



Russian University  
of Transport



**UNECE**



**Green transport  
in providing  
a comfortable  
urban environment**



# The comfort of the urban environment is determined by:



**Safety**

**Arranging  
public spaces**

**Inclusive  
mobility**

**Active business  
environment  
and investment  
policy**

**Jobs availability**

**Social  
security**

**Rational  
planning and  
placement  
scheme**

**Multicultural  
integration**

**Organization  
of leisure  
activities**

**Extensive  
accessible  
infrastructure**

**Developed  
system  
of services and  
communication  
s**

**Ecology  
and healthy  
lifestyle**

**Level  
of digitalization**



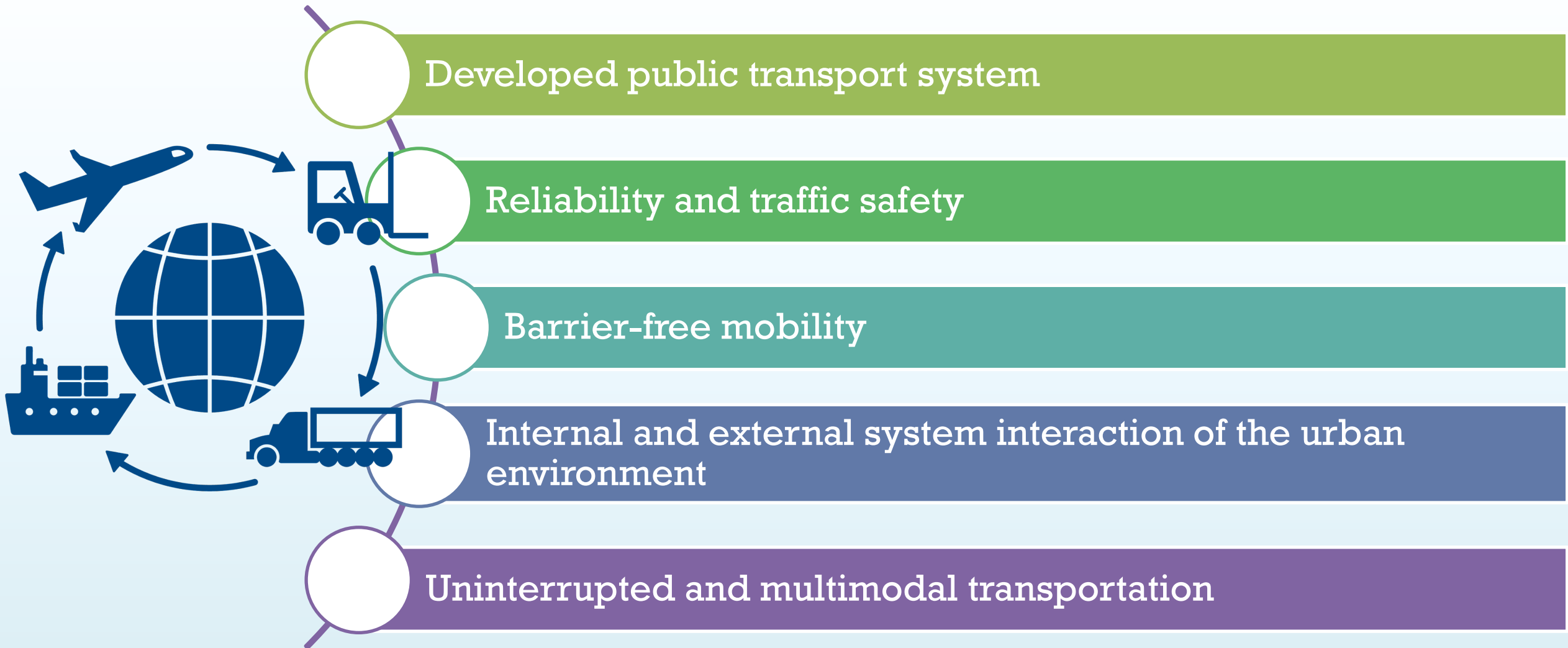


- **Urban environment quality index**
- **Index of livable cities**
- **Overall rating of attractiveness of cities**
- **Rating of smart cities**
- **Rating of innovative cities**
- **Global Cities Index**
- **Rating of cities for remote working**



