

Clearing House



EST goes EAST Clearing House

<http://esteast.unep.ch/>

« Sustainable Urban Transportation »
workshop

1-4 October 2006, Plock Poland

RIE TSUTSUMI, UNEP (ROE) rie.tsutsumi@unep.ch





EST goes EAST Clearing House

■ Introduction

Promoting *Environmentally Sustainable Transport* (EST) in Central & Eastern Europe

- Searchable *Databases* of ‘Good Practices’ and ‘**Projects**’ under development
- Facilitates networking through regional and national *contacts lists/ useful links*
- *Notice board* for news, conferences and publications





- **Potential to be decentralised:**
 - User-friendly web building tool “ESTIS” <http://www.estis.net>
 - Designed for National Focal Points at National and Local Authority level
- **Dual Language:**
 - Can support both National and English Languages
- A great **opportunity** for sharing information/ practical project dissemination!

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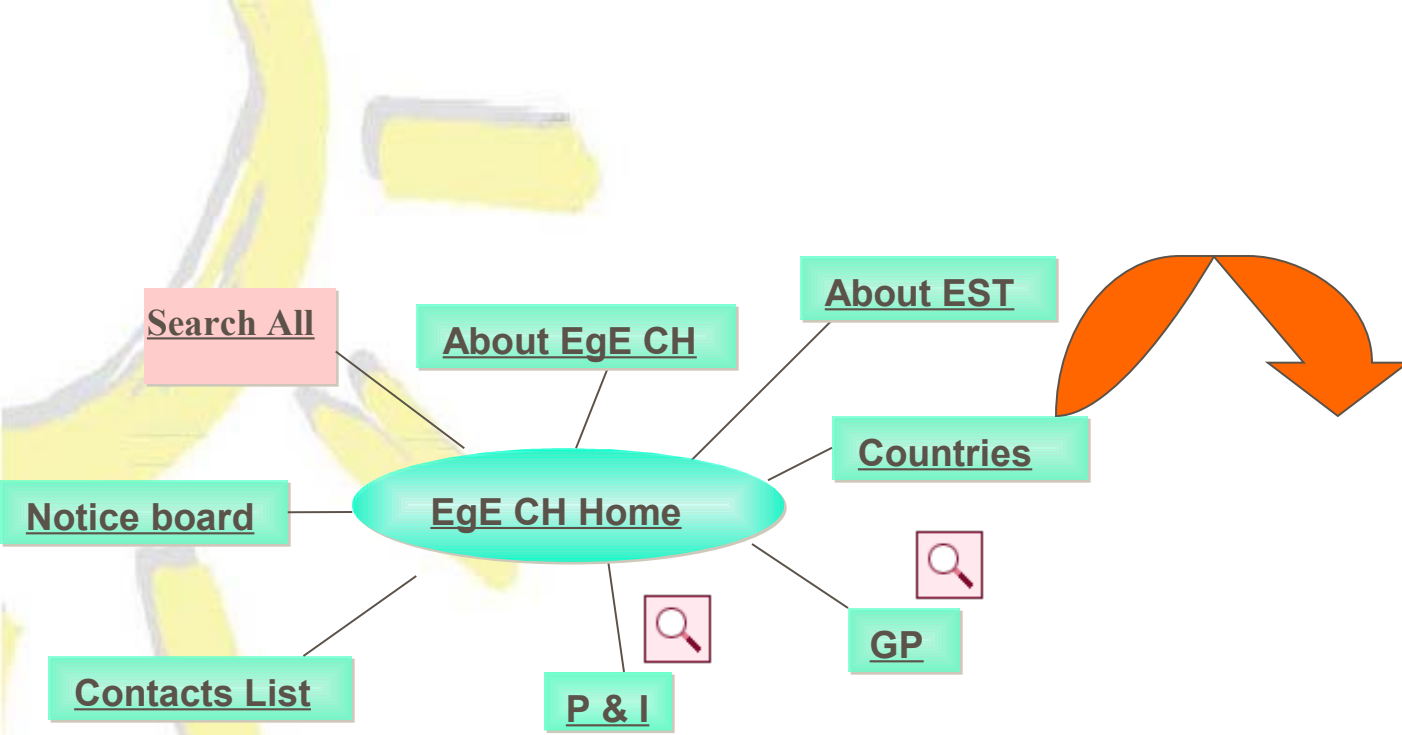
Clearing House



est goes east!

