

Item 8 of the provisional agenda

Managing THE PEP

Monitoring implementation

DRAFT PUBLICATION FOR 4HLM



From Amsterdam to Paris and Beyond:
THE PEP Policy Review and THE PEP Future

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I. Implementing the Amsterdam Declaration: assessment of the policy response

This section will highlight case studies, giving examples of best practice and lessons learned in promoting green and health-friendly mobility through an integrated policy approach. Member states have provided information on projects and activities undertaken at national or municipal levels on challenges they face in implementation of environment and health-friendly transport policies in their countries. The information is based on THE PEP Questionnaire and other inputs.

II. Compendium of staffete experiences 2009-2013

This section will look back on the Staffete Relay Race, launched by the Amsterdam Declaration (2009) in which the “baton” of best practices in sustainable urban transport was passed from Amsterdam to Pruhonice to Batumi to Skopje to Kyiv to Moscow to Almaty (6-City relay race). Information was provided by Member States, host countries to the workshops: Georgia, Kazakhstan, Russian Federation, The Former Yugoslav Republic of Macedonia and Ukraine. *Information forthcoming from the Czech Republic.*

III. THE PEP Partnerships: 2013 and beyond

This section will showcase projects and activities that have been developed since Amsterdam as part of THE PEP Partnership mechanism and look s at plans for forthcoming Partnerships as THE PEP re-launches its 2nd decade.

IV. Acknowledgements, references, photographs provided by Member States

This section will includes acknowledgements of host countries and organizers, references to relevant documents and photographs of workshops and technical measures that resulted, e.g. cycle lanes and pedestrian walks, signs and signals for active mobility, green spaces, urban and spatial planning and other developments.

I. Implementing the Amsterdam Declaration: Assessment of the Policy Response

Following the Third High-level Meeting on Transport, Health and Environment in January 2009 in Amsterdam, the Steering Committee and its Bureau underlined the importance of monitoring the implementation of THE PEP programme and of progress made by Member States at national level toward the attainment of the four Amsterdam Goals.

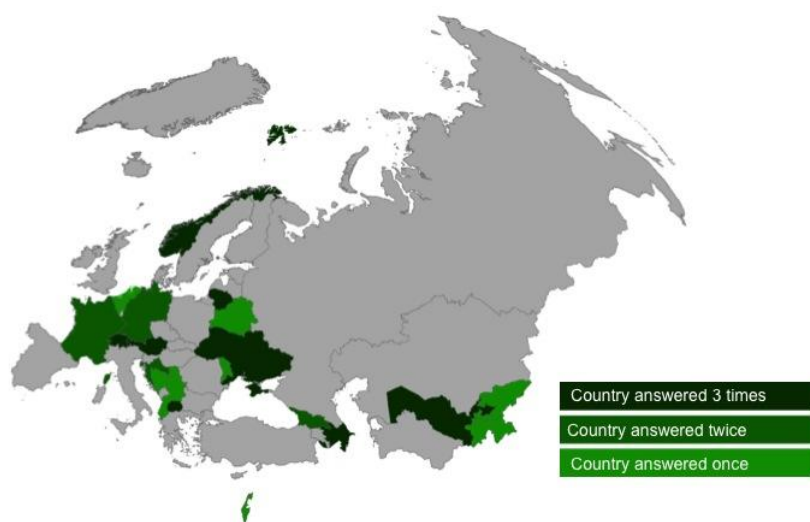
This document has the objective to report on the state of national implementation of THE PEP and the Goals of the Amsterdam Declaration, the main developments, challenges and enabling factors as well recommendations for further strengthening the process. It provides elements to adjust THE PEP work programme to better meet the needs of Member States. Selected good practices from across the Region giving concrete examples of actions that can be taken at national, sub-national and local level provide an overview of the implementation in the countries.

In addition to reporting to the 4HLM, this report has the objective to contribute to the Mid-Term Review of the European Environment and Health Process (EHP), scheduled to take place in 2014, as THE PEP is directly contributing to achieving Regional Priority Goal 2 (RPG2) of the Parma Declaration on Environment and Health of 2010.

The conclusions presented below are based on the answers provided by 24 Member States to a questionnaire developed by THE PEP Secretariat to gather self-assessed qualitative information on the state of national implementation of THE PEP and the Goals of the Amsterdam Declaration. The same questionnaire was repeated in the years 2011, 2012 and 2013 and was filled out by THE PEP focal points. Responding countries represent the whole UNECE Region and are pictured in graph 1.¹

¹ Responding Member States: Albania, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Croatia, France, Germany, Georgia, Israel, Kyrgyzstan, Lithuania, Malta, Moldova, Monaco, Netherlands, Norway, Serbia, Switzerland, Tajikistan, The former Yugoslav Republic of Macedonia, Ukraine and Uzbekistan.

Graph 1. Responding countries to the PEP 2011, 2012 and 2013 questionnaires on the implementation of the Amsterdam Declaration of the Third High-level Meeting.



A. THE PEP's leading sectors

Implementation of THE PEPs Goals relies on the strong engagement and collaboration of the national transport, health and environment sectors. The national THE PEP focal points are the main channel of communication in countries of THE PEP's objectives and opportunities. They are key instruments in identifying relevant existing strategies, interventions and policies at national level. The amount and sector distribution of THE PEP Focal Points can be used as an indicator for the intersectorial cooperation and lead taking in THE PEP's implementation.

Across the UNECE Region, the environment and, to some less extent, the health sectors are the leading sectors for reporting on the PEPs achievements. The transport sector is less often represented, although some changes can be observed in the last years.

Only half of the countries have Focal Points representing the three sectors. Nomination of additional Focal Points for some few countries over the period 2011-2013 shows increased efforts to establish stable, institutionalized intersectorial working mechanisms. This applies to the whole Region.

In general terms it seems to be difficult to consult sectors beyond the officially nominated Focal Points indicating a difficulty in communication between the sectors, in particular when cooperation is not institutionalized. In countries where additional expertise is requested, specialized institutions within the own sector (i.e. environmental health departments etc.), NGOs and local / regional authorities are more often involved. This however is still rather scarce. NGOs play an increased role over the reporting period and are solicited in particular in Central Asian and SEE countries.

While urban planning seems to become more represented within THE PEPs coordinating bodies, it has not been consulted for providing information about THE PEPs achievements.

B. Implementation of the Amsterdam Declaration

Contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport (Priority Goal 1)

klima:aktivmobil

klima:aktiv mobil is the initiative of the Austrian Federal Ministry of Agriculture, Forestry, Environment and Water Management for active climate protection in the transport sector to promote climate-friendly mobility management. klima:aktiv mobil provides a national framework to motivate and support companies and public services, cities, municipalities and regions, leisure and tourism operators, construction companies and real estate developers, schools and youth groups, as well as the public developing and implementing climate protection measures.

<http://www.klimaaktiv.at/mobilitaet.html>

Country: Austria

Germany's National Cycling Plan (NCP)

The objective of the German National Cycling Plan is to initiate new methods and implementation strategies for the promotion of cycling in Germany. The National Cycling Plan addresses all actors in politics, the economy and society but also individual citizens as active road users. By presenting this Plan, the Federal Government acknowledges its active role as a catalyst and moderator in the promotion of cycling.

The previous NCP 2002-2012 brought an increase in cycling and a consolidation of awareness for cycling in the federal states and communities. Several projects were funded under the federal non-investment cycling support program.

The new NCP 2020 is in force since the 1st January 2013 with basic guidelines to support cycling for the years to come. The plan includes new topics, for example e-mobility in cycling, capacity problems in the cities and thoughts are given to “starter”, “climber” and “champion” communities.

