

SUSTAINABLE URBAN MOBILITY

2-mavzu: Barqaror shahar mobilligi

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Sustainable Transportation within the Framework of Green Deal - SPHERE

Call: ERASMUS-EDU-2023-CBHE-STRAND-2

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Reja:

- Muammolar, tashabbuslar va rejalashtirish
- Qayta tiklanmaydigan energiya manbalari
- Mobillik, issiqxona gazlari va iqlim o'zgarishi

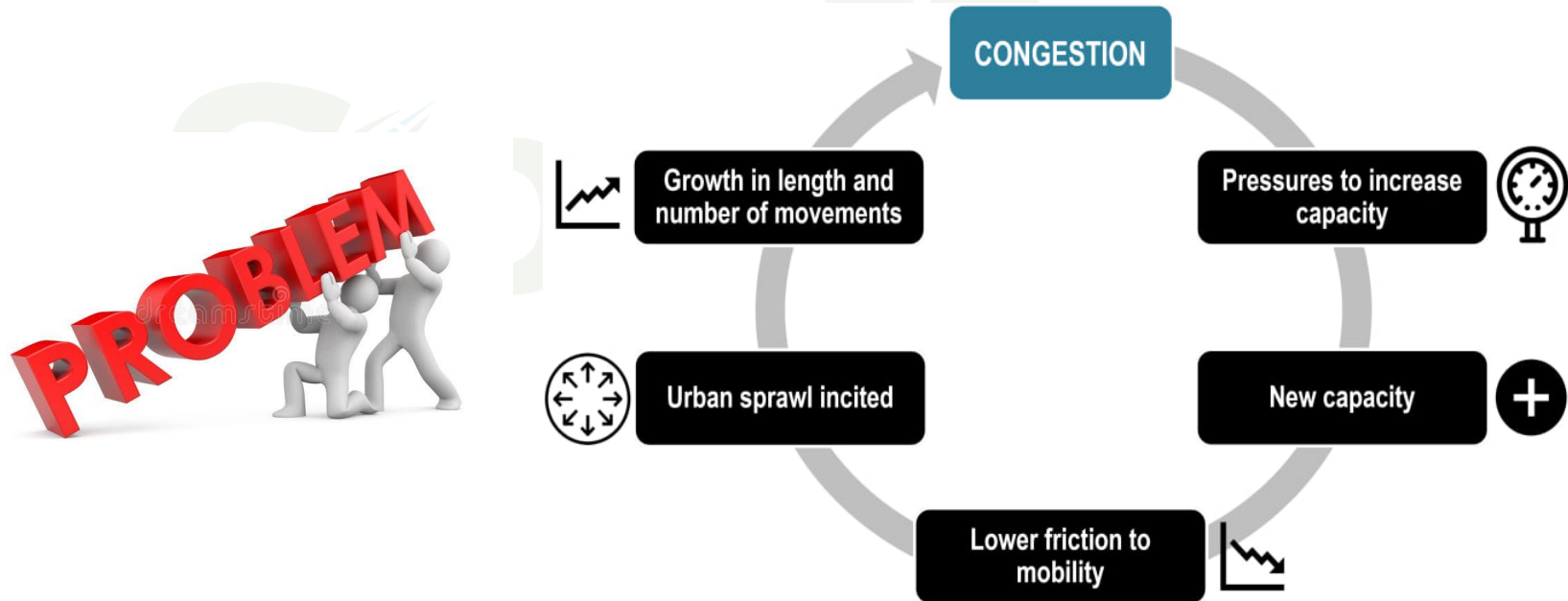
Muammolar, tashabbuslar va rejalashtirish