EST goes EAST aims at achieving Environmentally Sustainable Transport (EST) in Central and Eastern Europe.



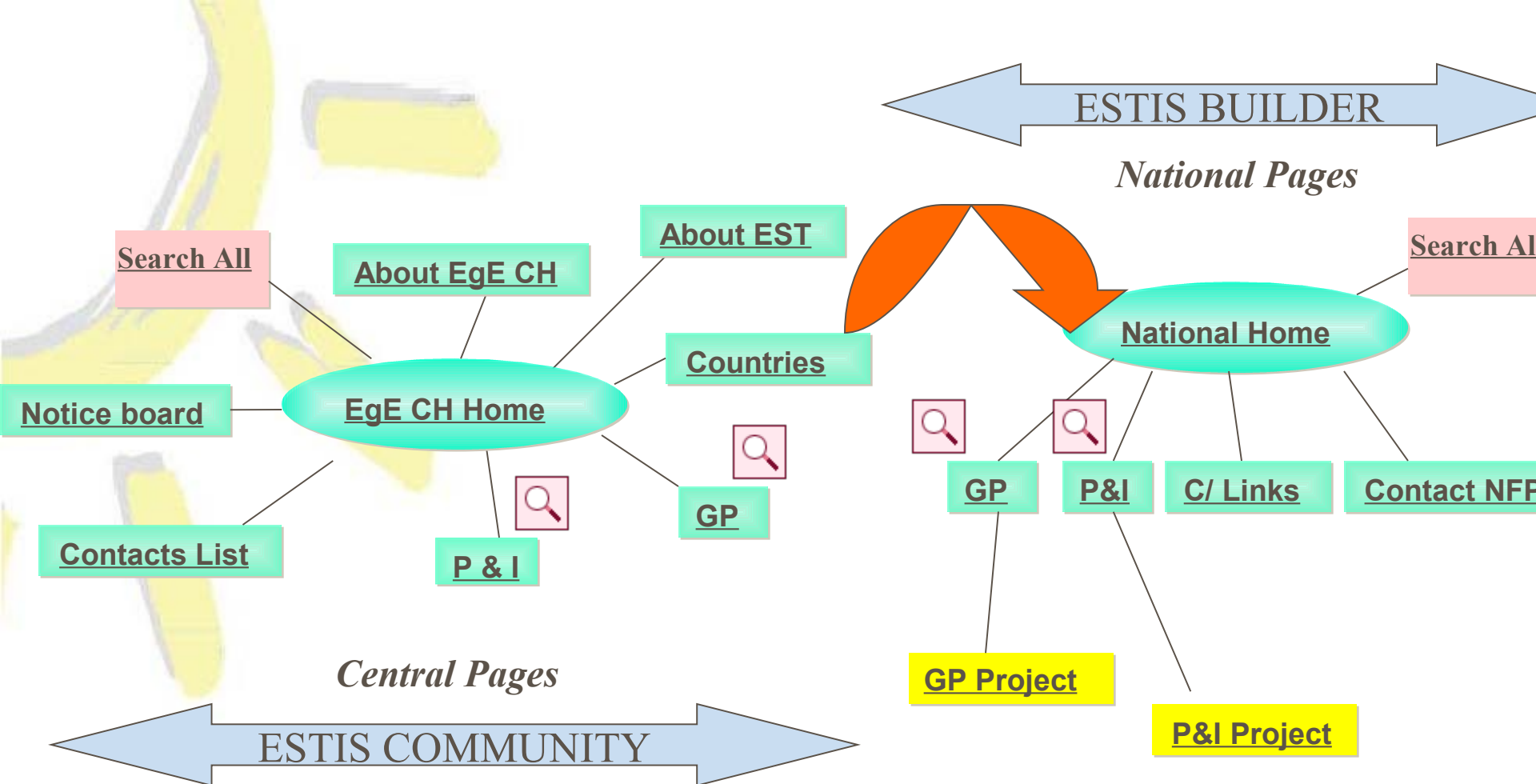


Central Pages



EgE Clearing House Central Pages





EgE CH Central & National Pages



ESTIS
Community:



All Countries

All Projects
Good Practice
Projects & Investment



Search

By area:

Spatial pl/Urb
Rural/Sen Area
Corridor

By issue:

Modal shift
Pollution
Cleaner fuel
SEA/T Strat/Poli
Technology/
Other

ESTIS Builder:
National Pages

Czech R

All Projects
Good Practice
Projects & Inv

Macedonia



Austria

Croatia

All Projects
Good Practice
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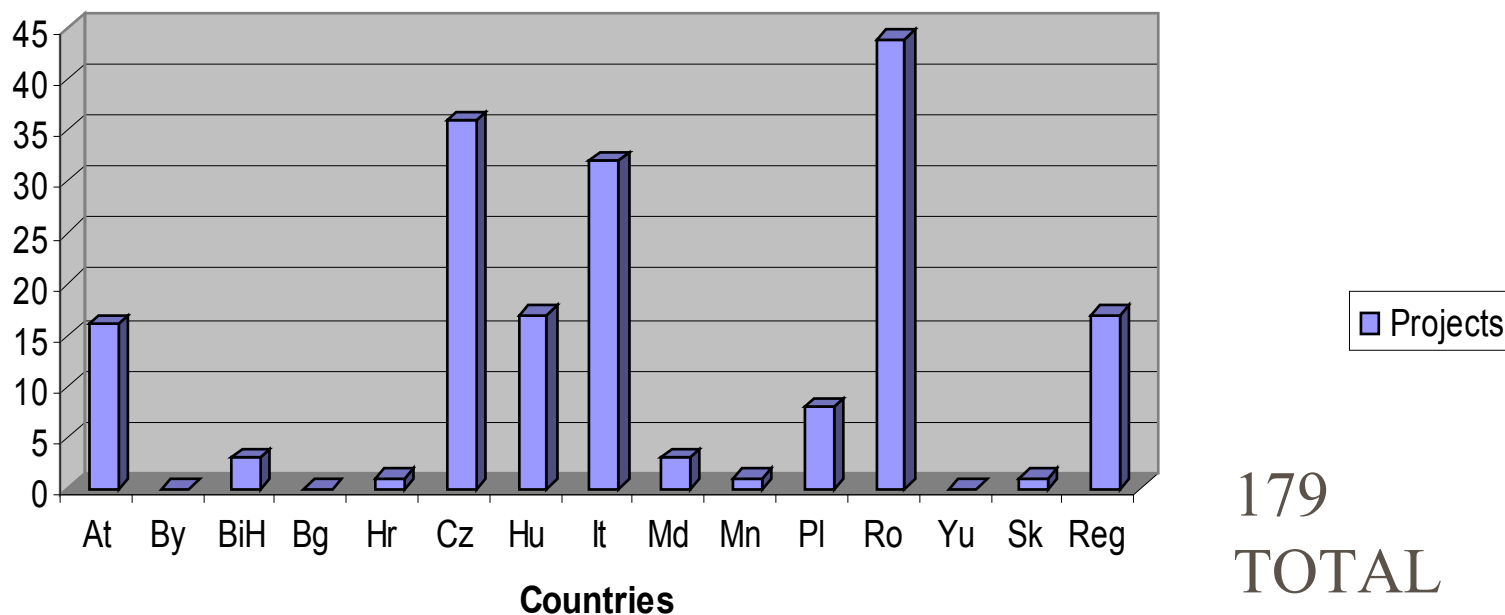




Project Information

- Austria, BiH, Croatia, Czech Republic, Hungary, Italy, Moldova, Montenegro, Poland, Romania all have Project Information on their National sites.