<http://www.bmvbs.de/SharedDocs/DE/Artikel/UI/fahrradverkehr-nationaler-radverkehrsplan.html?linkToOverview=js>

Country: Germany

Most of the countries are addressing Goal 1 of THE PEP Amsterdam Declaration to contribute to the sustainable economic development and job creation.

Investments that promote an environmentally sustainable infrastructure are focussing in particular on the construction and reconstruction of railway and light rail lines. The main objective is to promote inter-modal transport and rail sidings and to provide important stimuli for the shifting from road transport to rail, including the increase of railroad employment opportunities. The construction and upgrade of train and light rail stations to facilitate travel for all passengers is the most used approach to ensure clean and efficient modal connections. Maritime connections, where relevant, are also gradually being explored as alternative transport modes.

While investment in rail and light rail are supported as an alternative to motorized transport in Western European countries, countries in Central Asia follow the approach to combine investment in rail with the construction or reconstruction of safer highways and inner city roads.

Project "Shiluvim"

Project "Shiluvim" (Hebrew for integrations) is designed in order to better integrate between Israel's national and inner city bus and rail systems. The project consists of four completing components, which together, can improve Israel's public transport system and make it easier to use and plan. The first of these components addresses the connectivity between train stations and bus lines leading to and from them. The second component aims to ameliorate signage and information offered to passengers at stations. Next, a new travel card valid for both train and bus (for all main bus-service providers) is introduced in order to make travelling on different modes of transport easier and cheaper. The last component deals with applying the same principles and guidelines to new train stations. Thus, during preliminary planning, every new train station must also be checked to see that it is ideally integrated with the feeding bus system and that signs and information is clear and useful.

The total budget for this project was set at roughly 10\$ M. So far the project has improved the services at more than 50 train stations nationwide.

<http://www.avivamcg.com/en/customerStory.aspx?id=63>

Country: Israel

Support measures to strengthen the combined transport

The strengthening of transalpine combined transport through operating subsidies promotes the transfer of freight from road to rail. Funds will be awarded to the operators of combined transport for settling uncovered costs.

<http://www.bav.admin.ch/verlagerung/03063/index.html?lang=de>

Country: Switzerland

Active and environmentally friendly transport planning is addressed by most of the UNECE Member States. Pattern and approaches used may however differ between the countries setting different priorities. While some countries do build infrastructure for active and environmentally friendly transport predominantly through the development of dedicated bike lanes and, although less systematically, through improved sidewalks, many countries do approach this issue through more integrated approaches. These include the reorganization of public transportation, re-direction of access roads to urban centres, alternative transport connections like maritime connections, development of park and ride facilities and pedestrian/cycling paths.

Infrastructure approaches focussing on walking and cycling are more common in Western European countries and do often fall under the responsibility of local authorities rather than national governments.

The national development program "Cities of The Future (2008 - 2014)"

Cities of the Future is a collaboration program between selected municipalities and the state for developing urban areas with the lowest possible levels of greenhouse gas emissions and good urban environments. The main goal is reducing the combined greenhouse gas emissions from road transport, stationary energy use, consumption and waste in urban areas as well as developing strategies for meeting future climate change.

The cooperation on Cities of the Future is led by the Minister of the Environment and International Development through an annual summit of Secretaries of State, mayors/City council chief commissioners, political management of the Norwegian Association of Local and Regional Authorities and trade organisations.

http://www.regjeringen.no/upload/subnettsteder/framtidens_byer/design/Avtale%20med%20byene%20engelsk.pdf

Country: Norway

All countries are taking measures to improve road safety, mostly through the development and implementation of comprehensive national road safety plans and the establishment of road safety authorities, coordinating bodies etc. These plans, which are predominantly under development in EECCA countries, do include law enforcement, awareness raising and capacity building, vehicle and infrastructure safety improvement as well as national research on traffic related accidents.

The investment in eco-tourism is progressively being recognized as a way to contribute to a sustainable economic development and job creation. Half of the UNECE Member States do acknowledge having targeted measures promoting sustainable tourism approaches, in particular EECCA countries. These actions however are defined as general sustainable tourism/development strategies and do not necessarily focus on environment- and health friendly transport measures and facilities. An exception is the development of cycle-tourism infrastructure for sport and leisure activities which is receiving an increased attention by many Member States across the Region. Less attention is still given to the use of environmentally friendly transport means for

travelling to a destination and returning from it, for establishing public transport offerings or devising special eco-friendly tourist packages.

France velo Tourism

France Velo Tourism is a group of professionals and local authorities supported by the state to promote bicycle tourism in France. It was founded in associative status by tourism and biking experts and was joined by three major tourist federations representing the national territories:

National Federation of Regional Tourism Committees (FNCRT)

National Network of departmental destinations (RN2D)

National Federation of Tourist Offices and Tourist Information Centres (FNOTSI).

Its strategic goal is to help develop the cycling tourism economy by optimizing the organization of the sector.

<http://www.francevelotourisme-partenaires.com>

Country: France

Manage sustainable mobility and promote a more efficient transport system (Regional Priority 2)

In order to manage sustainable mobility and promote a more efficient transport system, countries do follow various approaches and measures. Several countries do have comprehensive approaches integrating land use and transport planning and promoting the use of bicycles and public transport modes while rationalizing parking tariffs etc.

At a general level, increasing public transportation through the development of subway lines, busses and bus connections as well as better infrastructure for intermodal connection is the most followed approach. Programmes promoting the attractiveness of cycling and walking through better and appropriate infrastructure do also take place in UNECE Member States. Financial incentives for the use of bikes (e.g. fiscal subsidies paid by employers to employees coming by bike) or for public transportation exist in some countries, however they still do represent the minority of used interventions.

The management of sustainable mobility in Central Asian Countries does often focus also on the improvement of the technical quality and emission control of vehicles as well as the improvement of road infrastructure.

In all countries of the Region, main policies or programmes for the management of sustainable mobility and the promotion of more efficient transport systems are national policies targeting the public sector.

These policies are followed by local policies targeting local communities and only in few cases, policies are targeting specific groups and environments as leisure, school and business.

Support to Sustainable Transport in the City of Belgrade

“Support to Sustainable Transport in the city of Belgrade” is a UNDP project in partnership with the Ministry of Energy, Development and Environmental Protection of the Republic of Serbia, Belgrade Land Development Public Agency and Belgrade Secretariat for Transport. The goal of the project is to reduce national greenhouse gas (GHG) emissions in Serbia by integrating land-use and transport planning to promote the use of bicycles and public transport modes, while rationalizing parking tariffs and initiating social networking programmes to promote shared taxi and car use. Together, these activities are expected to reduce the growth of personal vehicle use and improve the transport management infrastructure to support the environmental friendly development of Belgrade. They will result in direct energy savings of 285 kton Co2/year; and, indirect savings from the increased share of energy efficient transport modes of 71 kton CO2/per year.

http://www.undp.org/content/serbia/en/home/operations/projects/environment_and_energy/support-to-sustainable-transport-in-the-city-of-belgrade.html

Country: Serbia

Green Travel Plan Malta

Transport Malta, together with the Malta Environment and Planning Authority, is encouraging the introduction of a Green Travel Plan, where travel is organised through collective transport, car sharing, etc., in order to lessen the impact of the private car from our roads. So far, such Plans have been introduced in various office establishments as well as two higher level education institutions – the Malta College for Arts Science and Technology as well as in the University of Malta.

https://secure.um.edu.mt/_data/assets/pdf_file/0009/134838/GTP_Summary_of_Findings-2.pdf

Country: Malta

Free public transportation

The introduction of free public transportation serves to encourage people to take public transport. Public transportation between the home and the workplace, is free for federal employees. For companies that fund 80% of travels costs to Brussels with the STIB and SNCB, the state pays the remaining 20%.

