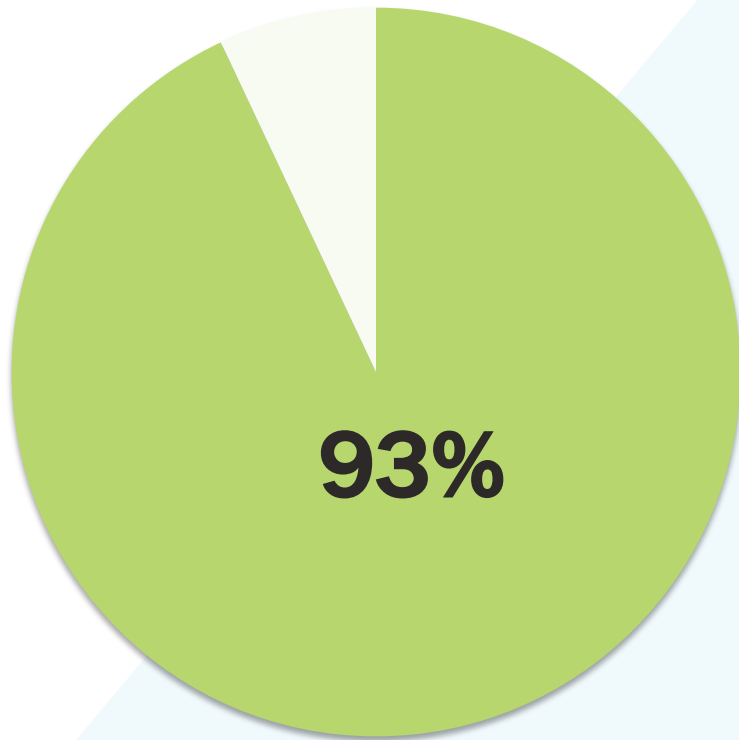
Health & Economy



- 3.3mn people die early annually from outdoor air pollution
- Traffic mishaps cause 1.3mn deaths a year and cost approx \$500bn

Sources: IEA, Climate Action in Megacities 1.0, June 2011, WHO 2012

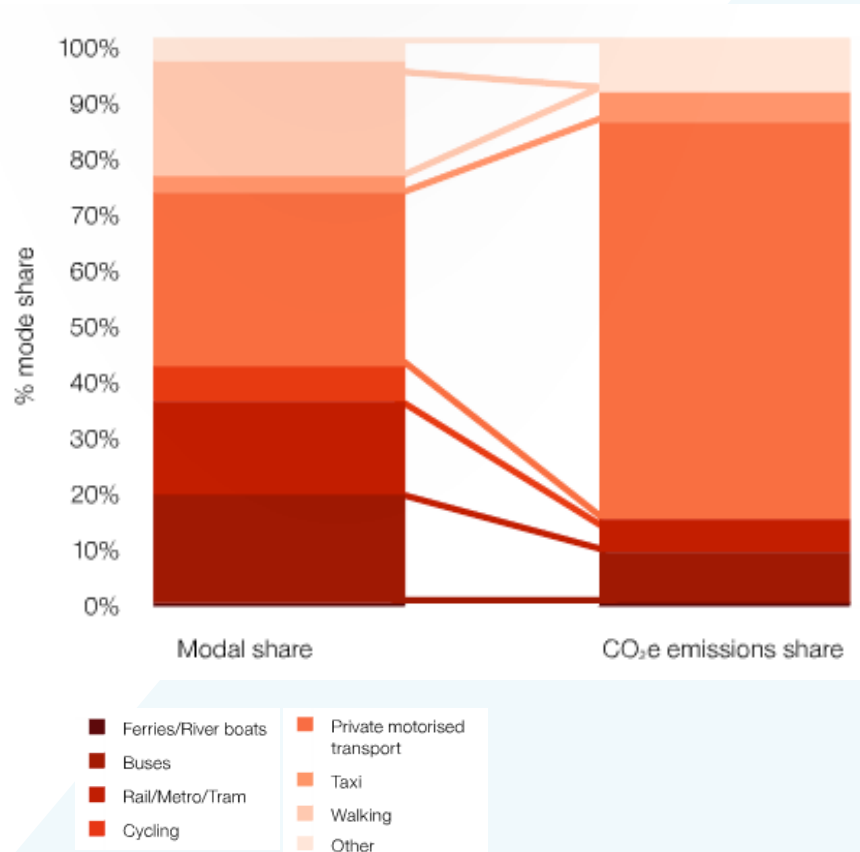
Climate action in cities – major trends



- **Mayors have strong powers over transport assets**
- **93% of reporting C40 cities are taking action on transport**
- **150% increase in actions between 2011 and 2013**
- **Almost half of the actions are on mass transit**

