



**Economic and Social
Council**

Dist.
GENERAL

ECE/AC.21/SC/2007/5
EUR/07/5068055/5
8 February 2007

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

**WORLD HEALTH ORGANIZATION
REGIONAL OFFICE FOR EUROPE**

HIGH-LEVEL MEETING ON TRANSPORT,
ENVIRONMENT AND HEALTH

Steering Committee on the Transport, Health and
Environment Pan-European Programme

Fifth session
Geneva, 16–17 April 2007
Item 5 (a) (ii) of the provisional agenda

IMPLEMENTATION OF THE COMMITTEE'S WORK PROGRAMME

Progress reports and proposals for further action

Sustainable urban transport and land use planning

Report by the secretariat

1. At its fourth session (10-11 April 2006), the Steering Committee on the Transport, Environment and Health Pan-European Programme (THE PEP) decided on activities to be carried out for the implementation of its work programme in the field of urban transport.¹
2. In particular, the Steering Committee requested the secretariat of THE PEP (the secretariat) to facilitate the organization of a workshop on "Sustainable Urban Transport and Land Use Planning" in Georgia to:

¹ See the report of the fourth session of THE PEP Steering Committee (ECE/AC.21/2006/4 – EUR/06/THE PEP/4) and the background document (ECE/AC.21/2006/4 – EUR/06/THE PEP/4).

(a) Increase awareness of the health and environment hazards of the current urban travel patterns in Georgia and other South Caucasian countries, Armenia and Azerbaijan;

(b) Exchange good practice and strengthen the capacity of the national and local administrations to improve collaboration between relevant sectors and tiers of government; promote more sustainable modes of urban transport, notably public transport; and assess the environmental and health impacts of urban transport; and

(c) Issue recommendations for consideration by the national and local governments in the South Caucasus subregion.

3. This report has been prepared by the secretariat in consultation with the delegation of Georgia. It summarizes the key issues discussed at the workshop, held in Tbilisi on 18–20 October 2006, as well the main conclusions and recommendations that arose from these discussions.² Based on the outcomes of the workshop and on recommendations by the Bureau, the document also presents proposals for activities to be further undertaken by THE PEP in the field of sustainable urban transport.

4. The Steering Committee is invited to consider the findings and recommendations of the workshop. It is also invited to decide on the further activities for promoting sustainable urban travel that it may wish to undertake and finance in the EECCA³ and SEE⁴ regions.

5. The third day of the workshop focused on health and environment impact assessments of transport, as a contribution to the development of a Toolbox for Action on Transport, Environment and Health within THE PEP. For the outcomes and follow-up proposals relating to this topic, the Steering Committee is invited to refer to document ECE/AC.21/SC/2007/6 – EUR/07/5068055/6.

I. WORKSHOP ON SUSTAINABLE URBAN TRANSPORT AND LAND USE PLANNING (18–20 October 2006, Tbilisi)

A. Background

6. The Tbilisi workshop follows up on previous two workshops on sustainable urban transport that were organized in the framework of THE PEP in Nicosia in 2003⁵ and jointly with the European Conference of Ministers of Transport (ECMT) in Moscow in 2004⁶.

² The presentations listed in annex I, as well as the related background material, are available at http://www.thepep.org/en/workplan/urban/urban_docs.htm#Tbilisi

³ Eastern Europe, Caucasus and Central Asia (Armenia, Azerbaijan, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Russian Federation, Tajikistan, Turkmenistan, Ukraine and Uzbekistan).

⁴ South-Eastern Europe (Albania, Bosnia and Herzegovina, Croatia, The former Yugoslav Republic of Macedonia, Montenegro and Serbia).

⁵ See the report of the Cyprus workshop ([document ECE/AC.21/2004/4 - EUR/04/5045236/4](http://www.thepep.org/en/workplan/urban/urban_docs.htm#Tbilisi)).

⁶ See the report of the Moscow workshop ([document ECE/AC.21/2005/4 - EUR/05/5046203/4](http://www.cemt.org/topics/urban/Moscow.htm)) and <http://www.cemt.org/topics/urban/Moscow.htm> for related documents, notably the “Overview of the environment and health effects of urban transport in the Russian Federation and in the other EECCA countries” prepared by THE PEP.

7. The Moscow workshop prompted the delegation of Georgia to propose hosting a similar workshop to address urban-transport-related issues of concern to its own country as well as neighbouring countries. The Steering Committee welcomed this initiative at its third session and invited the secretariat to identify donor funding for the workshop and to assist Georgia in organizing the event.

