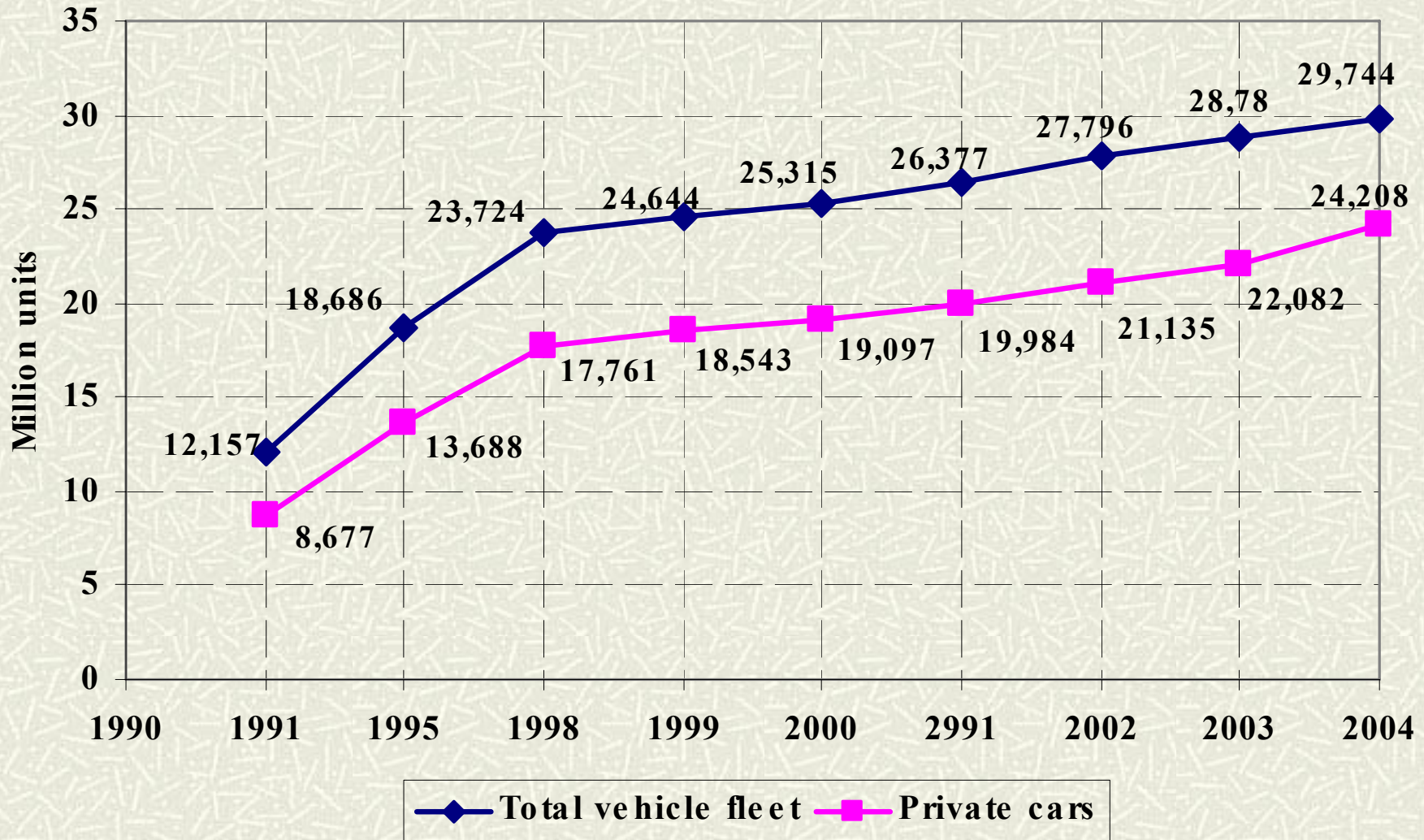




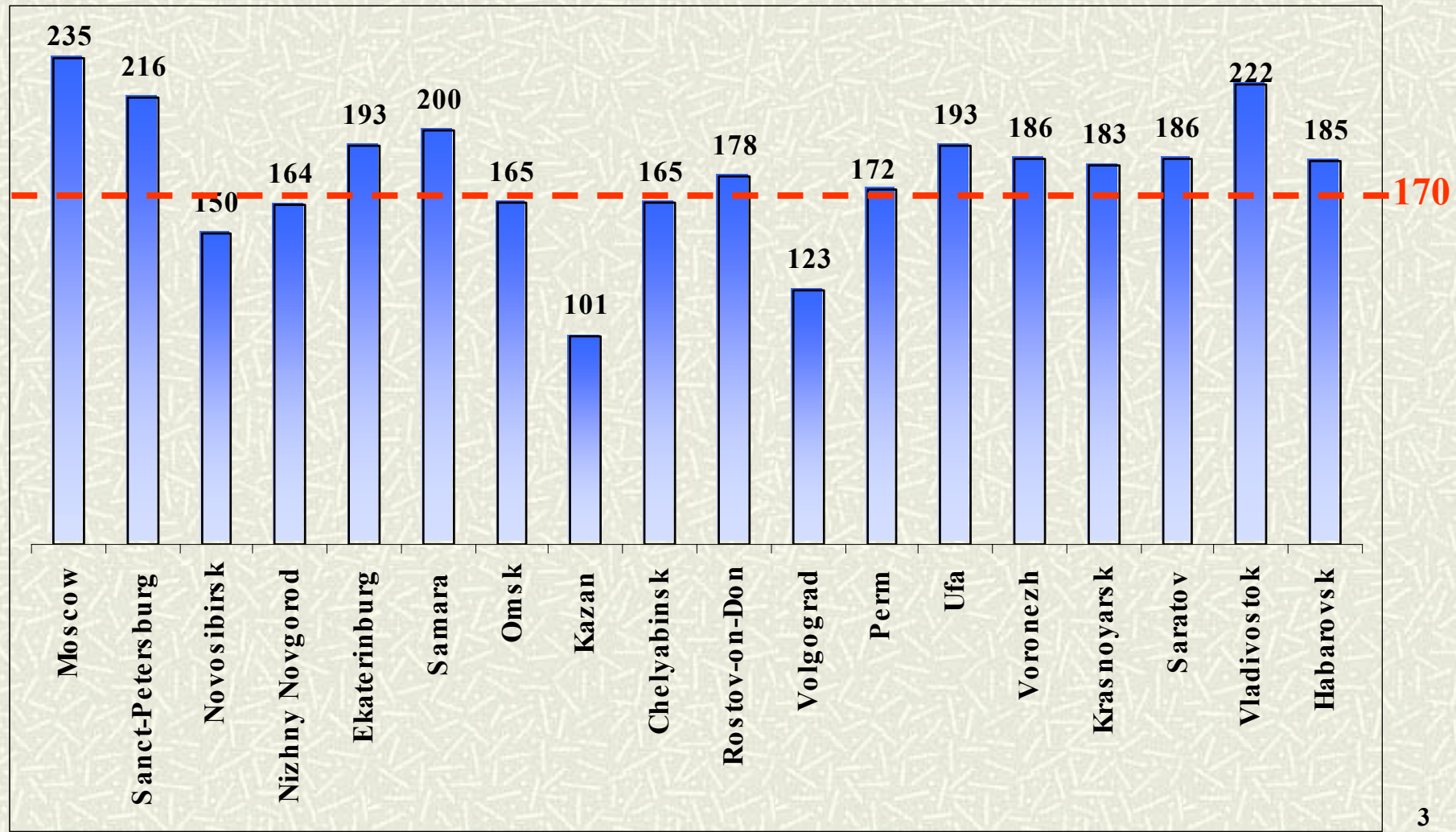
**DEVELOPMENT OF AN INTEGRATED ROAD
TRANSPORT POLICY IN RUSSIAN
FEDERATION: FEDERAL AND LOCAL LEVEL**

**Vadim Donchenko, Yuliy Kunin, Dmitry Kazmin.
The State Scientific and Research Institute of Motor Transport
(NIIMAT),
Russian Federation**