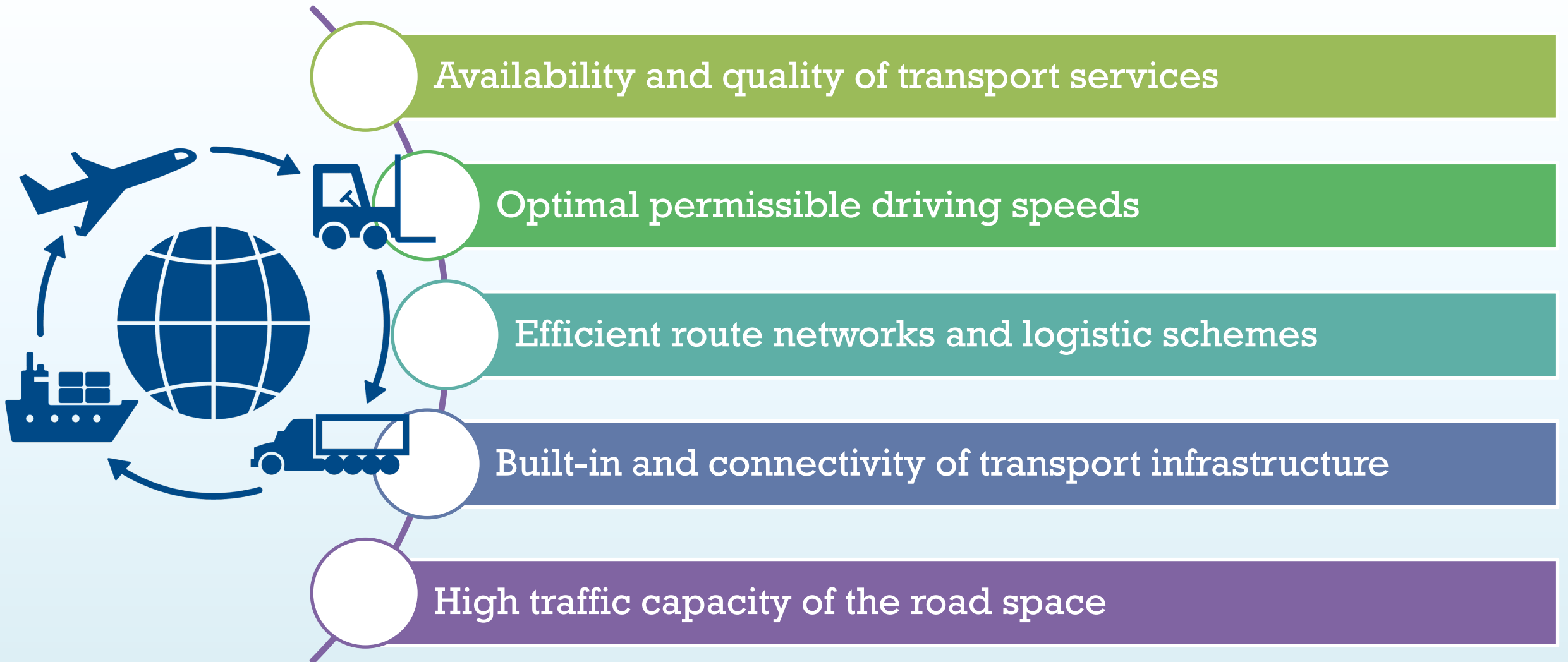


# Transport dimension of comfort and liveability in the cities





# Transport dimension of comfort and liveability in the cities





# The accessibility of urban transport environmental performance is due to:



**Deindustrialization of cities**

**Global coherence of actions to achieve the Sustainable Development Goals in relation to reduce the negative impact of transport on air quality and the state of the city's environment**