8. In 2006, the Governments of the Netherlands and Switzerland came forward with funds covering the costs of the workshop. Germany contributed in kind.

9. The Georgian Ministry of Environmental Protection and Natural Resources had the main responsibility for coordinating the workshop preparations in Georgia with the partners and stakeholders that influence urban transport and its sustainability at the national and municipal levels: Georgia's Ministry of Labour, Health and Social Affairs and its Ministry of Internal Affairs; the National Commission for Transport Regulation of Georgia; and the Tbilisi Municipal Government.

10. The secretariat of THE PEP supported the overall substantive and practical preparations for the workshop.

B. Main outcomes of the workshop

Stimulus to networking and cross-sectoral collaboration

11. The workshop brought together 70 representatives of the transport, environment and health sectors and land-use planners from the national and municipal governments of Georgia, Armenia and Azerbaijan as well as from other UNECE and WHO/Europe member countries. Also represented were ECMT, the United Nations Development Programme (UNDP), the European Bank for Reconstruction and Development (EBRD), the Regional Environmental Centre for the Caucasus and a number of local NGOs.

12. The participants welcomed the unique opportunity to meet representatives from other sectors, countries and international organizations for exchanging expertise and experience during and after the workshop. The workshop provided a valuable impetus to networking and collaboration among the various stakeholders.

13. Furthermore, the international "push" provided by the workshop and its follow-up were welcomed for their potential to draw high-level attention in the countries to the importance of improving the sustainability of urban transport, and to the necessity of cross-sectoral integration for achieving it. Recommendations from the workshop were seen as useful reference material that should be presented to policymakers to prompt the creation of the political, legislative and administrative frameworks and structures necessary for work across sectors and tiers of governments.

Overview of the challenges at stake

14. The workshop provided a thorough overview of transport developments in the main cities of Georgia, Armenia and Azerbaijan and their consequences for the health and environment of

the urban population. The three countries had prepared background reports highlighting major challenges and proposing concrete actions for improving the situation. UNECE and WHO coordinated the sectoral inputs in Georgia, whereas UNEP oversaw the preparation of the Armenian report. The country reports were also intended as reference material for local policymakers and for increasing public awareness.⁷

15. In addition to the background reports, a questionnaire survey was commissioned from a Georgian NGO, Partnership for Local Governance Improvement, to shed light on Tbilisi citizens' awareness, preferences and perceptions regarding urban travel. UNEP, in collaboration with the secretariat, prepared a sample questionnaire that was then adapted for local conditions by the NGO. The survey was administered to 800 people. Its outcomes, presented at the workshop, demonstrated that currently inhabitants of Tbilisi have few incentives to shift from prioritizing private car use for their urban travel, notably due to the lack of attractive, user-friendly and effective public transport alternatives. It also indicated the low level of awareness among inhabitants of the health and environmental consequences of current travel patterns.

16. The workshop demonstrated that the South Caucasian countries to a large extent face similar challenges. Cities continue to grow, and the steady rise of passenger and freight transport in cities is increasingly impairing the health and the quality of life of the urban population and causing environmental stress related to poor air quality, mounting road traffic injuries, excessive noise, traffic congestion, loss of green areas and degradation of historical buildings and monuments.

17. Uncoordinated policies and investment decisions on transport and spatial planning contribute to promoting the unsustainable development of urban areas, which is accompanied by urban sprawl and the replacement of public transport infrastructure and services by new roads and parking space to meet the demands of private car users. The investment in road infrastructure in turn further boosts road use, worsening traffic congestion, reducing the competitiveness of public transport and leading to greater environmental and health hazards.

18. The key barriers to sustainable, economically viable and socially equitable urban transport highlighted at the workshop are legal, administrative and economic. They include the following:

(a) Insufficient cooperation and policy coordination among relevant sectors (transport, city planning, environment and health) and tiers of government; absence of an enabling legislative basis and permanent institutional structures for cross-sectoral cooperation;

(b) Weak and inconsistent legislation for reducing environmental and health impacts of transport (e.g. standards for vehicles and fuels; road safety regulations; economic instruments) and lack of enforcement tools;

⁷ The English and Russian versions of the Georgian and Armenian background reports, as well as the presentations made by the three countries, are available at: http://www.thepep.org/en/workplan/urban/urban_docs.htm#Tbilisi.

