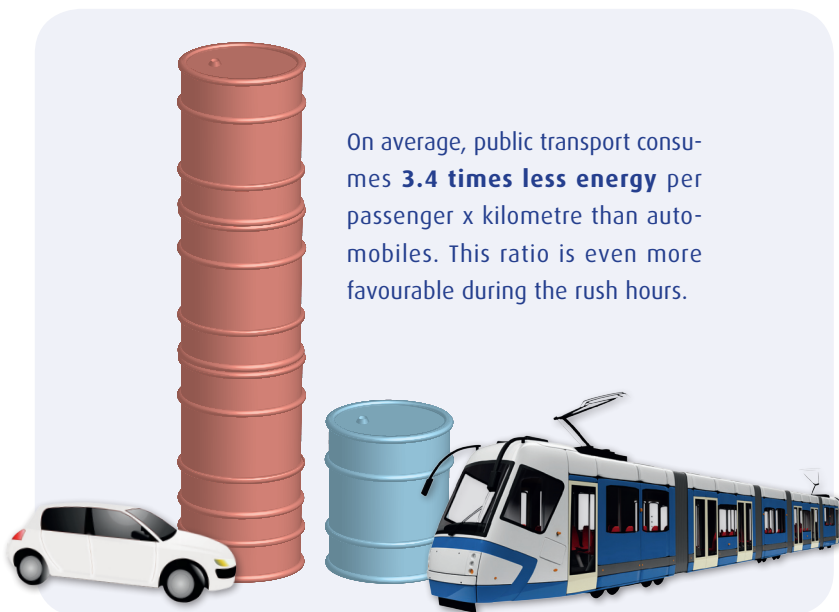


Public transport helps the planet breathe

The global energy demand for transport has increased fivefold since the 1950s. Transport is responsible for approximately 23% of energy-related CO₂ emissions on a global level and 13% of all greenhouse gas globally. The introduction of new clean technologies has simply been outstripped by the growth in the number of vehicles and journeys. Behavioural change is the only solution to reach immediate results and yield major benefits in the long term.

- > Worldwide, greenhouse gas emissions from the transport sector are the fastest-growing of all economic sectors, and road transport currently accounts for the majority of all emissions from transport (90%).
- > Considering the average life of vehicles, cleaner fuels and vehicles will not bring significant change before 2040.
- > Policy-driven strategies in favour of public transport are much more effective than purely technological solutions to tackle energy efficiency, local pollution and climate change.



On average, public transport consumes **3.4 times less energy** per passenger x kilometre than automobiles. This ratio is even more favourable during the rush hours.

2025=PTx2

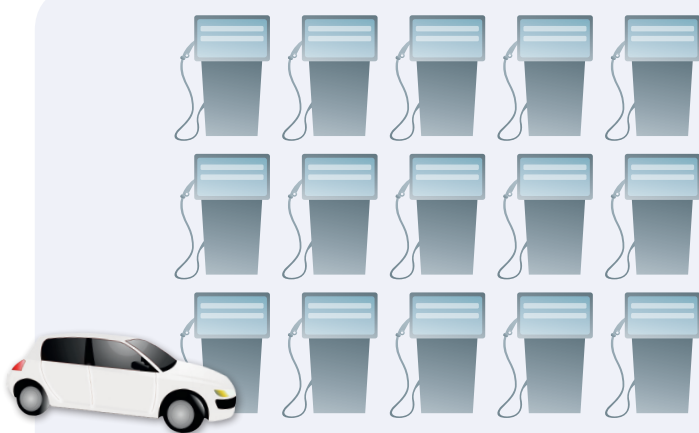
Vienna (Austria)

Public transport supply density in Vienna is about 75% higher than the average for West-European cities and is increasing by about 3% per year. Sustained efforts, coupled with strongly integrated public transport and urban planning have resulted in steadily increasing public transport modal share: 29% in the mid 1990s, 35% today, and an expected 40% by 2020. Public transport ridership in Vienna currently stands at about **500 journeys per inhabitant per year**, a performance which is, with Zurich and Munich, a European benchmark.

2025=PTx2

Singapore

Travel demand is expected to jump from 8.9 to 14.3 million trips a day by 2020. Due to limited available space, the increase in travel demand must largely be met by public transport. Authorities have set the objective of a **70% modal share for peak hours by 2020** compared to 63% today and 67% in 1997. Key public transport strategies to achieve this objective are the centralisation of bus network planning and the extension of the mass rapid transit system (an additional 140km to reach a total of 278km by 2020). Another objective is that 85% of public transport commuters complete their journey within 1 hour compared to 70% today. Singapore's strategy is also based on demand and road use management, as well as on the meeting of diverse needs (low income groups, community engagement, etc.)



Each citizen in cities where the modal share of public transport, walking and cycling is high **saves 500 to 600 litres of petrol per year; equivalent to 15 full tanks.**