

**Economic and Social Council**Distr.: General
29 September 2010

Original: English

Economic Commission for Europe**World Health Organization
Regional Office for Europe**

High-level Meeting on Transport, Health and Environment

**Steering Committee on Transport, Health and Environment
Pan-European Programme****Eighth session**

Geneva, 8–10 December 2010

Item 7(b) of the provisional agenda

Implementing the Amsterdam Declaration**THE PEP relay race****Report of the workshop on sustainable and healthy transport policies in
South-East Europe***Summary*

A workshop on the topic of Sustainable and Healthy Urban Transport Policies – “Working together to make things happen” was held in Skopje, The former Yugoslav Republic of Macedonia on 7 and 8 June 2010, organized in cooperation with the Ministry of Transport and Communications, Ministry of Health and Ministry of Environment and Space Planning of The former Yugoslav Republic of Macedonia and with the support of funds from the Governments of Austria and Switzerland.

The workshop was the second in a series under the Pan-European Programme on Transport, Health and Environment (THE PEP), administered jointly by the United Nations Economic Commission for Europe (UNECE) and the World Health Organization Regional Office for Europe (WHO/Europe). The relay race is one of three implementation mechanisms of THE PEP initiated following the third High-level meeting on Transport, Health and Environment held in January 2009 in Amsterdam. The relay race involves the passing of a baton from the representative of one host country to the next, symbolizing the dissemination and sharing of best practices in promoting sustainable urban transport. It serves as a knowledge-sharing platform and an effective channel of information to raise awareness and encourage transport policymakers and planners to take environmental and health concerns into consideration in transport policy and planning, in particular in urban areas.

The workshop agreed on action points for policymakers, recommending international, national, regional and local actors to work collaboratively to:

- Improve institutional co-ordination and cooperation to achieve an integrated policy approach across three sectors;
- Establish supportive national policy, legal and regulatory frameworks to support sustainable mobility;
- Ensure a comprehensive pricing and fiscal structure that encourages sustainable mobility behaviour;
- Rationalize financing and investments in urban mobility;
- Encourage effective public participation, partnerships and communication in support of sustainable transport;
- Improve data collection, monitoring and research, and;
- Make use of and contribute to the international framework provided by THE PEP.

Further information, documentation and presentations from the Skopje workshop are available at:

http://www.unece.org/thepep/en/workplan/urban/skopje%20workshop_docs.htm

I. Introduction

1. At the third High-level meeting on Transport, Health and Environment (January 2009, Amsterdam), the former Yugoslav Republic of Macedonia offered to host a workshop on the topic of sustainable and healthy urban transport policies in South-East Europe. The Steering Committee welcomed this proposal as part of the THE PEP relay race, initiated as one of THE PEP implementation mechanisms and intended to share experience and spread best practice on sustainable urban transport (ECE/AC.21/SC/2009/4–EUR/09/5088363/4).

2. The objective of the workshop was to encourage transport, health and environment policymakers to develop strategies and measures to support implementation of sustainable and healthy urban transport policies. It generated recommendations for policymakers and planners, with a particular focus on how to integrate policies across three sectors in developing and implementing sustainable urban transport policies, together with local authorities, civil society and industry. It also offered an opportunity for exchange of good practices and ideas thus contributing to the capacity of national and local authorities in the development of sustainable urban transport systems in South-East Europe

3. This report has been prepared by the secretariat in consultation with the host country. It summarizes the key issues discussed at the workshop as well as the main conclusions and recommendations for policymakers. The Steering Committee is invited to consider the results of the workshop and to decide on further activities for promoting sustainable urban travel that it may wish to undertake and support (financially and/or in kind) in South-East Europe as well as in Eastern Europe, Caucasus and Central Asia.

II. Participation and main outcomes

4. The workshop brought together more than 50 representatives from the transport, environment and health sectors, including land-use planners from the national and local governments of The former Yugoslav Republic of Macedonia, and of eight other UNECE and WHO/Europe member States. Civil society organizations and other stakeholders were also represented. The workshop was chaired by Ms. C. von Schweinichen and Mr. M. Pesut

(UNECE), Mr. R. Thaler (Austria), Mr. M. Kochubovski (The former Yugoslav Republic of Macedonia) and Mr. F. André (Belgium).