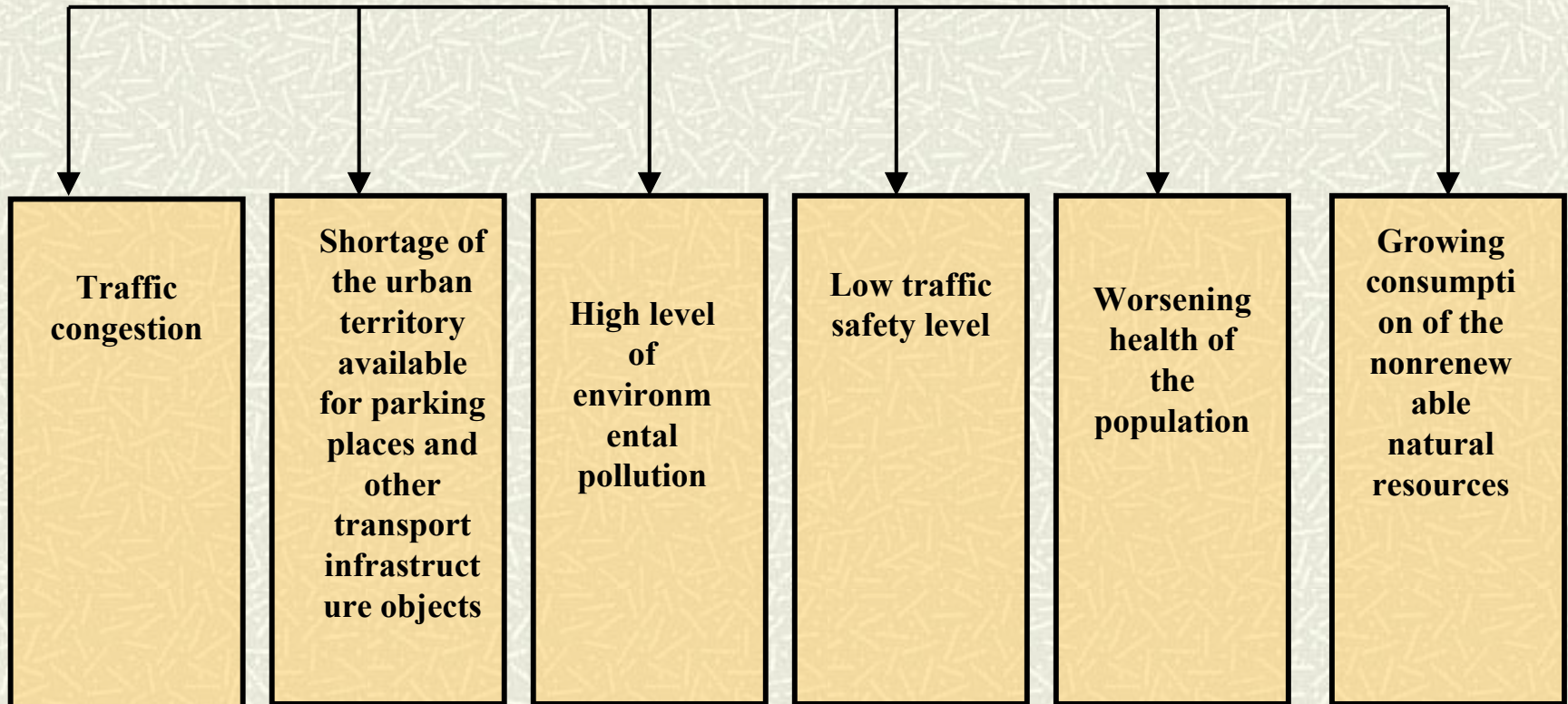
Dynamics of motorization in the Russian Federation