Shahar mobilligi tizimlari transport tirbandliklari, havo ifloslanishi, yo'l harakati xavfsizligi muammolari, jamoat transportining yetarli darajada samarali emasligi hamda shaxsiy avtomobillar sonining ortib borishi kabi ko'plab muammolarga duch kelmoqda. Ushbu muammolar aholi hayot sifati, iqtisodiy samaradorlik va ekologik barqarorlikka salbiy ta'sir ko'rsatadi. Mazkur muammolarni hal etish maqsadida shaharlar jamoat transportini rivojlantirish, velosiped va piyodalar infratuzilmasini kengaytirish, umumiy foydalaniladigan mobillik xizmatlarini ommalashtirish, elektromobillardan foydalanishni rag'batlantirish hamda Intellektual transport tizimlarini (ITS) joriy etish kabi turli tashabbuslarni amalga oshirmoqda. Samarali shahar mobilligini rejalashtirish transport, yer resurslaridan foydalanish, atrof-muhitni muhofaza qilish va jamiyat ehtiyojlarini o'zaro uyg'unlashtirib, bugungi va kelajak avlodlar uchun xavfsiz, qulay, samarali hamda barqaror shaharlarni shakllantirishga xizmat qiladi.



Muammolar, tashabbuslar va rejalashtirish

Barqaror shahar harakatchanligi o'zaro bog'liq muammolarga duch keladi, jumladan, avtomobillarga haddan tashqari qaramlik, jamoat transportining yetarli emasligi va velosipedda yurish va piyoda yurish kabi faol transport uchun yomon infratuzilma. Bu muammolar transport tirbandligini, havo ifloslanishini va iqlim o'zgarishini kuchaytiradi. Bundan tashqari, shaharlar ko'pincha siyosatdagi kamchiliklar, hayot tajribasidan uzilgan texnokratik rejalashtirish va barqaror infratuzilma uchun mablag' yetishmasligi bilan kurashmoqda.



Muammolar, tashabbuslar va rejalashtirish

Barqaror shahar harakatchanligi tashabbuslari jamoat transporti, faol transport va aqlli shahar texnologiyalari orqali issiqxona gazlari chiqindilarini kamaytirish, transport tirbandligini kamaytirish va fuqarolar farovonligini oshirishga qaratilgan. Ushbu tizimlar yashashga yaroqli, insonga yo'naltirilgan muhitni yaratish uchun piyodalar kirishi, elektr transport vositalari va samarali yuk tashishga ustuvor ahamiyat beradi



Taking Initiative

#Be The First

1. Jamoat transportini takomillashtirish
2. Faol harakatchanlikni rivojlantirish
3. Toza va elektr harakatchanligi
4. Intellektual transport tizimlari (ITS)
5. Talabni boshqarish siyosati
6. Yerdan foydalanish va transport integratsiyasi
7. Xavfsizlik va barqarorlik siyosati



Muammolar, tashabbuslar va rejalashtirish

Barqaror Shahar Mobilligini Rejalashtirish (SUMP) e'tiborni shunchaki avtomobillarni ko'chirishdan qulaylik, hayot sifati va kam uglerodli transportga ustuvor ahamiyat berishga o'zgartiradi. U adolatli, xavfsiz va samarali sayohatni ta'minlash uchun yerdan foydalanishni piyoda, velosipedda va ommaviy transport kabi ko'p modal transport strategiyalari bilan birlashtiradi.

