

Transport and the Global Environment: Accounting for GHG Reductions in Policy Analysis

Developed by UNEP Collaborating Centre on Energy and Environment

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First edition 2001

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UNITED NATIONS PUBLICATION

ISBN: 92-807-2097-X

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Acknowledgements

The UNEP Collaborating Centre on Energy and Environment has developed this report with Kirsten Halsnæs, Anil Markandya and Jayant Sathaye as the main contributors. The group has received very valuable inputs to different sections of the report from Richard Boyd, Alistair Hunt and Tim Taylor, University of Bath, UK; Chris Bush and Steve Meyers, University of California and LBNL, USA; and Maria J. Figuera and John Turkson, UNEP Collaborating Centre on Energy and Environment. Professor Ogunlade Davidson, Sierra Leone, has contributed as a reviewer and discussant of the material.

The work has benefited significantly from a very close collaboration with the project task manager in the World Bank Noreen Beg and from material and suggestions received from other WB staff members in particular Jitendra Shah, Todd Johnson, Gunnar Eskeland, Jian Xie and Roger Gorham.

Abbreviations and Acronyms

AIJ	Activities Implemented Jointly
CC	Climate Change
CDM	Clean Development Mechanism
CH₄	Methane
CO	Carbon monoxide
CO₂	Carbon dioxide
GEF	Global Environment Facility
GHG	Greenhouse gas(es)
GO	Global overlay
GWP	Global warming potential
HC	Hydrocarbons
HFC	Hydrofluorocarbons
I & M	Inspection and maintenance (programme)
IEA	International Energy Agency
IPCC	Intergovernmental Panel on Climate Change
LPG	Liquefied petroleum gas
N₂O	Nitrous oxide
NMHC	Non-methane hydrocarbons
NMVOC	Non-methane volatile organic compound
NO	Nitric oxide
NO₂	Nitrogen dioxide
NO_x	Oxides of nitrogen
O₃	Ozone
OEM	Original equipment manufacture
PFC	Perfluorocarbons
PLS	Pumpless lubrication system
PM	Particulate matter
PTE	Present tonnes equivalent
SF₆	Sulphur hexafluoride
SO₂	Sulphur dioxide
SPM	Suspended particulate matter
TSEV	Two-stroke engine vehicle
TSP	Total suspended particulates
VOC	Volatile organic compound(s)
WHO	World Health Organisation
ZEV	Zero emissions vehicle

Preface

That the transport sector is among the fastest growing economic sectors in both developed and developing countries is no surprise. The movement of people and goods is an essential part of modern society, and unlike some other economic goods the demand for transport largely coupled to income, so that as people become wealthier they demand ever more transport. Despite their many advantages of personal choice, convenience, and flexibility, modern transportation systems are not without problems, notably those that affect the environment and quality of life. The poor, even hazardous, air quality in many cities is often largely attributed to motor vehicle use, while the transport sector globally contributes one quarter of the greenhouse gases emitted to the atmosphere each year. Unfortunately, the environmental consequences of transportation choices – both local and global – are often overlooked when transport planning decisions are made.

This book attempts to remedy that deficiency by providing a guide to technical experts and policy makers concerned with environmental policies for the transport sector. It offers a consistent analytical structure for examining the environmental aspects of transport choices; defines the key economic and environmental concepts used in good policy analysis; and gives information on technologies, environmental impacts, and cost effectiveness of various policy options. The book also describes international financial mechanisms that can be used to support sustainable transportation policies and programmes.

The methodological framework presented was developed by the UNEP Collaborating Centre on Energy and Environment. Kirsten Halsnaes was the lead economist for the project, and worked closely with Anil Markandya of the University of Bath, UK, and Jayant Sathaye of the Lawrence Berkeley Laboratory, USA. The work was sponsored by the World Bank and by UNEP DTIE as part of the latter's energy and transportation sector programme. UNEP's International Environmental Technology Centre, located in Osaka, Japan, will promote the framework as a tool for good policy analysis in the transport sector.

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