



Sustainable Public Transport and Mobility



Mr. Konstantinos Alexopoulos

Secretary

Working Party on

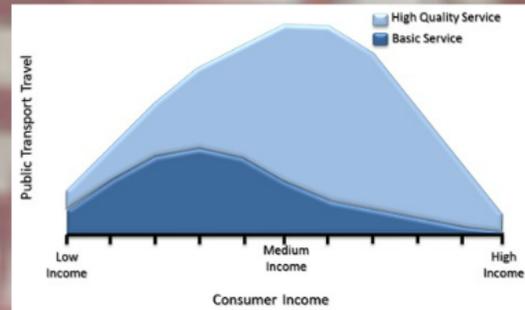
Rail Transport / Transport Trends and Economics

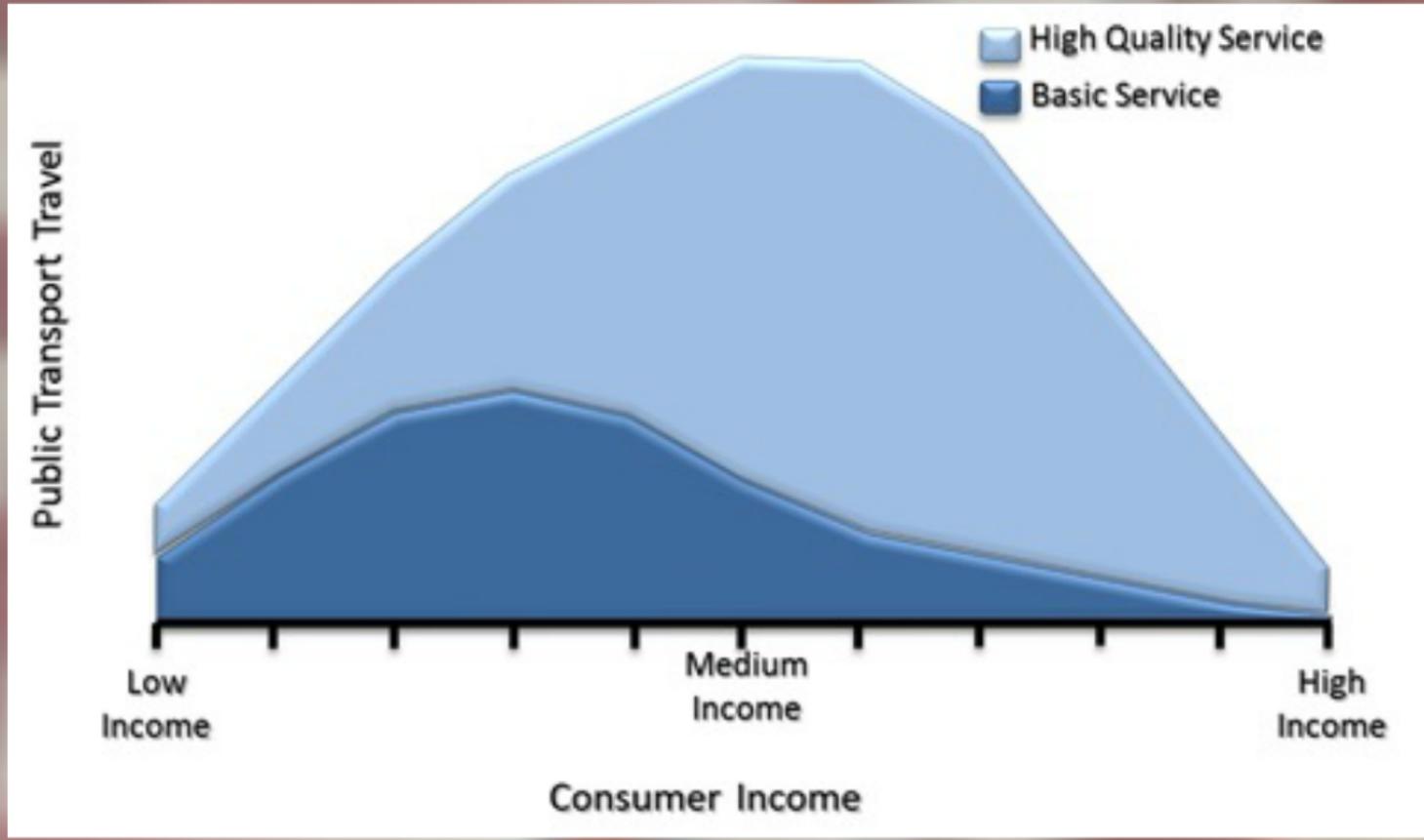


**A DEVELOPED COUNTRY IS
NOT A PLACE WHERE THE
POOR HAVE CARS!**

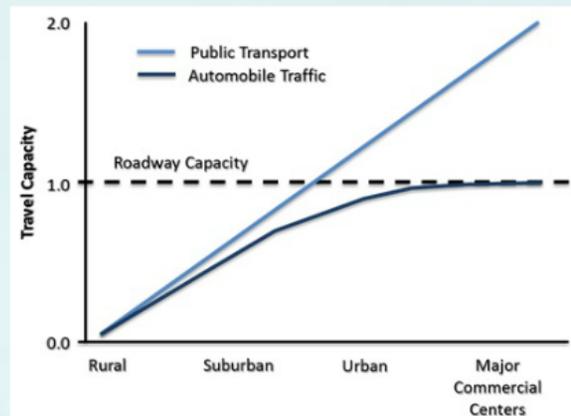


DEMAND for urban transport and quality of service

