



**CONFERENCE EUROPEENNE DES MINISTRES DES TRANSPORTS  
EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT**



## **WORKSHOP ON SUSTAINABLE AND HEALTHY URBAN TRANSPORT AND PLANNING**

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## **CONTEXT: 1995 ECMT-OECD STRATEGY on URBAN TRAVEL AND SUSTAINABLE DEVELOPMENT**

**STRAND 1: Best Practice Policies**

**STRAND 2: Innovations In Policies**

**STRAND 3: Sustainable Urban Development via Fuel  
Pricing Strategy**



Implementing integrated policy  
packages for sustainable urban travel:

Why is it so difficult?



## ECMT-OECD Project on Implementing Sustainable Urban Travel Policies

- **Follow-up to ECMT-OECD Report on Urban Travel and Sustainable Development (1995)**
- **Focus on implementation of policies**
- **Three principal activities**
  - ⇒ **Series of workshops**
  - ⇒ **Survey of over 160 cities**
  - ⇒ **National policy reviews**
- **Findings approved by ECMT Ministers of Transport in May 2001**



**Implementing Sustainable Urban Travel Policies**

**BARRIERS TO IMPLEMENTATION OF  
INTEGRATED STRATEGIES**

- **poor policy integration and co-ordination;**
- **inefficient or counterproductive institutional roles and procedures, including inadequate or lack of co-ordination, including:**
  - ⇒ **incomplete or excessive decentralisation of responsibilities for urban travel;**
- **an unsupportive legal or regulatory framework;**
- **weaknesses in the pricing/fiscal framework,**
- **poor data quality and quantity.**



## THE INSTITUTIONAL FRAMEWORK

- ❖ Needs to enable the development and implementation of comprehensive, integrated plans for urban travel;
- ❖ Involves all levels of government: national, regional and local -- co-ordination can be complex:
  - urban transport and land use planning takes place at different levels of government;
  - new institutional arrangements – formal or informal -- may be necessary.



## **THE INSTITUTIONAL FRAMEWORK**

- ❖ **Different government systems will have different integrated solutions: no one institutional model;**
  - **Centralized system (e.g., Netherlands)**
  - **Federal system (e.g., Germany, United States)**
  - **Formerly centrally planned systems (e.g., Hungary, Poland)**



## **THE INSTITUTIONAL FRAMEWORK**

### **HORIZONTAL INTEGRATION ACROSS SECTORS AT DIFFERENT LEVELS OF GOVERNMENT**

#### **❖ NATIONAL**

- **Ministries of Transport, Environment, Spatial Planning, Health (but also Finance, Economy...!)**

#### **❖ REGIONAL**

- **Planning agencies, particularly for transport, infrastructure and land use.**
- **Increasingly recognized as key for integrated planning**

#### **❖ LOCAL**

- **Municipal transport and planning authorities, health services and local environmental monitoring agencies.**



## THE INSTITUTIONAL FRAMEWORK

### VERTICAL INTEGRATION: THE RIGHT ROLE FOR THE RIGHT LEVEL OF GOVERNMENT

- ❖ Subsidiarity – often cited as reason for non-involvement.
- ❖ National governments can provide a supportive, co-ordinated policy framework for integrated urban travel policy development and implementation at regional and local levels.
- ❖ A supranational role?



## **THE INSTITUTIONAL FRAMEWORK**

### **REGARDING DECENTRALISATION:**

- ❖ Avoid incomplete or excessive decentralisation:**
  - Transfer of authority to lower levels of government must be accompanied by transfer of commensurate resources;**
  - Usually requires reform to fiscal and regulatory structures, so difficult, but often necessary to facilitate implementation.**



## INTEGRATED ASSESSMENT AND DECISION-MAKING

### HIGHLIGHTS OF ECMT RESOLUTION NO. 2003/1

- ✓ Integrated assessments are likely to be more effective than isolated economic, environmental, social and health appraisals.
- ✓ Co-operation among Ministries responsible for transport, planning, the environment, infrastructure, regional development and health is necessary to development effective integrated appraisal procedures;



## INTEGRATED ASSESSMENT AND DECISION-MAKING (2)

### HIGHLIGHTS OF ECMT RESOLUTION NO. 2003/1

- ✓ Assessments should be linked directly to the decision-making procedures (of elected or technical officials) for full effect.
- ✓ Consultation with stakeholders & the general public is critical to the legitimacy of assessments and the durability of their results.
- ✓ Ex-post evaluations are important for verifying the results of/improving future assessments.



## INTEGRATED ASSESSMENT AND DECISION-MAKING (3)

### HIGHLIGHTS OF ECMT RESOLUTION NO. 2003/1

- ✓ **Transport and land-use planning agencies may need training, support and additional expertise in the newer disciplines of environmental and health impact assessment;**
- **Institutional capacity building is desirable even in respect of existing procedures.**



## **WHAT CAN GOVERNMENTS DO?**

- ❖ **Develop a national policy framework for sustainable urban travel;**
- ❖ **Co-ordinate national policy approaches on urban land-use, travel, health and the environment;**
- ❖ **Encourage effective public participation, partnerships and communication;**
- ❖ **Provide a supportive legal and regulatory framework;**



**Implementing Sustainable Urban Travel Policies**

**WHAT CAN GOVERNMENTS DO?**

- ❖ **Ensure a comprehensive pricing and fiscal structure;**
- ❖ **Rationalise financing and investment streams;**
- ❖ **Improve data collection, monitoring and research.**



**Implementing Sustainable Urban Travel Policies**

**Current ECMT Work: Dissemination and  
Testing of Findings**

- ❖ **Dissemination workshops in CEE, Asia, North America**
- ❖ **Specific policy studies based on Ministerial recommendations**
- ❖ **Study on improving urban data quality and coherence**
- ❖ **Guide to Good Implementation for Governments**