EST goes EAST Clearing House Projects



Blue linked countries have nominated National Focal Points. Please follow the appropriate links for National Focal Point contact details.

Projects and Investment

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◦ Albania

   [Austria](#)

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  [Bosnia and Herzegovina](#)

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   [Italy](#)

◦ Macedonia

  [Moldova](#)

  [Montenegro](#)

   [Poland](#)

   [Romania](#)

 [Serbia](#)

   [Slovak Republic](#)

◦ Ukraine

Some examples of project/ policy information on EgE

- ‘On The Train Towards the Future’ Regional (Czech/ Poland/ Hungary/ Slovakia)

OTTF is a communication project about the three interconnected themes of sustainable mobility, climate change and car-free communities.

Project Partners:

Green Idea Factory, Czech Republic; Institute of Civil Affairs, Poland
Clean Air Action Group, Hungary; Hungarian Traffic Club
Klub Strážov, Slovakia; Polish Ecological Club
Greenways Program of the Polish Environmental Partnership
Association of Healthy Cities, Slovakia
Transport for the 21st Century, Czech Republic
SIRTS, Poland; Railvolution magazine

Contact: edelman@greenidea.eu



On the Train Towards the Future - OTTF!

An international project on the interconnected themes of Sustainable Mobility, Climate Change, and Carfree Communities...

Summary: The Programme/How we work on a national basis

Basic strategy:

OTTF is a communication project about the three inter-connected themes of sustainable mobility, climate change and carfree communities.

In OTTF, the introduction of a new railway or public transport vehicle, infrastructure and/or programmes is used as an "ambassador" or "bridge" to our themes, encouraging a better understanding about them with the public, business and government sectors, in order to increase interest in and gain the skills needed to create a more sustainable society.

Each new introduction is an OTTF "module". Modules are generally focused on a municipality and/or region, and possibly grouped together at a minimum on the national level (due to common language and media, political decision making and financial sources) and also trans-national (for implementation of the same system in more than one country or for cross-border projects).

OTTF staff may contact railway producers or government/railway/public transport operators at any time, but only after a contract is signed with a producer of deliverables (railcars, track upgrades, etc) will OTTF staff contact all the relevant actors (e.g. for new trams for Wrocław: MPK Wrocław, the municipality of Wrocław, possibly the regional government and Škoda Transportation) with a concrete proposal for a programme of activities to be realized around the time of the introduction of the new feature to the public.

Important points:

- OTTF does not advocate or lobby for a particular winner in a tender. This is why it remains as neutral as possible* until a contract is signed. The infosheet-visualisations used to communicate information about the project will not include information on a particular vehicle, etc until a contract is signed by operator and manufacturer.

- The activities are realized for the general public in order to reach the broadest cross-section of the population when, for example, a vehicle enters normal fare service, rather than at an exclusive event or one just for politicians, media, railway fans, etc.

* OTTF may work with a particular contracted company at the same time the company is trying to win another contract.

Description of planned activities (Pre-production, production, realization, dissemination)

Pre-production of a Module

From mid-2005 to present and continuing

1. Outreach to various railway entities (at conferences, trade shows etc.)



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CIVITAS – TELLUS Project, Gdynia

Transformation of a city centre area into a clean urban transport area in Gdynia

- installation of a new, more reliable trolley bus traction
- equipping the streets with attractive spatial elements related to public transport and bicycle traffic
- promotional & Campaigning events for trolley bus & PT use

Partners:

The City Hall of Gdynia

-European Integration Department

-Roads and Communication Department

-Investment Department

-City Development Planning Office

-Environmental Department

Contact: Mr. Maciej Warszawski, City of Gdynia,

E-mail: m.warszakowski@gdynia.pl


[List of Countries](#)


Transformation of a city centre area into a clean urban transport area in Gdynia

Objectives/ Innovative Aspects

Shift in modal choice of citizens who have the option of car use towards the alternatives. Enhance the quality of life.