In addition, several categories of persons are entitled (under certain conditions) to free public transport by age (children aged 0 to 11 years and those over 65 years), and to specific tariff measures according to their disability or their social status.

Country: Belgium

Awareness raising, information technology and improved coordination between land use and transport planning

To manage sustainable mobility and promote a more efficient transport system, awareness raising of mobility choices and promotion of the use of information technology are important elements pursued by nearly all Governments.

Promoting sustainable transport through the integration of urban transport management and policies for land-use planning is increasingly being recognized by Member States. Most countries declare that there are mechanisms in place, to improve the coordination between land-use planning and transport, with the exception of some countries, mostly in the Central Asian Region.

The gaining importance of urban planning is reinforced by the increased presence of the urban planning sector in national coordinating bodies of THE PEP (cf. chapter on Implementation of THE PEP).

Promotion of high-quality integrated public transport and reduced need for car traffic

Nearly all countries of the Region have measures to promote high-quality integrated public transport and for reducing the need for, and the volume of, car traffic. Progresses are recorded since 2011.

These measures mainly focus on two approaches used either independently or in combination: regional and urban planning structures designed to reduce traffic and promoting cycling and walking; and upgraded offer in public transportation including improved information on bus schedules, new routes and fares for public transports, park and ride facilities etc. Awareness raising initiatives, teleworking as well as financial incentives to shift from private car use to integrated public transport or reduce car use are increasingly being applied, in particular in Western European countries.

Promotion/development of safe cycling routes to work/school (11 long-distance routes developed) (cooperation national -regional)

or

Cycle calculator: online tool to calculate advantage of modal shift (regional policy)

Country: Netherlands

Reducing emissions of transport-related greenhouse gases, air pollutants and noise (Priority Goal 3)

All countries have strategies, policies or measures to support a shift in the vehicle fleet towards zero- or low-emission vehicles and fuels.

The national transport sector policies aiming at a reduction of transport-related greenhouse gases, air pollutants and noise are of the following nature:

- Mandatory fuel economy/CO₂ standards for road transport; shifts to lower-carbon fossil fuels, biofuels, CNG & hybrid/ electric vehicles; other vehicle design modifications;
- Taxes on vehicle purchase, registration, use; taxes on motor fuels; road and parking pricing; congestion/area pricing;
- Influenced mobility needs through land-use design/regulations and infrastructure planning; prioritization of, and investment in, public transport and non-motorized transport infrastructure and amenities.

A policy framework for green transportation in Georgia: achieving reforms and building infrastructure for sustainability

The Georgian Ministry of Economy and Sustainable Development and the Ministry of Finance, with the support of World Bank prepared a draft policy document "A Policy Framework for Green Transportation in Georgia". For the purpose of this framework, green transportation in Georgia refers to reducing the intensity of fossil fuel use and increasing reliance on indigenous energy sources (mainly hydropower), as well as minimizing adverse impacts on the global and local environment through reduced emissions of GHG and local pollutants. Greening transportation will create 'co-benefits': reducing fossil fuel use will help improve the balance of trade and energy security; and employing measures to avoid unnecessary trips and using fewer vehicles for the same number of trips (i.e., public transportation) would reduce traffic congestion on the road network, particularly in urban areas. By greening transportation, Georgia could reduce the total import bill for petroleum products, thereby improving the balance of trade and energy security.

<http://documents.worldbank.org/curated/en/2012/06/16473131/policy-framework-green-transportation-georgia-achieving-reforms-building-infrastructure-sustainability>

Country: Georgia

Financial incentives for the purchase or use of low CO₂ emission vehicles are progressively used by Member States, in particular in Western European Countries. Various types of financial incentives exist across the Region both for private car use and for trucks: financial incentives for the purchase of low emission, hybrid or electric cars; subsidies for particle filters; tenders for co-financing companies and craftsmen when purchasing new environmentally friendly vehicles; and truck tolls on motorways as an incentive to use cleaner trucks and shift to rail.

Also strategies aiming at changing behaviours, like training in eco driving, are gaining relevance across the whole Region, becoming mandatory for some professional groups in some countries.

Eco-driving training pilot project

The pilot project aims to prove the justifiability and the advantages of ECO driving education: increased traffic safety, improvement of driving competency, economic

justifiability by reducing fuel consumption and maintenance costs, social responsibility through more responsible driving, stress reduction during driving and a more pleasant drive for drivers and passengers, as well as the contribution to environment protection by reducing the emissions of greenhouse gas (CO₂), air pollutants and noise.

<http://www.iru.org>

Country: Croatia

Almost all UNECE countries take measures to support a reduction in noise emissions from transport activities. While noise emissions were more likely to be addressed in Western European countries or EU accession countries than SEE and Central Asian countries in 2011/2012, in 2013 this geographical disparity has decreased.

There is a variety of individual tools available and used by countries: from town planning and use of sound barriers to improved vehicle technology (cars, trains, planes) to financial penalties in particular for airplanes with high noise emissions. Addressing transport related noise pollution is often part of the efforts to transpose the EU regulation “Assessment and management of environmental noise”, in particular in EU accession countries.

Promote policies and actions conducive to healthy and safe modes of transport (Priority Goal 4)

Road Safety Programme

Road deaths have been cut by 58% in Lithuania since 2001, the third best reduction in road deaths among EU countries. These results have been achieved through a concerted effort of energetic traffic controls, activities to educate traffic participants and improvements in infrastructure. Advertisement and awareness raising campaigns have been conducted intensively on television, radio, as well as outdoor billboards and panels. The Lithuanian infrastructure has been constantly audited, improved and renewed.

According to the National traffic safety development programme 2011–2017, an Inter-institutional Action Plan 2012–2014 has been adopted, which includes major aims such as ensuring that all traffic participants have a good level of safety education. The major tasks of the Lithuania development programme are to train traffic safety specialists, teachers and improve their skills, to introduce traffic safety culture skills in education institutions from a very early age, to improve the quality of driving training, and to generally educate society on road safety.

http://www.etsc.eu/documents/ETSC2011_PIN_Report.pdf

Country: Lithuania

All UNECE Member States do have policies and actions conducive to healthy and safe modes of transport.

The main focus of the policies is the promotion of road safety, either through national strategies/programmes for road safety national action plans for road safety, national traffic codes and information initiatives and campaigns. National strategies for sustainable development can also include measures to increase safety and investment in infrastructure. While Western European Countries do focus on road safety, Central Asian countries do address healthy modes of transport through national environmental action plans and the management of air and noise pollution sources.

National programmes and policies to promote walking and cycling are increasingly reported within urban development policies to create urban barrier free environments, cycling lanes and recreation facilities, transport policies and health oriented approaches (e.g. health-in-all policies approaches and national action plans on physical activity).

Nearly all countries of the Region have transport policies and actions focussing on vulnerable groups. Although vulnerable groups are more likely to be addressed by policies in Western European countries or EU accession countries, SEE and Central Asian countries show increased efforts to address healthy and safe modes of transport for vulnerable groups.