- (c) Lack of reliable and comparable data on transport-related air pollution, noise, injuries and fuel quality;
- (d) Inefficient monitoring and assessment of pollution and other transport-related environment and health effects;
- (e) Poor technical condition and old age of vehicles; insufficient vehicle emission control system; absence of compulsory and efficient inspection of vehicles; bad driving behaviour/skills;
- (f) Weak public transport system; lack of sufficient funding in the municipalities to maintain and upgrade the vehicle fleet, infrastructure and services, leading to continuously declining competitiveness of public transport quality and quantity compared with private transport;
- (g) Insufficient control and regulation of the privately operated transport services, such as minibuses, which have emerged in many EECCA cities to replace the declining urban passenger services;
- (h) Inefficient traffic management and engineering in general terms;
- (i) Poor road conditions;
- (j) Insufficient priority given by the authorities to reducing the negative environmental and health effects of transport;
- (k) Low public awareness of the health problems relating to urban transport; insufficient consultation and participation of the public and other stakeholders in the decision-making process; and
- (l) Lack of a comprehensive and forward-looking transport-demand management plan.

Guidance and practical experience on tools available

19. During the second part of the workshop, invited international experts provided detailed guidance on the practical implementation of a number of means available for promoting policy integration and tackling the urban transport challenges identified. These measures included:

- (a) Institutional arrangements for improving policy coordination;
- (b) Pricing and fiscal measures to manage private car use in urban areas;
- (c) Organizing and financing of public transport;
- (d) Urban land-use planning for inducing more sustainable urban travel patterns; and

(e) Awareness-raising campaigns and education for changing travel patterns and behaviours.

20. Under each topic, representatives of other countries and municipalities in Central and Eastern Europe (Budapest, Koprivnica, Wroclaw) and in Western Europe (Belgium, Copenhagen, Delft, London) shared their experience gained and lessons learned in putting these tools into practice. The participants also heard about the challenges faced by two Central Asian countries, Kazakhstan and Kyrgyzstan, in particular regarding road traffic safety.

21. Finally, the workshop reviewed and assessed the main ongoing and planned activities supported by international partners, donors and financing institutions (EBRD, the Global Environment Facility, UNDP and the European Commission (LIFE)) to promote and influence urban transport development in South Caucasus and elsewhere in the EECCA and SEE regions.

C. Selected recommendations from the workshop

22. The background reports from Armenia and Georgia propose a wide range of actions to be undertaken in parallel in the respective countries in order to effectively tackle urban-transport-related challenges. These recommendations are largely apply also to Azerbaijan. A summary of selected recommendations from the workshop follows.

Improving policy integration and cross-sectoral cooperation

23. A number of the recommended actions aim at improving cooperation between the various authorities involved as well as consistency between the relevant sectoral goals. Cross-sectoral cooperation and policy integration are necessary preconditions for achieving a holistic long-term strategy for urban transport development in the countries; for agreeing on policy goals that are compatible with transport, environment, health and urban planning priorities and requirements; and for allocating available national and local resources accordingly. An integrated approach to urban transport development is also required for clarifying the rights and responsibilities of the various actors involved and improving coherence between the legislative acts, policies and decisions that influence the development of urban transport.

24. The concrete actions recommended for achieving a more integrated approach to urban transport development include the following:

(a) Signature of an agreement or a memorandum of understanding on coordination between the national and local authorities responsible for health, environment, transport and urban land-use planning which clarifies their respective roles, rights and responsibilities;

(b) Creation of a permanent high-level inter-agency coordination body (e.g. a committee or commission) that would effectively involve all the stakeholders in the development and implementation of coherent policies, legislation and decisions on urban transport, city planning and environmental and health protection. This body should involve representatives from the environment, health and transport sectors of the central government, municipalities, business groups, trade unions and NGOs. Successful coordination would necessitate direct and committed involvement by high-level government representatives (such as deputy ministers).

Ideally, the body would operate under the auspices of the prime minister's office to maximize the high-level coordination of activities. In addition to the permanent high-level coordinating body, technical groups could be created in relevant ministries as needed for various activities.

