

## Plan B 4.0 - Supporting Data for Chapter 6

[Megacities: Population in 1950, 2007, and Projection for 2015](#)

[World Urban and Rural Populations, 1950-2007, with Projection to 2030](#)

GRAPH: World Urban and Rural Populations, 1950-2007, with Projection to 2030

[Change in Inbound Traffic Following London Congestion Charge, 2002 to 2007](#)

[World Bicycle and Passenger Car Production, 1950-2007](#)

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[Passenger Car and Total Vehicle Sales in Japan, 1955-2009](#)

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A full listing of data for the entire book is on-line at:

[http://www.earthpolicy.org/index.php?/books/pb4/pb4\\_data](http://www.earthpolicy.org/index.php?/books/pb4/pb4_data)

This is part of a supporting dataset for Lester R. Brown, **Plan B 4.0: Mobilizing to Save Civilization** (New York: W.W. Norton & Company, 2009). For more information and a free download of the book, see Earth Policy Institute on-line at [www.earthpolicy.org](http://www.earthpolicy.org).

## Megacities: Population in 1950, 2007, and Projection for 2015

City	Population		
	1950	2007	2015
	Millions		
Tokyo, Japan	11.3	35.7	36.4
New York-Newark	12.3	19.0	20.0
Mexico City, Mexico	2.9	19.0	20.2
Mumbai (Bombay), India	2.9	19.0	21.9
São Paulo, Brazil	2.3	18.8	20.5
Delhi, India	1.4	15.9	18.7
Shanghai, China	6.1	15.0	17.2
Kolkata (Calcutta), India	4.5	14.8	17.0
Dhaka, Bangladesh	0.3	13.5	17.0
Buenos Aires, Argentina	5.1	12.8	13.4
Los Angeles-Long Beach-Santa Ana	4.0	12.5	13.2
Karachi, Pakistan	1.1	12.1	14.9
Cairo, Egypt	2.5	11.9	13.5
Rio de Janeiro, Brazil	3.0	11.7	12.8
Osaka-Kobe, Japan	4.1	11.3	11.4
Beijing, China	4.3	11.1	12.8
Manila, Philippines	1.5	11.1	12.8
Moscow, Russian Federation	5.4	10.5	10.5
Istanbul, Turkey	1.0	10.1	11.2

Note: A "megacity" is defined as an urban agglomeration with ten million or more inhabitants.

Source: Compiled by Earth Policy Institute from "Table I.6. Population of Urban Agglomerations with 10 Million Inhabitants or More, 1950, 1975, 2007 and 2025," and "Table A.11. The 30 Largest Urban Agglomerations Ranked by Population Size, 1950-2025," in U.N. Population Division (UNPop), *World Urbanization Prospects: The 2007 Revision* (New York: February 2008), pp. 10, 164-167; UNPop, *World Urbanization Prospects: The 2007 Revision Population Database*, electronic database, at <http://esa.un.org/unup>, updated 2008.

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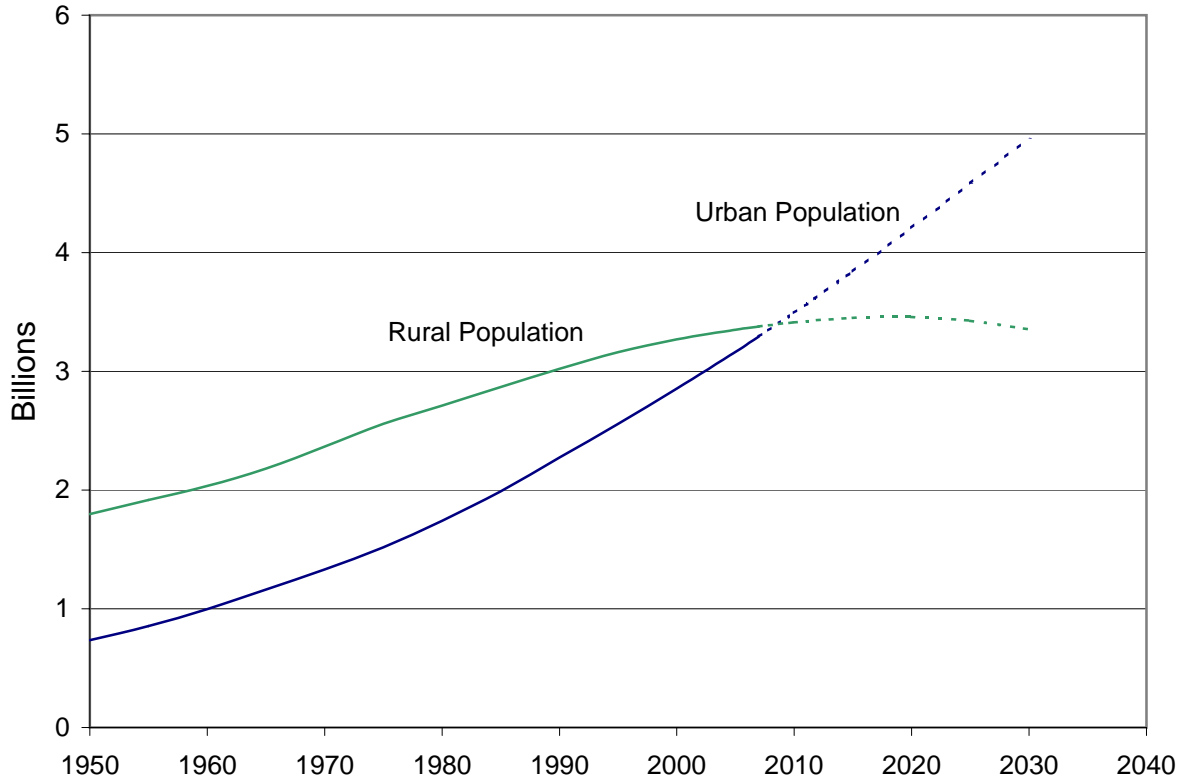
### World Urban and Rural Populations, 1950-2007, with Projection to 2030