PLANNING

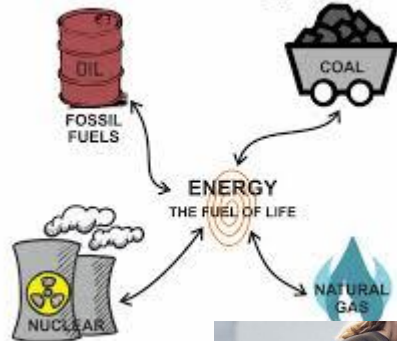


Muammolar, tashabbuslar va rejalashtirish



Qayta tiklanmaydigan energiya manbalari

Non-renewable energy sources



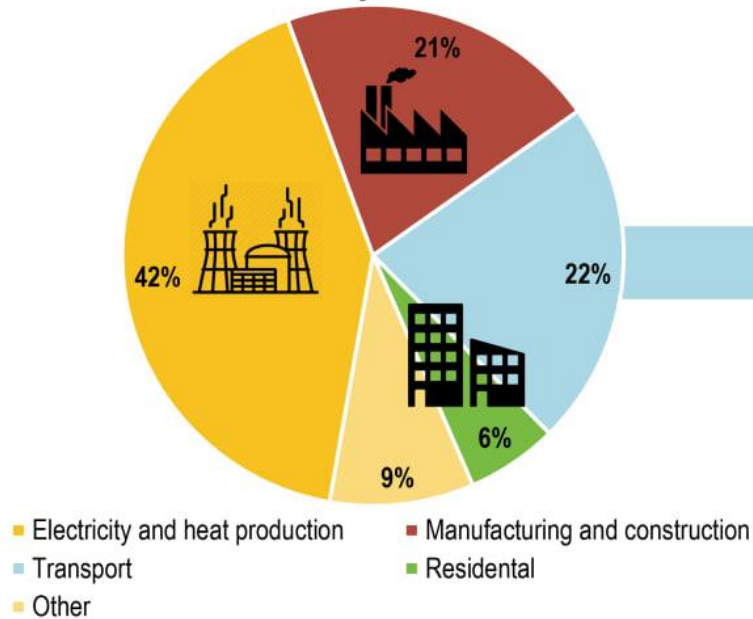
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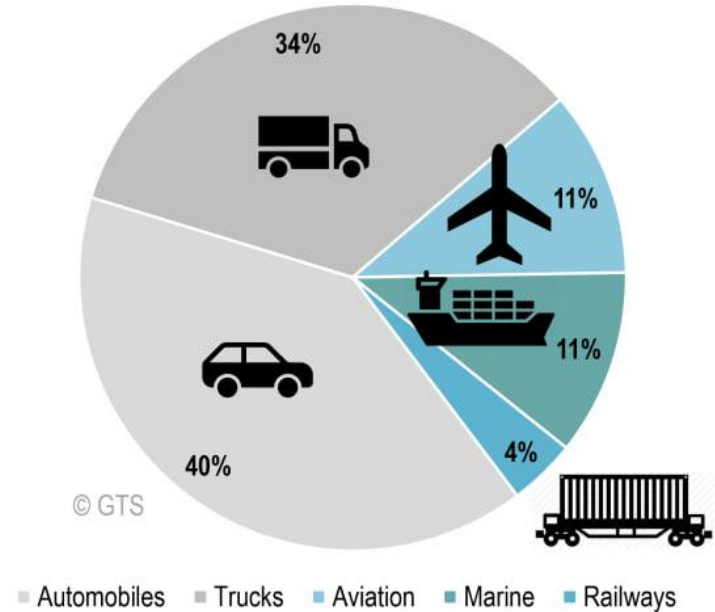
Ko'mir, neft va tabiiy gaz kabi qayta tiklanmaydigan energiya manbalari zamonaviy transport tizimlarining rivojlanishida muhim rol o'ynagan. Ular uzoq yillar davomida yirik miqyosdagi mobillikni ta'minlab, sanoat va iqtisodiy taraqqiyotga katta hissa qo'shgan. Biroq barqaror shahar mobilligi nuqtayi nazaridan ularning ahamiyatini o'rganish muhim, chunki transport sektori hanzugacha asosan qazilma yoqilg'ilarga bog'liq. Ushbu bog'liqlik issiqxona gazlari chiqindilari, havo ifloslanishi va iqlim o'zgarishi kabi jiddiy ekologik muammolarga olib keladi. Shuning uchun qayta tiklanmaydigan energiya manbalarini o'rganish mavjud transport tizimlarining cheklovlarini aniqlashga va toza hamda qayta tiklanadigan energiyaga o'tish zaruratini ko'rsatishga yordam beradi.