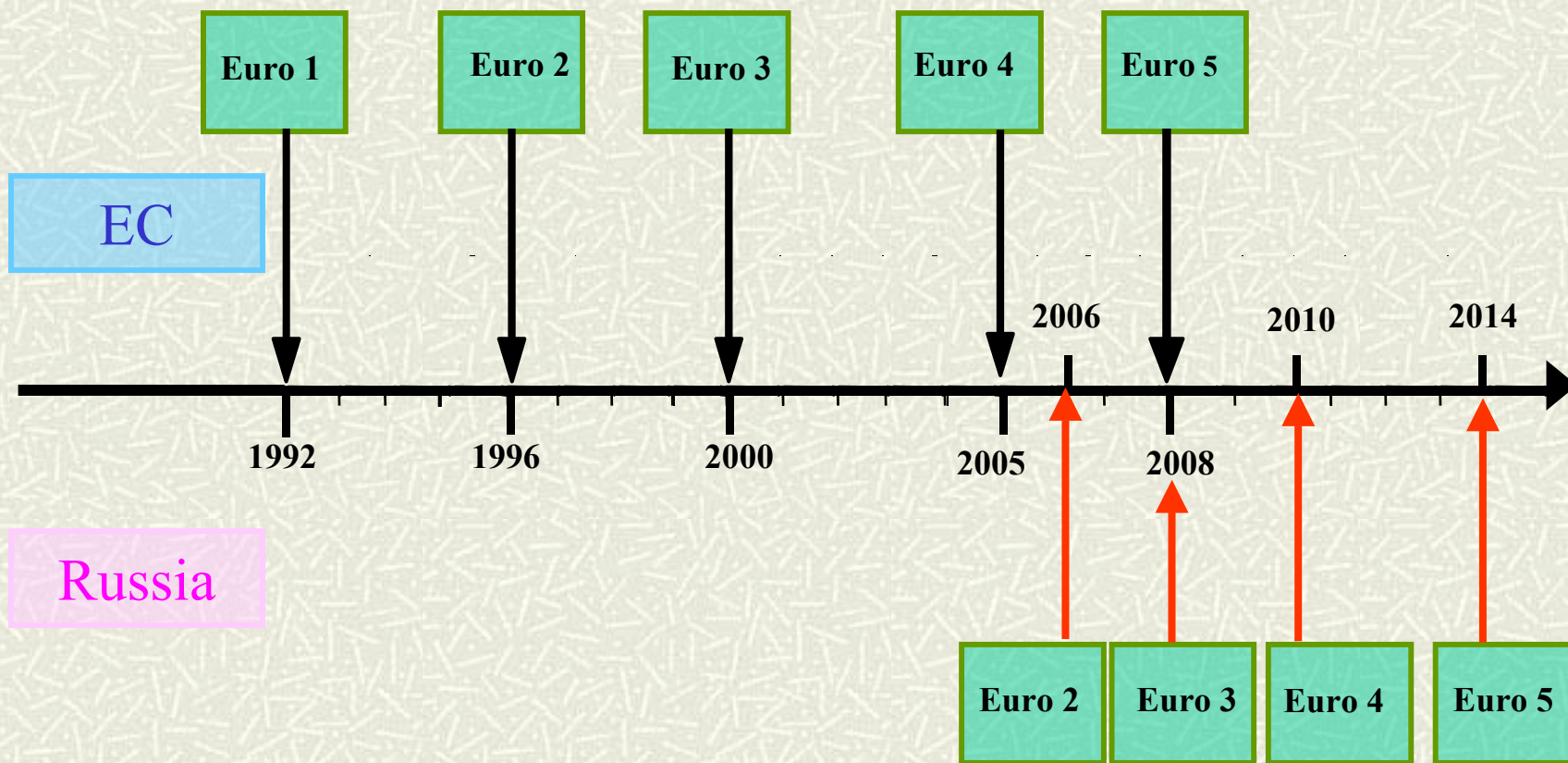
Mean motorization level in the largest Russian cities (number of cars per 1000 people)



Negative consequences of motorization in the big cities



Schedule of introduction of the motor vehicle environmental requirements in the Russian Federation



Standards for estimation of technical condition

- 1. ГОСТ Р 52033-2003 “Motor vehicles with petrol engines. Emission of the exhaust gas pollutants. Norms and methods of the control for estimation of technical condition”**
(entered into force on the 1st of January 2004)
- 2. ГОСТ Р 52160-2004 Motor vehicles, equipped with compression ignition engines. Visible pollutants”**
(entered into force on the 1st of January 2005)
- 3. ГОСТ Р 52231-2004 “External noise of motor vehicles. Permissible levels and methods of measurement”**
(entered into force on the 1st of January 2005)
- 4. ГОСТ Р 51709-2001 “Motor vehicles and their trailers. Safety requirements for technical conditions and methods of inspection” (с изменениями №1)**
(entered into force on the 1st of March 2006)

