

Reporting on progress made since 2009 on the attainment of the Amsterdam Goals



Following the Third High-level Meeting on Transport, Health and Environment in January 2009, the Steering Committee and its Bureau underlined the importance of monitoring the implementation of THE PEP programme and of progress made by Member States toward the attainment of the four Amsterdam Goals. These reports will facilitate the assessment of progress made and provide valuable information about the achievements and obstacles encountered by Member States and other stakeholders in attaining the Amsterdam Goals and in implementing THE PEP.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2012 and are provided here in an unedited version.

Section A: Information about the preparation of the replies to the questionnaire

Country	Georgia	Date	15 October 2012
Name of officer (national focal point) responsible for submitting the report	Ms.Nino Tkhlava		
Institution	Ministry of Environment Protection of Georgia		
Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report	1. Mr. Elizbar Darchaishvili 2. Ms. Manana Zhuruli		
Institutions	1. Ministry of Economy and Sustainable Development of Georgia 2. Scientific Institute under the Ministry of Health, Labour and Social Affairs		

Please provide brief information on the process through which this report has been prepared, including information on which types of authorities were consulted or contributed to its preparation.

- Ministry in charge of health
- Ministry in charge of environment
- Ministry in charge of transport
- Regional authorities
- Local authorities
- Academia
- Private business
- Non-governmental organizations
- Others, please specify:

Please report any particular circumstances that have a major impact on the context for the implementation of THE PEP in your country. For example, whether the decision-making structure is federal and/or decentralized and whether financial constraints are a significant obstacle to implementation.

Please continue with Section B.

Section B: Implementation of the Amsterdam Goals

Priority Goal 1: to contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport

indicator 1.1 Please describe any policies or programmes in your country that support investment in the following:

Development of transport infrastructure that promotes safety, environment and health and has a job creation potential, including rail and light rail. *Please specify:*

Construction of high-ways and development of sufficient infrastructure; Development of new routes of rail around the city of Tbilisi.

Clean and efficient intermodal connections. *Please specify:*

Georgia took transportation problems at national and municipal levels through streamlining particular activities. Country is launching a program that will lead to cleaner transport modes and plans step by step to introduce green public transport.

Safety measures in road transport. *Please specify:*

Laws on "Road transportation", "Management and regulation of transport sector" and relevant sub-laws are being updated systematically (obligatory use of safety belts; fines for using mobile phone etc.). In May 2011 Georgia joined the UNECE European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR).

Infrastructure for active and environmentally friendly transport. *Please specify:*

In several cities (Batumi, Kutaisi, Rustavi, Kvareli) already are arranged the separate roads for cycling.

Eco-Tourism. *Please specify:*

Agency of Protected Areas (under the Ministry of Environment Protection of Georgia) develops eco-tourism, to protect the environment and offers their visitors diverse eco-tourist trails, where they are able to use the following eco-movement abilities like horse, mountain bike and hiking. The Agency offer the other services according the protected areas: riding by phantom, catamaran; cater and kayak, but these all are safe for the nature and attractive for the tourists.

Priority Goal 2: to manage sustainable mobility and promote a more efficient transport system

indicator 2.1 Describe the 3 main policies or programmes in your country that support mobility management and modal shift away from the private car toward more environmentally-friendly modes (public transport, walking and cycling, etc.) and indicate the level (i.e. national, sub-national, local/municipal) and target groups

Level	Description
local/municipal ▼	Georgia already has taken concrete steps in introducing green economy pathways. In 2010 Tbilisi, the capital of Georgia, joined the "Covenant of Mayors Initiative of the European Union" to significantly reduce greenhouse gas emissions. The Sustainable Action Plan has been already developed by the city of Tbilisi and it consists of activities in various sectors including transport (greener modes of transport, public transportation systems, electronic management system of public transport etc.). At present, three other cities of the country have also joined the initiative.
Target group public sector ▼	

Level	Description
national ▼	Policy document "A Policy Framework for Green Transportation in Georgia".
Target group public sector ▼	

Level	Description
<input type="text" value=""/>	
Target group <input type="text" value=""/>	

indicator 2.2 **Does the government raise awareness of mobility choices?**

indicator 2.3 **Does the government promote the use of information technology to increase the efficiency of the transport system?**

indicator 2.4 **Are there mechanisms in place in your country to improve the coordination between land use and transport planning?**

indicator 2.5 **Does your country take any measures to promote high-quality integrated public transport and reducing the need for, and the volume of, car traffic?**

Please, specify:

2.2 Tbilisi City Hall is advertising mobility choices and promoting e-ticket system, which includes discounts for using different modes of public transport.
 2.4 During the development of high-ways, roads and bypass railways, country improved the coordination between land use and transport planning.
 2.5 New integrated system of payment in several modes of public transport (subway-bus-minibus) was established.