Inequalities in access to transport, in particular for people with disabilities, are addressed by a large number of policies and actions, in particular in Eastern European Countries and SEE countries. These policies do cover a large variety of measures, reaching from urban development policies to create urban barrier free environments through new construction of new amenities or rehabilitation of existing infrastructures, adaptation of the transport infrastructure (bus and train stations etc.) and vehicles to specific groups of users (children, persons with disabilities, the elderly people etc.).

Across the Region, policies focusing on children do address mobility and accident prevention education and road safety measures (traffic codes etc.)

Pedestrian Paradise

The main purpose of the Pedestrian Paradise Fest organized on the 22nd of September 2013, was to popularize the rights of pedestrians and to promote a safe traffic on the roads of Kyrgyzstan. This year the Festival was held under the slogan "Move in the rhythm of a green city!"

More than a hundred representatives of companies and organizations registered for the event.

Children and adults have received from the Street event not only a lot of positive emotions, but also a great number of newly acquired skills such as drawing with sand, clay modelling, needlework, painting by roasting, and many other things.

<http://www.easst.co.uk/news/news/427>

Country: Kyrgyzstan

C. Implementation of the PEP

In the Amsterdam Declaration of THE PEP, Member States called for the development of NTHEAPs by making use of existing mechanisms, plans and programmes in the field of transport, health and environment or by building on national processes across the three sectors.

Half of the countries have either implemented or adopted a national transport, health and environment action plan. Although this is valid across the UNECE Region, finalized / implemented NTHEAPs are more common in the Western part of the Region. Despite the increased amount of action plans, many countries still do not have any NTHEAPs planned. Plans under preparation at the beginning of the reporting period in 2011 still have not been finalized, independently of their geographical location. Developing, adopting and implementing NTHEAPs is a long .

There are several ways to go about developing and implementing a NTHEAP. These plans are mostly planned as national strategies, and only to a less degree do include sub-national components. With one exception, transport-related interventions are introduced into an existing NEHAP or transport actions plans, and are not standalone documents. THE PEP is predominately perceived to be useful in the development of the NTHEAPs, however the key role of the PEP is acknowledged in particular at the end of the implementation process and to some less extent in counties of the Caucasus and Central Asia.

The relay race, a series of topical workshops, initiated by the Amsterdam meeting and the Declaration as one of concrete implementation mechanisms of the PEP, as well as THE PEP Partnership providing technical assistance for the development of NTHEAPs are well established and accepted tools supporting countries in the development and the implementation of a NTHEAP.

Around half of the countries have contributed to the past relay race workshops. While most contributions were provided through technical expertise, in particular in the case of countries of Central Asia and SEE countries, financial support, in combination with technical expertise, was ensured by Western European countries, making it dependent on a few donor countries.

It is to be however noted that contributions to the relay race workshops have decreased over the reporting period, partially perhaps because of the often quoted cuts in budgets.

Over the reporting period, Member States have supported THE PEP partnership slightly more than the relay race workshops. Similarly to the relay workshops however, contributions were more of technical nature than financial and decreased over time, making the organization of the partnership rely on some few donor countries of Western Europe.

Only half of the countries can rely on formal networks of professionals (apart from the Focal Points) to support the implementation of THE PEP. These networks can be of varying nature and there can also be several networks operating in parallel in a country. Possible types of networks are:

- Governmental coordination mechanism mainly focusing in intersectorial work either at national and/ or local level;
- Environmental health professionals groups and associations;
- NGOs working group monitoring THE PEP implementation;
- Other networks operating in the area of transport, mobility and health, e.g. WHO Healthy Cities Networks, national cycling task force and associations.

Coordination networks (governmental and other) are better represented in Western European Countries and are also receiving the strongest financial and political support.

The presence of supporting network in countries is however fluctuating: over the reporting period, some countries reported on more supporting networks, while other experienced a decrease in support.

Special bike path in Baku

An informal national working group promoting the PEPs objectives and the goals of the Amsterdam declaration, managed to push forward a project on the construction of a bike path in Baku. This 2 km long bike path was opened in April 2012. Bike and helmet can be rented at an acceptable price. While in 2012 there were 84 bikes, the number has now increased to approximately 100. Electric cycle rickshaw that can be used as bikes when turning of the electric engine, can also be used to access the site.

<http://www.trend.az/news/society/2019917.html>

Country: Azerbaijan

D. Policy and regulatory framework

THE PEP is formally coordinated by a governmental body or structure in half of the countries, with no geographical disparity. Most national coordinating bodies are composed by representatives of the environment, health and transport sector. The sectors' representation in coordination body is often in line with the amount of THE PEP Focal Points, underlying the importance of nominating three Focal Points per country. Urban planning is more often part of the coordinating bodies than it was in the past. NGOs do also play an important role, not only in Central Asian countries but also in Western Europe and SEE countries. Other sectors like interior, finance, agriculture, education, and the academia are less often represented.

Integrated policy making of the three THE PEP sectors is reflected in other national policy documents in more than half of the countries. Missing integration in other policy documents is mostly relevant for countries in Central Asia. No change and improvement over time is observed.

These documents can be of varying nature and there can also be several documents relevant in parallel in a country.

Possible types of policy documents are:

- NEHAPs / CEHAPs
- Sustainable Development Plans
- Policies on climate change
- Environmental management plans and policies at national and/or local level
- Transport Strategies and transport safety plans
- National urban development plan
- Electric mobility plans and walking and cycling plans
- Public health strategies.

Environmental policies or plans as well as sustainable development plans appear to be the documents mostly reflecting integrated policy making of the three sectors, in particular in the EECCA countries. Integration into NEHAPs and CEHAP however is more established in Western European Countries and SEE countries, most probably due to the fact that many Central Asian countries do not have any CEHAPs or NEHAPs.

Awareness raising in relation to the need to increase and foster integration of the three sectors is addressed in national documents of only less than half of the Members States, but is progressively being addressed. The documents appear to be mostly from Western European countries and SEE countries and be part of action plans with a coordination function (CEHAPs, development strategies).

Public budgets and / or economic incentives to support the integration of the three sectors are however very rare and available mostly in Western European countries. They are allocated within specific projects / programmes targeting i.e. climate change, cycling plans etc. and less within national strategies (NEHAP etc.). This seems to be in contradiction with the findings above, that coordinating strategies and plans do stress the need to increase the integration of the three sectors. These conclusions point to the key challenge of intersectorial policy-making, mainly the lack of attributed budgets and resources.

E. Challenges and enablers of THE PEP

i. Weaknesses of THE PEP

Main identified challenges of THE PEP are as follows:

Voluntary nature of THE PEP

THE PEP is not a legally binding instrument and its voluntary nature makes it difficult to implement it. In particular for EU accession countries, where priority is given to meet legal required EU standards, norms and regulations, implementation of voluntary tools and agreements is felt to be less a priority.

Difficulty in achieving intersectorial work

The lack of cooperation and communication between THE PEP relevant sectors is felt to be a key challenge for the national THE PEP processes. Missing coordination bodies, limited THE PEP Focal Points, but also lack of involvement of professionals are strong

barriers to the achievement of the Priority Goals for the Amsterdam Declaration and THE PEP.

Budget constraints

THE PEP does not provide direct financial support for the implementation of THE PEP and at national level funding sources are often scarce. At a macro societal level the economic crises and financial constraints have forced all sectors in all countries with long-term budget reductions.

Economic interests present in many areas of society (and industry) make the shift to environmentally transport difficult.

Structural difficulties

Changing personnel and administrative structures, as well as lack of time by national staff to participate into international workshops, conferences etc. do represent a major concern for national structures to implement the goals of THE PEP.