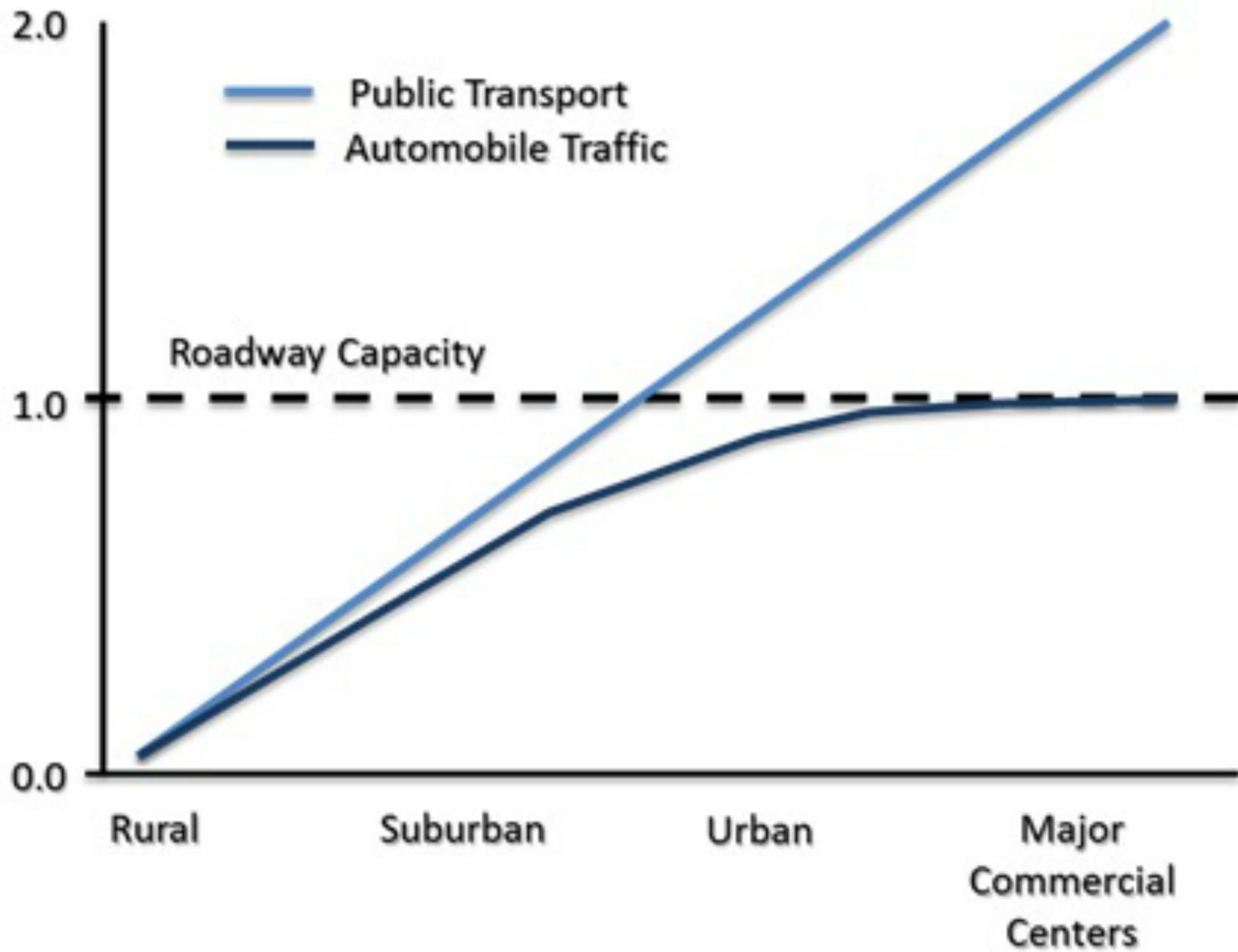




Urban transport and traffic congestion



Travel Capacity

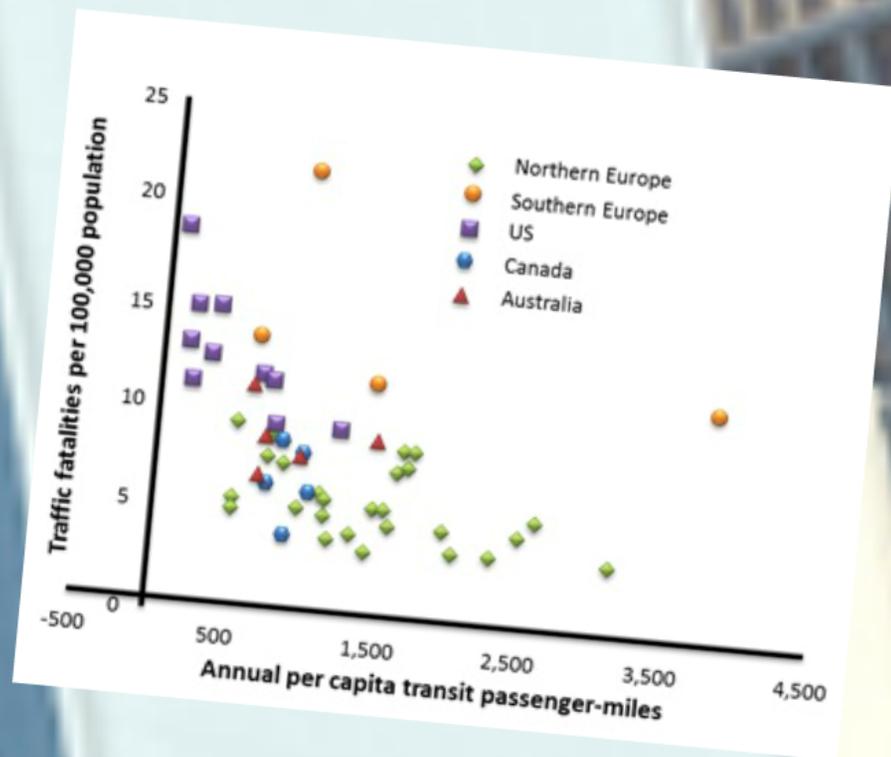


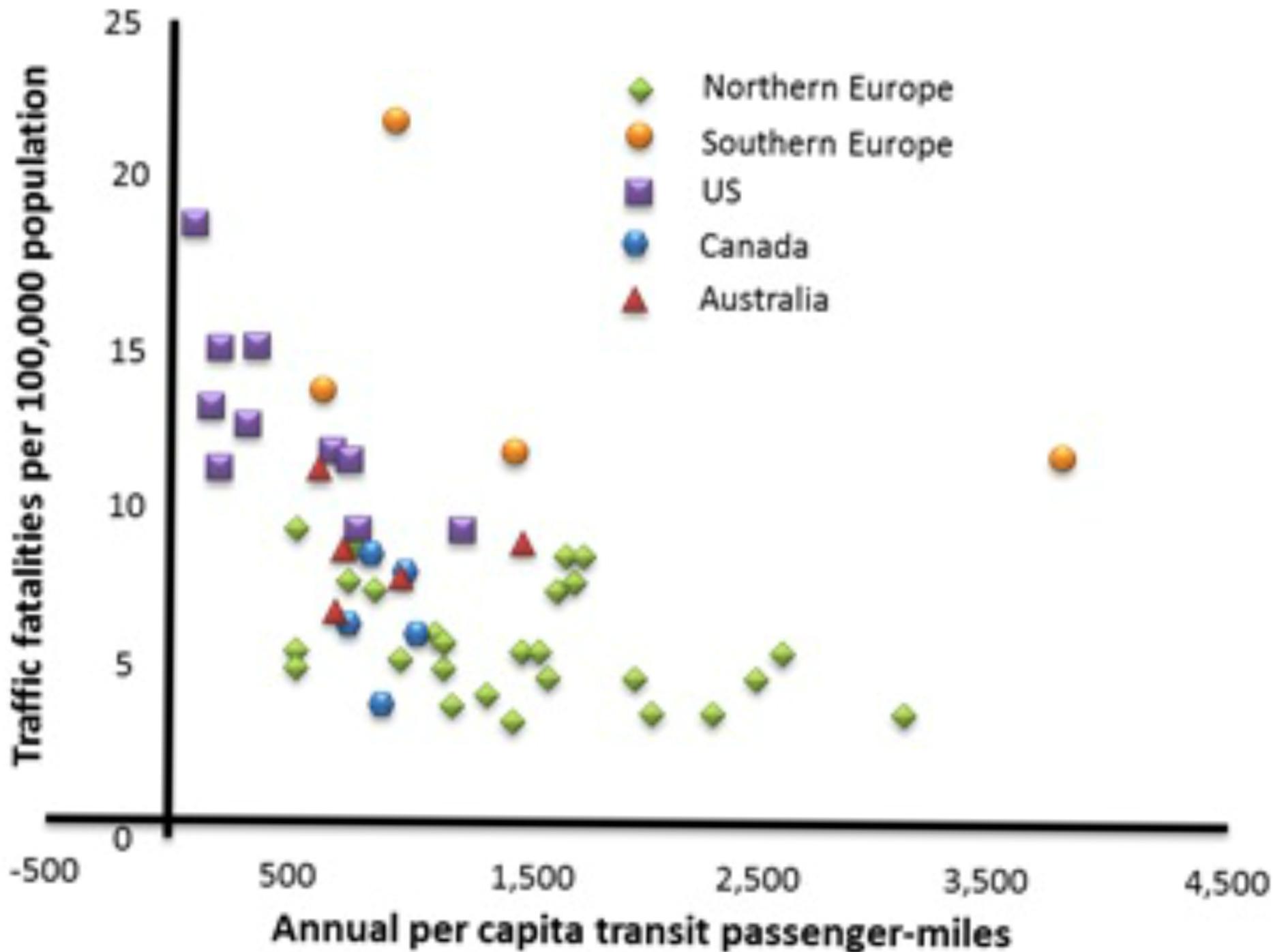
Public Transport
Automobile Traffic

Roadway Capacity

Rural Suburban Urban Major Commercial Centers

Urban transport and road safety





and use and transportation funding policies heavily influence our travel behavior and travel choices.



