

**Economic and Social Council**Distr.: General
16 August 2012

Original: English

Economic Commission for Europe**World Health Organization
Regional Office for Europe**High-level Meeting on Transport, Health
and Environment**Steering Committee of the Transport, Health
and Environment Pan-European Programme****Tenth session**

Geneva, 14 and 15 November 2012

Item 7 (b) of the provisional agenda

**Implementing the Amsterdam Declaration: THE PEP
relay race (staffete)****THE PEP relay race (staffete)****Report of the workshop on Sustainable Development of Urban
Transport: Challenges and opportunities (Moscow, June 2012)***Summary*

The Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP) decided at its seventh session (22–23 October 2009) to establish relay races (staffete), with a view to sharing experience and spreading the key messages of the Amsterdam Declaration throughout the region (ECE/AC.21/SC/2009/4–EUR/09/5088363/4, paras. 8–10).

The fifth workshop of the relay race, on “Sustainable Development of Urban Transport: Challenges and opportunities”, was held in Moscow on 7 and 8 June 2012. The workshop was organized by THE PEP secretariat, in cooperation with the Government of the Russian Federation, the City of Moscow and the Scientific and Research Institute of Motor Transport of the Russian Federation. The Steering Committee is expected to adopt the final action points for policymakers agreed at the workshop.

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I. Introduction

1. At the ninth session of the Steering Committee of the Transport, Health and Environment Pan-European Programme (16–17 November 2011), the Russian Federation offered to host a workshop on integrated policy approaches to sustainable urban transport, with a focus on large cities of Eastern Europe. The Steering Committee welcomed that proposal as part of the Transport, Health and Environment Pan-European Programme (THE PEP) relay race (staffette) (ECE/AC.21/SC/2011/8–EUDHP1003944/7.1/SC9/8, para. 16).

2. The fifth workshop of THE PEP staffette was held on 7 to 8 June 2012 in Moscow.¹ The objective of the Moscow Workshop was to identify needs, challenges and opportunities to promote innovative policies and mobility management programmes that support environmentally friendly and healthy transport policies and improve urban livelihoods in Moscow and other large cities of the region. The overarching theme of the workshop was Priority Goal 2 of the Amsterdam Declaration (to manage sustainable mobility and promote a more efficient transport system).

3. The workshop was part of THE PEP staffette, which consists of international events in different countries. THE PEP relay race was launched in January 2009 at the Third High-level Meeting on Transport, Health and Environment in Amsterdam, followed by workshops in Pruhonice, Czech Republic (September 2009), Skopje, the former Yugoslav Republic of Macedonia (June 2010), Batumi, Georgia (September 2010) and Kyiv, Ukraine (June 2011). THE PEP relay race will deliver recommendations to the Fourth High-level Meeting on Transport, Health and Environment, to be held in April 2014 in Paris.

4. The workshop was organized by THE PEP secretariat (the United Nations Economic Commission for Europe (ECE) Transport and Environment Divisions and the World Health Organization Regional Office for Europe (WHO/Europe)) in cooperation with the Ministry of Transport, the Ministry of Health and Social Development, the Ministry of Natural Resources and the Ministry of Regional Development of the Russian Federation, the City of Moscow and the Scientific and Research Institute of Motor Transport of the Russian Federation. Financial support was provided by the Governments of Austria, France, Norway and Switzerland.

II. Participation

5. The meeting was attended by representatives of the following countries: Austria, Belarus, France, Hungary, Kazakhstan, Norway, Russian Federation and Ukraine.

6. The workshop was also attended by representatives of the United Nations Development Programme, the International Transport Forum, the German Agency for International Cooperation, the New York City Department of Transportation, the Zurich Transport Network, NXP Semiconductors Belgium N.V., International Business Development, ERTICO — Intelligent Transport Systems and Services for Europe and Advier B.V.

¹ Documentation and presentations from the workshop are available from THE PEP website (<http://www.unece.org/index.php?id=29677>).

7. The workshop brought together more than 170 participants from the transport, environment and health sectors, including representatives from 29 regions and 18 scientific research institutes of the Russian Federation.

III. Opening of the Workshop

8. Workshop participants were welcomed by the Deputy Minister of Transport of the Russian Federation, Mr. Nikolay Asaul, who congratulated THE PEP on its 10-year anniversary and expressed the hope of finding ways to provide efficient mobility, while reducing the negative impacts of transport activities on health and the environment.

9. Opening remarks were made by Mr. Nikolay Lyamov, Deputy Mayor of Moscow, Mr. Philippe Maler, Chair of THE PEP Steering Committee, Ms. Eva Molnar, Director of the ECE Transport Division, Mr. Jose Luis Irigoyen, Director of the Transport, Water, Information and Communications Technologies Department of the World Bank, Ms. Francesca Racioppi, Senior Policy and Programme Adviser of WHO/ Europe and Mr. Igor Titov, Director of the Scientific and Research Institute of Motor Transport of the Russian Federation.

