

Item 7 (b) of the provisional agenda  
**Implementing the Paris Declaration**  
**THE PEP relay race (staffette)**

## **THE PEP relay race (staffette)**

**Workshop on Green and Health-Friendly Sustainable Mobility: Focus on Urban Central Asia (26–27 September 2013, Almaty, Kazakhstan)**

### **REPORT**

#### *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 (staffette) as a part of a new communication and implementation strategy, with a view to 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 sixth workshop in THE PEP staffete workshop series was held on 26–27 September 2013 in Almaty (Kazakhstan). The sub-regional workshop addressed the topic of “Green and Health-friendly Sustainable Mobility: Focus on Urban Central Asia.”

Organized in cooperation with the Ministry of Transport and Communication, Republic of Kazakhstan, AKIMAT (municipal authority of Almaty, UNECE, WHO/Regional Officer for Europe and UNDP\_GEF Project “City of Almaty Sustainable Transport”, the Workshop brought together over 100 experts from national and municipal authorities, private sector, civil society and academia. Financial support was provided by the Governments of Austria, France, Norway and Switzerland.

## I. Introduction

1. At the tenth session of the Steering Committee of the Transport, Health and Environment Pan-European Programme (November, 2012), the Government of Kazakhstan offered to host a sub-regional workshop as part of the staffete workshop series, with a focus on green and healthy transport in urban Central Asia. The Steering Committee welcomed this proposal and initiated contact with the relevant authorities and the UNDP-GEF project “City of Almaty Sustainable Transport”

(ECE/AC.21/SC/2012/9–EUDCE1206040/1.9/SC10/9, para 30).

2. The objective of THE PEP Almaty Workshop was to encourage transport, health and environment policymakers to work together in developing strategies and measures for sustainable and healthy urban transport. Participants will identify challenges and opportunities to promote innovative policies and programmes that support green and health-friendly transport policies and improve urban livelihoods in Almaty and other large cities of the region. The workshop was part of THE PEP relay race (staffete), a series of capacity-building events to share best practices across different regions. The staffete was launched in January 2009 in Amsterdam, followed by workshops in Pruhonice, Czech Republic (Sept 2009), Skopje, (June 2010), Batumi, Georgia (September 2010), Kiev (June 2011) and Moscow (June 2012).

3. The Workshop was organized in cooperation with the Ministry of Transport and Communication, Republic of Kazakhstan, AKIMAT (municipal authority of Almaty, UNECE, WHO/Regional Officer for Europe and UNDP\_GEF Project “City of Almaty Sustainable Transport” and brought together experts from national and municipal authorities, private sector, civil society and academia. Financial support was provided by the Governments of Austria, France, Norway and Switzerland.

## II. Participation

4. The meeting was attended by over 100 representatives of the following countries: Austria, France, Germany, Kazakhstan, Kyrgyzstan, Netherlands, Russian Federation, Switzerland, Tajikistan, the former Yugoslav Republic of Macedonia and Uzbekistan.

5. The workshop was also attended by representatives of the United Nations Development Programme, European Bank for Reconstruction and Development (EBRD), International Finance Corporation (IFC), International Association of Public Transport, London European Partnership for Transport, Fraunhofer-Institute for Systems and Innovation Research ISI, International Urban Transport Consultant, Independent Auto Union, Union of International Road Carriers of the Republic of Kazakhstan (KAZATO), LLP «BauTLiK», NGO “Kyrgyzstan Mountain Bike Federation”, Veloalmaty initiative group, Velo-tour.kz, “Ecoservice-C”, Witteveen+Bos Caspian LLP, Autogas Systems Uzbekistan, “NIPI oil and gas”, Kazakh Academy of Transport and Communications named after Tynyshpayev, Al-Farabi Kazakh National University, Research Institute for Transport and Communications, “Magic Way-CIS”-LLP and Kazakh Research Institute of Oncology and Radiology.