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Investments' focus

Pedestrian and bicycle facilities

+

Public Transport

=

Fewer car trips

More trips by walking, cycling, public transport

Less GHG emissions

Road capacity expansion

+

Parking facilities

+

Public Transport

=

More car trips

Less trips by walking, cycling, public transport

More GHG emissions

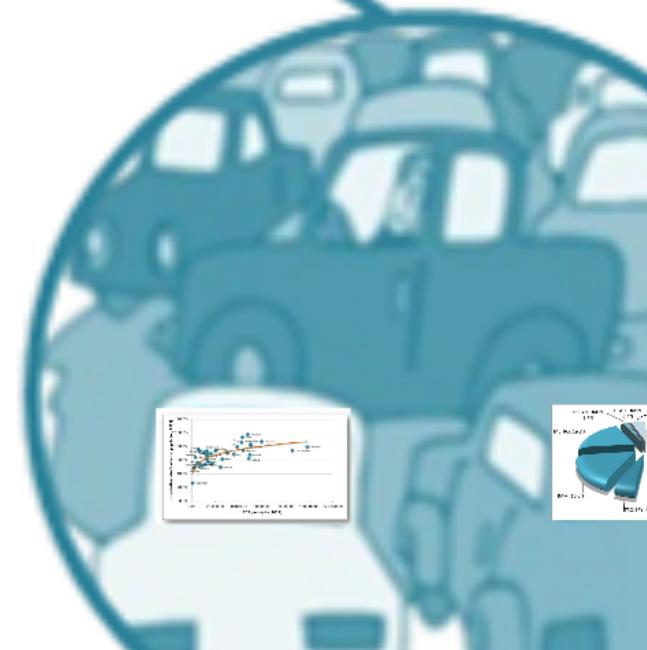


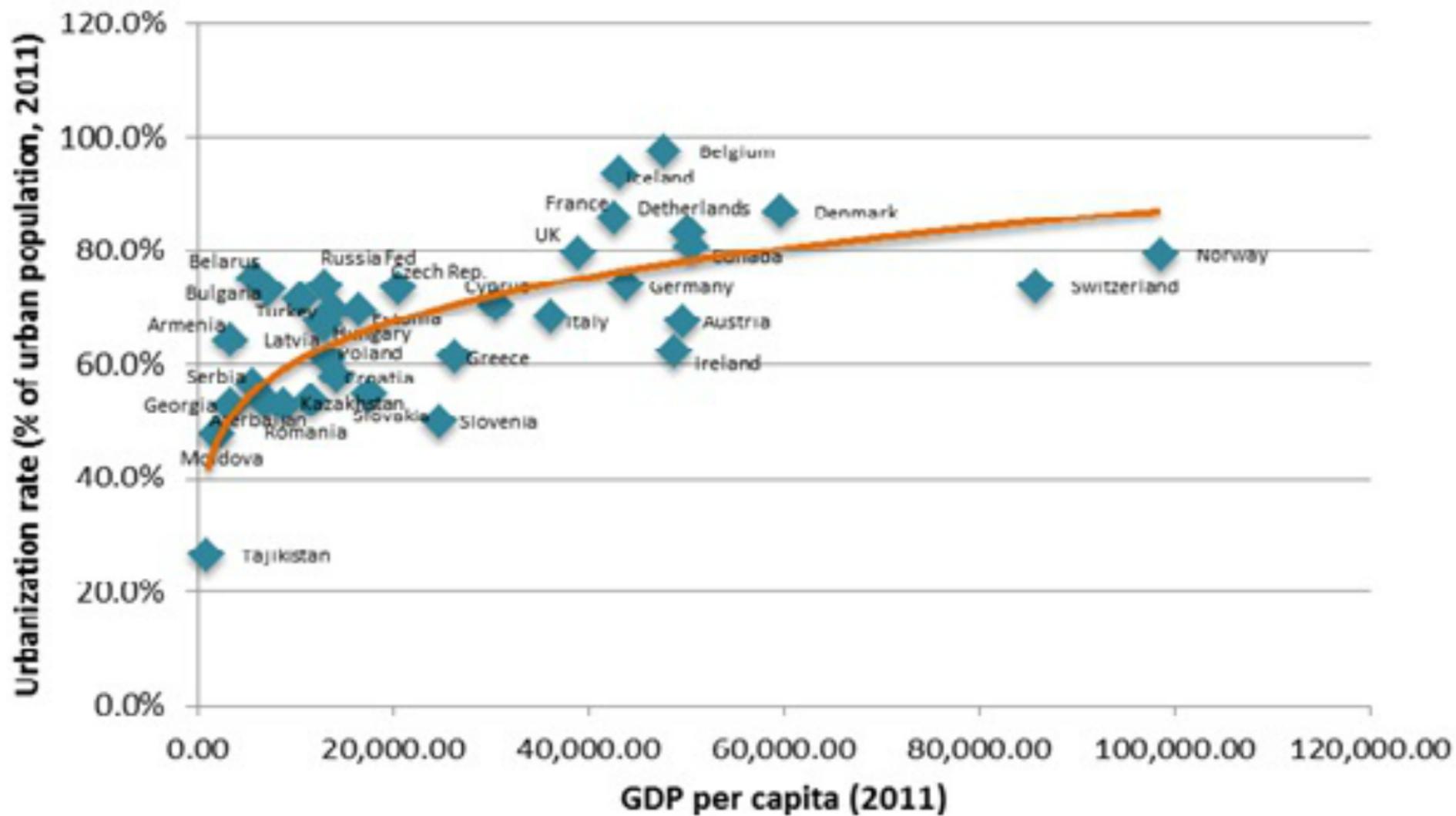


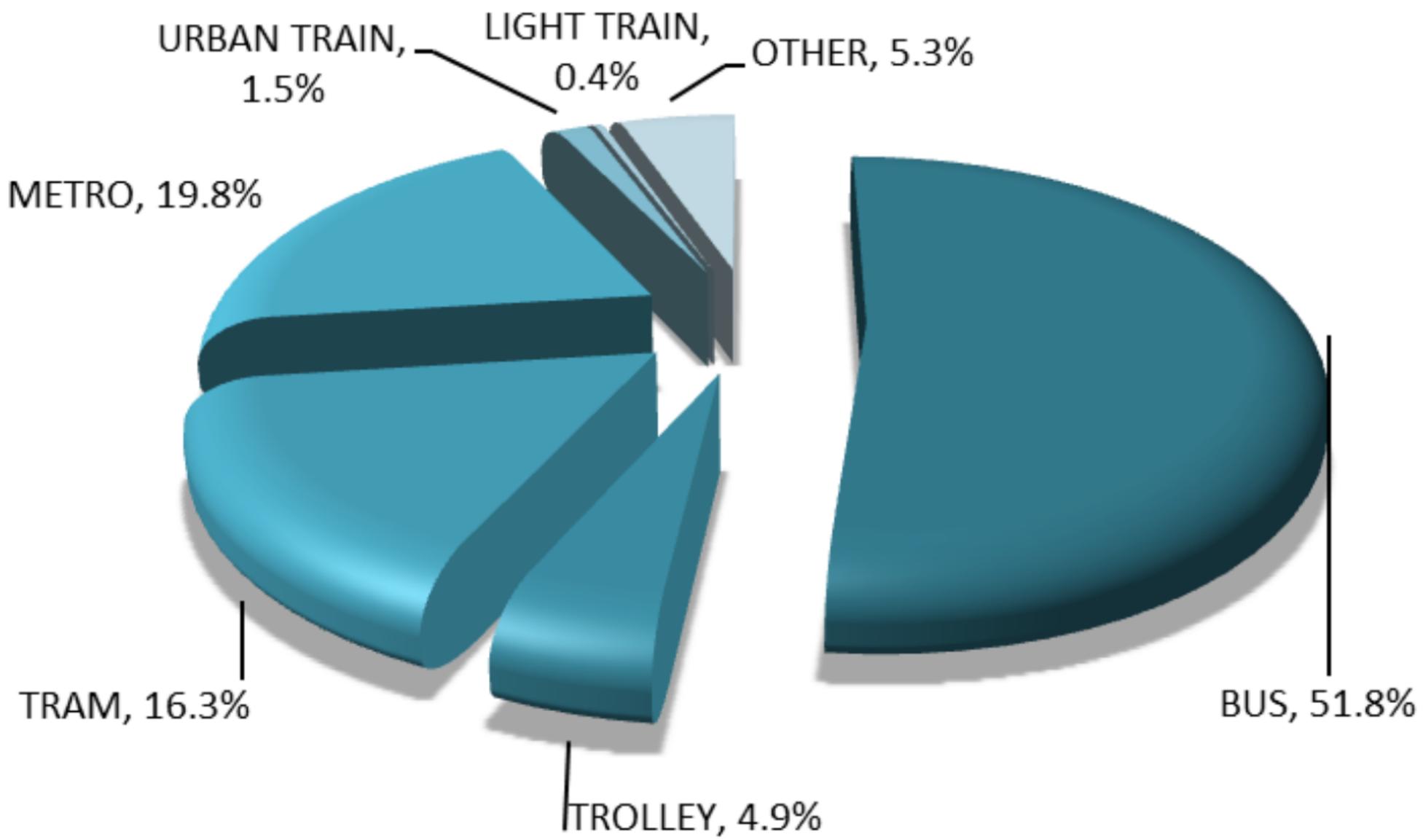
Urbanization & Public Transport demand