IV. Key issues and challenges for sustainable urban mobility in the Russian Federation

10. The workshop addressed some of the most important challenges in sustainable urban transport in large cities of the Russian Federation, where the rapid rise in individual motorization and urban growth were associated with increasing congestion, lack of adequate urban planning, high levels of noise, poor air quality, greenhouse gas emissions, vibration, electromagnetic radiation and waste generation. Some 20,000 people died annually from transport-related air pollution in the Russian Federation. In the city of Moscow alone, 3,888,000 private cars and 500,000 trucks annually produced 1 million tons of pollutants. The average speed of road transport in the city did not exceed 10 kilometres an hour and some 15 per cent of city space was used for transport infrastructure.

V. Main outcomes

11. Participants discussed strategies and measures to support environment and health-friendly urban transport, such as: improving public transport to serve as an integral part of door-to-door mobility for business, education, shopping and leisure; developing transport modes that would be safe, simple to use, fast and affordable; using modern technologies for better management, safety, flexibility and transparency in the operation of public transport; promoting walking and cycling in urban areas as an integral part of transport and urban development planning; and applying intelligent transport systems as a tool to improve traffic management, increase traffic safety and change people's behaviour.

VI. Exhibition, eco-driving and excursion

12. An exhibition of automobiles manufactured since 1872 was organized by the host authorities. The Austrian electric bicycle manufacturer KTM provided electric

bikes for exhibition and testing. An Austrian certified eco-driving trainer provided eco-driving lessons for volunteers. A car equipped with a fuel consumption measurement device for driving lessons was provided by the Russian auto school “Avto-vaal”.

13. At the situation centre of the Moscow Metropolitan (i.e., the underground railway system), participants were informed about the operational systems of the largest transport facility of Moscow, with 305 kilometres of route length and 185 stations serving 7 to 9 million passengers per day.

VII. Conclusions

14. The workshop concluded with the adoption of action points for policymakers (annex). The action points underlined several important aspects that policymakers needed to pursue to create conditions conducive to the achievement of sustainable urban transport systems, ensuring healthy and green urban areas.

15. Further capacity-building activities and the dissemination of good practices to advocate sustainable and healthy urban environments and share lessons learned under THE PEP were recommended.

Annex

Action points for policymakers

1. Cities of the Russian Federation and many other countries face an increasing challenge to improve the performance of their urban transport systems. Rapidly increasing traffic congestion, air pollution, risks to vulnerable road users and sprawl are jeopardizing the ability of cities to achieve sustainability and a high quality of urban life. To provide efficient mobility and access to jobs, education, health, services and leisure, while at the same time reducing the negative impacts of transport activities on health, quality of life and the environment, the workshop recommended actions to be undertaken across transport, health and environment policies, as follows.

I. Establish a supportive national policy framework to promote an integrated policy approach

2. The integration of environment and health concerns into transport policy is crucial for sustainable development. Achieving greater policy coherence requires continued efforts to improve the integration of relevant policies and to ensure policy coordination across all levels of government. However, it is a challenging task to put this “integration agenda” into practice due to factors such as conflicting interests and priorities between policymakers in different policy areas, different organizational cultures and the vertical organization of sectoral priorities, targets and budgets.

3. The workshop recommends that inter-agency coordination be improved and that transport, health and environment policymakers be encouraged to work together and to share responsibilities, risks, capacities and resources in developing and implementing strategies and measures, including legislation, planning, financing, implementation and monitoring for sustainable urban transport.

4. It is also recommended that Governments develop a national policy framework for sustainable urban transport that supports and influences local, regional and national goals for land use, transport, health and the environment. Such a framework should:

- (a) Identify short- and long-term policy objectives for ensuring mobility in large cities;
- (b) Identify and engage all relevant actors to implement policy objectives;
- (c) Identify human and financial resource needs for implementation;
- (d) Strengthen appropriate institutional, legislative, administrative and financial arrangements to support policy objectives, at the appropriate level of government;
- (e) Provide clear guidelines for vertical and horizontal cooperation across all sectors of the Government.

