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Item 7 (b) of the provisional agenda

**Implementing the Amsterdam Declaration: THE PEP  
relay race (staffette)****THE PEP relay race (staffette)****Report of the workshop on working together for sustainable and  
healthy urban transport (Kyiv, June 2011)***Summary*

The Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP) decided at its seventh session (22–23 October 2009) to establish relay races (staffette) as a part of a new communication and implementation strategy, with a view to spreading the key messages of the Amsterdam Declaration throughout the region (ECE/AC.21/SC/2009/4–EUR/09/5088363/4, paras. 8–10). Each relay race focuses on one topic or theme, drawing from the four priority goals of the Declaration. The “batons” of the selected topics are then passed from country to country across the pan-European region, spreading know-how and experience.

At its fourteenth session (Rome, 20–21 June 2011), the Bureau of THE PEP Steering Committee discussed the long-term local impacts of the relay race workshops, and decided that workshop reports should be presented by the corresponding member State at subsequent sessions of the Steering Committee.<sup>1</sup>

<sup>1</sup> The report will be available shortly from THE PEP website at <http://live.unece.org/index.php?id=2506>.

The fourth workshop, on “Working together for sustainable and healthy urban transport”, was held in Kyiv, Ukraine, on 8 and 9 June 2011. The workshop, which was organized by THE PEP secretariat in cooperation with Ukrainian State and local government, agreed on the following action points for policymakers and local actors:

- Establish a supportive policy and legal framework for sustainable urban transport
- Improve institutional coordination and cooperation towards integration
- Encourage effective public participation, partnerships and communication
- Rationalize financing and investment in urban mobility
- Improve data collection, monitoring and research
- Make use of and contribute to the international framework provided by THE PEP.

Further information, documentation and presentations from the Kyiv workshop are available at: <http://live.unece.org/index.php?id=16942>.

## **I. Introduction**

1. The fourth workshop as part of the Transport, Health and Environment Pan-European Programme (THE PEP) relay race, on “Working together for sustainable and healthy urban transport”, was held in Kyiv, Ukraine, on 8 and 9 June 2011.
2. The workshop was organized by THE PEP secretariat (the United Nations Economic Commission for Europe (ECE) Transport and Environment Divisions and the World Health Organization Regional Office for Europe (WHO/Europe)) in cooperation with the Ministry of Foreign Affairs, the Ministry of Environment and Natural Resources, the Ministry of Infrastructure and the Ministry of Health of Ukraine and the Kyiv City State Administration, with technical support from the Government of France. Financial support was provided by the Governments of Austria and Switzerland.
3. THE PEP secretariat was supported by the International Charitable organization Information Center “Green Dossier” (Ukraine).

## **II. Participation**

4. The workshop was attended by experts from ECE and WHO/Europe member States and civil society, including national and local government officials, academics and researchers from the following countries: Albania, Armenia, Azerbaijan, France, Georgia, Russian Federation and Ukraine. Non-governmental and intergovernmental organizations participating included: the International Association of Public Transport (UITP), the German Agency for International Cooperation (GIZ) and World Wild Fund (WWF).

## **III. Technical cooperation**

5. In connection with the technical cooperation and capacity-building role of THE PEP, the Ministry of Ecology, Sustainable Development, Transport and Housing of France undertook and financed a technical mission to Kyiv prior to the workshop to analyse challenges and opportunities for sustainable mobility in Kyiv, specifically the potential for “active transport”, such as walking and cycling, and to prepare recommendations for improvement in these areas, such as transport information technology, signs and signals for pedestrians and cyclists, as well as traffic control and parking management.
6. The report of the French technical experts assessing opportunities and challenges in mobility management in Kyiv is contained in a separate document (ECE/AC.21/SC/2011/5–EUDHP1003944/7.1/SC9/5).

## **IV. Action points for policymakers and local actors**

7. Workshop participants discussed in detail how to encourage transport, health and environment policymakers to work together in developing strategies and measures for sustainable and healthy urban transport in Eastern Europe, particularly in Ukraine and in the countries of the Caucasus. They identified needs, challenges and opportunities to promote innovative policies and mobility management programmes that support environmentally friendly and healthy transport policies and improve urban livelihoods in Kyiv and the other cities in the region.

8. Policy directions were identified during the workshop as important aspects to be emphasized, as set out in the following sections A to F.

#### **A. Establish a supportive policy and legal framework for sustainable urban transport**

- *Develop a national policy framework for sustainable urban transport that supports and influences national, regional and municipal goals for land use, transport, health and the environment.*

9. The policy framework should be “internally coherent” within the transport sector, i.e., transport investment, traffic and parking management, as well as demand management policies should be integrated. It must also be “externally coherent”, i.e., transport policies should be integrated with those of other sectors, particularly health, environment and land-use planning. Experiences and good practices of other European countries and cities should be used as benchmarks.

- *Identify links between national transport planning and municipal policies for urban mobility and land use.*

10. A legal and regulatory framework that provides guidelines for Government action on all levels should be developed in a participatory and transparent process. The objective is to arrive at policies that are mutually supportive and provide for planning and investment decisions at the appropriate level. This should also include indicators for the involvement of the private sector in public transport services, including rules for competition and procurement, as well as service and quality obligations.