Year	World Urban Population	World Rural Population	Share Urban
	Billions		Percent
1950	0.74	1.80	29
1955	0.85	1.92	31
1960	1.00	2.04	33
1965	1.16	2.18	35
1970	1.33	2.37	36
1975	1.52	2.56	37
1980	1.74	2.71	39
1985	1.99	2.87	41
1990	2.27	3.02	43
1995	2.56	3.16	45
2000	2.85	3.27	47
2005	3.16	3.35	49
2007	3.29	3.38	49
2010	3.49	3.41	51
2015	3.84	3.45	53
2020	4.21	3.46	55
2025	4.58	3.43	57
2030	4.97	3.35	60

Source: Compiled by Earth Policy Institute from U.N. Population Division (UNPop), *World Urbanization Prospects: The 2007 Revision Population Database*, electronic database, at <http://esa.un.org/unup>, updated 2008; "Table A.1. Population of Urban and Rural Areas at Mid-Year and Percentage Urban, 2007," in UNPop, *World Urbanization Prospects: The 2007 Revision* (New York: February 2008), p. 69.

This is part of a supporting dataset for Lester R. Brown, **Plan B 4.0: Mobilizing to Save Civilization** (New York: W.W. Norton & Company, 2009). For more information and a free download of the book, see Earth Policy Institute on-line at [www.earthpolicy.org](http://www.earthpolicy.org).

# World Urban and Rural Populations, 1950-2007, with Projection to 2030



Source: UNPop

## Change in Inbound Traffic Following London Congestion Charge, 2002 to 2007

<u>Vehicle Type</u>	<u>Change from 2002 to 2007</u>
Four or More Wheels	- 21%
Cars and Minicabs	- 36%
Buses and Coaches	+ 31%
Bicycles	+ 66%
All Vehicles	- 16%

Source: Transport for London, *Central London Congestion Charging Impacts Monitoring: Sixth Annual Report* (London: July 2008), p. 41.

This is part of a supporting dataset for Lester R. Brown, **Plan B 4.0: Mobilizing to Save Civilization** (New York: W.W. Norton & Company, 2009). For more information and a free download of the book, see Earth Policy Institute on-line at [www.earthpolicy.org](http://www.earthpolicy.org).