**Wide development of “green” technologies and their targeted implementation in the transport sector**

**Consistent integration of environmentally friendly transport systems into strategic urban development plans**

**Inclusion in international and national legislation of environmental rules, regulations and restrictions on the modes and technologies of exploited transport**

**Active presentation of eco-driving modes, energy-saving supply chains in the work of urban transport**





## Challenges in achieving environmental indicators in urban transport



Lack of equal opportunities for cities in different countries to provide adequate funding for green transport projects



Global consumption growth



Stable high demand for petroleum products and use of gasoline vehicles



Insufficient level of ecological culture of citizens in the use and perception of transport



Reduced investment in sustainability transport projects in the context of the prolonged pandemic crisis



Existence of a psychological separation of the concepts of “environmental friendliness” and “comfort” of transport



# Features of the development of green transport in Russian cities



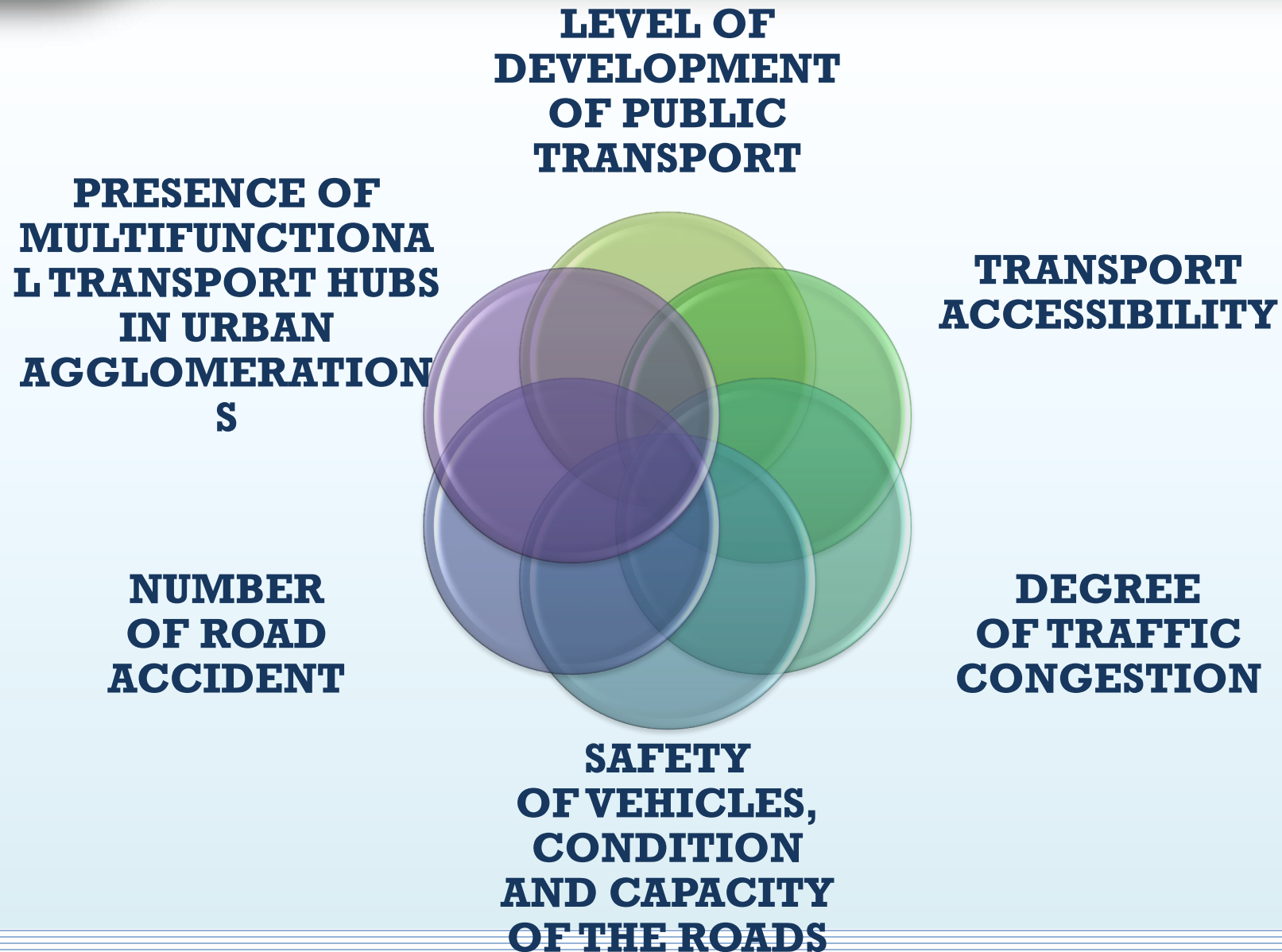
- ✓ **Formation of most urban agglomerations as monocentric environments tied to large, usually environmentally harmful, industrial centers and extractive industries with a network of mainly freight and industrial transport**
- ✓ **Demographic problems of remote urban areas, an objective reduction in the demand for mobility and, as a result, the transfer of environmental problems of transport to the secondary category**
- ✓ **Lack of sufficient funds for the development of new energy-saving transport technologies in a number of cities**