The world urban population is expected to increase by 72 per cent by 2050, from 3.6 billion in 2011 to 6.3 billion in 2050. Urbanization needs efficient and sustainable public transport networks.

Ability and Congestion



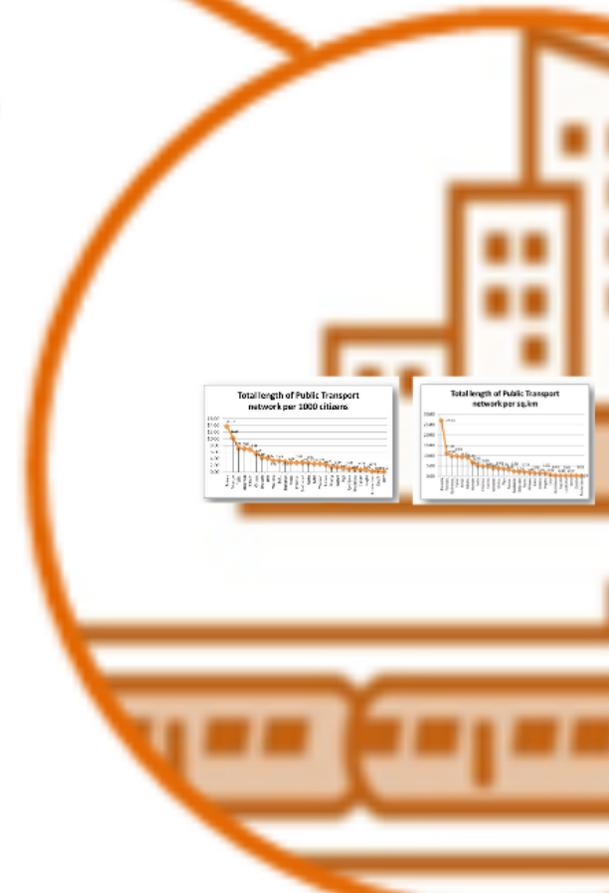
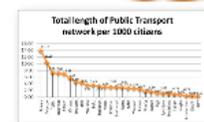




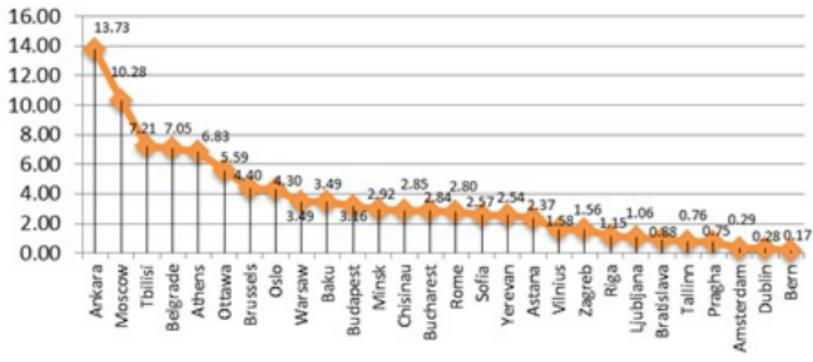
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Accessibility and Congestion

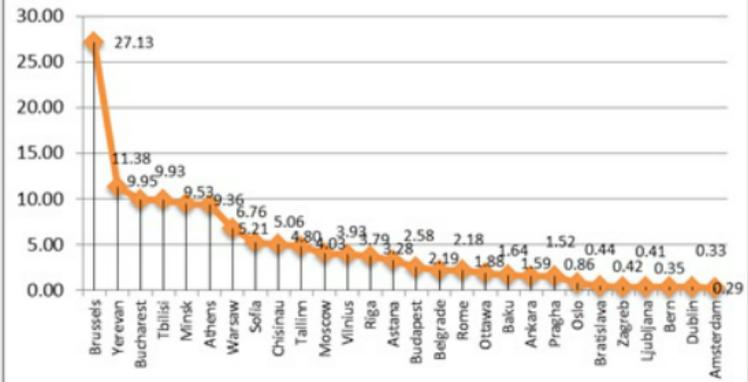
Access of the urban population in total with the most efficient and effective way to employment opportunities, health and education facilities by reducing congestion and its negative effects, should be main objective of a sustainable public transport network