Monitoring and evaluation

Clearly defined and communicated indicators for monitoring and reporting on implementation of THE PEP are missing. THE PEPs objectives are long-term goals that are difficult to change in short time period. Short, medium and long-term targets are missing.

Difficult implementation of international agreements at national level

The implementation of international resolutions etc. is difficult at national level. Support to move the international level to national and local implementation is not strong enough in THE PEP.

ii. Enablers of THE PEP – The way forward

In response to the above mentioned challenges, the review could identify key factors as well as recommendations for further strengthening the process at national level and for providing elements to adjust THE PEP work programme to better meet the needs of Member States.

Strengthening the implementation mechanisms of THE PEP

The establishment of a coordinating body at national level with defined terms of reference, defined responsibilities and a clear structure for the flow of information is key to success of THE PEP. Nomination of focal points from all relevant sectors (transport, health and environment) needs to be ensured in all countries in order to guarantee a formal consultation and cooperation process. Working groups organized around key thematic areas and Priority Goals of the Amsterdam Declaration would be beneficial not only to the overall achievement of the process but would also reduce the work burden on some few national officials.

THE PEP could encourage this by requesting the (re-)appointment of Focal Points and coordinating bodies.

Policy frameworks

The integration of transport policies with other policy sectors should be a priority and the creation of NTHEAPs or the adaptation of existing National CEHAP / NEHAPs should be further promoted and supported by THE PEP.

Knowledge exchange and capacity building

1) Workshops

Implementation of workshop raising awareness on THE PEPs objectives and priorities and providing information are essential for national capacity building. The workshops should on one hand continue to allow international exchange, on the other hand PEP sub-regional workshop focusing on regional priorities and needs would allow for targeted

2) Toolbox

Member States suggested to further develop THE PEP Toolbox containing good practices, policy briefs on selected topics, relevant assessment tools like HEAT, etc.

3) Clearing house

The overarching goals of THE PEP Clearing House should be strengthened in order to better promote, disseminate and exchange focused and comprehensive information and data on all topics relevant to the inter-relationship between transport, health and the environment. In particular emphasis should be put on the needs of national and local authorities.

Increasing accountability of three sectors

There is the need of better highlighting the potential benefits (health, jobs, etc.) of a radical shift to a more integrated approach between the sectors. In this context, Member States suggested to promote the concept of "beyond mobility", including the definition of common indicators for the three sectors ensuring a clear accountability of transport developments in terms of specific health and environment criteria (indicators).

Involve larger number of relevant actors at different policy levels

THE success of THE PEP relies on the commitment of actors beyond environment, health and transport. The integration of urban transport management and policies for land-use planning has increasingly being recognized by Member States and calls for a stronger involvement of the urban planning sector. Urban environments need to prepare for demographic, social and environmental change and for supporting green and health-friendly urban and sub-urban mobility and livelihoods.

Direct technical support by PEP secretariat towards countries.

Countries need more direct support in order to tackle national priorities and challenges. Member States ask for more targeted activities reflecting specific country needs.

Support funding search and funding strategies

Member States suggest that THE PEP could support them in defining and drafting funding strategies, provide capacity building for screening possible funding mechanism (e.g. EU-projects) and raise funds with international funding bodies.

Communication and awareness raising

There is a need to have THE PEP be more visible during international events/activities related to transport sector.

F. Conclusions

Major achievements towards the national implementation of THE PEP and the Goals of the Amsterdam Declaration have been met.

The intersectoral nature of THE PEP is often cited as a good example of intersectorial working which has been mirrored at a national level through the setting up of a several transversal working committees, the implementation of policies and strategies and the organization of national and local programmes and workshops.

Amount, quality and priority areas of the achievements do however still vary across the UNECE Region reflecting unequal availability of funds, political support and tools. There are still challenges in creating a shared understanding of the main pillars of sustainable transport.

Countries more actively engaged in THE PEP, particularly through THE PEP workshops/relay race, and its partnerships, as well as development of NTHEAPs mirror a larger number of achievements. This seems to indicate that direct engagement and involvement in THE PEP does provide added value to Member States. In particular, the existence of focal points representing the three sectors of THE PEP plays a key role for liaising between THE PEP and the national governments and thereby strongly supports the achievement of THE PEP's goals.

II. Compendium of staffete experiences: looking back on the relay race workshops from 2009-2013

The PEP Staffete was launched at the 3rd High-level Meeting in January 2009 in Amsterdam, as one of the main implementation mechanisms. Six workshops were held under the auspices of THE PEP staffete from 2009 through 2013 as follows:

2013

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

2012

Workshop on Sustainable Development of Urban Transport: Challenges and Opportunities, Moscow, Russian Federation (07 - 08 June 2012)

2011

Working Together for Sustainable and Healthy Urban Transport: a capacity-building workshop under THE PEP, Kyiv (08 - 09 June 2011)

2010

Safe and Healthy Walking and Cycling in Urban Areas, Batumi (30 September - 01 October 2010)

Sustainable and healthy urban policies, Skopje (07 - 08 June 2010)

2009

Safe and healthy walking and cycling in urban areas, Pruhonice (24 - 25 September 2009)

THE PEP Workshops: six different cities

The six workshops that took place from 2009 through 2013 were held in very different environments, with different size cities and at different levels of urban development. The priority issues and the political focus are, as a consequence, were often dissimilar.

Each workshop concluded with the agreement of a list of “Action Points for Policymakers.” The number of action points ranges from 5 (Batumi) to 6 (Kyiv) 7 (Prague and Almaty) 8 (Skopje) 9 (Moscow). Although the wording of the action points differs from city to city, the core problems are basically the same. Some of the main challenges are outlined below.

Impacts of transport on health and environment: policy challenges

The impacts of transport on human health and the urban environments are local as well as global (e.g. the health impacts of air pollution and the environmental and climate change impacts of greenhouse gas emissions). By the same token, the health benefits of reduction in individual car use and an increase in physical activity for example through active mobility like walking and cycling has co-benefits to both human health (through the reduction in non-communicable diseases like cardio-vascular disease, respiratory disease and obesity) and to the environment (improvement in land use and the resilience and attractiveness of urban areas by promoting various options for transport).

The ultimate aim is to make stakeholders aware that sustainable urban transport contributes to healthy environments and helps in preventing accidents as well.

Sustainable mobility: an integrated policy approach

Decision-making for sustainable urban transport policy happens at national, regional and local levels. Each country has its own institutional system. The competences of the various authorities vary greatly in the fields of transport, health and environment policies. In this respect, data collection regarding urban mobility, emissions, and their impact on human health needs to be improved, in particular to ascertain the consistency of data available at the various levels. Surveys carried out at regular times on patterns of urban mobility, especially on public transport use, should identify critical points and measures to be implemented to improve urban mobility.

For better coordination in decision-making, the utmost attention should be paid to sharing good practices at all levels (local, national and international). This is where THE PEP comes in, with its toolbox and partnership mechanisms, including the staffete relay race as a platform for international cooperation on sustainable and health-friendly urban mobility.

Involving all stakeholders: vertical and horizontal integration

Involving all stakeholders implies that all stakeholders work together in a collaborative and constructive manner. This involves national authorities, local governments, the transport and health sectors, town planners, the business community and civil society. This requires both vertical integration (from Ministerial level down to grass roots and community, civil society organizations who plan an important role in sustainable development policy, public participation, access to environmental information and awareness-raising; and horizontal integration: a coordinated policy approach among the three sectors, transport, health and environment, ideally, through joint meetings.