5. Participants were welcomed by Mr. Z. Stojanovski, State Secretary of the Ministry of Health, Ms. S. Leptikova, Deputy Minister of Environment and Physical Planning, Mr. Z. Davidovski, Ministry of Transport and Ms. M. Kisman, Head of the WHO Country Office.

6. The workshop addressed some of the most important challenges in sustainable urban transport in South-East Europe where the rapid rise in individual motorization and urban growth are associated with increasing congestion, lack of adequate urban planning, high levels of noise, poor air quality and numerous road traffic accidents due to high speeds. In addition, participants also considered the necessary conditions for effective policy integration among the three sectors. In this context THE PEP “Guidance on supportive institutional conditions for policy integration of transport, health and environment” was cited as a useful reference for creating effective institutional arrangements which could facilitate policy integration. Based on a survey of travel patterns carried out in Skopje, participants had the opportunity to examine how the public’s preferences and perceptions could be used to guide sustainable urban policy and planning. The survey provided useful insights into the preferences of public transport users differentiated by age, gender and occupation and showed how these preferences and daily mobility patterns could be used to shape policy decisions aimed at making urban transport more sustainable and healthier.

7. Participants reviewed success stories and experiences in managed mobility in urban areas in Austria, Czech Republic and Germany. Examples from these countries showed that with active involvement of local authorities and the public, certain policy decisions, involving non-motorized as well as public transport, could attract a broad base of support from the urban population and at the same time provide better mobility and reduce congestion and pollution. Participants examined existing tolls and methodologies as well as those being developed, which could facilitate the assessment of the health and environmental impacts of transport in urban areas.

8. The workshop reached consensus on action points that could be recommended to policy makers in South-East Europe as well as in other sub-regions of the UNECE and WHO/Europe where policy action is needed to create favourable conditions for policy integration toward more sustainable and healthier urban transport. Participants welcomed the unique opportunity to meet representatives from other sectors, countries and international organizations and to exchange expertise and experience. For the list of speakers and links to their presentations, please consult THE PEP website (http://www.unece.org/thepep/en/workplan/urban/skopje%20workshop_docs.htm).

III. Workshop programme

9. The topics covered in the workshop were as follows:

(a) Session I. Challenges in South-East Europe: Sustainable urban transport as a key component of economic recovery:

- (i) The Urban transport situation and challenges in Yerevan;
- (ii) Traffic and transportation projects in Skopje;
- (iii) Assessment of noise exposure and negative health effects in Skopje;
- (iv) Testing innovative strategies for clean urban transport for historic European cities, CIVITAS PLUS – RENAISSANCE.

- (b) Session II. Working together for effective policy integration:
 - (i) Policy integration of transport, health and environment;
 - (ii) Supportive institutional conditions for coordinated policy, lessons learned and provisional conclusions;
 - (iii) Local initiatives on sustainable and healthy transport: a global overview of Dutch initiatives;
 - (iv) Integration of public transport in an overall transport system: example of greater Zurich;
 - (v) "Grenelle de l'environnement": integrating transport, health and environment policy in France.

- (c) Session III. Using public's preferences and perceptions to guide sustainable urban policy and planning: bottom-up approach:
 - (i) Presentation of the results of the survey on urban transport in Skopje.
- (d) Session IV. Success stories and experiences in managed mobility in selected urban areas:
 - (i) The low emission zone (Umweltzone) in Berlin;
 - (ii) The klima:aktiv initiative in Austria;
 - (iii) City of Skopje: development of cycling policy;
 - (iv) Non-motorized transport in Prague.

- (e) Session V. Tools and Methods for assessing the health and environmental impacts of transport:
 - (i) Austrian master plan for cycling and assessing benefits: applying THE PEP HEAT for Cycling tool;
 - (ii) Economic valuation of transport related health effects;
 - (iii) Health effects of infrastructure;
 - (iv) Tools and methods for assessing health and environmental impacts of urban transport in France.