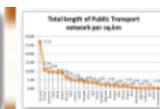
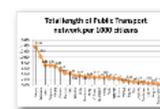
Total length of Public Transport network per 1000 citizens



Total length of Public Transport network per sq.km

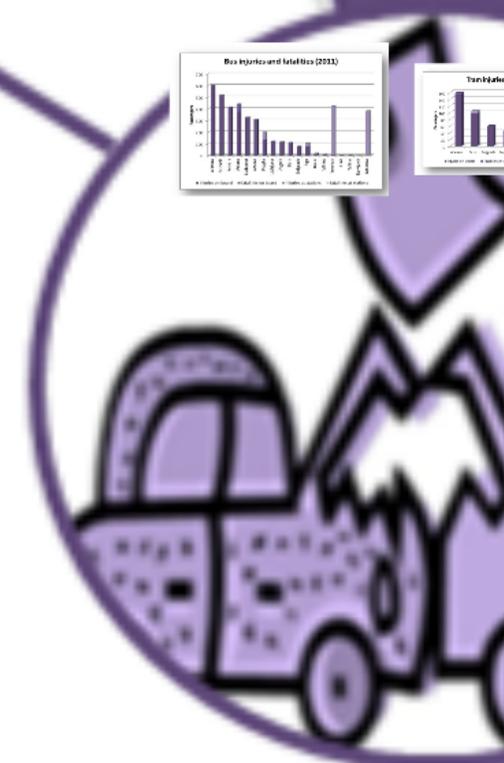
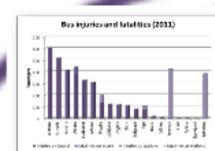


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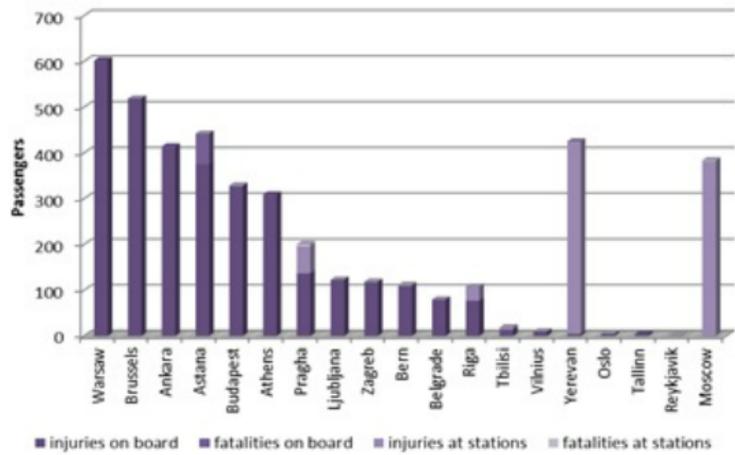


Road Safety

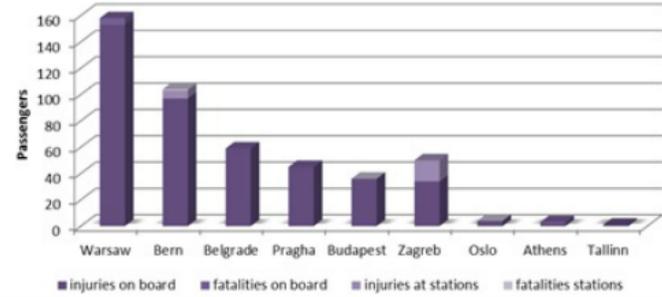
The development of Sustainable public transport is interrelated with the reduction of road fatalities and therefore increase of road safety. Residents of public transport-oriented communities with high rates of use have significantly lower per capita traffic fatality rates compared to residents of more automobile-dependent, sprawled communities.

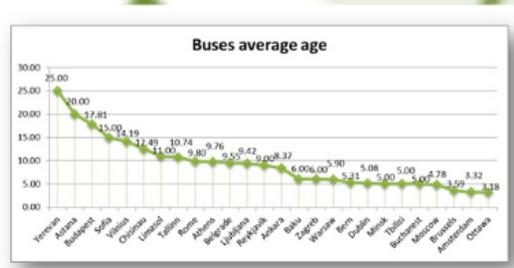


Bus injuries and fatalities (2011)



Tram injuries and fatalities (2011)

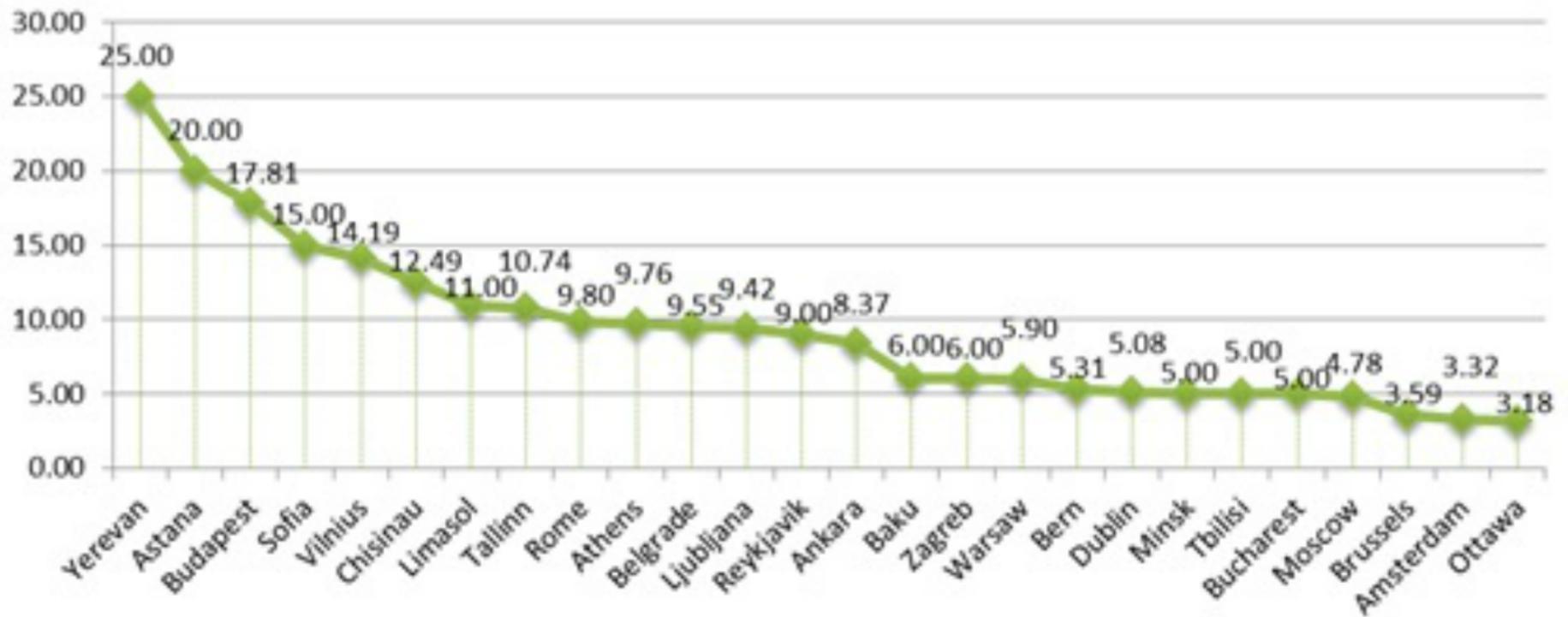




Climate Change

Hundreds of millions of people in urban areas across the world will be affected by climate change. More than half of the world's greenhouse gas emissions come from urban areas. Sustainable public transport leads the fight against cities' air pollution.