Other entry points to a successful integrated policy approach include:

- Recognizing and supporting forward-looking initiatives by private citizens and NGOs;
- Involving all stakeholders from an early stage and in a constant manner in order to influence the mobility behavior and encourage sustainable consumption patterns of consumers, a prerequisite to the implementation of sustainable urban transport.

Gathering support: awareness-raising and public participation

Before modifying their mobility behaviour, people have to identify themselves with the policy objectives. Communication and awareness-raising campaigns are therefore strategic for gaining public support, in particular regarding demand management policies, for example through the following approaches:

- ❖ Liaise with local and municipal authorities and make public the results of surveys and follow-up of policies in order to foster transparency in decision-making;

- ❖ Make the best use of the local and national health systems in order to highlight health impacts and benefits in transport policy.
- ❖ Devise and support awareness-raising campaigns aimed at the public at large regarding the advantages of «human-powered mobility» as a viable, healthy and safe alternative to private car use; Reach out to parents and children through demonstrations, rallies, publicity, in order to raise awareness and promote walking and cycling.
- ❖ Work with the media in order to raise awareness of walking and cycling through public events such as the opening to the public of pedestrian areas and cycling paths.

Highlighting all impacts: local and global

The expected effects/impacts of sustainable transportation policies are local (reduction of air pollution) as well as global (reduction of GHG emissions); apply to people (improved health) as well as to territories (land use).

Such policies also bear indirect effects and the «virtuous cycle» generated by such policies should be highlighted. Encouraging walking and cycling in cities can lead to accidents if the appropriate safety measures and infrastructures are not in place; but promotion of active mobility can also *reduce* accidents, by gradually making motorists aware that they are sharing the road with pedestrians and cyclists and eventually affording them the same “rights” or dignity to use the roads. Moreover, modal shift from private car use to public transportation and walking and cycling allows both a decrease of car-related stresses and an improvement of the health situation through physical activity and a reduction in sedentary lifestyles. Furthermore, promoting various options for transport and land use may reinforce the resilience of urban areas.

THE PEP tools: Developing technical solutions

In order to improve the performance and efficiency of transport systems in urban areas, THE PEP Workshops recommended to:

- ❖ Set up technical standards for private cars and public transport vehicles;
- ❖ Develop low cost measures in order to make existing bus fleets cleaner;
- ❖ Support technological changes in order to reduce the ecological footprint and increase the efficient use of transportation;
- ❖ Promote innovating transport technologies and solutions aimed at improving urban mobility such as Intelligent Transport Systems (ITS), including traffic management, monitoring and signals;
- ❖ Promote technological cooperation;
- ❖ Make e-bikes (electric bikes) an innovative action within cycling development strategies in order to promote their attractiveness and accessibility, reach new users previously uninterested in cycling and promote cycling in hilly areas.

Furthermore, with a view toward improving services and supply for sustainable mobility, the Workshops recommended Governments and municipalities to:

- ❖ Provide bicycle parking areas and relay parking areas that are safe and well lit in order to prevent theft;
- ❖ Develop as far as possible fast and dedicated cycling lanes and infrastructure adapted to the needs of faster cyclists;
- ❖ Introduce magnetic transport card devices in order to make simpler the multimodal use of the public transport system; and
- ❖ Publicize in the media the cycling paths and their accessibility through the use of mapping information technologies (GIS/GPS).

Communicating about green and healthy transport: public awareness-raising

Opportunities should be created as well as prevention campaigns and exercises in order to reach the public at large, promote a systemic global and integrated culture of cycling and walking. In that respect, public places (schools, town halls) and institutions might be used to increase the general public's awareness on methods and models used for assessing the impact of transportation upon health and environment.

Furthermore, campaigns on improving driving behavior, energy efficiency and road safety should be promoted within specific programs, such as eco-driving activities.

Last but not least, the promotion of use of THE PEP material (HEAT, THE PEP toolbox) at national, regional and local level is essential.

THE PEP-related Guidebooks and Guidelines

THE PEP Workshops gave rise to the development of a range of guidebooks and guidelines, covering a wide spectrum, such as a manual for the development of National Transport, Health and Environmental Action Plans (NTHEAPs manual); Jobs in Green and Healthy Transport; A pocket guidebook of funding for sustainable transport through the EU, and Working Together: Integrated Policy Approaches to Sustainable Transport.

Further guidebooks could focus on active (human-powered mobility) to, for example, set forth certain principles to underline the importance and viability of walking and cycling as legitimate and feasible modes of urban mobility. As an illustration, principles governing the definition of walking and cycling infrastructure might e.g. be the following:

- ❖ SAFE and perceived as such in all weather conditions, day and night;
- ❖ ACCESSIBLE with an uninterrupted network connected with public transport services;
- ❖ CONVENIENT in order to enable direct and well signaled access to housing, commercial and areas and workplaces;
- ❖ COMFORTABLE in order to meet the needs of all users including children, the elderly and people with reduced mobility; and

- ❖ ATTRACTIVE as regards cleanliness, low noise level and quality of infrastructure (including bicycle parking lots).

Active mobility and sustainable land-use planning

National policies for sustainable urban transport should influence and support the objectives set for land use, health and environment. Such policies should be consistent as a whole (investments, traffic and mobility management) and consistent with other public policies such as environment, health, land use and finance).

States should therefore develop NTHEAPs (National Transport, Health and Environment Action Plans) in order to coordinate their national policies across these different domains. Local actions may also produce tangible results worthy to be taken into account at national level; they may serve as good practice to induce other local governments to develop similar actions

Assessing progress: benchmarks and indicators

Reliable and robust data form an empirical basis for urban mobility policies. Data are not easily accessible and as such make benchmarking difficult. To measuring properly means identifying the main transport-related factors that define “quality of life” in urban areas. These could include employment availability, safety and urban amenities and services. Effective implementation of urban mobility policies requires moreover an integration with environmental and health objectives.

Assessments are important because they underscore policy objectives that have been set, such as reducing air pollution and noise levels, improving safety (by limiting driving speeds) and quality of life. Assessments may include, for example, checking whether transport infrastructure provides enough space for non-motorized traffic or to calculate the benefits to health of walking and cycling.

Strengthening governance to support green and healthy transport

Coordination between institutional levels should be improved in order to foster work in common, responsibilities and investment sharing of strategies and implementation measures by decision-makers in the fields of transport and environment. Such measures aimed at promoting sustainable urban transport should cover the fields of legislation, planning, financing, implementation and monitoring.

Partnerships development for new synergies between health, environment and transport policies should be supported. Likewise, the implementation of principles and mechanisms set up in the THE PEP guidebook regarding institutional conditions favoring the integration of transport environment and health policies should be promoted.

The governance scheme to be set up covers all institutional levels. National governments should provide an institutional framework in order to prompt cities to include emission abatement targets in their transport policies. On the other hand, local and regional

governments should submit their concerns at national level in order to enable proper coordination of local and national policies.

Technical governance should be performed through practice exchange; it must e.g. meet the needs of development of consistent data collection methodologies. Technical cooperation should also be promoted through joint action of business, public authorities, research and development community and technology suppliers.

Financing sustainable urban transport systems: investment and incentives

Financing public transport rather than road infrastructure requires awareness of all beneficial effects -including financial – of investment in public transport.

Proper tuning of investment requires taking into account health and environment objectives and land use priorities in case funds are allocated by the State to local governments.

Investment should not be concentrated in capital towns in order not to miss breakthrough opportunities in other key urban areas.

Where competence over urban transport belong to local government, competence over financial issues should be given in a transparent manner in order that local governments, at town or regional level, are able to carry out fully their competence over development of sustainable mobility.

