Air Quality and Mobility
- Challenges and Initiatives-

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Health and Economic Costs

“Particulate matter affects more people than any other pollutant” – WHO 2011

→ Small particulates (PM10 or PM2.5) estimated to cause over 3.2 million premature deaths per year worldwide;

→ In 2012, diesel PM was officially classified as carcinogenic (WHO);

→ The smaller part of PM is black carbon (BC), now believed the second most important climate pollutant;

→ Vehicular emissions, esp diesel vehicles, are responsible for 50-80% of the PM/BC pollution in cities

• 2012 WHO estimates 176,000 deaths per year in Africa due to outdoor air pollution

• 600,000 deaths per year from household air pollution

• Cost of air pollution in African cities can be as high as 2.7% of GDP

• Recent University of Nairobi study: economic loss per year due to vehicle emissions is 115 billion shillings (1.3 million USD)
Situation in Africa

• Urbanization – and lack of urban planning
• Motorization
• Poor fuel quality
• No vehicles policies
• Chaotic, expensive, unregulated dirty public transport
• No mass transit
• Massive congestion
• No non-motorized transport infrastructure
• Road accidents
• Rapidly deteriorating air pollution
The Africa Sustainable Transport Forum (ASTF)
The ASTF 1st Ministerial and Experts Meeting

- Formally opened by UN SG Mr. Ban Ki-moon and His Excellency Uhuru Kenyatta, President of Kenya
- Over 250 participants
- 43 African Countries Represented
- 19 Ministers of both Environment and Transport Ministries

The ASTF Meeting was held from 28 to 30 October 2014 at UNEP HQs in Kenya with Ministers adopting the ASTF Action Framework. The Action Framework represents the priority areas for action in relation to sustainable transport.
## The ASTF Action Framework – 13 Points of Action

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<tr>
<th>Priority Action Areas</th>
<th>Priority Area</th>
<th>Actions</th>
<th>Time-Bound Target</th>
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<td>Road safety</td>
<td>Implement the African Action Plan for the Decade of Action for Road Safety 2011 – 2020</td>
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<td>Set up dedicated institutions for road safety and allocate funding</td>
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<td>Insure comprehensive data collection and reporting mechanisms on road safety incidents and trends</td>
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<td>Develop and adopt a Non-Motorised Transport Policy</td>
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<td>Develop and adopt Non-Motorised Transport Design Guidelines</td>
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<td>Vehicle Emissions and Energy Efficiency</td>
<td>Ensure air quality monitoring takes place in all main cities</td>
<td>2017</td>
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<td>Develop vehicle emission standards and suitable inspection and testing</td>
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<td>Develop vehicle import regulations at both regional and national levels, based on either vehicle age, mileage or emissions</td>
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<td>Develop regulations for the adoption of cleaner fuels - especially low sulphur fuels - at a national level</td>
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<td>Undertake a country level fuel economy analysis and develop a national level policy to improve fuel economy</td>
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<td>Accessibility and sustainable infrastructure</td>
<td>Develop a national policy on sustainable urban transport</td>
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<td>Develop integrated transport plans with a specific focus on multi-modal transport</td>
<td>2018</td>
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<td>Undertake an assessment and develop a national policy on mass-transit systems</td>
<td>2017</td>
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ASTF – Next Steps

• Spreading the Word

• Securing buy in from Transport and Environment Ministers

• Identification of Implementing Partners

• Gathering baseline data information and reporting on progress made against baselines

• Developing and managing an information hub for sharing of best practices, progress etc.
Good News – Best Practices in Africa

→ Unleaded fuel
→ Low sulfur fuels
→ Importation restrictions
→ BRT and light rail
→ NMT policies, national and municipal
→ Vehicles policies and standards
→ Road safety key issue
Progress in Lowering Sulphur in Diesel in Africa
Transport modal share of the cities

Abidjan
Accra
Addis Ababa
Dar es Salaam
Dakar
Douala
Johannesburg
Lagos
Nairobi
Windhoek

UNEP’s Transport Programmes

Share the Road (StR)

Global Fuel Economy Initiative (GFEI)

Partnership for Clean Fuels and Vehicles (PCFV)

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