Buses average age



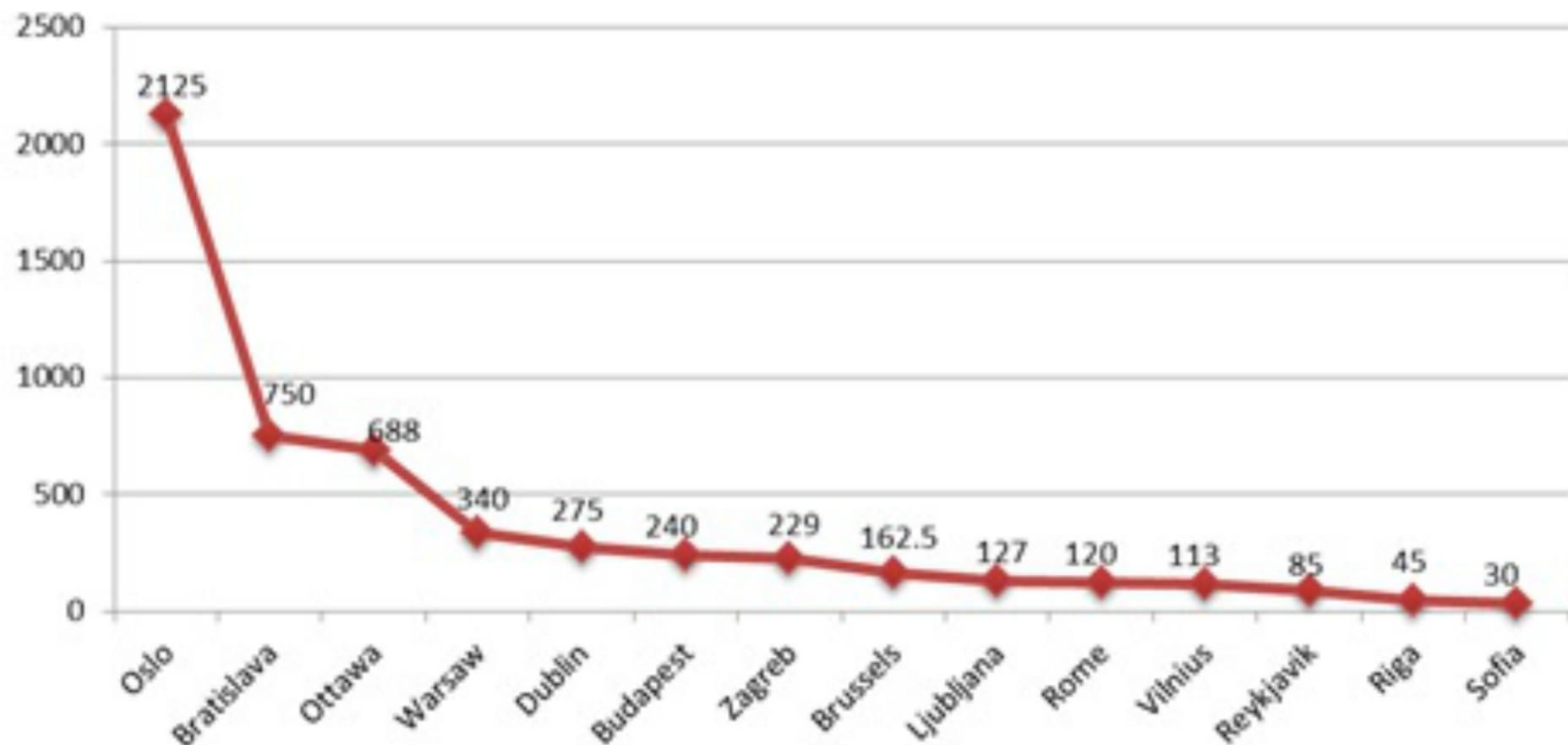
public transport capacity and increase the access of the urban poor to employment opportunities and health and education facilities

Well being: Cycling and Walking

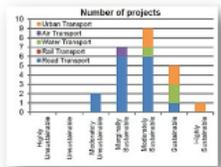
The promotion of non-motorised transport (cycling and walking) for everyday physical activity is a win-win approach; it does not only promote health but can also lead to positive environmental effects, especially if cycling and walking replace short car trips. Sustainable Public Transport promotes cycling and walking!



Cycling lanes in the Metropolitan area (in kilometers, 2011)



on population purchasing power and on the need to ensure profitability of public transport is a difficult exercise. The main message of Sustainability should be that all Citizens afford public transport tickets.