Developing sustainable transport systems implies research work. Research development and testing of solutions for promoting sustainable urban transport and land planning solutions should be organized and financed.

Pricing and fiscal policies should, in all areas, send the right messages aimed at promoting sustainable urban transport. In particular housing and real estate development policies should not induce congestion and 'urban sprawl'.

Resources generated by such policies should be allocated to strengthen environment and health-minded policies. Furthermore, revenue stemming largely from motorist-taxation should be allocated at the level of local government in order to facilitate the political acceptability of such charges. Private sector involvement through PPPs should define competition and market rules as well as services and service quality. Public-Private Partnerships (PPPs) in public transport should be regulated in order to provide balanced benefits between partners with complementary functions.

Employers should be incentivized towards sustainable urban mobility policies, in particular the setting-up of company mobility plans. Employers, whether private or public, should be made aware of the relevance of financing bike-commuting through economic incentives and equipment such as bicycle-parking lots and showers.

Bike-sharing systems at urban and regional level should be acknowledged as improving mobility in city centers and may be attractive for PPP financing schemes.

Progress made following THE PEP Workshops

Below are some examples of progress made following THE PEP Staffete Workshops. Information was provided by the Member States, host governments to the workshops to highlight lessons learned and concrete activities that took place as a result of the hosting of the workshops.

BOX 1: PROGRESS MADE IN BATUMI – THREE YEARS ON

In 2010 Georgia hosted THE PEP workshop in Batumi on safe and healthy walking and cycling in urban areas. Batumi is a seaside city on the Black Sea coast of Georgia. While industries of the city include shipbuilding, food processing, and light manufacturing, most of its economy revolves around tourism. The workshop brought together 65 representatives including governmental officials, national and local authorities, representatives of private sectors, academia, non-governmental organizations (NGOs) and international experts from more than 16 countries.

At the time of the workshop, the infrastructure of Batumi was in the process of planning and development. Thus the recommendations provided by the meeting participants, as well as involved foreign experts, lent support to the ongoing process of revitalizing the city's infrastructure.

An awareness-raising rally on cycling and walking was held along the city center and an excursion to discover Batumi's walking and cycling potential took place along the existing infrastructure.

Moreover, there was the launch of the first Walking School Bus in Batumi.

After this successful workshop, awareness of society at all levels, including political, has increased. Those activities that gave specific results include: construction of cycling lanes in many cities (Batumi, Kutaisi, Rustavi, Kvareli); development of road infrastructure that improves safe walking and cycling; upgrading legislation regarding new safety measures on roads; renovation of public transport etc.

Public works to create a network of bicycle terminals in Batumi are now underway. Under the terms of the project, 150 modern bikes were delivered from France to Adjara. Anyone who wishes may rent them.

Several bike parking places have been arranged in the city. Tourists wishing to take advantage of environmentally-friendly vehicles will be required to obtain a special plastic card to rent them, while local residents will have special tickets. Bike lanes are already organized all over the city.

The seaside park is one of the charms of the city. Batumi-dwellers call it the "Boulevard". Currently the Boulevard is arranged with special bike lanes. Batumi is a city that can become a bicycle capital of the Black Sea as its landscape and infrastructure create the perfect setting for this.

BOX 2: SUSTAINABLE MOBILITY IN KYIV -- TWO YEARS ON

“Working Together for Sustainable and Healthy Urban Transport”: THE PEP capacity-building workshop was held in Kyiv in June 2011. About 40 representatives of different organizations working in Ukraine participated in the workshop, together with their colleagues from other countries.

One of the most significant achievements of the project was the cooperation between Ukrainian official structures, which previously did not often act together, as well as collaboration with representatives of other sectors of society.

Among achievements and improvements, the following should be underlined:

1. Over the past two years, cooperation was developed and strengthened. Officials from the Infrastructure (transport) Ministry and Environment Ministry worked together on creating such strategic documents as the Action Plan for National Environmental Strategy and participated in the process of public assessment of environmental policy in Ukraine as observers and participants of public meetings.
2. Experts and officials who participated in THE PEP workshop take part in several EU projects connected with transport and environment. The most visible of them are:
 - a. EU funded project “**Support for the implementation of the Transport Strategy of Ukraine (STS)**”, which is designed to help the Ministry of Infrastructure with the implementation of the Ukraine’s National Transport Strategy and to reinforce cooperation between Ukraine and the EU in the transport sector. On June 19-22 2013 the International Conference ‘On Pedestrians and Cyclists Safety’ organized by the International Road Safety (La Prévention Routière Internationale, PRI) and the All-Ukrainian NGO “Ukrainian Road Safety Association» under patronage of Vice Prime Minister Hryshchenko was held in Kyiv.
 - b. The Sustainable Urban Transport Project (GIZ-SUTP), which aims to help the developing world cities achieve their sustainable transport goals, through the dissemination of information about international experience, policy advice, training and capacity building.
3. Kyiv City State Administration (KCSA) further developed its activities on traffic management in the city (as presented at the workshop), showing good collaboration between KCSA, businesses and NGOs acting in the field of sustainable mobility.
 - b. Intercepting parkings were opened near underground stations.
 - c. Installation of trams in Kyiv. The next step is electro-bus production in Kyiv. The project is in a pilot stage now.
 - d. Another pilot is arranged by KCSA in cooperation with “Bio-auto” company, which is interested in developing electro-transport and will invest in the project. As was said at the Press Club (October 2013, Kyiv),

“An innovative approach to electro-transport developing needs to be implemented on a complex base.” The company already provided electromobiles for different types of services, and as taxis. KCSA is preparing the relevant infrastructure for this. It is expected that 20 quick charging stations will be built in Kyiv and about 200 electromobiles will be involved in public services.

4. Various bikes’ communities are actively developing, as well as infrastructure for this purpose, starting in Lviv and Kyiv. The projects are assisted by GIZ and by the cities’ administrations. There are a number of events: European Mobility Week become more and more popular, a competition on the best bike employer, various street performances etc. The bike-community of Kyiv takes part and advocates for developing appropriate infrastructure in the city. .
5. Special issue: sustainable transport development in the Carpathians. The Protocol on sustainable transport and infrastructure is prepared under the Carpathian Convention with active participation of Ukrainian representatives (both officials and CSOs), it is expected to be presented and approved by the Conference of the Parties in September 2014. EU funded project “Velokraina” on developing bicycle transport in the Carpathians has become popular and is further developing in the mountain region.
6. Main needs and challenges:
 - a. Better access to information for the public. For now the main information sources are run by CSOs and two international projects (mentioned above).
 - b. The mainstream media occasionally covers visible events (like street actions) but does not pay attention to strategic or infrastructural items if they are not included into such actions. Information about innovations is mainly shared via social networks and reaches those already engaged. It is necessary to involve more mass media for raising public awareness and to educate journalists.
 - c. Better information exchange between relevant ministries. It is still a need to create a virtual platform for collecting information, or use existing ones (as it was suggested at the workshop in Kyiv). Such information resource should be well promoted and known.

BOX 3: THE PEP WORKSHOP ALMATY – IMPACT ON URBAN CENTRAL ASIA

Almaty is the largest city in Kazakhstan and is very dynamic. At the same time, the city faces typical problems of urbanization. Population growth and improved economic performance led to an increase in car ownership. Transport pollution in Almaty is the key critical risk factor for the health and well-being of citizens. Hence, 2013 in Almaty was declared as "Year of the Public Transport" city authorities of Almaty decided to host

THE PEP conference in order to discuss a sustainable mobility issue and to share best practices across different regions of Central Asia.