6. The representative of Moscow presented THE PEP baton, refurbished by the Russian Federation, to the City of Almaty.

### **III. Action points for Policymakers**

7. The workshop was concluded with the adoption of Action Points for Policymakers (Annex I). The action points underlined several important aspects which policymakers need to pursue to create conditions conducive to the integration of sectoral policies and the achievement of more sustainable urban transport systems, while at the same time ensuring healthier and environmentally cleaner urban areas.

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

9. All presentations from the Almaty Workshops can be accessed at: <http://www.unece.org/index.php?id=33020>. The Final programme of the Workshop is attached in Annex II.

## ANNEX I

### THE PEP SUB-REGIONAL WORKSHOP ON GREEN AND HEALTH-FRIENDLY SUSTAINABLE MOBILITY: FOCUS ON URBAN CENTRAL ASIA 26-27 September 2013, Almaty (Kazakhstan)

#### ACTION POINTS FOR POLICYMAKERS

Governments, civil society, municipal, regional and international stakeholders should take action to:

#### 1. IMPROVE AIR QUALITY FOR BETTER QUALITY OF URBAN LIFE

- a. Reduce transport-related emissions of air pollutants, especially those relevant for human health such as particulate matter (PM<sub>2.5</sub>)
- b. Establish low-emission zones in urban areas.
- c. Strengthen air quality monitoring and transport-related emission inventories.
- d. Match population exposure data with data from health registries to establish local evidence for action.
- e. Invest in greenhouse gas emission reduction through mobility management.

#### 2. INTEGRATE URBAN SPATIAL PLANNING WITH TRANSPORT, HEALTH AND ENVIRONMENT OBJECTIVES

- a. Integrate urban and spatial planning objectives with transport, environment and health policies.
- b. Promote dense cities with mixed zoning between services, business and residences to shorten travel and commuting distances and to enable access by human-powered mobility such as walking and cycling;
- c. Counteract urban sprawl through appropriate land-use planning policies;
- d. Encourage and support a new vision for the city and communicate it through the various sectors, including transport, health and environment, but also planners, police and security, energy sector, education and nutrition, water and sanitation.
- e. Promote resilient cities with adequate disaster risk reduction, emergency preparedness and contingency planning.
- f. Integrate the needs of walking, cycling and public transport into infrastructure design, transport and land-use planning.

#### 3. DEVELOP PUBLIC TRANSPORT SYSTEMS AS CONVENIENT AND SEAMLESS NETWORKS

- a. Make public transport accessible, attractive, comfortable, convenient and safe.
- b. Establish integrated public transport systems and services and optimize public transport networks across the whole transport chain, including the first and last mile (“seamless journey”)
- c. Give public transport priority in infrastructure investments and road design and introduce priority-lanes for buses and trams to make public transport more rapid and punctual.
- d. Optimize road capacity with the aim of moving people and not cars.
- e. Promote Bus Rapid Transit (BRT) and Light Rail systems.
- f. Promote use of renewable energy for public transport (e.g. bio-gas for CNG buses, electricity from renewables for electro-buses and solar power for lighting public transport stops, park/bike-and-ride lots and traffic information).
- g. Follow a “super-block” approach, matching bus routes and frequency with maximum demand.

- h. Use clear signs and signalling for public transport, digitized equipment when possible, from a central location to assist in traffic management.
- i. Introduce online timetables, smart phone applications for riders with real-time information, sports and cultural events, information on accessibility for people with reduced mobility, updates by text, smart ticketing and security cameras (CCTV).
- j. Treat bus stops as a part of public transport services offered to riders and make them attractive, convenient and safe, including clear customer information on services, timetables and networks.
- k. Weigh economic benefits of the public transport system, i.e. increased ridership and contribution to urban economy.
- l. Introduce incentives through half-price tickets for frequent riders, unlimited within zone and time period, uniform price levels.
- m. Introduce car-sharing schemes with easy reservation systems.