Source: Climate Action in Megacities 2.0, February 2014

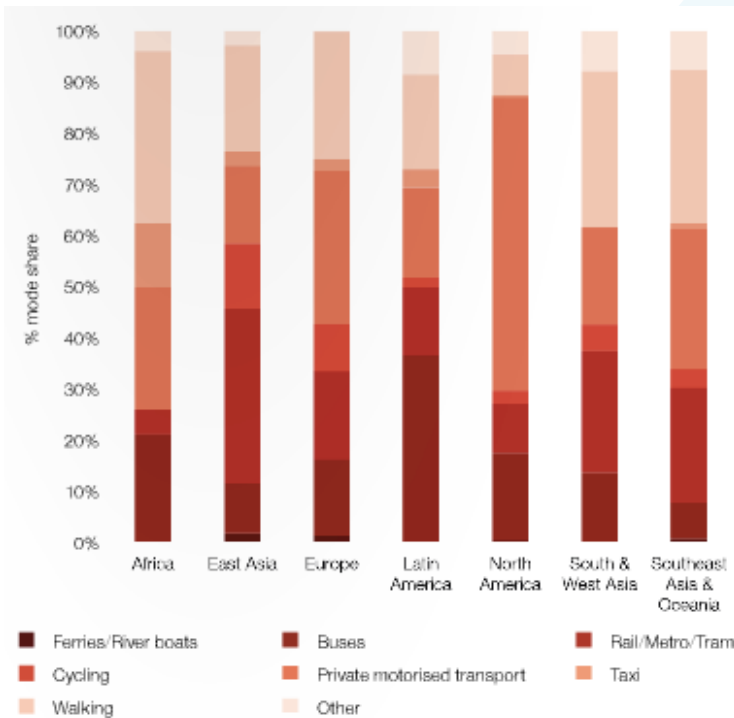
Mode share and emissions



- **Walking accounts for 20% of all journeys made, Cycling 6%, and Rail/ metro/ tram 16%**
- **18% of journeys made on buses, accounting for 9% of CO₂ emissions**
- **Private motorised transport accounts for less than one-third of journeys but 73% of emissions**
- **In cities with low per capita GDP, 15% of all journeys are made by private motorised vehicles compared to 40% with high city GDP per capita**

Source: Climate Action in Megacities 2.0, February 2014

Regional and density impacts



- **Private motorised journeys:**
 - **55% of total in North American cities**
 - **35% of total in European cities**
- **Latin American cities rely on buses for 35% of journeys**
- **Cycling:**
 - **East Asian cities highest at ~13%**
 - **Followed by European cities at ~10%**
- **Population densities make a difference:**
 - **Low – private motorised transport makes up ~55% of trips**
 - **High and medium – private motorised transport makes up ~15% of trips (Rail and Metro account for large part of the difference)**

Source: Climate Action in Megacities 2.0, February 2014

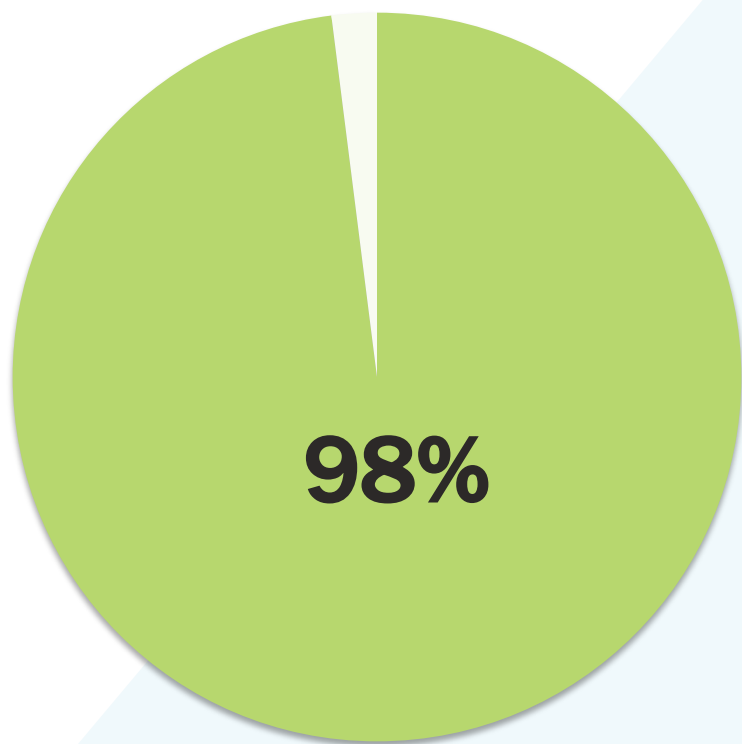
Actions that C40 cities are taking



- **Mass Transit:**
 - Two-thirds of actions are on buses, followed by Rail/ Metro/ Tram
 - Increasing the reach of public transport services is the most commonly reported action
 - East Asian cities are taking the most action at a transformative, city-wide scale
- **Private Transport:**
 - 49% of actions are on walking and cycling
 - Followed by reducing private vehicle use and reducing carbon intensity of private vehicle use
 - Over 70% of C40 cities are taking or considering parking reform to reduce vehicle miles travelled in their cities