(c) Development of information collection and exchange, integrated monitoring and assessment. Data collection and information exchange systems should be developed and harmonized in line with available international guidance. Monitoring and inspection functions and responsibilities should be allocated to the competent bodies/institutions with a view to maximizing the quality and reliability of the information collected; avoiding duplications of efforts; and ensuring efficient use of resources. Information collected should be readily available and easily accessible to the relevant line ministries, municipalities, police, civil society, mass media and the non-governmental sector in order to encourage information sharing and obtain broad support for the measures necessary to solve the problems (e.g. taxes and charges). Prior assessments of the environmental and health impacts of the transport strategies, policies and projects should be made compulsory. The integrated assessment procedures should ensure public and other stakeholders' participation in decision-making on transport projects that affect them.

Promoting more sustainable transport modes and sustainable travel behaviour

25. A second set of recommended actions aims at encouraging the use of more sustainable modes of transport and at significantly reducing private motor vehicle use in order to reduce congestion, air pollution, noise and road accidents:

(a) Development and implementation of a comprehensive urban transport strategy/policy framework outlining the various measures to be taken at the local level;

(b) Increasing and improving the attractiveness of the more sustainable transport options – notably public transportation, in particular trolleys and trams – and better regulating privately operated services (e.g. minibuses). This would involve improving the vehicle fleet, infrastructure and services of the public transport system *inter alia* by prioritizing public transport in road traffic planning and in investment strategies, developing integrated ticketing systems, and training drivers in safer, more environmentally friendly driving;

(c) Enacting market and pricing reforms to manage private car use and reduce environmental and health externalities of transport (e.g. through road and congestion pricing; removing of parking subsidies; introducing of parking charges; realigning the excise taxes to ensure that fuel prices reflect the fuel's environmental impact; introducing fiscal incentives for zero or ultra-low emission vehicles).

II. PROPOSALS FOR FURTHER ACTIVITIES

26. At its fifth session, the Steering Committee will be invited to indicate what kinds of follow-up and/or new activities it wishes to undertake and support in the EECCA and SEE regions in the field of urban transport. It may wish to consider supporting, for example, some or all of the following activities, which the Bureau of the Commission discussed at its meeting in December 2006.

A. Issues for the third High-level Meeting to decide on

27. The third High-level Meeting of 2008 should be used to draw ministers' attention to the urban transport challenges in EECCA and SEE and to the urgent need to improve the situation, as highlighted by the Tbilisi workshop and the other THE PEP workshops on urban transport. This information could be included either in the main background documents for the High-level Meeting⁸ or in a separate document focusing on EECCA and SEE countries. In addition to the information presented, a set of recommendations calling for concerted action should be prepared for the countries to commit themselves to. The High-level Meeting should also strive to stimulate further donor funding or twinning arrangements to support EECCA and SEE Governments in tackling the specific urban transport problems flagged and to increase capacity in the relevant sectors to address transport-related issues. Finally, the High-level Meeting provides an occasion to redefine and possibly reinforce the role of THE PEP as the unique region-wide platform for issuing guidance and exchanging good practice on sustainable urban transport, as well as for identifying and facilitating donor activities in these fields.

B. Further workshops on urban transport

28. THE PEP could foster the organization of further subregional workshops in EECCA and SEE to address urban transport challenges in the countries concerned and to strengthen their capacity to work across relevant sectors and tiers of government to tackle the challenges. These workshops would take place upon invitation by interested countries themselves and depending on the availability of donor funds. Countries interested in hosting a workshop are invited to provide the secretariat with proposals, including preliminary information on the time schedule, the list of priority topics, the capacity-building objectives that would be pursued by the workshop, and budget estimates. The information should be provided in advance to the Steering Committee's session to allow the secretariat to circulate it among the delegates and to enable potential (co-)donors to pledge funds accordingly. Financial assistance for the workshops' organization should preferably be provided through bilateral donor arrangements. The secretariat would facilitate the coordination between the countries and organizations involved and would actively support the substantive and organizational preparations for the workshop.

C. Further surveys on citizens' travel preferences and perceptions

29. As part of the preparations for the Tbilisi workshop, the secretariat developed a questionnaire in collaboration with UNEP to obtain detailed information on the use of different modes of transport in urban areas as well as on citizens' perceptions and preferences regarding urban travel. Information on citizens' awareness, values and priorities can provide valuable insights to national and local governments for deciding how to best influence the demand for urban transport. On the basis of a sample questionnaire and a common methodology, questionnaire surveys could be carried out in a number of other cities of the region, in particular in the EECCA and SEE countries. This would allow for international comparisons and for the

⁸ Review of transport developments and their health and environment impacts (1997–2007); Assessment of the policy response to date by the UNECE and WHO/Europe member countries – focus on THE PEP (2002–2008).

identification of commonalities and specificities across this part of the region. Surveys of a size similar to the one carried out in Tbilisi could be done at a fairly low cost (around USD 20,000 per site) through local research institutes or universities and with the assistance of university students in data collection.