#### **4. PROMOTE ACTIVE (HUMAN-POWERED) MOBILITY AS A VIABLE TRANSPORT MODE**

- a. Recognize, encourage and support active mobility as a viable mode of urban transport.
- b. Create safe and convenient infrastructure for walking and cycling, including bike lanes separated from car traffic and from pedestrians, with service stations for cyclists and clear signs and signalling.
- c. Improve road safety as a pre-condition to developing cycling and walking infrastructure.
  - i. Incorporate lessons on bicycle and pedestrian safety into curriculum on rules of the road and road safety.
  - ii. Make road safety for pedestrians and cyclists the responsibility of all transport users.
  - iii. Design bicycle lanes, parking places, pedestrian walks from traffic and bicycle lanes; maintain and clean cycling lanes and pedestrian walks with the same priority as roads, especially in winter.
  - iv. Publish lists of safe bicycle routes as part of tourist information.
  - v. Launch information campaigns to promote cycling through bicycle races, cultural events, etc.
  - vi. Manage road traffic to support active mobility, e.g. lower speed limits, improved traffic lighting for walking and cycling.
  - vii. Respect cyclists as equal participants on the road.
  - viii. Establish pedestrian (car-free) zones.
- d. Highlight the positive health impacts of active mobility and use the HEAT tool for transport policy to advocate for healthier transport policies.

#### **5. ENCOURAGE SUSTAINABLE MOBILITY MANAGEMENT, AWARENESS-RAISING AND PUBLIC PARTICIPATION**

- a. Develop and implement mobility-management measures to manage mobility and transport demand, involving all transport actors, e.g. Companies, cities, schools, tourism and leisure operators.
- b. Promote eco-driving as a new, safe and fuel-efficient driving style, establish eco-driving training programmes for drivers and incorporate eco-driving into driving school curricula and driving licenses requirements.
- c. Create political will among stakeholders: public, private and policymakers.
- d. Hold public consultations, referenda, town-hall meetings on transport policy decisions impacting citizens; support public participation and access to environmental information on transport policy.
- e. Bridge the gap between infrastructure, technology and mobility demand.
- f. Promote modal shift to environment-friendly modes (public transport, active mobility).
- g. Introduce policies to reduce the number of cars used by employees, including governments, to set a good example.

- h. Support individual well-being (emotional and psychological aspects).
- i. Carry out active public information campaigns on negative impacts of transport-related air pollutants and noise, showing the health and environmental benefits of walking, cycling and public transport.
- j. Share lessons learned and best practices: bring problems to the public debate and seek support for innovative solutions – be bold.

**6. ALLOCATE INVESTMENT TO BUILD-UP AND IMPROVE ENVIRONMENT AND HEALTH-FRIENDLY TRANSPORT SYSTEMS TO STIMULATE GREEN ECONOMY AND NEW JOBS**

- a. Incorporate the economic benefits of investment of public transport and active mobility into transport policy and infrastructure planning.
- b. Emphasize green and health-friendly mobility within the Green Bridge Initiative.
- c. Recognize the importance of economic analysis, taking into account the internalization of external costs.
- d. Introduce green technologies into transportation, such as electric mobility based on electricity from renewable energy sources.
- e. Encourage eco-tourism and eco-travelling as a boost to the local economy.
- f. Highlight the message that investing in environmentally-friendly vehicles, in mobility management and in green jobs in transport, is good for new business and at the same time good for CO<sub>2</sub> emission reduction and quantify the results.
- g. Support THE PEP Partnership on Jobs in Green and Healthy Transport.
- h. Recognize the economic significance of green jobs in transport and champion the global green economy agenda, at the same time maximizing environment and health benefits.
- i. Raise awareness and showcase best practices and case studies showing potential of jobs in green and healthy transport and quantify it.