II. Provide a supportive legal and regulatory framework

5. Governments are also urged to:

- (a) Develop, in a participatory and transparent manner, a legal and regulatory framework for sustainable urban transport that supports and influences

national, regional and municipal goals for land use, transport, health and the environment;

(b) Develop concrete legal and regulatory measures determining the way in which transport services are designed, planned and produced;

(c) Apply advanced internationally agreed tools and methods for developing plans and programmes in the transport sector (e.g., strategic environmental assessments);

(d) Promote walking and cycling in urban areas as an integral part of transport and urban development planning, on an equal footing with public transport and private car traffic, recognizing their role in multi-modal mobility (e.g., walk and/or cycle in combination with public transport; park-and-ride schemes) and address safety issues;

(e) Use tax policy for regulating the import of second-hand cars;

(f) Provide incentives for the private sector to encourage sustainable urban mobility policies, such as through the establishment of mobility plans;

(g) Integrate air quality, greenhouse gas emissions, noise and other health and environment targets into transport and land-use policy;

(h) Adopt advanced technical standards for vehicles and fuels and rigorously monitor their implementation in public and private vehicle fleets. In particular, ECE technical standards for vehicles and their periodical controls should be used.

III. Transport for healthy and wealthy urban environments

6. An ever-increasing part of populations live and work in urban areas. At the same time, motor traffic is increasing in many cities at an alarming rate. Growing air pollution and noise emissions from private cars, taxi and bus transport endanger the environment and are a threat to the well-being and health of those living in such an environment. To mitigate such risks to the environment and human health it is recommended to:

(a) Publicize that sustainable urban transport can play a role in creating healthy environments and contribute to injury prevention and reducing non-communicable diseases such as respiratory and cardiovascular diseases;

(b) Improve data collection, monitoring and research on urban travel, emissions and health impacts of transport and promote awareness among the public and decision-makers;

(c) Promote public awareness about the methods and models to estimate the impact of transport on health and environment;

(d) Support the development of partnerships towards further synergies between public health, environmental and transport policies;

(e) Recognize that traffic congestion has a direct effect not only on safety, noise and air pollution but also on economic growth (e.g., faster-moving buses, with shorter waiting times and more frequent, reliable service, can dramatically increase ridership; high quality urban environments can increase the value of real estate and the appeal of shops and services to users);

(f) Highlight win-win-win (health, environment and economic) opportunities for strengthening the economy by promoting sustainable urban mobility and increased use of clean and energy-efficient vehicles. Increased demand for walking and cycling in cities could also provide opportunities for investment in infrastructure for active transport.

IV. Transport planning for attractive, sustainable and liveable cities

7. Cities need efficient and seamless transport systems that provide unhindered access for all citizens to work and constitute the basis for economic success and competitiveness, thereby making cities “attractive”. “Sustainability” is the goal to achieve the right balance between social, economic, environmental and health objectives. “Liveability” embraces factors that have a direct impact on individuals’ lives, including safe and uncongested streets and a people-focused environment. To achieve such goals it is recommended to:

(a) Identify the main transport-related factors defining liveability of cities, including access to jobs, safe streets and attractive leisure and shopping possibilities, and develop short-term and long-term plans to implement them;

(b) Encourage involvement of all stakeholders to develop strong ownership of the process;

(c) Improve financial mechanisms for development of sustainable urban transport;

(d) Develop urban access restriction schemes and introduce relevant pricing and fiscal tools (e.g., congestion pricing system to restrict access of private cars to the city centre and evenly distribute the flow of traffic);

(e) Encourage cities to have visions for how they can be transformed from car dependence and car saturation to greener modes of transport;

(f) Promote a variety of transportation and land-use options to build resilience in urban areas;

(g) Raise awareness of urban planners and local government to the synergies among the transport, environment and health sectors;

(h) Recognize the role of non-governmental organizations in promoting sustainable urban transport through public participatory and community outreach campaigns.

V. New technologies to achieve sustainable transport in cities

8. Sustainable transport systems should be safe, simple to use, fast and affordable. Modern technologies allow better management, safety, flexibility and transparency in the operation of public transport and increase capacity without major investments in infrastructure and rolling stock. They also allow for tailor-made solutions for individual transport needs of vulnerable user groups and for transport during off-peak hours. To reap the potential of such technologies and to assist private car and public transport drivers to reduce accidents and emissions, it is recommended to:

(a) Promote technological cooperation through joint efforts by enterprises and Governments, research and development institutions and the suppliers of technology and its recipients;

(b) Promote new and innovative transport technologies and solutions aimed at improving urban mobility, such as intelligent transport systems, including traffic management, monitoring and signalling;

(c) Encourage the application of information and communication technologies (computers, electronics, satellites and sensors) to create new services in transport systems and promote telecommuting (working from home);

(d) Introduce magnetic transport card readers and similar devices with the aim of simplifying the multi-modal use of public transport.