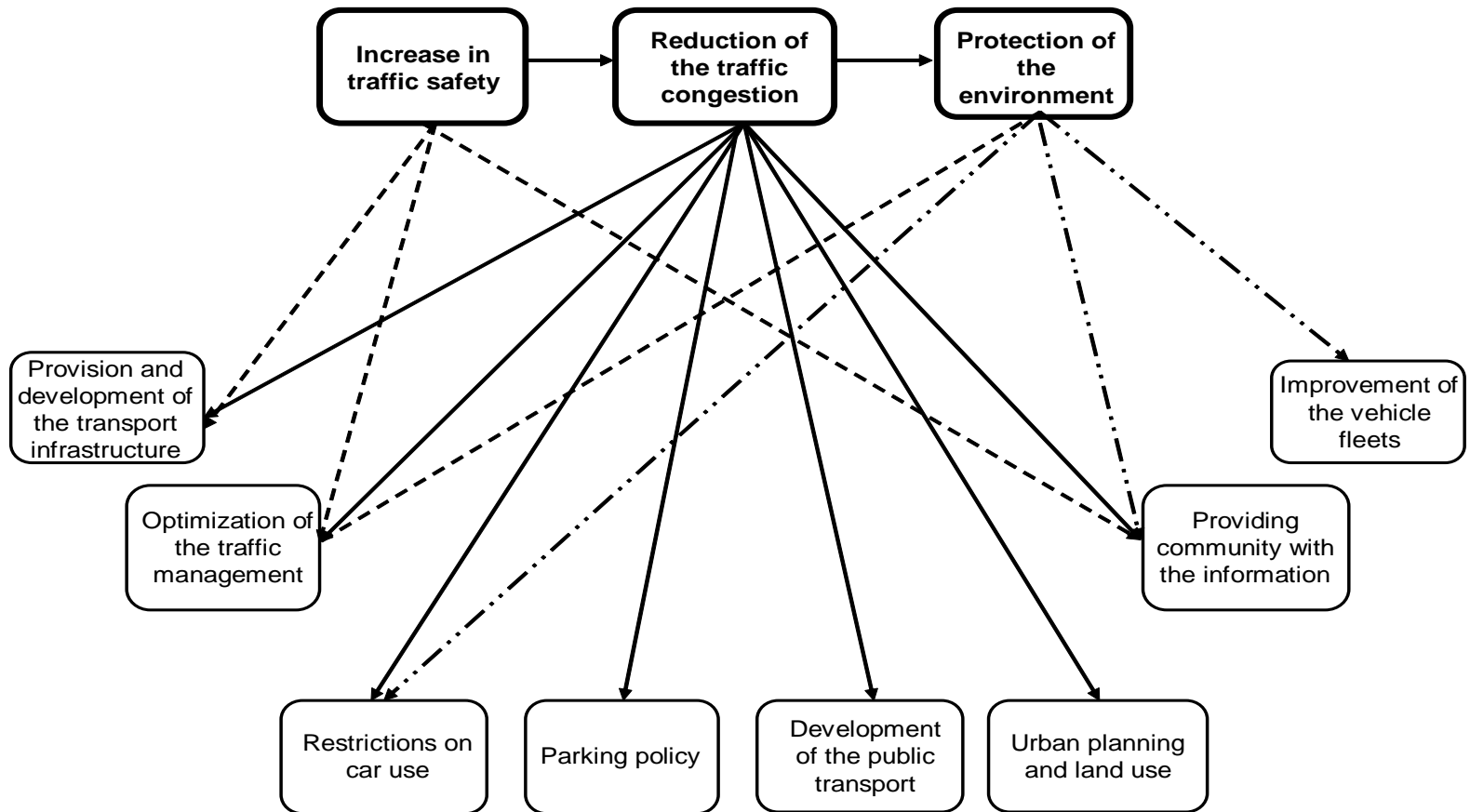
Environmental Doctrine of the Russian Federation (2002)

- Prevention of the fragmentation of the ecosystems by the roads and railway lines;
- Modernization and further development of the more environmentally safe transport modes. Prioritization of the environmentally safe public transport development in big cities;
- Full implementation of the “polluter pays” principle;
- Providing conditions, that enable the citizens to take part in making and implementation of the decisions in the field of environmental protection;
- Russian Federation taking part in consolidation of the world community's efforts for solution of the environmental problems.