- (f) Session VI. Conclusions and recommendations:
 - (i) Action points for policy makers, local authorities and civil society on policy integration in support of environmentally friendly and healthy urban transport policies and enhanced urban mobility.

IV. Conclusions

10. The workshop concluded with the adoption of action points for policymakers, local authorities and civil society on policy integration in support of environmentally friendly and healthy urban transport policies and enhanced urban mobility (annex). The action points underlined several important aspects which policymakers need to pursue to coordinate policies, in particular regarding transport, and to work in collaboration with civil society to create conditions conducive to the integration of sectoral policies and the achievement of more sustainable urban transport systems, while at the same time ensuring healthier and environmentally cleaner urban areas.

11. Further capacity-building activities were recommended and THE PEP donor countries were invited to consider providing further assistance to disseminate best practice in integrated policy approaches across the UNECE and WHO/Europe region through targeted mechanisms, including THE PEP Partnership and THE PEP relay race, designed to advocate sustainable and healthy urban environments and share the lessons learned under THE PEP.

Annex

Workshop on sustainable and healthy transport policies in South-East Europe (7–8 June 2010, Skopje)

The workshop identified problems and needs related to urban transport policies in the South-East Europe (SEE) region:

- All SEE countries are facing a rapid and dramatic rise in individual motorization and urban growth.
- Main problems are related to increasing congestion, high speed, lack of adequate urban planning, fast suburban growth, poor air quality, high levels of noise and high level of road traffic crashes in urban areas.
- This, combined with low quality of public transport services and a lack of investments for renewal of the public transport system, results in serious urban mobility problems.
- Car traffic needs to be reduced and made cleaner and public transport must be made more sustainable (e.g. more use of electric vehicles) in order to offer a viable alternative to the car.
- Cycling as a non-motorized alternative should be promoted.
- Most cities in the SEE region still face significant, and sometimes basic, governance problems related to the absence of a proper legislative framework, e.g. a national strategic framework that promotes integrated policies between transport, health and environment as well as means for further improvement.
- There is a need for further capacity building and action to promote the implementation of the principles of sustainable mobility. Many cities lack a good strategy for further development and improvement of transport integrated with a city planning strategy, which at the same time provide healthier environment and adheres to the principles of sustainable mobility.
- In some SEE cities, the public transport situation has improved and effective measures have been undertaken, such as the introduction of paid parking and investments in new low-floor trams, light rail and cleaner public transport vehicles. Some cities have begun preparing transport plans, bearing in mind how to improve the environment and health. Such activities should be enhanced, systematized and followed by other cities as they are the key to solving the mobility problems of the SEE region.

The workshop recommends that international, national, regional and local actors work collaboratively to:

Establish a supportive national policy framework:

- Develop a national policy framework for sustainable urban transport that supports and influences national, regional and local goals for land-use, transport, health and the environment. A national policy framework must be “internally coherent” within the transport sector, i.e. the integration of transport investment, traffic management and demand management policies, and “externally coherent” i.e. the integration of transport policies with and those of other sectors such as environment, health, land use and finance. To this end, it is recommended that countries develop and

implement National Transport, Health and Environmental Action Plans (NTHEAPs) as stated in the Amsterdam Declaration.

- Identify links between local policies for urban travel and land use and national transport and planning policies so that policies on all levels are mutually supportive and that solutions are provided at the appropriate level.