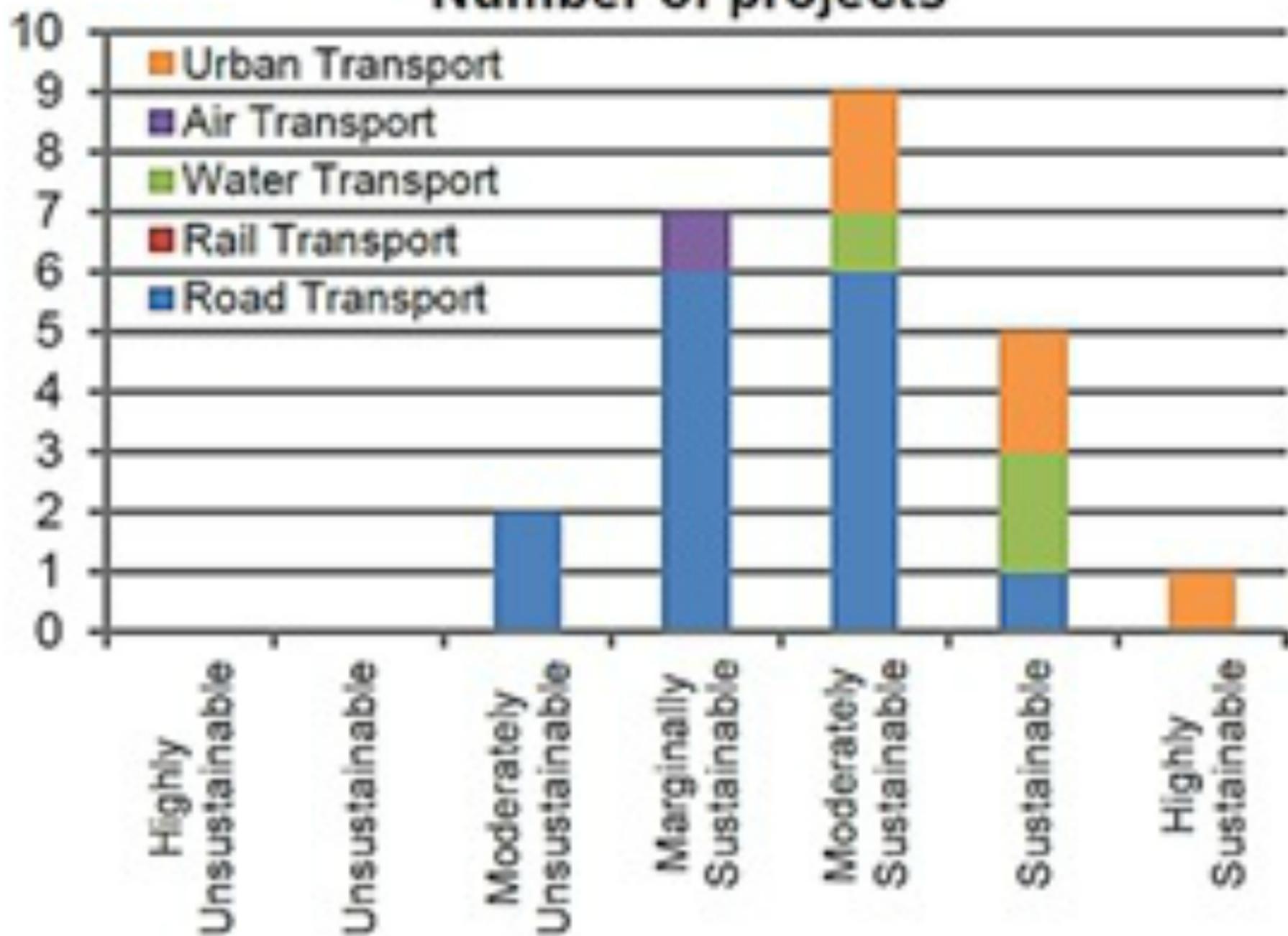
Public Transport Financing

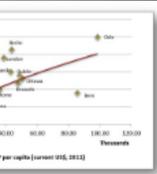
Sustainable public transport financing should focus on projects that improve the integration across urban services, increase public transport capacity and increase the access of the urban poor to employment opportunities and health and education facilities.

Well being: Cycling and Walking

The promotion of non-motorise transport

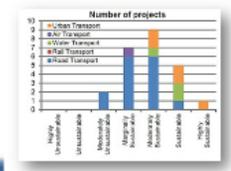
Number of projects





Affordability

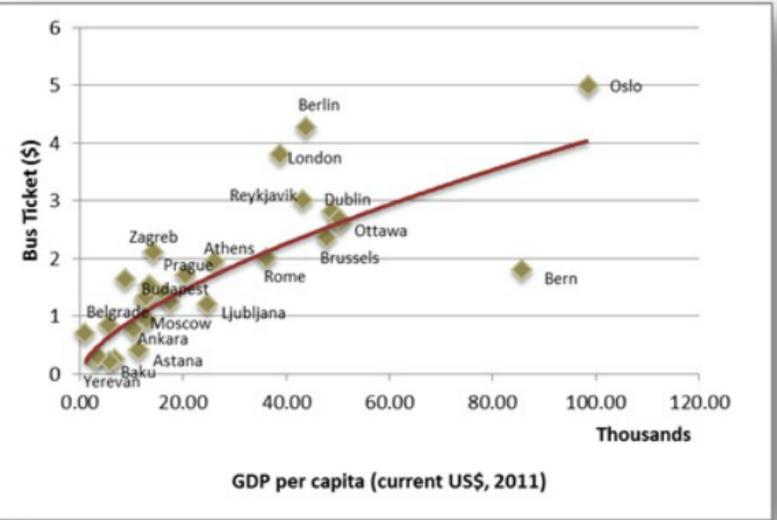
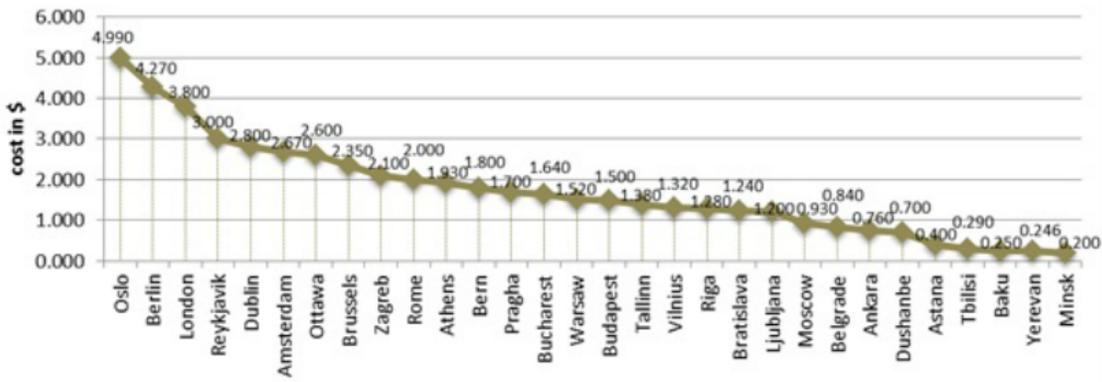
Sustainable public transport implies availability for all! Calculation of fares based on population purchasing power and on the need to ensure profitability of public transport is a difficult exercise. The main message of Sustainability should be that all Citizens afford public transport tickets.



Public Transport Financing

Sustainable public transport financing

Bus cost of 1 hour / 1 time ticket



Urbanization & Public Transport demand

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Sustainable Urban Transport and Mobility

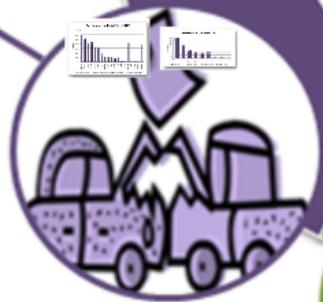
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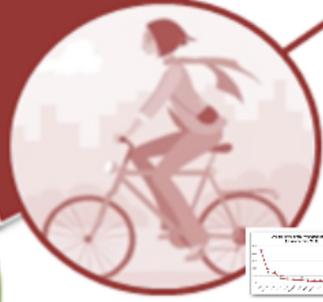
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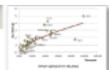
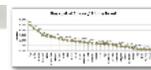
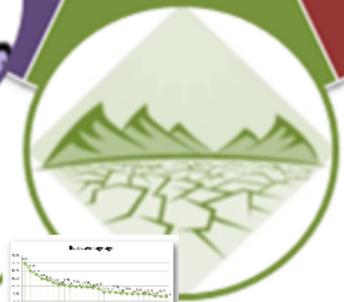
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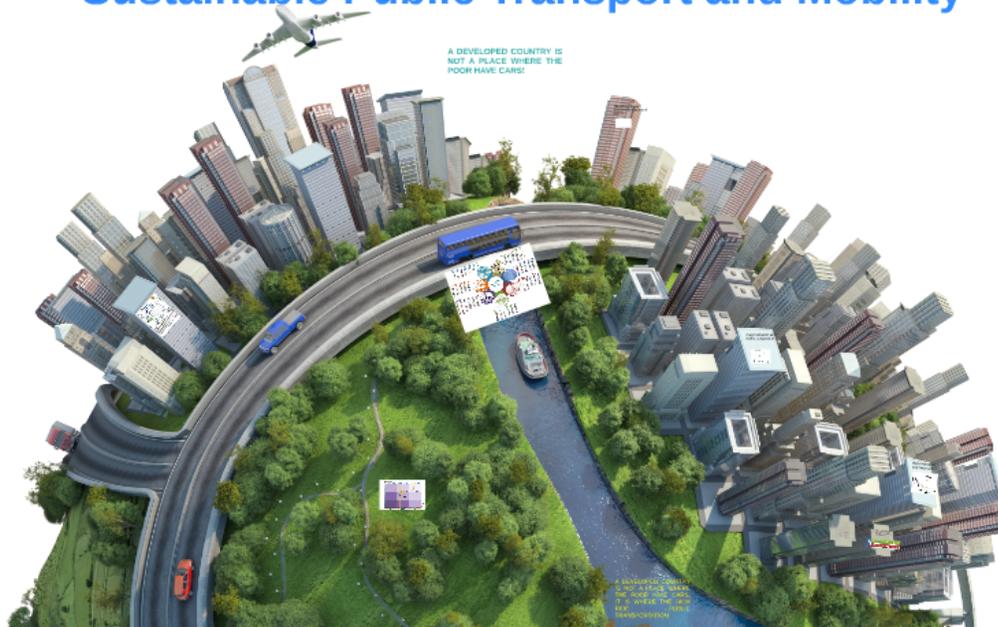
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Sustainable Public Transport and Mobility