Source: Climate Action in Megacities 2.0, February 2014

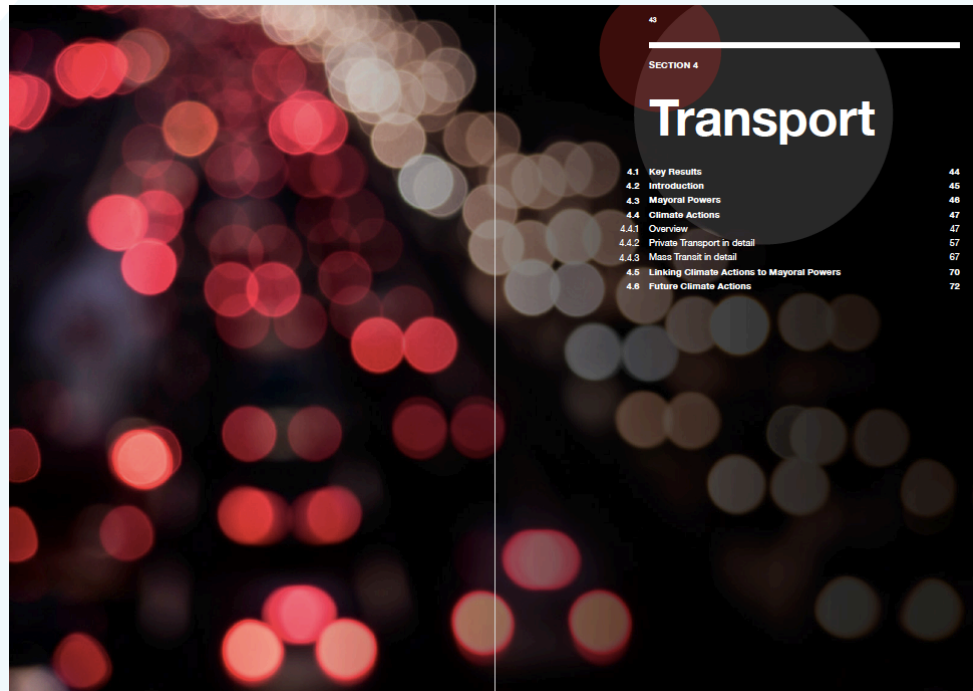
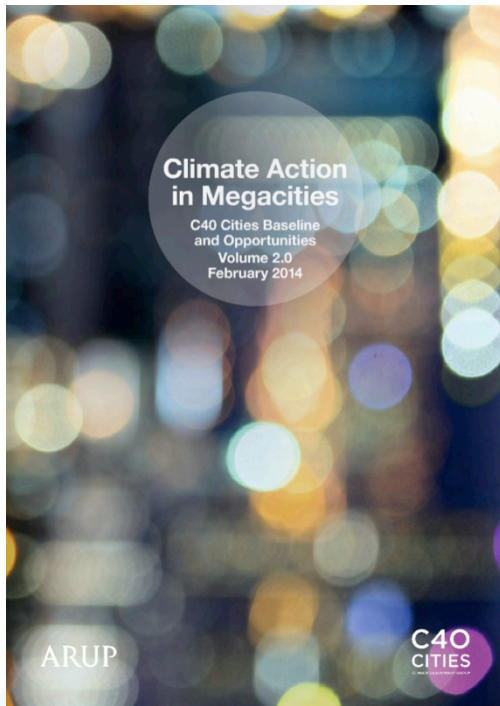
Broader trends beyond transport



- **98% of reporting cities indicate that climate change represents significant risks to their city**
- **And over 80% of them have allocated budget and staff resources to actions on adaptation**
- **Adapting to climate change now accounts for 3 of the top 4 most common action groups**