Provide a supportive legal and regulatory framework:

- Develop, in a participatory and transparent process, a legal and regulatory framework that provides guidelines for Government action on all levels. This framework is essential for effective implementation of spatial and land use, infrastructure planning and sustainable urban transport development integrating health and environmental concerns. This includes parameters for the involvement of the private sector in public transport provision for effective implementation of sustainable urban mobility policies. Parameters for private sector involvement should be clearly specified including rules for competition and procurement, as well as service and quality obligations. Public-private arrangements in provision of public transport services should be regulated to ensure fair reward for both partners.
- Ensure that rules and regulations for public transport clearly specify the complementary roles of public and private sectors in service and infrastructure provision and financing. Financing of public transport should be reviewed to ensure that efficiency in operations is maximized. Public service obligations should include oversight of service and network quality, reduced fares and other concessions as a part of social policy.
- Ensure that measures to promote walking and cycling in urban areas as well as transport demand and mobility management tools, such as employer mobility plans, car sharing schemes, eco-driving, and telecommuting are supported in the legal and regulatory framework. The Action Points for Policymakers, Industry and Civil Society recommended by THE PEP Workshop on Safe and Healthy Walking and Cycling in Urban Areas (September 2009, Pruhonice) could be used as guidance.
- Fully integrate air quality, greenhouse gas, noise and other health and environment targets into transport and land-use policy; adopt technical standards for vehicles and fuels and rigorously monitor their implementation in public and private vehicle fleets. UNECE technical standards for vehicles and their periodical controls could be used as guidance.
- Ensure that more urban space is allocated for the use of citizens and not only by cars. This allows for a decrease of noise and pollution and an increase in security (also through reduced speed) and quality of life. To achieve this, awareness raising campaigns are an essential component of related integrated policies.

Ensure a comprehensive pricing and fiscal structure:

- Ensure that the pricing and fiscal structure sends the right messages promoting sustainable urban transport across sectors. Inconsistencies in fiscal policy among sectors can pose problems for implementation, particularly for the integration of transport and land-use planning. Policy “interference” can result in the wrong signals being sent to decision-makers – individuals in particular – about how to travel in and around cities. National policies for housing and real estate, for instance, can induce decisions about where to live that conflict with strategies to reduce congestion and urban sprawl.

Rationalize financing and investment in urban mobility:

- Direct revenue flows from pricing measures, investment and other types of funding should be clearly earmarked so that opportunities for policy implementation are enhanced. Poorly channelled financial streams can frustrate application of policies designed to improve sustainability in urban travel. Revenues from pricing initiatives (e.g. road or congestion pricing, parking fines, etc.) should be channelled so that the environment and health performance of the transport system can be improved. Directing revenues from pricing measures to local and regional levels can enhance political support for and facilitate implementation of “unpopular” pricing initiatives.
- Allocate funding (investments or other) to maximize energy efficiency and environment and health benefits in the performance of the urban transport system. Funding decisions should be in line with environment and health targets. Infrastructure investment decisions should fully take into consideration these objectives and of mobility management.
- Weigh national investment and financing in capital cities against funding needs in secondary and tertiary cities as well. Excessive concentration of national government resources in capital cities risks inefficient use of funds, and perhaps more importantly, missed opportunities for promoting real improvements to transport systems in other key urban areas.
- It is important to establish national sustainable funding mechanisms to support investment in environment and health friendly transport systems. We call upon the International Financial Institutions to set up programmes to support sustainable urban transport projects.
- Investments are essential to achieve an environment and health friendly transport system. Investors in the public transport sector must be convinced about the financial benefits and returns of such investments rather than only invest in road infrastructure.

Improve institutional coordination and cooperation to achieve the necessary integration:

- Coordinate national policy approaches on health, environment, transport and urban land-use (NTHEAPs);
- Vertical cooperation among all levels of Government, as well as horizontal across all sectors, is essential to realise the objectives for sustainability. Coordination among, transport, health and environment actors horizontally on all levels of government is necessary to ensure integration of policy objectives and strategies. This is key for national Governments so that inconsistent messages on priorities for sustainability are not handed down on a sectoral basis. Vertical coordination among levels of Government enables national-level objectives for sustainable development to be effectively communicated to and implemented by regional and local governments.
- National governments should provide institutional frameworks and incentives to encourage cities to include the objective of reducing emissions into their local transportation decisions. Priorities and objectives defined on local and regional levels can also be communicated from the “bottom-up”, to ensure that national policies adequately account for priorities at lower levels. Involvement of all stakeholders in the urban mobility plans – be they private sector entities, real-estate developers or environmental advocacy groups – is becoming an increasingly important factor in policy development and implementation for sustainable mobility.