Qayta tiklanmaydigan energiya manbalari

CO2 Emissions by Economic Sector

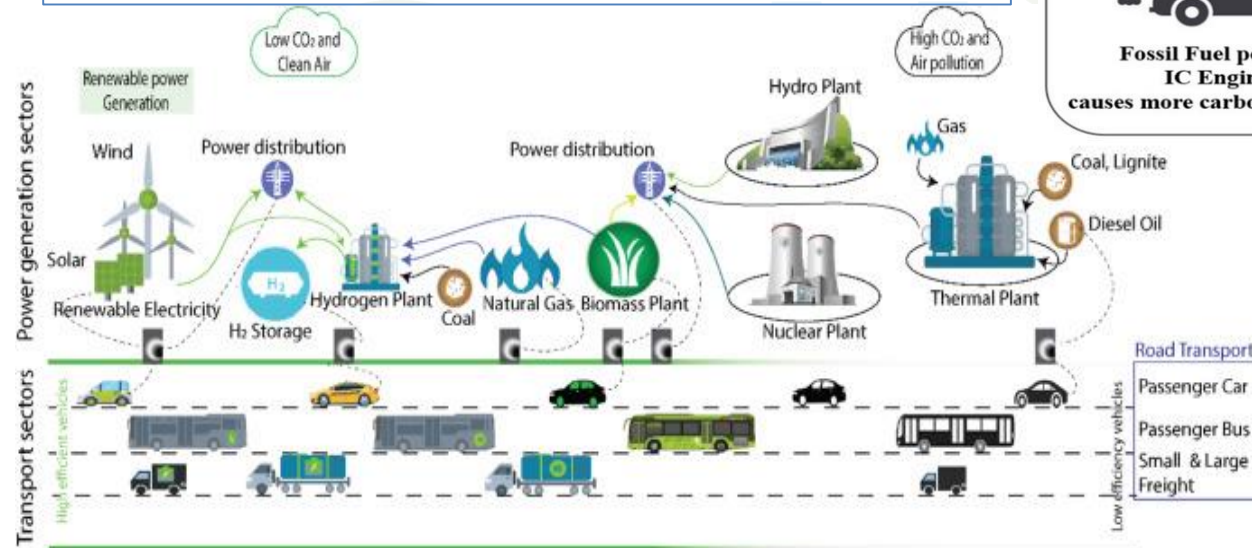
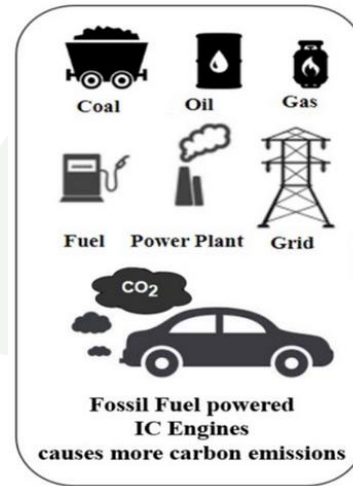


CO2 Emissions by the Transport Sector



Qayta tiklanmaydigan energiya manbalari

Qayta tiklanadigan va toza transportga o'tish uch bosqichli tizimni talab qiladi: keraksiz motorli sayohatlardan qochish, kam uglerodli rejimlarga o'tish (masalan, jamoat transporti va velosipedda) va avtoparklarni nol emissiyali, qayta tiklanadigan dvigatellar bilan to'g'ridan-to'g'ri elektrlashtirish orqali transport vositalari texnologiyasini takomillashtirish.



Mobillik, issiqxona gazlari va iqlim o'zgarishi

Ushbu tadqiqotning maqsadi Malayziyaning Klang vodiysidagi shahar aholisi orasida individual sotsiodemografik xususiyatlarning sayohat usulini tanlashga qanday ta'sir qilishini o'rganish edi. Tadqiqotda 415 ishtirokchidan ularning kundalik qisqa sayohatlari haqida ma'lumotlar to'plandi. Unda erkaklar, ma'lumot darajasi pastroq bo'lgan shaxslar, talabalar va shaxsiy transport vositalariga ega bo'lmaganlar piyoda yoki velosipedda yurish kabi faol transport vositalarini afzal ko'rishlari, ayollar, yuqori ma'lumotli shaxslar va transport vositalari egalari esa mashina haydashga ko'proq moyil ekanligi aniqlandi.