Source: Climate Action in Megacities 2.0, February 2014

Full report available online



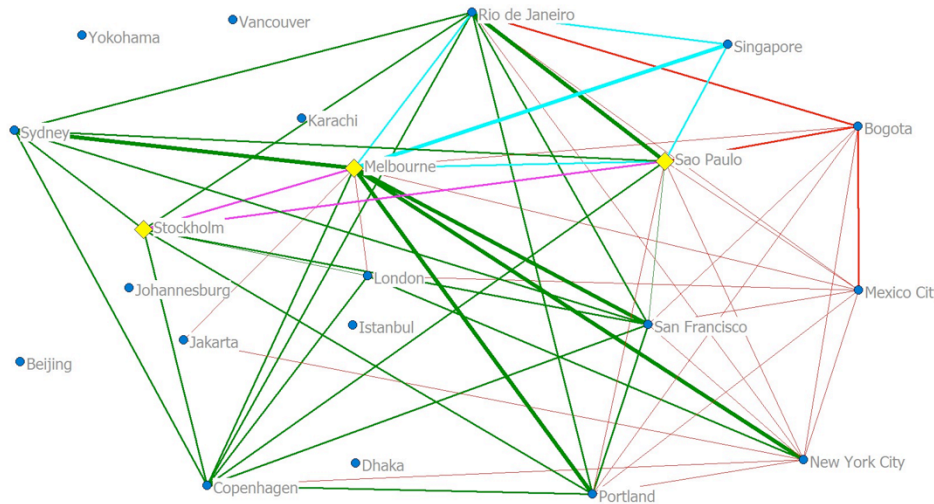
Available online at: www.c40.org

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What are Networks?

“How did your city persuade major corporate building owners to retrofit?”



“How do we work together to negotiate better warranties for buses retrofitted to hybrids?”

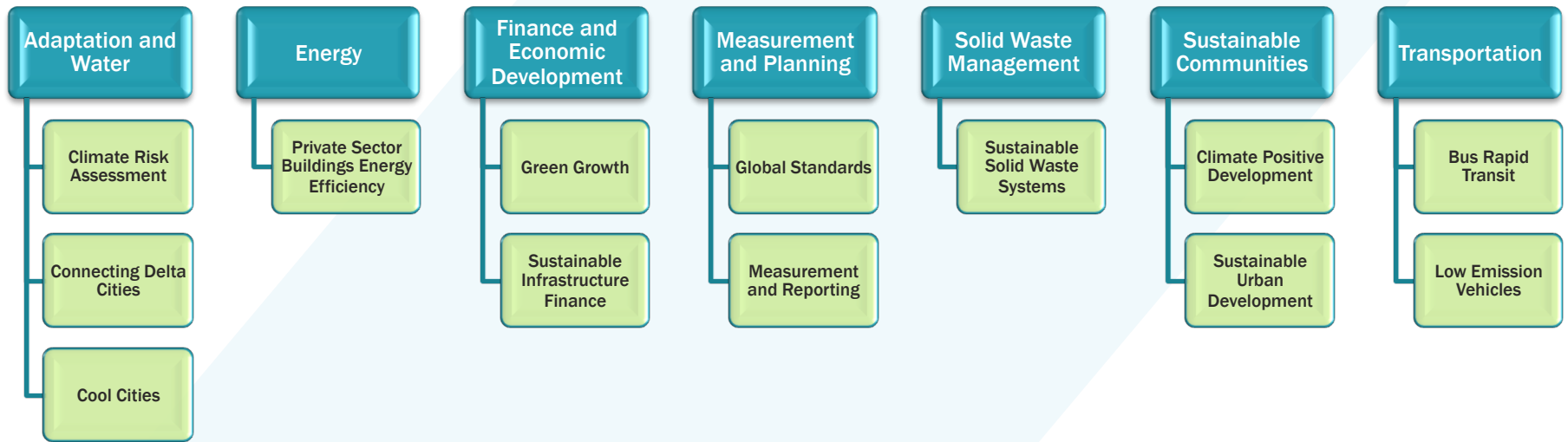
C40 Networks are active working groups of city officials from across the C40 Network of cities, with commonly identified opportunities, interests, or priorities.

Defining Success

Connectivity & Value

Outcomes & Impact

C40 Initiatives and Networks



Supporting cities in tackling challenges

C40 Transportation Initiative works with cities to facilitate and accelerate efforts on transport through networks:

Bus Rapid Transit (BRT) network



- Works with cities to introduce, expand or improve BRT systems by exchanging knowledge on a range of BRT-related topics including infrastructure, technology, scheduling and financing solutions

Low Emission vehicles (LEV) network



- Works with almost a third of C40 Cities for whom cleaner vehicle technologies are crucial for reducing transport emissions

Proposed networks



- Transit-oriented development
- Transport demand management
- Non-motorised transport

What next

- **1mn people move to cities each week, compounding issues of congestion, air quality and emissions**
- **Critical to get transport right for cities to be attractive places to live, work and invest in**
- **Role of Mayors is key – Mayors have strong powers on transport and can transform cities through leadership**
- **However this cannot be done without transport operators with them on this journey**

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C40 and UITP

- **Strong common ground between the two organisations, through focus on sustainable urban mobility**
- **Commitments also being developed in the run-up to the UN Secretary General's Climate Summit in September**
- **Welcome questions and suggestions on how we can build on strengths of both organisations to deliver more sustainable mobility**

CONNECT WITH US

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