



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/AC.21/2006/4  
EUR/06/THEPEPST/4  
31 January 2006

Original: ENGLISH

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**ECONOMIC COMMISSION FOR EUROPE  
WORLD HEALTH ORGANIZATION**  
Regional Office for Europe

**HIGH-LEVEL MEETING ON TRANSPORT, ENVIRONMENT AND HEALTH**  
**THE PEP Steering Committee**

(Fourth session, 10-11 April 2006,  
agenda item 4.A (a))

**SUSTAINABLE AND HEALTHY URBAN TRANSPORT AND LAND-USE PLANNING**

**I. INTRODUCTION**

1. The present document provides advance information of a substantive, organizational and financial nature regarding a sub-regional workshop on sustainable urban travel, which has been preliminarily scheduled to take place in Tbilisi, Georgia on 18 – 20 October 2006.
2. The Steering Committee is invited to provide its views and guidance on the preparation of this workshop.
3. The Tbilisi workshop will follow up and build on the outcome of the previous two workshops on sustainable urban transport that have been organized between 2003 and 2004 within the framework of THE PEP:
  - (a) The workshop on “Sustainable and Healthy Urban Transport and Planning”, held in Nicosia, Cyprus on 16-18 November 2003, had reviewed and discussed good practices and lessons learned in integrating environment and health considerations into urban

transport and land-use planning through case-studies<sup>1</sup>. It had highlighted the importance of the transport related environmental and health hazards that the countries in East Europe, Caucasus and Central Asia (EECCA) and South-East Europe were facing due, notably, to the rapid growth of private car travel in urban areas. It had underlined, secondly, the economic, political and institutional barriers that made it difficult for these countries to control and to cope with the undesirable effects of these transport developments. Consequently, at its second session in March 2004, the Steering Committee had deemed it important that more attention be paid to the health and environmental implications of transport policies in the EECCA region and that the relevant sectors be brought together to discuss actions to be taken.

(b) In line with the decisions of the Steering Committee, the secretariat cooperated closely with the ECMT and the Russian Federation for the organization of a workshop held in Moscow on 29 September – 1 October 2004 on “Implementing Sustainable Urban Travel Policies in Russia and other CIS countries”<sup>2</sup>. With a special eye on Russian and EECCA experience, participants had reflected on and shared national experiences in applying strategies to improve implementation of sustainable urban travel policies and in understanding their environmental and health implications. The institutional and regulatory framework for urban travel in the region and the organization and financing of public transport had been among the main topics on the agenda. In the Moscow workshop, the main bottlenecks in the implementation of sustainable urban transport policies had been summarized as follows:

- Insufficient priority given to reducing the negative impacts of private car use.
- Insufficient attention paid to growth in the motorization levels at national and regional levels.
- Lack of co-ordination of policies, goals and objectives, for transport, town planning, environment and health protection at national and regional level.
- Lack of instruments (legal, administrative, economic) to ensure the sustainability of the transport systems.
- Consideration of traffic safety and environmental problems as purely technical issues, unrelated to transport system management.

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<sup>1</sup> See the report of the Cyprus workshop, document ECE/AC.21/2004/4 -EUR/04/5045236/4. The discussion papers and the abstracts of the case studies as well as the presentations made at the workshop are available on THE PEP website at: [http://unece.unog.ch/the-pep/en/workplan/urban/urban\\_docs.htm](http://unece.unog.ch/the-pep/en/workplan/urban/urban_docs.htm).

<sup>2</sup> See the Report on the Moscow workshop, document ECE/AC.21/2005/4 - EUR/05/5046203/4 and the background document “Overview of the environmental and health effects of urban transport in the Russian Federation and the other countries in Eastern Europe, Caucasus and Central Asia”, ECE/AC.21/2005/5 - EUR/05/5046203/5. The background papers and presentations from the workshop can be accessed and downloaded from THE PEP and the ECMT websites <http://www.oecd.org/cem/topics/urban/Moscow.htm>

- Insufficient co-ordination among levels of government and at local authority level; lack of co-ordination of goals and tasks to improve sustainability of urban transport.

4. Judging from the feedback received during and after the Moscow workshop, notably from the local authorities, the event was seen as an important step towards exchanging information and promoting a constructive dialogue not only between different levels of the administration (e.g. at federal, state, regional and municipal levels), but also across different areas of expertise and sectors, including the health and environmental ones. The workshop was considered to have set a precedent in the development of a better collaboration between the relevant stakeholders and contributed to raising awareness about the effects of transport on the health of citizens in the Russian Federation and EECCA.