D. Reporting and monitoring of workshop outcomes

30. Monitoring is an essential tool for following up on and stimulating the implementation of commitments. The Steering Committee is invited to consider the potential benefits of establishing a monitoring procedure in the framework of THE PEP that requires countries to report on progress made at the national and local levels in the activities recommended at the workshops. Countries could be invited to provide concise reports to the Steering Committee at its annual sessions, in accordance with a pre-established template, on key achievements and problems relating to the activities in question.

Annex

Workshop on Sustainable Urban Transport and Land Use planning - Focus on South Caucasus (Tbilisi, 18–20 October 2006)

List of presentations

(available at http://www.thepep.org/en/workplan/urban/urban_docs.htm#Tbilisi)

OPENING REMARKS

- Mr. Zaal Lomtadze, Vice-Minister of Environment Protection and Natural Resources
- Mr. Nikoloz Pruidze, Vice-Minister of Labour, Health and Social Affairs
- Mr. Nigel Dotchin, Vice-Chairman of the Transport, Health and Environment Pan-European Programme (THE PEP) Steering Committee

SESSION 1. : CHALLENGES AND POSSIBLE SOLUTIONS FOR SUSTAINABLE URBAN TRANSPORT IN SOUTHERN CAUCASUS

Chair: Mr. Zaal Lomtadze, Vice Minister, Ministry of Environment Protection and Natural Resources, Georgia

Key messages from the workshop on Implementing Sustainable Urban Travel Policies in Russian Federation and other EECCA countries (Moscow, September 2004)

- Ms. Elene Shatberashvili, European Conference of Ministers of Transport (ECMT) on behalf of Mr. Vadim Dontchenko, Scientific and Research Institute of Road Transport (NIIAT), Russian Federation

Urban transport in Tbilisi and in other main towns of Georgia

- Ms. Ekaterine Labadze, Department of Transport, Tbilisi Municipal Government
- Mr. Janri Karchava, Ministry of the Environment Protection and Natural Resources
- Mr. Aleksandre Mindorashvili, consultant on health issues
- Questions and discussion

Urban transport in Armenia (Yerevan)

- Mr. Martiros Tsarukyan, Ministry of Nature Protection

Urban transport in Azerbaijan (Baku)

- Mr. Baghiz Hidayatov, Ministry of Ecology and Natural Resources

SESSION 2.: IMPROVING INSTITUTIONAL COORDINATION AND POLICY INTEGRATION

Tools for improving transport, environment and health policy coordination

- Mr. Dominic Stead, Delft University of Technology, Netherlands

Transport policies and institutional coordination in South Caucasus - challenges and suggested solutions

- Ms. Nino Tkhilava, Ministry of Environmental Protection and Natural Resources, Georgia
- Mr. Lado Vardosanidze, Association of Urban Planners of Georgia

- Mr. Mikheil Kurkhuli, coordinator of the NEHAP in Georgia

Technical assistance for institutional building and government reforms in Georgia/Caucasus – A role for promoting closer policy coordination between the sectors?

- Ms. Mariam Shotadze, United Nations Development Programme Tbilisi office

Environmental management and transport policies: presentation of relevant activities of the Training Centre for Strengthening Public Administration and Media in Georgia (SPAMGO)

- Mr. Rainer Agster, Adelphi Research

Presentation of practical experience from other countries:

(a) Sharing of responsibilities on urban transport between central and local level: the Hungarian experience

- Prof. Katalin Tanczos, Department of Transport Economics of Budapest University of Technology and Economics

(b) Drafting and implementing measures for improving national road safety

- Dr. Hristina Mileva, Ministry of Health, Bulgaria; Dr. Nicole Mulhrad, National Institute for Road Safety Research (INRETS), France (experience from Kazakhstan and Kyrgyzstan)

(c) Institutional coordination and policy integration: The Belgian experience

- François André, National Cell for Environment and Health

SESSION 3. CITIZENS' PREFERENCES AND PERCEPTIONS REGARDING URBAN TRAVEL AND CITY PLANNING

Co-Chairs: Mr. Nigel Dotchin, Vice-Chair, and Mr. Robert Thaler, Chair of THE PEP Steering Committee