The indicators of the attractiveness of Russian cities in relation to transport are presented by:



Special “green” transport indicators are practically absent in the internal ratings for assessing the urban environment



Despite the prosperity of several Russian cities (such as Novosibirsk, Novorossiysk, Krasnodar, Krasnoyarsk) their transport:



**GENERATES UP TO 70% OF HARMFUL EMISSIONS**



**PROVIDES A SIGNIFICANT CONCENTRATION OF TOXIC SUBSTANCES IN THE ATMOSPHERE, EXCEEDING THE PERMISSIBLE LIMITS**



**POLLUTES THE URBAN WATER AREA WITH WASTE WATER**



**HAS A SERIOUS NEGATIVE IMPACT ON THE HEALTH, MORBIDITY AND MORTALITY OF THE POPULATION**



# The comfort of the urban environment is determined by:



**Expansion in the urban public transport fleet, operating on natural gas (Kazan, Yekaterinburg, Samara, Ufa, Kaliningrad)**

**Replacement of diesel buses with electric buses (Moscow, Perm)**

**Expanding infrastructure opportunities for cycling and off-street transport (Sochi)**

**Increasing the share of underground' electric transport (Moscow)**

**Widespread use of electric scooters as an everyday means of transportation (Kursk)**

**Restriction of movement of cargo transport in the city (St. Petersburg, Krasnodar, Krasnoyarsk)**

**Implementation of a system for regular monitoring of the environmental performance of urban located ports (from 2022)**

**Improving fuel standards**





**In the developing programs and monitoring systems of cities in the Russian Federation, it is necessary to more actively introduce indicators of increasing the sustainability of transport, ensuring the necessary balance in solving economic, social and environmental problems through:**



**MOVING AWAY FROM  
THE INERTIAL  
MODEL OF URBAN  
DEVELOPMENT  
AND TRANSPORT  
NETWORKS**

**INTEGRATING  
SUSTAINABLE  
DEVELOPMENT  
GOALS IN  
TRANSPORT - INTO  
THE PRIORITIES OF  
CURRENT AND  
FUTURE RUSSIAN  
NATIONAL AND  
MUNICIPAL POLICY**

**RESTRUCTURING THE  
BUDGETARY POLICY  
OF CITIES TOWARDS  
INCREASING  
FUNDING FOR THE  
INTRODUCTION OF  
GREEN  
TECHNOLOGIES AND  
ECO-TRANSPORT**



# Thank you for your attention!

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