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Armenia Yerevan



Size: 227 km ²	Existing means of Public Transport in Yerevan:						
Population: 1,121,00							
Density: 4,896 inhabitants/km ²	BUS	TRAM	METRO	TROLLEY	URBAN TRAIN	LIGHT TRAIN	MINIBUS
Tourist Season: July - October							
Number of Tourists:							
Number of Parking: 60		Lines in km	1,324	Number of stations	750		
distribution of passengers among means of public transport 		Lines in km		Number of stations			
		Lines in km	12,1	Number of stations	10		
		Lines in km	-	Number of stations	-		
		Lines in km		Number of stations			
		Lines in km		Number of stations			
		Lines in km	1,200	Number of stations	750		
		Lanes in km					
		Cost of one hour ticket		\$ 0.246			
		Cost of one day ticket		n/a			

Please describe a strategy or initiative implemented by your organization with positive results for the public transport of the city.

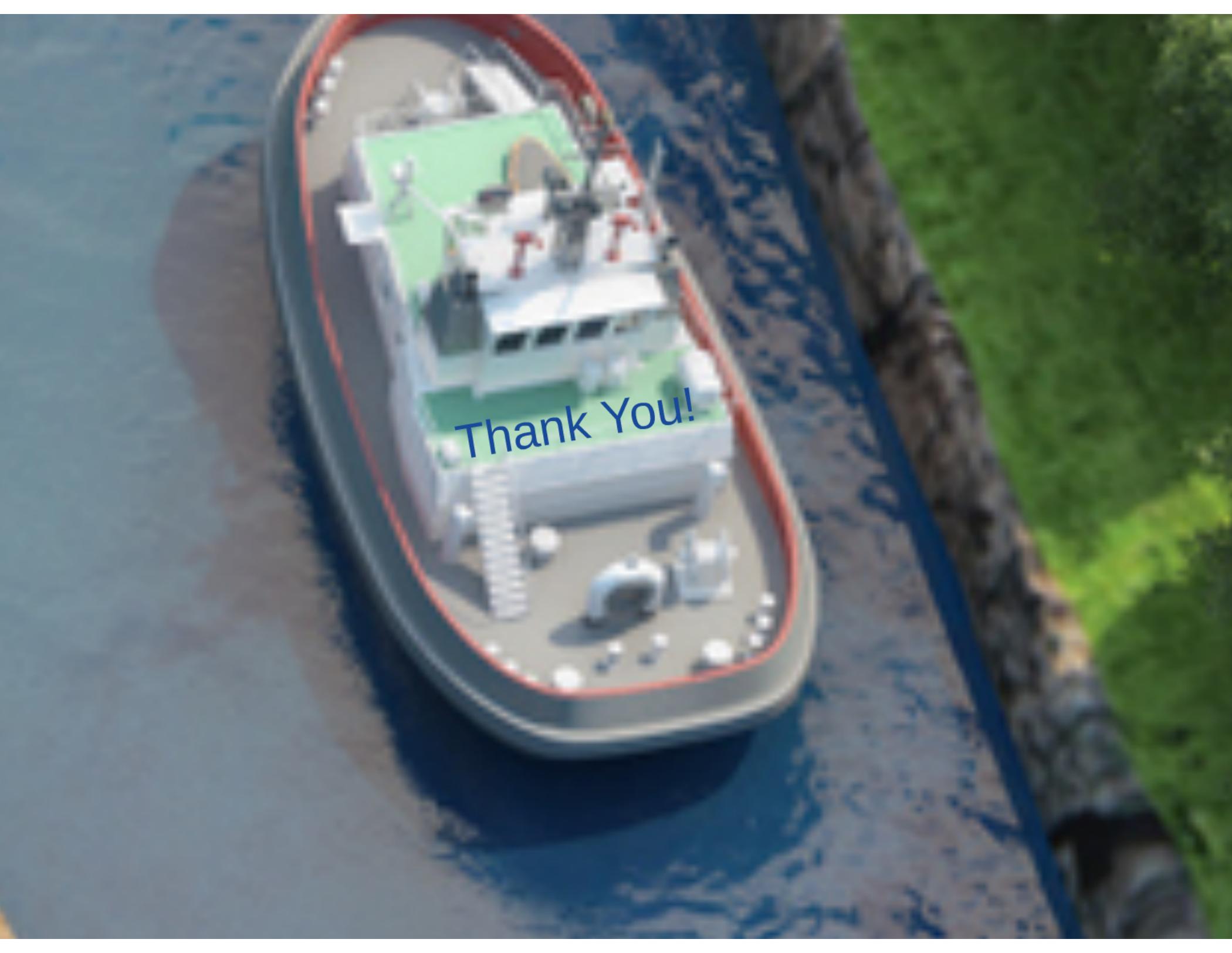
The bus routes are served on contractual basis by 13 private companies, "Autobus" CJSC and "Yerevan autobus" CJSC. To replenish the bus fleet of the capital in 2012, 249 Chinese buses of "HIGER" KLQ6770G model were imported to the capital and 18 intra-urban itineraries are already served by them. Due to the actions undertaken the number of intra-urban buses has significantly increased, and the volume of passenger transportation carried out by buses has grown in comparison with the previous year. As a whole, in 2012 a total of 49,3 million passengers were transported by buses which was 12,5 million more than the previous year, or an increase of 34%.

95 mini-bus routes are actually operated in Yerevan and are serviced by about 1900 units of different models. The mentioned routes are served by 43 private companies on contractual bases.

Though the trolleybus fleet wasn't replenished in 2012, certain work has been carried out towards repairing electric rolling stocks, reticular and cable networks, repairing of traction substations, for construction of some new segments of reticular nets, reconstruction and re-operation of traction substations, production and technical re-equipment of trolleybus economy, as well as towards increasing of efficiency of trolleybus operations.

An aerial photograph of a swimming pool with a blue tiled bottom and a green lawn. The text is overlaid on the pool area.

A DEVELOPED COUNTRY
IS NOT A PLACE WHERE
THE POOR HAVE CARS,
IT IS WHERE THE RICH
RIDE PUBLIC
TRANSPORTATION



Thank You!