The measures

Before TELLUS the city centre was constantly overloaded. Private vehicles were parked on both sides of the main street. The traction constructed in the early 60's was mostly attached to the walls of the buildings, which caused vibrations and increased the noise level both in the houses and on the street. This type of traction disabled other vehicles' traffic, therefore causing higher air pollution.

Due to the lack of bicycle racks and overloaded private vehicle traffic, it was not possible to encourage the inhabitants to use bicycles as a mode of transport for going shopping or for leisure activities in the city centre.

Description of the implementation

The modernisation of the Main City Street (Swietojska street) is divided into 3 stages. It means that the street has been divided into 3 sections. Implementation of two out of three sections of the street has been completed within TELLUS. The final section was commenced within the project time frame.

Realised in the project:

* the installation of a new, more reliable trolley bus traction attached to new pillars instead of walls of buildings. The enhanced trolley bus transport will contribute to cleaner and safer public transport. The 1615 meters of modern installation can be considered as a demonstration project for other parts of Gdynia as well as other Polish cities. Reorganisation of parking places.

* The installed bollards limit illegal parking and allow for more convenient public transport, cycling and walking. Equipping the streets with attractive spatial elements of small architecture related to the public and bicycle traffic, for example the fixed bicycle holders).

* Promotion actions in which private car users were encouraged to use the ecological trolley bus transport as well as other means of PT and bicycles. The actions included among others: the creation of a dedicated Customer Service Office in the nearby area of the street a man



Habitat fragmentation due to transport infrastructure, Czech Republic

dealing with habitat fragmentation due to transport infrastructure, the evaluation of de-fragmentation measures, monitoring methods, avoidance of habitat fragmentation in the phase of transport infrastructure planning and permeable transport infrastructure concepts.

Centrum Dopravního Vyzkumu (CDV), Brno

Jiri Dufek dufek@cdv.cz


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Habitat fragmentation due to transport infrastructure

Description:

Project objective: The objectives of this project are the description of the present state of dealing with habitat fragmentation due to transport infrastructure, the evaluation of mainly foreign experiences in defragmentation measures, monitoring methods, avoidance of habitat fragmentation in the phase of transport infrastructure planning and permeable transport infrastructure concepts.

Project description: the monitoring of use of selected transport bridges, passages and culverts including the elaboration of relevant documentation, determination of conflict habitats of intersection, monitoring of fauna mortality on roads, identification of main "hot spots" where transport routes intersect the endangered fauna corridors and habitats.



Expected Benefits:

The most beneficial is the European Handbook "Wildlife and Traffic", which will serve mainly users in the field of policy, state administration, designers of transport constructions EIA and SEA experts, transport network maintenance, etc. for the elimination of habitat fragmentation.

Planned Course and Objectives:

- * Habitat Fragmentation due to Transport Infrastructure: Czech State-of-the-Art Report
- * European Handbook "Wildlife and Traffic"
- * European Database data from the Czech Republic: creation of fauna utilisation data, fulfilling and maintenance of Czech part of European database
- * A map of conflict points: ecologically significant segments that are impermeable for selected fauna

Contractor:

The Ministry of Transport and Communications of the Czech Republic

Duration of the Project:



From the frying pan into the tank - Graz

In Graz, used cooking oil is collected and processed to produce biodiesel. Several awareness campaigns have improved the collection of used oil.

Gerhard Ablasser, Stadt Graz, gerhard.ablasser@stadt.graz.at

Graz, Austria




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From the frying pan into the tank - Graz

In Graz, used cooking oil is collected and processed to produce biodiesel. Several awareness campaigns have improved the collection of used oil.

Austrian cooking involves a lot of deep frying oil. The used frying oil causes problems if it is disposed into the local sewage system. As part of a general recycling initiative, a collection scheme for used cooking oil was established in Graz in the mid 1990's. The collected oil is sent to a plant where it is processed to produce biodiesel. Besides solving the disposal problem, this also reduces the emissions of CO₂. However, the recycling rate has generally been very poor.