- *Accept walking and cycling in urban areas as an integral part of transport and urban development planning on an equal level with public transport and private car traffic.*

11. Walking and cycling contributes to public health and individual fitness. It leads to a reduction in traffic accidents and congestion, lowers urban noise and air pollution and contributes to less greenhouse gas emissions. Safe, comfortable and accessible pedestrian and cycling infrastructures, also for children and the elderly, that are well connected and accessible to public transport services also make city centres livable and attractive.

- *Integrate air quality, greenhouse gas, noise and other health and environment targets into transport and land-use policy.*

12. Technical standards for vehicles and fuels should be adopted and their implementation rigorously monitored in public and private vehicle fleets. The global ECE technical standards for vehicles and their periodical controls, which are mandatory in many countries of the region, could be used.

#### **B. Improve institutional coordination and cooperation towards integration**

- *Vertical and horizontal cooperation among all sectors and levels of government is essential to realize the objectives for sustainability.*

13. Coordination among transport, health and environment actors horizontally on all levels of government is necessary to ensure integration of policy objectives and strategies. Vertical coordination among the various 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 for and incentives to encourage cities to include the objective of reducing emissions into their local transportation decisions.*

14. Priorities and objectives defined on the municipal and regional levels can also be communicated from the “bottom-up”, i.e., from the city level to the national level to ensure that national policies adequately account for priorities at lower levels.

- *Responsibilities must be commensurate with the resources for implementation.*

15. When decision-making responsibility for urban transport is transferred from national Governments to the regional and municipal levels, a corresponding responsibility over the sources of financing must be transparent and delegated as well. This will enable municipal and regional authorities to assume full responsibility and accountability for implementation of sustainable mobility solutions.

### **C. Encourage effective public participation, partnerships and communication**

- *Involve public and other stakeholders early in the strategic design process and provide for their active involvement throughout implementation and monitoring.*

16. Government at all levels should provide visible incentives in the form of funds, awards and other forms of recognition for actions taken by stakeholders.

- *Undertake regular and systematic user surveys on urban transport systems, particularly public transport systems.*

17. Representative and regular user surveys of urban transport systems allow for identification of critical issues and for corrective measures.

- *Recognize the important role of non-governmental and civil society organizations.*

18. Non-governmental organizations and civil society organizations are able to provide professional and complementary expertise and could assist in planning and implementation of sustainable urban transport services, as well as in education, public participation and community outreach campaigns.

- *Inform and communicate with transport users.*

19. Public perception is critical for the success of sustainable urban transport policies. Citizens must understand and accept the policy objectives before behavioural change occurs. Effective communication and awareness-raising campaigns are particularly important in winning public support for transport demand management policies.

- *Encourage technological and behaviour changes towards sustainable urban mobility, including eco-driving and mobility management, to reduce the ecological footprint and increase the efficient use of transport.*

### **D. Rationalize financing and investment in urban mobility**

- *Ensure that the pricing and fiscal structure of urban transport sends the right messages to promote sustainable urban transport across all sectors.*

20. Direct revenue flows from pricing measures, investment and other types of funding should be clearly earmarked so that opportunities for policy implementation are enhanced. Directing revenues from pricing measures to the local and regional levels can enhance political support for and facilitate implementation of “unpopular” pricing initiatives.

- *Funding decisions should be in line with environment and health targets.*

21. Infrastructure investment decisions should fully take into consideration environment and health objectives and mobility management targets.

## **E. Improve data collection, monitoring and research**

- *Improve data collection procedures, particularly on urban travel, emissions and health impact of transport.*

22. Overall data are also necessary to enable establishment of spatial plans covering all activities which are taking place on the territory.

- *Carry out consistent monitoring of urban activities and their link to environment and health objectives.*

23. Communicate results of this monitoring to elected officials and the public to promote accountability and transparency in decision-making.

## **F. Make use of and contribute to the international framework provided by THE PEP**

- *Continue to make use of the THE PEP.*

24. Utilize THE PEP 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 Brochures.*

25. Use THE PEP Guidance on Supportive Institutional Conditions for Policy Integration of Transport, Health and Environment and on the National Transport, Health and Environment Action Plan, which provide best practices towards environment and health-friendly transport development.

- *Utilize the data and information on the Internet-based THE PEP Clearing House.*

26. Use information provided by THE PEP Clearing House, an information platform that provides good and bad practices, as well as pertinent THE PEP research and survey results.

- *Make use of THE PEP tools.*

27. THE PEP tools, such as THE PEP Toolbox, the Health Economic Assessment Tools for cycling and walking and the Action Points for Policymakers, Industry and Civil Society prepared under THE PEP workshops are available free of charge and often in English and Russian.

*Pass the baton of THE PEP Relay Race (staffette) to the next host country.*

28. THE PEP relay race through the pan-European region will continue. It started in Amsterdam (January 2009), followed by Prague (September 2009), Skopje (June 2010), Batumi, Georgia (September 2010) and Kyiv (June 2010).

29. THE PEP relay race will effectively contribute to the implementation of the four priority goals of the Amsterdam Declaration and will make THE Link among all pan-European countries in sharing best practice and promoting policies for sustainable and healthy urban transport policies, as well as cleaner and greener urban livelihoods.

## **V. Workshop programme**

30. The workshop addressed the following issues and topics:

Session I: Challenges and opportunities for urban mobility in Ukraine

Session II: Experiences from other cities — Ukraine and the region

Session III: Urban mobility management — Best practices from Europe

Session IV: Technology for sustainable mobility

Session V: Conclusions and recommendations — Action points for policymakers

Side event: Promo-tram — Promotion of public transport with music and art exhibit on Kyiv's historical tram route.

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