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The transport sector remains a stubborn outlier in Europes decarbonization efforts. Despite a strong policy framework, transport emissions in the EU have continued to climb, putting the blocs climate targets at risk. Swift and strategic action is required to reverse this trend. By adopting innovative financing solutions, strengthening public-private collaboration, and implementing targeted policy measures, the EU can reduce transport emissions while strengthening economic resilience and competitiveness.Download Full ReportKey Findings and RecommendationsThe transport sector is the EUs largest source of greenhouse gases, and emissions continue to rise in many member states. Between 1990 and 2022, transport emissions in the EU increased by 26%, while emissions from other sectors fell by 42%. Road transport was the primary contributor, responsible for 73% of sectoral emissions in 2022, driven by growing car ownership, increased road freight activity, and a shrinking share of rail freight. The EU can enhance the impact of public resources by leveraging private sector expertise, capital, and partnerships to scale results. Financial tools and de-risking mechanisms can help bridge investment gaps, while public-private partnerships in transport infrastructure and services could crowd in global expertise and innovation. Additionally, expanding policy-based conditionalities to EU funds would help maximize their impact and promote best practices across the region. E-mobility offers significant potential but requires additional action to overcome barriers. The EU accounted for a quarter of global electric vehicle (EV) sales in 2023, yet affordability remains challenging. Policies to incentivize smaller, more energy-efficient EVs and electrifying commercial fleets are key steps. Expanding modern concession models, pooling procurement for electric buses, de-risking mechanisms, and innovative business models for zero-emission trucks are all crucial for advancing sustainable transport solutions.Urban areas, home to 75% of the EU population, are central to reducing transport emissions. The EU should find ways to improve governance frameworks and diversify financing and funding mechanisms in cities and metropolitan areas. Expanding the application of tools like congestion charges, dynamic parking pricing, and land value capture can help leverage funding sources for sustainable urban transport systems. Learning from the best-in-class examples in Europe and abroad, successful practices could be replicated across the region.Finally, rail freight holds untapped potential for Europes decarbonization goals, despite its modal share falling to 17% in 2022. Targeted investments in cross-border coordination, digitalization, last-mile connectivity, and multimodal logistics can help railways regain competitiveness and boost efficiencies. The EU could also explore alternative funding sources for railway systems, including from the Emissions Trading System, and consider options to increase private sector participation in infrastructure development and management. Washington, D.C., February 27, 2025 -The World Banks Board of Executive Directors approved a new project to support Guyana in upgrading and rehabilitating the countrys road infrastructure. The \$156 million Integrated Transport Corridors Project will focus on enhancing Guyanas transport network in selected regions, ensuring it is better equipped to withstand natural hazards and provide safer, more reliable mobility for people.Guyanas road infrastructure faces several challenges, particularly in the coastal regions, where roads are highly vulnerable to extreme weather events. Over 60% of the road network consists of smaller roads, many of which sit on low-lying coastal plains, making them highly exposed to the impacts of rising sea levels, increased rainfall intensity, and more frequent extreme weather events like storms and flooding.The most recent flooding event in 2021 caused over \$100 million in damage to the agriculture and transport sectors.Poor road conditions hinder access to essential services like healthcare and education, disrupt economic activities, and isolate communities. Additionally, the road safety situation in Guyana is concerning, with a road mortality rate of 15 deaths per 100,000 population.The project will focus on upgrading and rehabilitating key road corridors in selected regions of Guyana, with a particular emphasis on improving resilience to natural hazards. It will implement critical infrastructure improvements such as enhancing drainage systems, stabilizing slopes, and raising embankments to prevent erosion to safeguard vital transport links that support agriculture, tourism, trade, and access to essential services like healthcare and education.The project will also prioritize road safety and inclusivity. This includes the safety assessment of the entire primary road network and road safety audits for selected roads, followed by the installation of road safety engineering solutions like crash barriers and traffic calming measures, and the creation of dedicated lanes for non-motorized transport, such as pedestrians and cyclists. Special attention will be given to high-risk locations like schools, hospitals, and markets. Mobility plans tailored to the needs of women and other vulnerable groups will feature in the project as well as road asset management systems, creating safer and transportation options.Guyanas rapid economic expansion places increasing pressure on infrastructure, while the growing risks from natural hazards, such as flooding and storms, further challenge the country's systems. This project will help Guyanas road network keep pace with its growth by making it safer and more resilient, saidDiletta Doretti, World