### World Bicycle and Passenger Car Production, 1950-2007

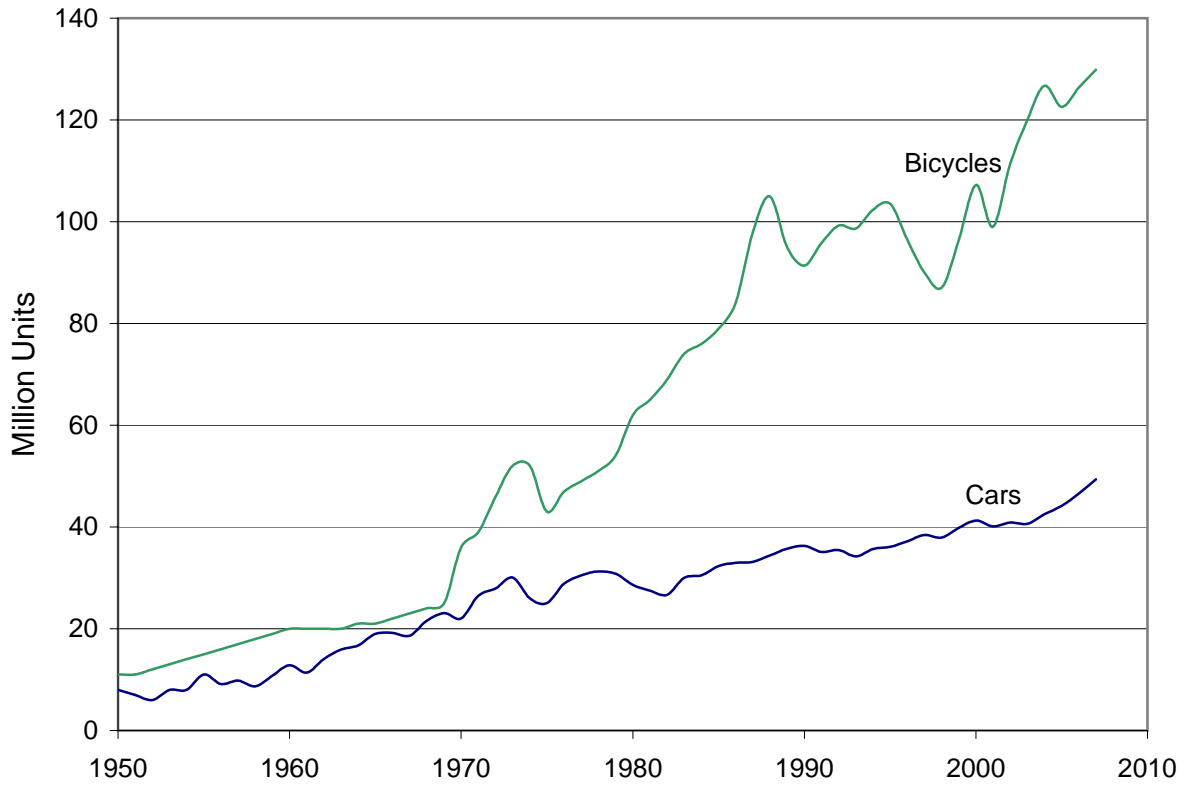
Year	Bicycles <sup>1</sup>	Passenger Cars <sup>2</sup>
	Million	
1950	11	8
1951	11	7
1952	12	6
1953	13	8
1954	14	8
1955	15	11
1956	16	9
1957	17	10
1958	18	9
1959	19	11
1960	20	13
1961	20	11
1962	20	14
1963	20	16
1964	21	17
1965	21	19
1966	22	19
1967	23	19
1968	24	22
1969	25	23
1970	36	22
1971	39	26
1972	46	28
1973	52	30
1974	52	26
1975	43	25
1976	47	29
1977	49	31
1978	51	31
1979	54	31
1980	62	29
1981	65	27
1982	69	27
1983	74	30
1984	76	31
1985	79	32
1986	84	33
1987	98	33
1988	105	34
1989	95	36
1990	91	36
1991	96	35
1992	99	35
1993	99	34
1994	102	36
1995	104	36
1996	97	37
1997	90	38
1998	87	38
1999	96	40
2000	107	41
2001	99	40
2002	111	41
2003	120	41
2004	127	42
2005	123	44
2006	126	47
2007	130	49

Notes: <sup>1</sup> Bicycle data include electric bicycles. <sup>2</sup> Car data do not include commercial vehicles.

Source: Compiled by Earth Policy Institute with bicycle data compiled by Gary Gardner for "Bicycle Production Reaches 30 Million Units," in Worldwatch Institute, *Vital Signs 2009* (Washington, DC: 2009), pp. 53-54; car production for 1950-1970 from Worldwatch Institute, *Signposts 2002*, CD-ROM (Washington, DC: 2004); car production for 1971-2007 from Ward's Automotive Group, *World Motor Vehicle Data 2008* (Southfield, MI: 2008), pp. 239-42.

This is part of a supporting dataset for Lester R. Brown, **Plan B 4.0: Mobilizing to Save Civilization** (New York: W.W. Norton & Company, 2009). For more information and a free download of the book, see Earth Policy Institute on-line at [www.earthpolicy.org](http://www.earthpolicy.org).