Priority Goal 3: to reduce emissions of transport-related greenhouse gases, air pollutants and noise

indicator 3.1 **Describe any strategies, policies or measures to support a shift in the vehicle fleet towards zero- or low-emission vehicles and fuels based on renewable energy, clean transport modes and fostering electric mobility as well as eco-driving.**

Georgia relies entirely on imported energy to meet its transportation needs. The rationale for greening transportation in Georgia goes beyond the need to reduce greenhouse gas emissions, which is typically the primary objective of the emerging framework of green and low-carbon development. In fact, in Georgia the additional economic and development challenges are the growing fossil fuel imports that contribute to a large current account deficit and the increasing air pollution caused by road transport that add to healthcare costs. Despite these challenges, Georgia has opportunities to achieve the greening objective while at the same time reducing the economic impact of fossil fuel imports: the country has abundant indigenous energy sources, mainly hydropower. Ministry of Economy and Sustainable Development and Ministry of Finance, with the support of World Bank prepared a draft policy document "A Policy Framework for Green Transportation in Georgia". This paper argues that Government interventions are essential for green transportation because the current transport market lacks a mechanism to reduce the large negative externalities (emissions and congestion), and infrastructure and consumer patterns established now would take long to change.

indicator 3.2 **Does your Government take any measures to support a reduction in noise emissions from transport activities?**

Specify

Priority Goal 4: to promote policies and actions conducive to healthy and safe modes of transport

indicator 4.1 **Describe any strategies, policies and measures in your country for the promotion of healthy and safe modes of transport, including infrastructure and safety measures for safe walking and cycling, policies to support cycling and walking, in particular in urban areas and links with efficient and accessible public transport**

Renovation of crossroads, construction of safety paths and overpasses for walkers and new traffic-light system.

indicator 4.2 **Do transport policies and actions in your country focus on vulnerable groups such as children and persons with reduced mobility?**

Yes ▼

Specify:

Special paths for persons with reduced mobility were constructed on pavements and underground passages.

Section C: Implementation of THE PEP

5. THE PEP Implementation mechanisms (please see the Amsterdam Declaration para 6-8)

NATIONAL TRANSPORT, HEALTH AND ENVIRONMENT ACTION PLANS (NTHEAPs)

More information:

[Draft manual on developing NTHEAPs](#)

indicator 5.1 **Does your country have a NTHEAP or similar tool?** No ▼

Was THE PEP helpful in the development of your country's NTHEAP? ▼

If available, please provide a web link to your country's NTHEAP:

http://

indicator 5.2 **What is the current status of your country's NTHEAP?** Not planned ▼

indicator 5.3 **What is/will be the scope and format of your country's NTHEAP?**

- national
- sub-national
- stand-alone document
- part of a national environment and health action plan (NEHAP)
- environment and health components in a national transport action plan

RELAY RACE (Staffete)

More information:

[Workshop in Moscow, 2012](#)
[Workshop in Kyiv, 2011](#)
[Workshop in Batumi, 2010](#)
[Workshop in Skopje, 2010](#)
[Workshop in Pruhonice, 2009](#)

indicator 5.4 **Has your country contributed to THE PEP relay race workshops?** Yes ▼

If YES, how?

- technical contribution (in kind)
- financial contribution

THE PEP PARTNERSHIP

More information:

[Terms of reference of THE PEP Partnership](#)

indicator 5.5 **Does your country contribute to THE PEP Partnership?** No ▼

If YES, how?

- technical expertise (in kind)
- direct financial contribution

indicator 5.6 **Are there any formal networks/platforms of professionals who are involved in THE PEP issues in your country?**

No ▼

Please specify:

indicator 5.7 **Are these networks/platforms supported by the government?**

No ▼

If YES, please indicate how:

- direct funding
- in kind
- political

6. Policy, regulatory and operational frameworks that support the promotion of THE PEP

indicator 6.1 **Do you have a coordinating body and/or a formal structure for implementation of THE PEP within your government?**

No ▼

Represented sectors:

- | | |
|--------------------------------------|---|
| <input type="checkbox"/> Transport | <input type="checkbox"/> Education |
| <input type="checkbox"/> Environment | <input type="checkbox"/> Urban planning |
| <input type="checkbox"/> Health | <input type="checkbox"/> Agriculture |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Others, please specify: <input type="text"/> |
| <input type="checkbox"/> Academia | |

indicator 6.2 **Is integration of the three sectors reflected in any other national policy document(s)?**

No

Please list main documents:

indicator 6.3 **Is public awareness in relation to the integration of the three sectors addressed in relevant national document(s)?**

No

Please list main documents:

indicator 6.4 **Are public budgets and/or economic incentives available specifically to support integration of the three sectors?**

No

Please specify:

7. Future of THE PEP

Indicator 7.1 **What have been the main successes of THE PEP in stimulating national action in the priority areas of THE PEP in your country? Please give concrete examples and a short explanation of your assessment.**

After two successful workshops in Georgia (in Tbilisi and Batumi) awareness of society in all levels (within them political) has been increased, what gave specific results, such as: construction of cycling lines in many cities (Batumi, Kutaisi, Rustavi, Kvareli, Tbilisi); development of road infrastructure that improves safe walking and cycling; upgrading legislation regarding new safety measures on roads; renovation of public transport etc.

Indicator 7.2 **What have been the main weaknesses of THE PEP in stimulating national action in the priority areas in your country? Please give concrete examples and a short explanation of your assessment.**

Indicator 7.3 **How could THE PEP better support national efforts to integrate transport, environment and health policies and achieve sustainable transport?**

To support in creation of national action plans.