## **II. DECISIONS BY THE PEP STEERING COMMITTEE AND ITS BUREAU**

5. In view of the success of the Moscow workshop, the delegations of Georgia, the Republic of Moldova and The former Yugoslav Republic of Macedonia (FYROM) expressed their interest in hosting further workshops addressing environment- and health-related issues in urban transport of concern to them and their neighbouring countries. They proposed that the workshops would focus, in particular, on building capacity in the national administration for the implementation and enforcement of sustainable urban transport policies, including at the municipal level; improving cooperation between the sectors and stakeholders as well as tools for assessing transport-related health effects and their costs. At its third session, on 11-12 April 2005, the Committee welcomed these initiatives and encouraged further work, building on the Moscow workshop recommendations, as well as on sustainable urban transport in the EECCA, which is one the key priority areas for THE PEP.

6. The consultations that the secretariat carried out with the delegations of the three countries following the fourth session of THE PEP indicated that Georgia would be in a position to host the first one of these workshops and to involve the other South-Caucasian countries, Armenia and Azerbaijan in the event.

7. The organization of the Tbilisi workshop will be made possible by the financial contribution provided by Switzerland as well as that pledged by the Netherlands (to be confirmed) for capacity building in the EECCA on sustainable urban transport issues. In addition, the WHO Regional Office for Europe has earmarked some funds for this purpose. The financial pledges will also cover the preparation of a thorough background document by a consultant on the challenges of sustainable urban transport in this part of the UNECE – WHO/Europe region. The initial cost estimate for the workshop prepared by the Georgian delegation is contained in the Annex to this document.

8. At its meeting in December 2005, the Bureau considered the preparations for the Tbilisi workshop. It deemed that both the involvement of local experts and the input from “western” experts were key elements for the successful preparation of the workshop and the related documentation. Furthermore, the Bureau stressed the necessity of ensuring the involvement of the transport sector in the workshop in order to maximize the influence of its outcomes on the transport policies. The Bureau also highlighted the importance of analyzing and reporting on the challenges of urban transport in the EECCA region, including with a view to informing the High-level Meeting in 2007. Finally, it considered it important that the Tbilisi workshop be followed by other sub-regional workshops focusing on specific urban transport-related concerns for the East-European countries (Belarus, Republic of Moldova and Ukraine) as well as for the Central Asian Republics.

9. As next steps, the Bureau invited the secretariat to discuss, together with the Georgian counterparts and the donors, the substantive themes and cost-estimates for the workshop. In order to maximize synergies with other relevant activities implemented under THE PEP, the Bureau agreed that the workshop could consist of two main parts. The second part would focus on assessing the health and environment impacts of urban transport in the sub-region and establishing synergy with the follow-up to THE PEP project on “Transport related impacts and their costs”<sup>3</sup>.

10. The paragraphs below contain preliminary proposals from the Georgian delegation regarding the substantive issues to be addressed at the workshop as well as an initial cost estimate for the organization of the workshop and for the preparation of the background material, which is included in the annex.

### **III. MAIN THEMES TO BE ADDRESSED AT THE WORKSHOP ON SUSTAINABLE URBAN TRANSPORT - Tbilisi, Georgia, 18 – 20 October 2006**

11. In general terms, the workshop should focus on the development and effective implementation of measures for promoting urban transport and patterns of urban development that contribute to sustainable and healthy living conditions in the principal cities and towns of the region, with the aim of reducing congestion, accidents and health and environmental impacts of transport, in particular in relation to air pollution and noise. Although the cities have the prime responsibility for policy and action at the local level, a more holistic view of the urban problems and an integrated approach to their solution

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<sup>3</sup> See document ECE/AC.21/2006/4 - EUR/06/THEPEPST/4 on “Transport related health impacts and their costs and benefits with particular focus on children – Development of a Toolbox for action on Transport, Environment and Health”

would be needed, requiring identification of appropriate forms of action and enabling policies at the regional, national and international levels.

12. The various measures to be considered would include:

- legislative and policy frameworks,
- policy instruments and demand management techniques, including economic instruments,
- information, public participation and education to raise awareness on health impacts of urban traffic,
- institutional arrangements,
- tools for assessing environment and health effects of transport.