## World Bicycle and Passenger Car Production, 1950-2007



Source: Worldwatch, Bike Europe, Ward's



### Passenger Car and Total Vehicle Sales in Japan, 1955-2009

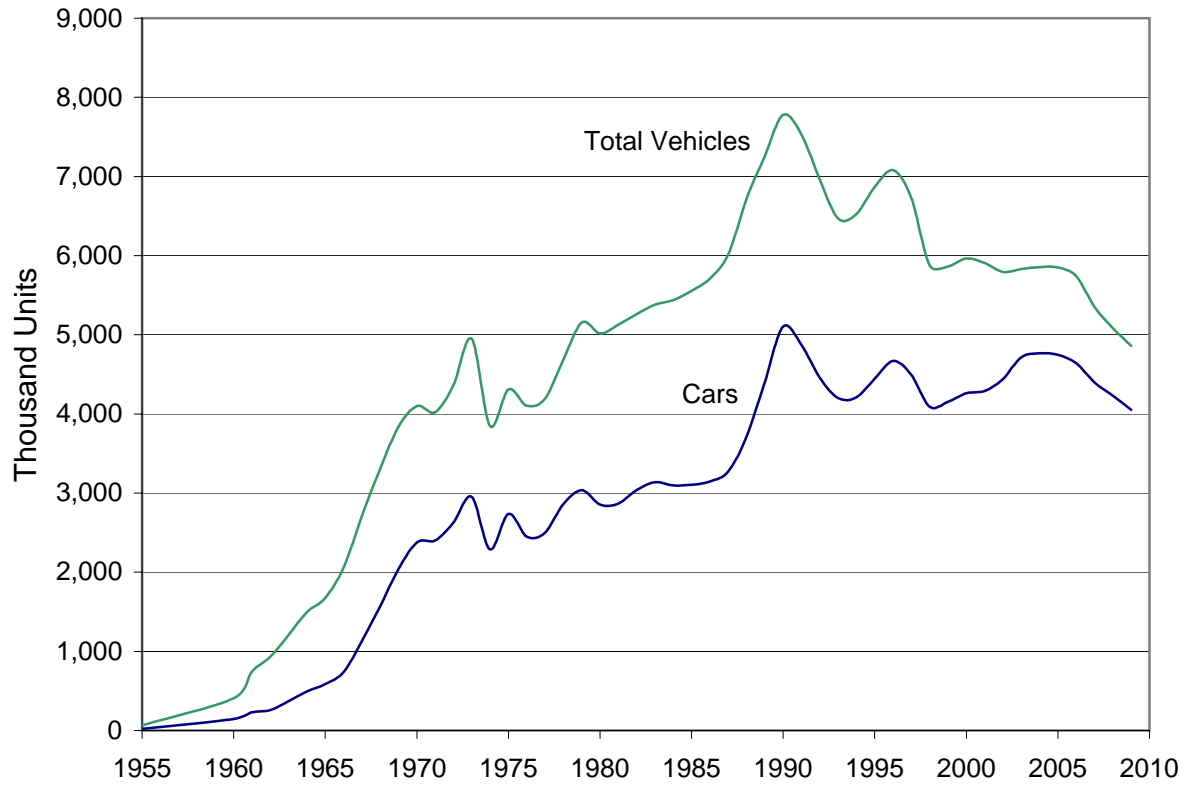
Year	Passenger Cars	Total Vehicles <sup>1</sup>
	Thousand Units	
1955	20	65
1960	145	408
1961	229	743
1962	259	933
1963	371	1,211
1964	494	1,494
1965	586	1,675
1966	740	2,060
1967	1,131	2,715
1968	1,569	3,309
1969	2,037	3,835
1970	2,379	4,100
1971	2,403	4,021
1972	2,627	4,367
1973	2,953	4,949
1974	2,287	3,850
1975	2,738	4,309
1976	2,449	4,104
1977	2,500	4,194
1978	2,857	4,682
1979	3,037	5,154
1980	2,854	5,016
1981	2,867	5,127
1982	3,038	5,261
1983	3,136	5,382
1984	3,096	5,437
1985	3,104	5,557
1986	3,146	5,708
1987	3,275	6,018
1988	3,717	6,721
1989	4,404	7,257
1990	5,103	7,777
1991	4,868	7,525
1992	4,454	6,959
1993	4,199	6,467
1994	4,210	6,527
1995	4,444	6,865
1996	4,669	7,078
1997	4,492	6,725
1998	4,093	5,879
1999	4,154	5,861
2000	4,260	5,963
2001	4,290	5,906
2002	4,441	5,792
2003	4,716	5,828
2004	4,768	5,853
2005	4,748	5,852
2006	4,642	5,740
2007	4,400	5,354
2008	4,228	5,082
2009 <sup>2</sup>	4,050	4,860

<sup>1</sup> Total Vehicles include cars, trucks, and buses.

<sup>2</sup> 2009 figures are projections.

Source: Japan Automobile Manufacturers Association, Inc. (JAMA), *Motor Vehicle Statistics of Japan 2009* (Tokyo: July 2009), p. 8; JAMA, "Forecast for Vehicle Demand 2009," at [www.jama-english.jp/statistics/forecast/2009/081218.html](http://www.jama-english.jp/statistics/forecast/2009/081218.html), updated 18 December 2008.

## Passenger Car and Total Vehicle Sales in Japan, 1955-2009



Source: JAMA