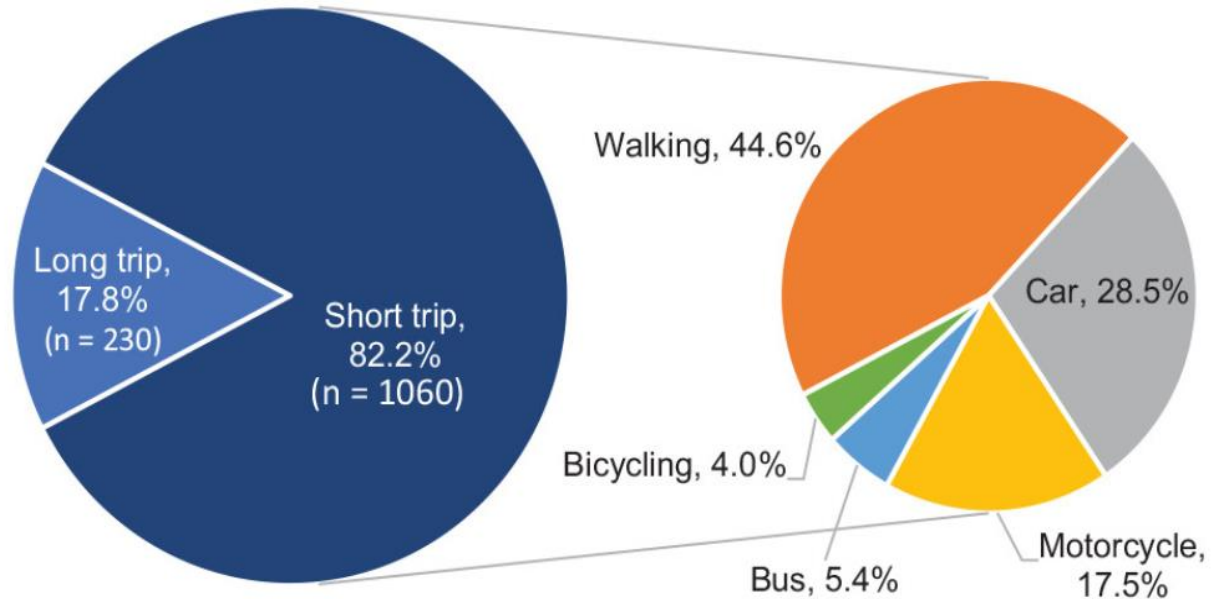


Figure 3. Distribution of urban travel mode share of short trips ($n = 1,290$).

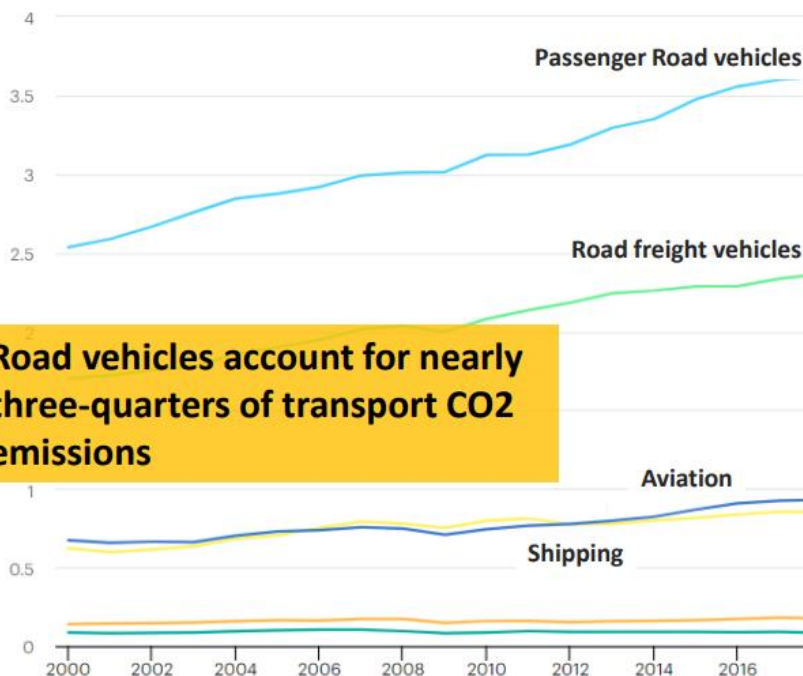
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Mobillik, issiqxona gazlari va iqlim o'zgarishi