Main findings from a survey of urban travel carried out in Tbilisi

- Mr. Zaur Kacharava, Georgian NGO Partnership for Local Governance Improvement

Findings from opinion surveys in other countries

- Mr. Dominic Stead, Delft University of Technology, Netherlands

SESSION 4. MOVING TOWARDS MORE SUSTAINABLE URBAN MOBILITY: MEASURES FOR INFLUENCING THE DEMAND FOR TRANSPORT

Economic instruments to manage private car use in urban areas Urban transport pricing and fiscal measures

- Mr. Andrea Ricci, ISIS Research Institute

Congestion charges: the UK experience

- Mr. Nigel Dotchin, Department of Transport, United Kingdom

Policies to promote public transport use Organizing and financing of the public transport: the ECMT approach

- Ms. Elene Shatberashvili, European Conference of Ministers of Transport

Attractive public transport through regional cooperation - presentation of the Wroclaw experience

- Mr. Zbigniew Komar, Director of Infrastructure and Economic Development, City of Wroclaw, Poland

Urban land-use planning and sustainable transport

- Mr. Andrea Ricci on behalf of Professor Tony May, Leeds University

Examples from Copenhagen and Delft

- Mr. Dominic Stead

Awareness raising and education for changing travel patterns and behaviours: persuading the public and the politicians

The European Commission's public awareness campaigns (European Mobility Week and Car Free Days) and the Koprivnica experience

- Ms. Helena Hecimovic, Town Councillor, Municipality of Koprivnica, Croatia (2nd place in the 2006 European Mobility Week Award)
- Questions and discussion

SESSION 5. INTERNATIONALLY SUPPORTED TRANSPORT PROJECTS IN SOUTH CAUCASUS

Introductory presentation on international transport projects and sustainable transport development

- Mr. Falk Heinen, German Federal Environmental Agency

Urban Transport Projects of European Bank of Reconstruction and Development (EBRD):

- Mr. Paul Covenden

Ongoing and planned projects on Sustainable Transport Development

- Ms. Anna Kaplina, UNDP/Bratislava

Development of Sustainable Traffic in Tirana (LIFE project)

- Mr. Cenci Como, Environmental Center for Administration and Technology

SESSION 6. ASSESSING HEALTH AND ENVIRONMENT IMPACTS OF TRANSPORT: AN INTRODUCTION

Co-Chairs: Mr. Mario Fruianu, Ministry of Transport, Public Works and Water Management, Netherlands, and Ms. Eva Gleissenberger, Federal Ministry of Agriculture, Forestry, Environment and Water Management, Austria

Welcome by Mr. Nikoloz Pruidze, Deputy Minister of Labour, Health and Social Affairs

Setting the context: presentation of the goals and preparatory steps of THE PEP Toolbox for Transport, Environment and Health

- Mr. Mario Fruianu, Netherlands

Tools to assess the effects of transport on health and the environment: brief overview of assessment tools, including health impact assessment (HIA) and strategic environmental impact assessment (SEA)

- Ms. Birgit Staatsen, National Institute of Public Health and the Environment, RIVM, Netherlands, and Ms. Francesca Racioppi, WHO Regional Office for Europe

Applying SEA to implement Local Environmental Action Plans in South Caucasian cities

- Ms. Keti Samadashvili, Regional Environmental Centre for the Caucasus

Applying the tools: the Dutch experience

- Mr. Jeroen de Hartog, National Institute of Public Health and the Environment, RIVM, The Netherlands

SESSION 7. OPPORTUNITIES AND CHALLENGES IN ASSESSING HEALTH AND ENVIRONMENT EFFECTS OF TRANSPORT IN EECCA COUNTRIES

Applying HIA tools to assess the effects of transport on health and the environment on Tbilisi: Past and present experiences

- Mr. Mark van Bruggen, the National Institute of Public Health and the Environment RIVM, Netherlands
- Dr. Manana Juruli, Institute of Labour Medicine and Ecology, and other Georgian experts

Towards improving the monitoring of air quality in EECCA cities: overview of available tools and approaches

- Ms. Sonja Kahlmeier, WHO Regional Office for Europe

Applying results of air monitoring to assess impacts and inform policy making processes: an example from Belgium

- Mr. Francois André, National Cell for Environment and Health, Belgium
-