Transport strategy of the Russian Federation up to 2020

- Comprehensive assessment of transport-related factors is necessary for making decisions in land use and city planning;
- Introduction of the transport zoning in the cities with the aim or restricting private car use in the zones overloaded by traffic;
- Introduction of road pricing as well as cordon pricing in the city centers;
- Rapid and integrated development of the urban public transport as an alternative to private car;
- Development of the comprehensive solutions for road traffic safety problem.

Aims and methods of achieving sustainability of an urban transport policy

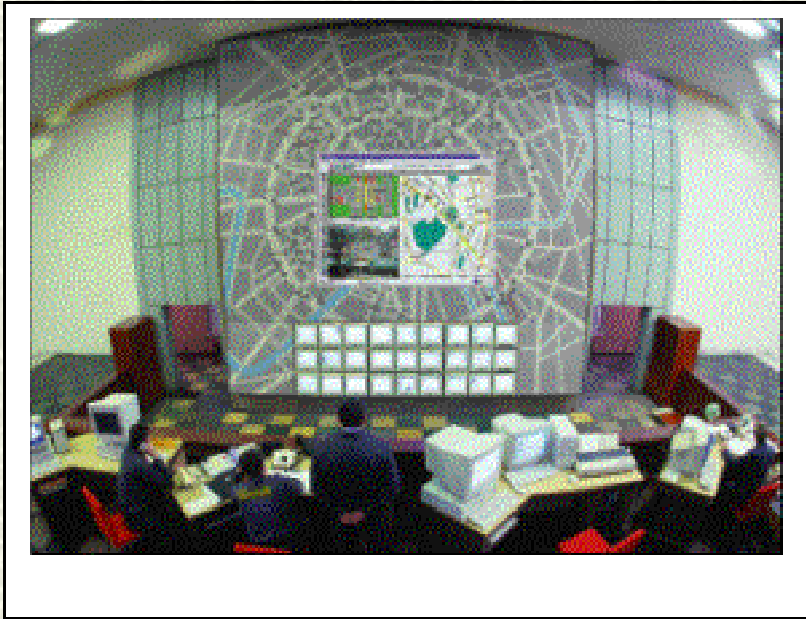


Development of the urban road network and transport infrastructure

- Construction of the new ring and radial roads and motorways;
- Construction of the multilevel road junctions, tunnels, widening of the bridges and streets, pedestrian subways, etc.;
- Before 2004 construction of the four multilevel public transport terminals to facilitate transfer between the transport modes.



Road traffic management



- The automated system of traffic lights regulation “START” is being further developed;
- In Moscow the city-wide system of the road traffic management is being created;
- The work on optimization of the current traffic management scheme (e.g. switching several central streets to one-way traffic) is underway in Moscow;
- Introduction of the special public transport lanes is being considered.

Improvement of the vehicle fleet

- Renovation of the municipal bus fleets by purchasing the new buses with Euro-3 or better engines;
- Usage of the buses which satisfy Euro-2 or more modern environmental requirements on the intercity routes;
- Environmental characteristics of the bus fleet will taken into consideration during the competition of the commercial public transport operators for the contract with the city administration.

Use of motor fuels of improved quality and of alternative fuels

- The stricter environmental requirements to petrol and diesel fuel retailed in Moscow have been introduced;
- Two of the largest municipal bus fleets are being reequipped to use the natural gas;
- The pilot truck fleet fueled by the dimetyl ether is currently being operated by “Mosavtoholod” carrier enterprise.



Restriction of car use in some of the city's districts

- Entering the Garden ring is forbidden for the trucks with carrying capacity of over 1 ton;
- During the day hours the trucks with maximum mass of over 7 tons are forbidden from entering the territory inside the Moscow ring railway;
- The possibility of restriction of the vehicle access to the city's center (possibly, by introducing a cordon toll) is being considered. The authorities plan to compensate for the restrictions by improving the work of the surface public transport.