**7. WORK TOGETHER AND BUILD CAPACITY FOR GREEN AND HEALTHY MOBILITY**

- a. Show political leadership for green and health-friendly transport at multiple administrative levels.
- b. Encourage horizontal integration (among transport, health and environment sectors) to work towards sustainable transport.
- c. Encourage vertical integration (coordination and communication among national policy and local and international action).
- d. Encourage the establishment of dedicated national bodies or working groups on Transport, Health and Environment.
- e. Foster exchange of good practice and experience between countries and cities.
- f. Promote capacity-building and training among experts and stakeholders in public authorities, private sector and civil society.
- g. Build capacity for the effective Implementation in the Central Asian region of the Paris Declaration of the 4<sup>th</sup> High-level Meeting on Transport, Health and Environment.
- h. Commit to having sustainable and health-friendly transport strategies in place at national level and to develop National Transport, Health and Environment Action Plans (NTHEAPs).
- i. Consider the possibility of developing a Framework Convention on T,H,E to give guidance to governments on green and health-friendly mobility and to support efforts for the development of legislation and regulation at national and local levels.
- j. Build capacity and develop technical assistance projects, training and seminars to encourage planning and promotion of public transport, cycling and walking.
- k. Participate actively in THE PEP process and its implementation mechanisms, e.g. THE PEP Partnerships, the Staffete (Relay Race) and in the development of NTHEAPs.

ANNEX II



Government of Kazakhstan



City of Almaty



Empowered lives.  
Resilient nations.

**SUB-REGIONAL WORKSHOP  
GREEN AND HEALTH-FRIENDLY SUSTAINABLE MOBILITY:  
FOCUS ON URBAN CENTRAL ASIA  
26 - 27 September 2013, Almaty (Kazakhstan)**



**Organized in cooperation with:**

**Ministry of Transport and Communication, Republic of Kazakhstan,  
AKIMAT (municipal authority of Almaty), UNECE, WHO/Regional Office for Europe  
and UNDP-GEF Project “City of Almaty Sustainable Transport”**

The objective of THE PEP Almaty Workshop is to encourage transport, health and environment policymakers to work together in developing strategies and measures for sustainable and healthy urban transport. Participants will identify challenges and opportunities to promote innovative policies and programmes that support green and health-friendly transport policies and improve urban livelihoods in Almaty and other large cities of the region. The workshop is part of THE PEP relay race (staffette), a series of capacity-building events to share best practices across different regions. The staffete was launched in January 2009 in Amsterdam, followed by workshops in Pruhonice, Czech Republic (Sept 2009), Skopje, (June 2010), Batumi, Georgia (September 2010), Kiev (June 2011) and Moscow (June 2012). A representative of Moscow will pass THE PEP baton to the City of Almaty.

## FINAL PROGRAMME

### Wednesday 25 September 2013

- Arrival of participants
- Transfer to hotel
- Welcoming of participants and speakers

### Thursday 26 September 2013

**08.30 – 09.00**      **Registration, Conference hall of Holiday Inn Hotel**  
**(Timiryazeva str. 2-d)**

#### **09.00 – 10.15**                      **OPENING REMARKS**

##### **Welcome remarks**

- Mr Zhenis Kasymbek, Ministry of Transport and Communications, Republic of Kazakhstan
- Mr. Akhmetzhan Essimov, Mayor of Almaty city
- Ms. Brinda Wachs, UNECE (Transport/Environment Divisions), Geneva
- Mr. Christian Schweizer, WHO Regional Office for Europe
- Mr. Stanislav Kim, Representative of UNDP Kazakhstan
- Mr. Robert Thaler, Ministry of Agriculture, Forestry, Environment and Water Management, Austria, Chair of THE PEP

**Staffete ceremony:** Representative of Moscow to pass the baton to the representative of Almaty to signify the next step in THE PEP relay race from Amsterdam (2009) to Paris (2014).



10.15 – 10.45

### SESSION I

#### KEY ISSUES AND CHALLENGES FOR SUSTAINABLE AND HEALTHY URBAN MOBILITY IN CENTRAL ASIA

Ensuring green and health-friendly mobility in large cities is an increasingly challenging task for city administrations and national governments. What are the key issues and challenges for transport planners in Almaty, Ashgabat, Bishkek, Dushanbe and Tashkent, in the fields of transport infrastructure, air pollution and congestion, public transport, active mobility and institutional cooperation?

This session provides an overview of the main issues at stake in the region.