Bank Group Resident Representative for Guyana.The project is funded through the World Banks International Development Association, the arm of the World Bank that helps the worlds low-income countries.Learn more about our work in the Caribbean:Website:www.worldbank.org/caribbeanSubscribe to ourmonthly newsletter: us on Facebook: updated via Twitter: our YouTube channel: PHNOM PENH, November 21, 2024 A new World Bank report, Cambodias Regional Connectivity: Unlocking the Full Potential of Transport Corridors, identifies critical challenges in Cambodias transport sector and proposes targeted investments and policy measures to improve regional connectivity. It shows that Cambodia can play an important role in promoting regional trade and connectivity by enhancing its transport links with neighboring countries and embracing its vision of enhancing multimodal transport developmentRegional connectivity and logistics development are Cambodias top priorities; strengthening our capacities will be key, said H.E. Peng Ponea, the Minister of Public Works and Transport. They can help position Cambodia as one of key players in regional connectivity and boosting trade along the global supply chains.The Cambodian government developed the Comprehensive Intermodal Transport and Logistics System (CITLS) Master Plan for 20232033 to improve the performance and efficiency of the transport sector and support the achievement of the national development objectives defined in its Pentagonal Strategy Phase 1. This World Bank report provides complementary recommendations that focus on immediate investments and policy actions to unlock opportunities along key existing transport corridors in Cambodia.The report broughttogether key stakeholders from the government,theprivate sector, and development partners to explore options to enhance Cambodia's transport sector and regional connectivity, said Tania Meyer, World Bank Country Manager for Cambodia. Acomprehensive approach to transport network developmentwillhelp improve Cambodiascompetitiveness, unlock its export potentialand promote trade in the region.Cambodias export-driven growth has resulted in increased demand to move ever-larger volumes of goods and cargo more efficiently along its transport network and across its borders. The report proposes priority investments and policy actions to improve the performance of the existing road, rail and inland waterway transport. A comprehensive and coordinated approach to transport network development with a focus on climate resilience will help improve competitiveness, increase economic efficiency, and promote trade in the region. This page in: English Franaais Espaol Transport plays an important role in fostering economic growth, linking people to essential services, the growth of cities, and the creation of jobs. The World Bank works with client countries to provide mobility that is safe, efficient, and accessible. Download NovDespite increasing food production over the past three decades, 58% of Africans remain food insecure. Transport is an often-overlooked contributor to this challenge. Poor transport connectivity, failures at critical ports and border crossings, and high trade costs create long food supply chains that fail to reliably get staple products to people.Improving Transport Connectivity for Food Security in Africa: Strengthening Supply Chains examines the continents food production and distribution. The report scrutinizes transport routes over land and water, the efficiency of ports and border crossings, and the adequacy of storage capacity to several key questions:Why so much locally produced food is wasted?Why do African countries rely on distant markets for food staples?How can countries prioritize transport investments to make the biggest dent in food insecurity?The report lays out solutions that can reshape the food logistics chain in Africa, ensuring food efficiently moves from source, to market, to households. The report aims to give policymakers, development practitioners, and the public the solutions they need to turn hunger zones into reliable food corridors. Ukrainian Railways (Ukrzaliznytsia), Ukraines state-owned rail company, has been the backbone of the countrys economy since Russias invasion in February 2022.The rail service has been evacuating millions of people from the frontline regions, delivering goods to all corners of the country, and exporting grain abroad to help sustain global food security.At the time when everything stopped, when the airlines halted flights to Ukraine, Ukrainian Railways remained the key lifeline, not just for passenger movement, but also for cargo and our economy," recalls Oleksandr Pertsovsky, CEO of Ukrainian Railways.But with constant attacks on critical infrastructure, Ukrainian Railways endures daily strikes, leaving the railway network repeatedly damaged. At least 126 railway stations and over 500 km of tracks have been damaged as of November 2024.Restoring and increasing carrying capacity is vital to ensure essential goods reach both communities and businesses.Through its Repairing Essential Logistics Infrastructure and Network Connectivity (RELINC) project, the World Bank and partners are helping to restore critical rail and road connections, as well Ukraines Danube ports operations. RELINC is financed by a \$280 million grant from the Ukraine Relief, Recovery, Reconstruction and Reform Trust Fund (URTF). Emergency RepairsThrough RELINC, Ukrainian Railways procured 18 sets of modular bridges and close to 90 pieces of equipment, including loaders, excavators, heavy-duty truck cranes, dump trucks, drilling rigs, truck-mounted concrete pumps, and other tools needed to repair and maintain the railway infrastructure. This equipment was used to restore 17 destroyed railway bridges and repair more than 80 