- Responsibilities must be commensurate with resources for implementation to occur. When decision-making responsibility for urban transport is transferred from national Government to regional and local levels, corresponding responsibility over the sources of financing must be transparent and delegated as well so that local and regional governments are able to assume full responsibility and accountability for implementation of sustainable mobility solutions.
- Develop and promote a consistent, integrated framework for spatial planning at the national level and financing and investment in regional and local transport and urban development actions while ensuring adequate flexibility for local innovation.
- Consider environment and health objectives as well as land-use priorities when allocating national government funds to the local level.

Encourage effective public participation, partnerships and communication:

- If it is a top down approach, involve the public and all stakeholders early in the strategic design process and provide for their active involvement throughout implementation and monitoring. It is also important that some visible incentives are provided as contribution to the implementation stage, in the form of funds, awards, and other forms of recognition for actions taken by the relevant stakeholders.
- Undertake regular and systematic user surveys on urban transport, particularly public transport system, to identify critical elements and develop corrective measures and actions which could enhance the efficiency and functioning of public transport and improve mobility in urban areas.
- Seek partnerships from all three sectors to achieve a sustainable transport system. Successful implementation of sustainable urban transport policies requires more than government action. Necessary changes in travel patterns and behaviour make early and consistent involvement of these important actors in the transport system essential.
- Recognize the role of civil society organizations (CSOs) to provide expertise, participate in planning, and to promote public participatory education and community outreach.
- Inform and communicate with transport system users. They must understand and buy into the policy objectives before any behavioural change can occur. Effective communication and awareness raising are particularly important in winning public support for demand management policies.

Improve data collection, monitoring and research:

- Sound and reliable data are the empirical basis for good policymaking. More importantly, they provide insight into urban travel trends and the forces behind them – necessary to evaluate what combinations of policies are best for the problems observed. Urban data are in many cases not easily accessible to national governments. As a result, potentially helpful benchmarking exercises are difficult to carry out.
- Improve data collection procedures, particularly as concerns urban travel, emissions and health impacts of transport. Overall data are also necessary to enable establishment of spatial plans covering all activities which are taking place on the territory. National governments can take initiatives or support ongoing activities to improve consistency of data collection. Since data are often not collected in a consistent way among cities and collection methods are often subject to modification within a given city, it would be valuable to develop a consistent methodology for data collection at national level that can be used for such inquiries.

- Utilize the data and information on the Internet-based THE PEP Clearing House and contribute to it by transmitting good and bad practices as well as pertinent research and survey results.
- Carry out consistent monitoring of implementation of urban activities and their links to environment and health objectives. Communicate results of this monitoring to elected officials and the public to promote transparency in decisions and accountability.
- Organize and finance research, development, and testing of potential solutions to promote sustainable urban travel and land use. Encourage exchange of best practice among actors at local, national and international levels. Promote further use of alternative energy sources for vehicles.

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

- Continue to make use of THE PEP and its implementation mechanisms, such as THE PEP Partnership and THE PEP Relay Race (“Stafette”) as a platform for international cooperation towards sustainable and healthy urban transport.
 - Apply the principles and mechanisms contained in THE PEP Guidance on Supportive Institutional Conditions for Policy Integration of Transport, Health and Environment; Make use of THE PEP workshop series to organize further subregional workshops focused on their particular challenges.
 - Pass the baton of THE PEP relay race to another host country and continue the journey that began at Amsterdam in January 2009, followed by Prague (September 2009), Skopje (June 2010) and Batumi (September 2010). THE PEP relay race will effectively contribute to the implementation of the four priority goals and will make THE Link among all pan-European countries in sharing best practice and promoting policies for sustainable and healthy urban transport policies and cleaner, greener urban livelihoods.
 - Make use of THE PEP tools, such as THE PEP Toolbox and Health Economic Assessment Tool (HEAT) for cycling, and promote their application on national, regional and local level.
-