Moderator: Representative of Ministry of Transport and Communication

- Mr. Dauren Sabitov, Representative of Ministry of Transport and Communication of Kazakhstan: Green growth strategy for Kazakhstan: Energy efficiency in transport
- Mr. Guido Bruggeman, Chief technical adviser of UNDP-GEF Project “City of Almaty Sustainable Transport”: Sustainable mobility: *a call for vision, integrated planning and resources*
- Ms Yelena Yerzakovich, Project manager of UNDP-GEF Project “City of Almaty Sustainable Transport”, and Mr. Talgat Abdrakhmanov, Department of Public Transport, Almaty: *Sustainable urban transport strategy in the city of Almaty – Key challenges in the development of an urban transport policy*

#### 10.45 – 11.00 Questions from the floor and discussion

11.00 – 11.30

Coffee break and Press Conference

11.30–12.45

### SESSION II

#### TRANSPORT-RELATED AIR POLLUTION AND EMISSIONS DATA COLLECTION

Motorized transport such as cars, busses, trucks and motorbikes contribute to the increase in greenhouse gas and air pollution emissions such as carbon dioxide (CO<sub>2</sub>), nitrous oxides (NO<sub>x</sub>), volatile organic compounds (VOCs) and particular matter (PM), which have an impact on air quality and human health and ecosystems. Such modes of transport also cause a high level of noise pollution particularly harmful for children, and damaging to our psycho-social well-being. What methodologies can cities use to monitor and measure emissions of GHGs, air pollution and noise? What are some emission abatement measures used in cities?

Moderator: Ms. Brinda Wachs, UNECE, Environment Division, THE PEP Secretariat

- Ms. Marie-Eve Heroux, WHO/Europe, Joint task Force on Health effects of Air Pollution, LRTAP Convention: *Health effects of transport-related particulate matter: Policy implications for Central Asia*
- Ms. Nadja Richter, Federal Environment Agency, Germany: *Transport-related air pollution mitigation measures*
- Mr. Benjamin Collin, Ministry of Ecology, Sustainable Development and Energy, France: *Measures to implement a sustainable transport policy: focus on CO2 emissions*
- Mr. Anvar Shabanov, State committee for nature protection, Uzbekistan: *Mitigating the negative impact of transport in Tashkent. Gas transport"*

**12.30 – 12.45 Questions from the floor and discussion**

**12.45 – 14.00 Lunch**

**14:00 – 17:30**

**SESSION III**

**POLICIES AND ACTIONS FOR ACTIVE MOBILITY:**

**WALKING AND CYCLING IN CITIES**

Sustainable urban transport must be safe, easy to use and accessible to make city centers livable and attractive. This will lead to a reduction in traffic accidents and congestion, lower urban noise and air pollution and contribute to less greenhouse gas emissions. Sustainable transport solutions must also include walking and cycling. Cities should provide dedicated infrastructure and facilities to foster safe and active mobility as a viable mode of transport and one that contributes to the physical and psychological health of its citizens.

Moderator: Mr. Christian Schweizer, WHO/Europe, THE PEP Secretariat

- Mr. Christian Schweizer, WHO/Europe: *Health, environmental and economic benefits of active mobility*
- Mr. Paul Curtis, Polis: *Road Safety at the heart of cycling promotion: Examples from Europe*
- Dr. Dinesh Sethi, WHO/Europe: *Improving road safety for pedestrians in Central Asian Cities*
- Mr. Helmut Koch, Manager of «Klima: aktiv mobil programme», Austria: *Mobility management for cities, municipalities and regions in Austria. Active urban mobility management – Austrian cycling Master plan and examples of practical implementation*

**15.00 –15.30**

**Coffee break**

- Mr. Peter van Leeuwen, Ambassador of the Netherlands to Kazakhstan: *Cycling project in Astana*
- Mr. Timur Jurkashev, VeloAlmaty: *Design of bike lanes for Almaty: how to find a balance between mobility needs*

