

Press Release

Green Line demands the adoption of a National Strategy for Land Transport

Beirut, 13/11/2002:

Green Line association launched today its "Sustainable Land Transport" campaign during a press conference held at its offices. The conference included speeches by Dr. Berj Hatjian Director General of the Ministry of Environment, Dr. Abd el Hafeez Qaissi Director General of the Ministry of Public Works and Transport, and Dr. M. el Fadel, a scientific advisor of the campaign and Ms. Michelle Bachir from the campaign team.

The organization presented its study aiming at putting in place an integrated National Land Transport Management Strategy (NLTS). This strategy adopts the principle of Transport Demand Management, which aims at reducing the number of circulating private vehicles, thus reducing their negative environmental and socio economic impacts.

Green Line criticized the continuous lack of vision for a Sustainable Land Transport Sector at the governmental level and demanded the Ministry of Transport to adopt and implement a National Land Transport Plan based on the proposed strategy.

According to the study prepared by the organization, this strategy is achieved through improving the management and quality of public transport, improving infrastructure for the promotion of non-motorized modes of transport such as sidewalks, bicycle lanes, ...etc, establishing good traffic flow management by enforcing traffic laws, organizing parking spaces, and the establishment of good and reliable mandatory mechanical inspection for cars.

Adopting this strategy would contribute to a more efficient use of the existing transport capacities and services, thus leading to a reduction in air pollution up to 80 % and noise pollution up to 50 % in areas of implementation, decreasing traffic congestion thus increasing efficiency, a decrease in expenditure for road construction and maintenance hence a more efficient land use, decreasing the cost of vehicle operation and maintenance, increasing road safety, diversification and improvement of transport choices, equity through provision of basic mobility for economically and physically disadvantaged groups, and economic development through more pedestrian activity, less pollution and fuel consumption.

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