13. The workshop would focus, in particular, on promoting public transport in urban areas, as well as, whenever feasible, also on increasing the health benefits of physical exercise through ensuring possibilities for walking and cycling.

14. Furthermore, owing to the difficulties experienced by many countries of the region, the workshop should pay particular attention to the challenges in the institutional coordination and policy integration. The workshop should look into ways for improving the coordination and collaboration between the relevant authorities responsible for establishing and implementing measures on transport, land-use planning, environment and health at different levels of government. In particular, barriers to and solutions for strengthening the active involvement and participation of the environment and health sector in decision-making processes on urban transport should be addressed. The coordination and collaboration with the local authorities to ensure optimal implementation of the sustainable transport policies is also considered to be of key importance. Regarding these aspects, the findings of the project on institutional arrangements for policy integration<sup>4</sup> will be made use of and further complemented.

15. The background document for the workshop would contain factual information on the challenges in promoting urban transport in the region, in terms of environment and health impacts of transport as well as regarding barriers and possible solutions to development of more sustainable means of transport in urban areas. The document should be developed through consultancy arrangements and include expertise from the local level. The document would contribute to raising awareness of the issues at stake at the national and local levels. It would also constitute background material for the discussions at the 2007 High-level Meeting on Transport, Environment and Health on the challenges in the region.

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<sup>4</sup> ECE/AC.21/2006/7 - EUR/06/THEPEPST/7, see also THE PEP website for presentations and background material related to the workshop on "Institutional arrangements for policy intergration" held on 23-24 January 2006 in Berlin.

16. The workshop should allow for exchanging information and learning from the experience of the other countries notably from the new EU Member States in Central and Eastern Europe. It should also issue recommendations for concerted action to be taken at the national and local levels.

17. The workshop would, in addition, contribute to the preparation of the “tool-box” for policy makers on transport, environment and health related issues, in providing information that will allow it to better meet the needs of EECCA and South-East European countries as well as in making available a national case study. All the information produced in relation to the workshop will also be made available through the Clearing House.

#### **IV. NEXT STEPS**

18. The discussions will be pursued with the counterparts in Georgia and in other interested countries, in consultation with the donors and the Bureau, for the preparation of a preliminary programme as well as the organizational aspects of the workshop.

19. The Ministry of the Environment in Georgia will have the main responsibility to coordinate the preparatory work for the organization of the workshop with the two other sectors as well as with the relevant national and local authorities in Armenia and Azerbaijan. The secretariat will facilitate the work and ensure its overall coordination.

**Annex**

**Preliminary cost estimate for the workshop, Tbilisi, 18-20 October 2006\*\***

#	Items	Cost in US\$
1.	Workshop venue for 30 participants	\$250 per day (3 days) <b>\$750</b>
2.	Travel and accommodation of participants from the EU and candidate countries	These ought to be covered by participants themselves
3.	Travel of participants from EECCA countries	15 participants (about \$500 each) <b>\$7,500</b>
4.	Accommodation of participants from EECCA countries	15 participants hotels \$ 80 – 100 per night guest houses - \$ 60 – 80 per night (3 days at \$60 – 100 per night) approximately - \$1200 daily 4 nights - <b>\$ 4,800</b>
5.	Per diem for participants from EECCA countries	15 participants (3 days at \$40 daily) <b>\$1,800</b>
6.	Simultaneous interpretation English-Russian	3 days at \$500 daily <b>\$1,500</b>
7.	Required equipment (set of microphone, headphone, etc.)	\$ 350 per day <b>\$1,050</b>
8.	Meals	coffee break - \$ 3 per personX5 timesX30 - \$450 lunch - \$10 per personX3daysX30person - \$900 A dinner party - \$ 17X30 person - \$510 <b>\$1860</b>
9.	Shuttle bus	<b>\$350</b>

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\*These cost estimates are established for 30 participants and may need to be revised based on a more precise estimate of the number of participants.

10.	Secretarial support	5 persons - \$200 per person - \$1000 travel and communication expenses - \$250	<b>\$1,250</b>
11.	Excursion		<b>\$ 200</b>
12.	Stationary (folders, badges, paper, etc.)		<b>\$200</b>
13.	Miscellaneous		<b>\$500</b>
	consultancy for the preparation of the background document		<b>\$10,000</b>
	Travel and DSA of UNECE and WHO/Europe secretariat (2 people)		<b>\$4,000</b>
	<b>TOTAL</b>		<b>\$35,760</b>

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