**17.00 – 17.30 Questions from the floor and discussion**

**18.00 – 20.00**

**Welcome reception on behalf of Ministry of Transport and Communication of Republic of Kazakhstan**

**Friday 27 September 2013**

**09.00 - 12.00**

**SESSION IV**

**PUBLIC TRANSPORT IN CENTRAL ASIAN CITIES: A SEAMLESS JOURNEY?**

Public transport systems (metros, trams, buses, etc.) must be designed as an integral part of door-to-door mobility for business, education, shopping and leisure. They must be attractive in terms of safety, speed, reliability, comfort and affordability to all, including vulnerable citizens, such as the elderly and children. How can we organize urban and suburban public transport systems (operation and infrastructure) so as to minimize effort and time at transfer points, promote cycling and walking and offer a seamless journey?

Moderator: Ms. Yelena Yerkovich (UNDP-GEF CAST project)

- Mr. Igor Stepanov, Head of the Russian office of UITP: *World Innovations in urban mobility*
- Mr. Paul Curtis, Polis: *EU Public transport - Best practices to share with Central Asia countries*
- Mr. Christian Vogt, Zurich Transport Authority, Switzerland: *Traffic management measures - Public transport operations in Zurich*
- Mr. Yevgeniy Mikhailov, Moscow transport Department:

**10.15–10.30**

**Coffee break**

- Mr. Begidjon Ziyoev, Ministry of Transport of Tajikistan: *Public transportation in Tajikistan*
- Mr. Johannes Winter, Senior Operations Manager, Doppelmayr Cable Car GmbH & Co KG, Austria: *Cable-propelled Mass Transit Systems – New Technologies for Cities*
- Mr. Yerkin Dzhailaubekov, Kazakh Academy of Transport and Communications named after Tynyshpayev, Almaty: *Promotion of solar energy cars for Kazakhstan*

#### 12.00 – 12.30 Questions from the floor and discussion

12.30- 13.00 Ms. Nadine Asconchilo (France Ministry of Transport) and Ms. Brinda Wachs (UNECE): *Brief presentation of the 4HLM in Paris (14-16 April 2014).*

13.00–14.00      **Lunch: Continued discussion on 4HLM**

14.00 – 16.30

#### SESSION V

##### **ACHIEVING SUSTAINABLE ECONOMIC DEVELOPMENT THROUGH INVESTMENT IN MOBILITY MANAGEMENT**

Central Asian cities could benefit economically by investing in anti-congestion measures and mobility management schemes, using new technologies, e.g. for traffic and parking management systems, investment in public transport networks and supporting mobility management schemes for work and leisure, such as: park-and-ride facilities, walking schoolbus, telecommuting, staggered working hours.

Moderator: Mr. Robert Thaler, Chairman of THE PEP, Ministry of Agriculture, Forestry, Environment and Water Management, Austria

- Mr. Robert Thaler, Chairman of THE PEP, Ministry of Agriculture, Forestry, Environment and Water Management, Austria: *National programme for investing in sustainable mobility: Lessons learned of the Austrian “klima:aktiv mobil” showcase*
- Mr. Christian Schweizer, WHO/Europe: *THE PEP Partnership on jobs in green and healthy urban transport*
- Mr. Abbas Offarinov, EBRD Almaty : *Investment in safe, clean, accessible public transport in Central Asian cities*

15.0 – 15.15      **Coffee break**

- Dr. Peter Wiederkehr, Ministry of Agriculture, Forestry, Environment and Water Management, Austria: *Eco-driving, alternative fuels and electromobility – technological and behavioral investments for climate friendly mobility*
  - Mr. Claus Doll, Fraunhofer Institute, Germany: *Economic aspects of non-technical measures to reduce traffic emissions*
  -
- 16.15 – 16.45 Questions from the floor and discussion**

**16.45 – 17.30 RECOMMENDATIONS AND CONCLUSIONS**

**Adoption of recommendations:**

***Action points for Policymakers and Launch of New Initiative(s)***

Moderator: Mr. Robert Thaler, THE PEP Chairman, Ministry of Agriculture, Forestry, Environment and Water Management, Austria

**18.00 – 19.30 Guided City tour with the site visit to Almaty metro**