Transport global iqlim o'zgarishining asosiy omili bo'lib, mintaqaga qarab global issiqxona gazlari (IG) chiqindilarining qariyb 14% dan 30% gacha qismini tashkil qiladi. Ushbu chiqindilarning katta qismi uchun yangil avtomobillar va og'ir yuk mashinalari kabi yo'l transport vositalari javobgardir.

Transport is the fastest growing contributor to GHG emissions

Transport sector CO₂ emissions by mode in Gt, IEA 2018



Road vehicles account for nearly three-quarters of transport CO₂ emissions



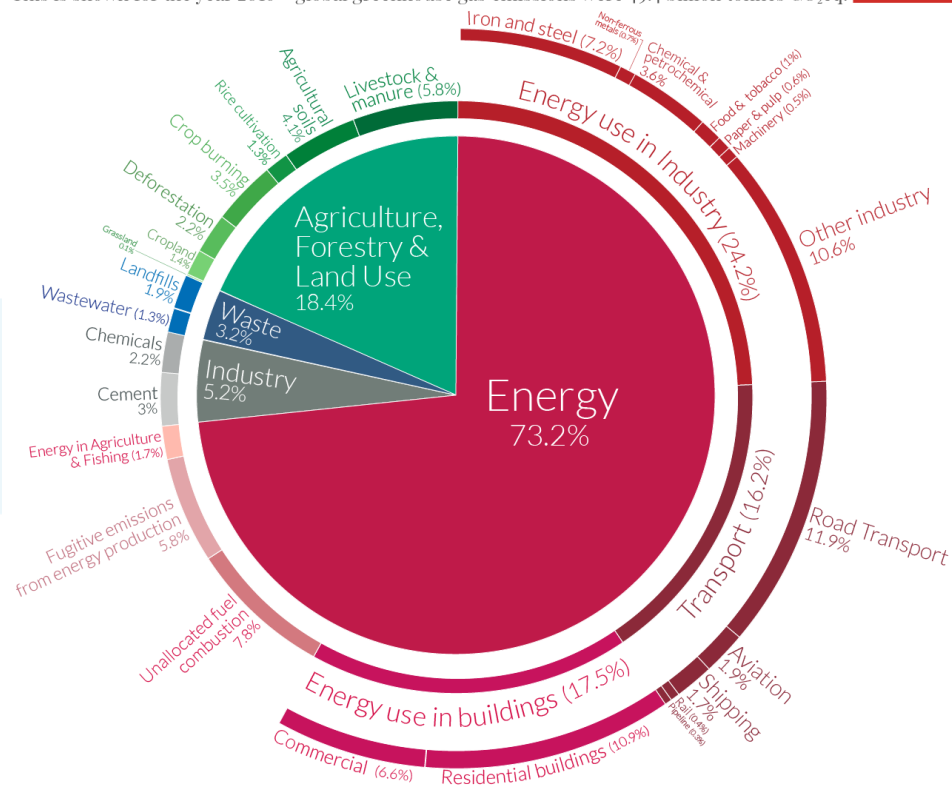
Mobillik, issiqxona gazlari va iqlim o'zgarishi

Shaharlardagi harakatchanlik shaharlarda iqlim o'zgarishini, asosan, ichki yonuv dvigatellarida qazilma yoqilg'ilarni yoqish orqali keltirib chiqaradi, bu esa transportni shahar issiqxona gazlari (IG) chiqindilarining eng tez o'sayotgan manbaiga aylantiradi. Iqlim o'zgarishi bo'yicha hukumatlararo panel (IPCC) ma'lumotlariga ko'ra, shahar transporti global CO₂ chiqindilarining taxminan 8 foizini tashkil qiladi va transport bilan bog'liq barcha energiyaning 40 foizini iste'mol qiladi.