engineering structures, reconnecting communities that were cut off during the invasion. It was delivered through the United Nations Office for Project Services (UNOPS).With this equipment, Ukrainian Railways was able to restore train service between regions and within liberated territories, which previously had been cut off. It has allowed the company to restore damaged tracks and engineering structures three times faster and carry out this work without relying on contractors."The use of the equipment has yielded results. In fact, we can say that a significant part of the work would have been more complicated or virtually impossible without this equipment, says Ihor Yavnyi, Ukrainian Railways Deputy Head of Department of Tracks and Constructions. The staff are extremely satisfied. Its a completely different experience working with modern excavators compared to those from the 1980s. This equipment not only improves working conditions but also boosts motivation among the team." Ensuring Food Security and ExportIn addition to equipment, Ukrainian Railways also received 200 flatbed wagons to increase its cargo and export capacity, especially considering war-time restrictions on sea transport.Given the constraints of sea transportation, the primary goal of flatbed wagons is to help boost the country's export capacity. By using flatbed wagons for container transport, we can export goods, particularly grain, to other countries via European border crossings. Conversely, we can also receive humanitarian aid and other essential supplies, highlights Yuri Niemchykov, director of the Ukrainian Railways corporate finance department.The delivery of flatbed wagons to transport cargo containers will enhance the freight capacity of Ukrainian Railways, enabling the country to better meet the demands of its economy. WASHINGTON, November 15, 2024 The World Banks Board of Executive Directors approved today \$650 million in financing support for the Transport Resilience and Connectivity Enhancement Project (TRACE) in Kazakhstan, specifically targeting the Jezkazgan-Karagandy section of the Trans-Caspian International Transport Route (Middle Corridor). The project is financed jointly with the Asian Infrastructure Investment Bank (AIIB) and marks the first collaboration between the World Bank Group and AIIB in Kazakhstan.Through substantial capital investments in targeted sections of the Middle Corridor between Jezkazgan and Karagandy, the TRACE project will enhance national and local connectivity and improve trade routes. The project will benefit local communities by improving access to services and employment, supporting economic growth in Ulytau and Karagandy regions, and driving more robust national integration.With the approval of this project, the World Bank continues supporting sustainable infrastructure development in Kazakhstan to improve connectivity along the Middle Corridor, said Andrei Mikhnev, World Bank Country Manager for Kazakhstan. This project will focus on enhancing climate resilience and introducing innovative solutions for road construction and maintenance.The project aims to develop transport systems to make the countrys roads more climate-resilient and safer, and addressing increased motor congestion. The corridor will include elements such as improved road construction materials, flood prevention arrangements, snow barriers, and other measures.The TRACE project will also support women's economic participation by offering jobs and internships in the road sector, aiming to reduce gender-based occupational segregation. It also includes a grievance mechanism for addressing concerns about equal opportunities, abuse, and harassment.In parallel with infrastructure investment, the project activities will strengthen governance mechanisms in the transport sector in Kazakhstan with reform initiatives to optimize the efficiency of contracting and maintenance, and enable private sector investment, said Nijat Valiyev, leader of the World Bank project preparation team. It will also address challenges posed by emissions from cars and develop modern road design standards geared towards resilience and safety.The project will be implemented by the KazAvtoZhol National Company Joint Stock Company, with a sovereign guarantee from the Republic of Kazakhstan. The World Bank is providing a loan of JPY 94,441,800,000 (approximately US\$650 million equivalent) with AIIB co-financing under a separate agreement with the Government of Kazakhstan. The project is expected to close on June 30, 2032. Transforming Transportation 2025, the 22st edition of this flagship event, offers a full week of events and networking opportunities.The 2025 conference will focus on the skills, policies, and resources needed to move from planning and policy to the implementation of equitable, sustainable, and resilient transportation systems.In addition to thecore forum days on March 11-12, there are several additional events during the week that transport professionals are welcome to attend. The Third Annual World Bank Conference on Transport Economics was held on March 14, 2025, in Washington, D.C., on the sidelines ofTransforming Transportation.The conference was organized by the Transport Global Department of the World Bank. It was geared towards young researchers working on transportation issues relevant to developing countriesand is an opportunity to present and discuss their work with researchers, policymakers, and transport practitioners.Treb Allen, Distinguished Professor of Economics and Globalization at Dartmouth College, gave the keynote lecture.The conference was held at World Bank Headquarters, located at 1818 H Street, NW, Washington DC 20433.All sessions will were available via livestream for remote participants.

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