VI. Public transport as an attractive alternative to private cars

9. Public transport systems (metros, trams, buses, etc.) should be designed as an integral part of door-to-door mobility for business, education, shopping and leisure. They should be attractive in terms of safety, speed, reliability, comfort and affordability to all, including the elderly and children. To organize urban and suburban public transport systems (operation and infrastructure) in such a way so as to minimize effort and time at transfer points, it is recommended to:

(a) Review the organization and provision of public transport to strengthen its attractiveness, reliability, convenience and safety;

(b) Publicize that public transport can offer the most affordable, cost-effective, space-efficient and environmentally friendly mode of motorized travel;

(c) Recognize that each additional bus, if reasonably full, provides large social benefits through mode-switching and a reduction in traffic. It can displace from 5 to 50 other motorized vehicles, including often very “dirty” cars;

(d) Organize education, information and awareness-raising campaigns to support a cultural shift in urban mobility linked to behaviour change — effective communication for winning public support and understanding why public transport is a viable alternative to private cars;

(e) Raise awareness among employers to support travel to work by public transport by providing economic incentives.

VII. Walking and cycling as an integral part of transport and urban development planning

10. Safe, comfortable and accessible pedestrian and cycling infrastructure that is well-connected and accessible to public transport make city centres liveable and attractive. This leads to a reduction in traffic accidents and congestion, lowers urban noise and air pollution and contributes to less greenhouse gas emissions. Walking and cycling also contributes to public health and individual fitness. For walking and cycling in urban areas to be accepted as an integral part of transport and urban development planning on an equal level with public transport and private car traffic, it is recommended to:

(a) Promote a culture of cycling and walking that is systemic, holistic and integrated, spanning regions and across multiple sectors, including transport, health, environment, urban and regional planning and agriculture;

(b) Encourage transport, health, environment and regional development ministries to adopt common policies that support walking and cycling through an

integrated policy approach, including legislation, planning, financing, implementation and monitoring;

(c) Start a programme of monitoring non-motorized mobility, to make it a visible component of transport and to monitor progress in its development;

(d) Work together with and educate the media on the benefits of human-powered mobility and publicize walking and cycling events;

(e) Develop national, regional and municipal strategies and master plans with concrete and ambitious targets for improvements in cycling and walking as viable modes of human powered mobility;

(f) Develop dedicated cycling paths and well-lit bike parks, bike sheds and park-and-ride facilities for reduced crime and bicycle theft;

(g) Ensure the development of cycling and walking infrastructure that is focused on increasing safety for cyclists and pedestrians and eliminating barriers to cycling and walking in urban areas, including for children, the elderly and those with reduced mobility and that complies with the principles of **safety, accessibility, convenience and attractiveness**;

(h) Integrate e-bikes (“pedelecs” or electric bicycles) as an innovative part of cycling strategies, in order to reach people who otherwise would not use a bicycle and to promote cycling in mountainous areas.

VIII. Increase the environmental performance of the vehicle fleet and fuels in cities, improve travel information and promote energy-efficient driving

11. An increase in environmental performance of private cars, taxis and buses and, in parallel, better quality of gasoline and diesel fuel is particularly important for motor vehicles entering and driving in densely populated urban areas and city centres. It is recommended to:

(a) Develop lower-cost measures for cleaning up existing buses that will include better bus maintenance and improvements in fuel quality (e.g., incremental improvements to the design of diesel engines, control systems and after-treatment systems in conjunction with a shift to low-sulphur diesel fuel can reduce diesel emissions dramatically);

(b) Stimulate the move to alternative fuels such as compressed natural gas or liquid petroleum gas and encourage cleaning up diesel fuels;

(c) Facilitate the provision of travel information through different information sources including media and the Internet;

(d) Organize campaigns on improving driving behaviour, energy efficiency and traffic safety through various eco-driving activities and programmes;

(e) Incorporate eco-driving in the standard driving style taught in driving schools.

IX. Make use of and contribute to the international framework provided by THE PEP

12. In order to make use of and contribute to the international framework provided by THE PEP, it is recommended to:

(a) Apply the principles and mechanisms contained in THE PEP *Guidance on supportive institutional conditions for policy integration in Transport, Health and Environment* (ECE/AC.21/1)^a and in National Transport, Health and Environment Action Plans;

(b) Utilize THE PEP implementation mechanisms, such as THE PEP Partnership and THE PEP stafette, as platforms for international cooperation on sustainable and healthy urban transport;

(c) Utilize the data and information on THE PEP Clearing House;

(d) Make use of THE PEP tools, such as THE PEP Toolbox and Health Economic Assessment Tool (HEAT) for cycling, and promote their application on the national, regional and local levels.

^a *Working together for Sustainable and Healthy Transport*. Available from <http://www.unece.org/fileadmin/DAM/thepep/en/publications/WorkingTogether.Guidance.en.pdf>.