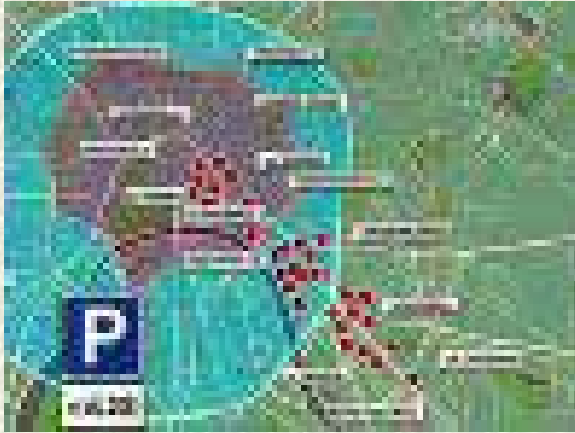


Priority development of the public transport

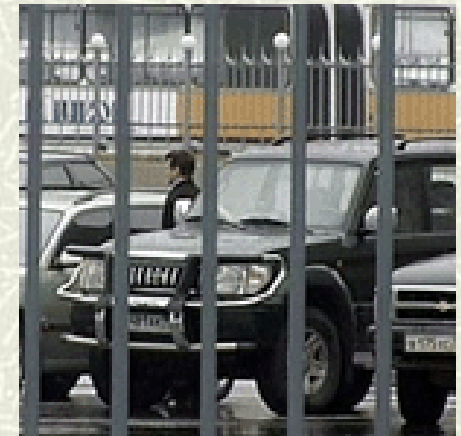


- Development of the existing route network of the surface public transport;
- Extension of the existing metro lines and construction of the new ones;
- Introduction of the new rapid transit public transport modes;
- There are plans to use the lesser ring of the Moscow railway for the passenger traffic;
- Improvement of the attractiveness of the public transport for the people;
- A program aimed at facilitation of the transport for the disadvantaged people is underway.

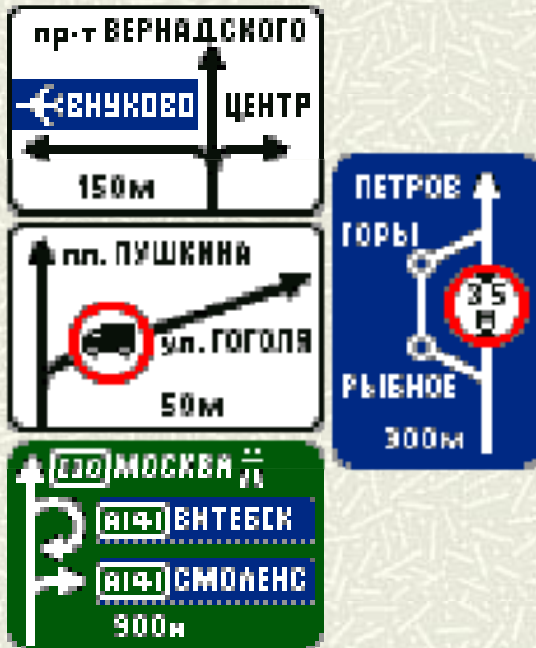
Improvement of the parking policy



- A program aimed at creating a network of the “Park and Ride” facilities is being implemented;
- The number of the paid parking lots is increasing;
- A change to the city-planning requirements concerning a necessary number of the parking places in residential areas is needed;
- There are plans to organize Parking inspection and to introduce the paid parking facilities on most of the city’s territory by 2007-2008.



Improvement of the public information system



- Introduction of the unified System of Environmental monitoring in Moscow;
- Development of the information systems for the pedestrians, public transport passengers and drivers;
- Timely provision of the community with the information of transport and land use development plans, initiation of public discussions.

Main problems of the integrated transport policy introduction in the Russian Federation

- Low priority of the transport and environmental problems (save traffic safety) at the national level;
- Lack of distinct distribution of powers and fields of responsibility between the ministries and other bodies on the federal, regional and local level, as well as lack of cooperation between them;
- Lack of the legislative and administrative mechanisms required for the implementation of an integrated transport policy on federal and regional level.
- Lack of public pressure on the authorities;
- Little concern for the public opinion expressed by the authorities while making political decisions.