Global greenhouse gas emissions by sector

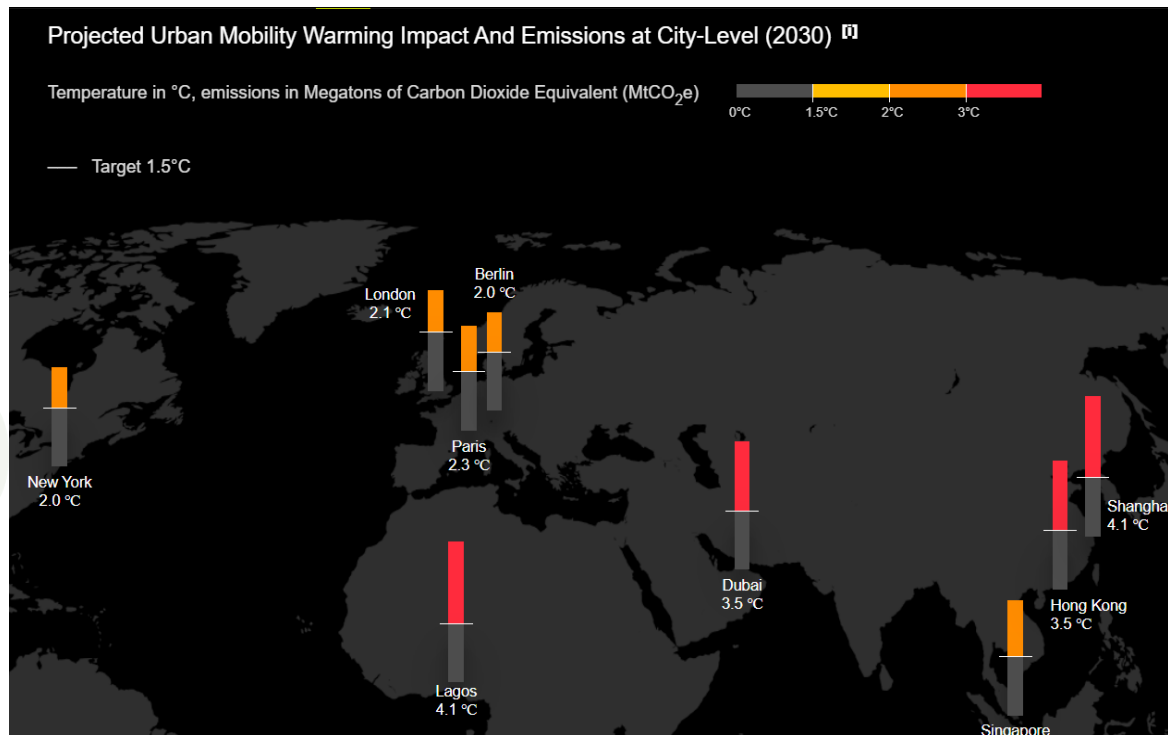
This is shown for the year 2016 – global greenhouse gas emissions were 49.4 billion tonnes CO₂eq.

Our World
in Data



Mobillik, issiqxona gazlari va iqlim o'zgarishi

Dunyo bo'ylab 700 dan ortiq shaharlar Parij kelishuvi maqsadlariga erishishga, ya'ni 2030-yilga kelib uglerod chiqindilarini ikki baravar kamaytirishga va global isishni 1,5 daraja Selsiy bilan cheklashga va'da berishdi. Bu vazifa oson emas va vaqt tugab bormoqda, ammo shaharlar uglerod izining uchdan bir qismini tashkil etuvchi transport chiqindilariga ko'proq e'tibor qaratish orqali sezilarli yutuqlarga erishishlari mumkin.



Thank you for your attention!