The uniqueness of THE PEP initiative is that it provides an excellent platform to discuss and develop practical recommendations for city transport infrastructure. These workshops also help to promote understanding of "sustainable development" of urban transport systems and change the way people think.

Supported by UNDP/GEF City of Almaty Sustainable Transport Project (CAST) representatives of municipality of Almaty took part in the THE PEP workshop "Sustainable Urban Transport: Challenges and Opportunities" held on June 7-8 2012 in Moscow. The seminar was attended by people from 13 countries (Japan, USA, Germany, France, Austria, Ukraine, Kazakhstan, Belarus, Norway, etc.). International and inter-regional exchange of experience resulted in development of practical recommendations for the development of cycling; experts have prepared specific proposals for electric vehicles and optimizing the parking policy. Based on the Moscow example, the UNDP/GEF Project and municipal authorities of the largest city in Kazakhstan decided to host the workshop in Almaty in 2013.

This workshop provided a unique opportunity for Central Asia countries to learn about and discuss green and sustainable mobility principles. 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 for working together to develop strategies and measures to promote sustainable urban transport and at the same time to ensure healthier and environmentally cleaner urban areas.

International experts spoke about the measuring and calculation of CO₂ emissions from transport; the importance of air quality as a risk factor for health; road safety, cycling promotion, health benefits of active mobility and eco-driving. Experts from Moscow shared insights of recent transport reforms in their city. Participants provided recommendations for policy makers on improvement of air quality, integration of urban planning with transport, setting health and environment objectives, development of public transport systems as convenient and seamless networks and promoting active (human-powered) mobility as a viable transport mode for Central Asia countries.

Following THE PEP workshop and discussions about non-motorised transport, UNDP commissioned an international engineering company to perform a pilot project for a further introduction of cycling infrastructure in Almaty. International experts will support the city on developing the pilot route, with knowledge about bicycle planning and design standards. In Kazakhstan, especially from a recreational and sports (physical activity) perspective, the interest in cycling is great. Due to the general lack of bicycle infrastructure, the use of bicycles as a mode of transport for daily trips is a missed opportunity. The project has an important role in increasing the so called utilitarian

bicycle by a detailed design of the pilot route.

The work on improvement of the transport situation in Almaty is under way. The UNDP/GEF CAST project, run jointly with the Almaty City Administration, developed the City of Almaty Sustainable Transport Strategy for 2013-2023. The core of this project is a shift from private car use to more sustainable forms of mobility. The strategy envisages a more integrated approach, combining various modes of transport in a single system, and coordinating transport system with urban development plans. If the strategy is implemented, sustainable transport in Almaty (public transport, walking and cycling) will increase up to 55% by 2023. The city is also pursuing development of a modern mass rapid transit system in next five years.

Planning pilot bike route in Almaty



BOX 4: DEVELOPMENTS IN MOSCOW FOLLOWING THE PEP WORKSHOP 2012

There have been several areas of progress in Moscow since THE PEP Workshop and in other big cities in the Russian Federation, including:

- ❖ Further improvement of public transport systems (especially in Moscow, St. Petersburg, Kazan and Sochi), e.g. metro, special bus lanes, LRT;
- ❖ Implementation of parking police in Moscow;
- ❖ Development of cycling (Moscow, St. Petersburg) and expansion of pedestrian zones (Moscow);
- ❖ Governmental decision on transfer of 50% of public transport and municipal trucks to 2020 to the use of CNG (for cities with more than 1 million people) and 30% for cities with populations of more than 100 000.
- ❖ Discussion on the introduction of restricted access areas in connection with vehicle's environmental class (Moscow);
- ❖ Requirements on fuel quality (Moscow – Euro-4 and higher).

BOX 5: IMPROVEMENTS AFTER SKOPJE WORKSHOP 2010

Following the 2010 THE PEP Workshop, the city of Skopje saw concrete improvements as part of a long- term project, on policy and modernizing conditions for better and efficient public transport, walking, cycling, etc., to make progress in the areas of mobility of people, their health and environment in the cities. Similar projects are being carried out in other cities of TFYROM. Long term development, improvement and maintenance of present and future conditions in the cities and outside of them, for walking, cycling and better environment, benefitting the citizens, include:

- ❖ Bicycles routes: improving of the conditions for using bicycles for city traffic and recreation;
- ❖ Walking routs: to give citizens safety areas for walking, near to the rivers, parks and out of the cities, for walking and recreation;
- ❖ Cable lifts: to give to the different ages citizens, especially for older and younger generations, opportunities to go on the nearest mountains is easier, as well as to walk and cycling in areas with fresh air, outside of the cities;
- ❖ Modern boulevards: for better and faster motor traffic in the cities, with lower air pollution;
- ❖ Modern traffic remote controlled semaphores, equipped with video cameras: efficient traffic with elimination of congestion at roads crossings and less air pollution from transport; and
- ❖ New public traffic buses: comfortable conditions for the users, less pollution from modern eco-engines in, and improved public awareness for using public transport.

III. THE PEP Partnerships: 2013 and beyond

This section will showcase projects and activities that have been developed since Amsterdam as part of THE PEP Partnership mechanism and look s at plans for forthcoming Partnerships as THE PEP re-launches its 2nd decade.

A. Introduction

One of the mechanisms adopted by the Third High Level Meeting on Transport, Environment and Health to push forward the implementation of the Amsterdam Declaration and of THE PEP Plan of Work is represented by the so-called “Partnerships”.

This is a very flexible and adaptable mechanism that allows different partners (interested Member States and Intergovernmental and Non-governmental Organizations, as well as academic institutions) to work together towards implementing a specific project/activity, which is part of THE PEP Work Plan. The main benefits of the “partnership” as an implementation mechanism is that it can be easily launched at the initiative of the interested partner(s), with the endorsement of THE PEP Steering Committee, it can accommodate new partners as it gets implemented, and can flexibly develop its work plan, as a function of opportunities and resources that arise. The “Partnership” mechanism offers an excellent platform for international collaborative efforts of diverse partners, and can mobilize resources and capacities from different disciplines. Projects implemented under the “Partnership” umbrella support the achievement of one of the four goals of the Amsterdam Declaration, are clearly focused in their scope, fill identified gaps in knowledge and practice, are action oriented and targeted at providing member states with high quality products, and provide value added through the development of tools, methodological approaches, and sharing of good practices. “Partnerships” are open-ended in terms of their membership and can benefit from both financial and in-kind contributions.

B. Overview of THE PEP partnerships

So far, the following three THE Partnerships have been initiated and are still underway: one for the development and expansion of the “Health Economic Assessment Tool (HEAT) for cycling and walking”, one on “Eco-driving” and one on “Jobs in Green and Healthy Transport (JGHT). Their scope, partners and achievements-to-date are briefly highlighted in the following section:

(1 page per partnership, with at least 1 photos per page)

2.1 HEAT: scope, partners, outcomes, plans for future developments

2.2 Eco-driving: scope, partners, outcomes, plans for future developments

2.3 JGHT: scope, partners, outcomes, plans for future developments

C. Reflections and ways forward (1 page max)

This will analyse the strengths and limitations of flexibility, the importance of enhancing “ownership” by the member stated for THE PEP and its products, the relevance of the topics addressed by the partnership to the Member States.

IV. Acknowledgements, references, photographs provided by Member States

This section will include acknowledgements of host countries and organizers, references to relevant documents and photographs of workshops and technical measures that resulted, e.g. cycle lanes and pedestrian walks, signs and signals for active mobility, green spaces, urban and spatial planning and other developments.