The objective within Trendsetter was to double the volume of oil collected from households and to investigate how awareness campaigns can increase the collection of cooking oil as well as interest in public transport. Three campaigns were carried out:

- * Information leaflets and visits to restaurants in Graz which did not participate in the cooking oil collection before.
- * Distribution of leaflets about oil recycling opportunities on public buses, where riders could also pick up the actual containers used to collect the used oil. The same was done in some taxis. The taxi drivers have been offered education about the environment in general and about recycling cooking oil in particular.
- * Targeted campaign aimed at 2,000 residents living in selected block buildings using leaflets distributed shortly before the collection bus visited their neighbourhood. This also included information about public transport and free tickets, and about car sharing. Some of the households were selected for telephone marketing, and 200 were offered a personal consultation.
- * A special information bus was designed. The bus, staffed with personnel trained in mobility consulting, was placed at crowded sites and at different events.



Both the amount of collected oil and the knowledge about the collecting system has increased, even though the volume from households did not double as aimed. Still, in 2003, 180 tonnes of used cooking oil were collected from restaurants and 80 tonnes from private households. When converted this gives enough biodiesel to run 26 buses.

More information:

Gerhard Ablasser, Stadt Graz, +43 316 872 4200, gerhard.ablasser@stadt.graz.at
 Website: <http://www.trendsetter-europe.org>





EgE Clearing House is also looking for National and Municipality Policy/ Strategy Information

An example from the Slovak Ministry of Transport...



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Transport Policy of the Slovak Republic until 2015

Introduction

Transport is one of the key factors of development in each modern society. However, transport itself is not the goal but the means of economic development, and it is essential for achieving social and regional coherence.

Transport policy as a sector policy is essential for the development of the Slovak Republic, and it represents a specific form of implementing national interests within the society's development that are mutually conditioned and determined by other sectoral and crosssectoral development policies. Therefore, the social and public interest has a supra-individual character, borne by public and social activities whose common characteristics are the aims and needs of the society.

The aim of transport policy is to establish transparent conditions and minimise risks of access to the transport market and infrastructure, and to satisfy the constantly increasing transport demands of the society (transportation of goods and people) in a required time and to a desired quality with a simultaneous decrease in the negative impact of transport on the environment. These aims must be achieved within the framework of ensuring sustainable development that includes economic development, social solidarity and environmental acceptability.

Transport policy is designed as a long-term strategic document and will be specified in an action plan. It is a basis for the elaboration and implementation of individual development concepts for individual mode of transport until 2015.

This document's approval is followed by a highly important stage of implementation, which is an essential, but often neglected, stage in strategic planning. A key factor in transport policy implementation is the need to create resources and effectively allocate investments to transport infrastructure as well as to transport service development, in a way coherent with the development of society, trade and enforcement of an optimal modal split focused on sustainable transport.

Transport policy implementation meets a wide range of needs and demands related to the process of unification and development of economic relationships. In the past decade this process has brought about a considerable growth in demand for mobility related to the dynamic development of the Slovak Republic and its economic growth.

The transport policy of the Slovak Republic, therefore, presents the challenge of responding properly to requirements arising in the transport sector within the objectives of sustainable development, balanced regional development, social approach and effective land use for transport development.

Transport policy is a set of principles, objectives and priorities in the transport sector, and these will be observed by the state, state-established bodies and institutions, regional administrations, municipalities and transport service providers during preparation, implementation and following the relevant legislation to achieve the global and specific objectives defined in this policy. Efficiency of transport policy regarding the accession of SR to the EU and transport globalisation processes rests on its acceptance and the thorough implementation of proposed EU measures.



The EgE Noticeboard is a resource for information on:

- Conferences & meetings
- News
- Publications
- Courses/ Training Programmes

For the CEE region



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CENTRAL & EASTERN EUROPE EST NEWS

- [SE European Countries for Strengthening Cooperation in Rail Transport](#), MMTPR, Zagreb, Croatia.
- [Due to Growing Road Congestion, EC Suggests 'Motorways of the Sea'](#) MMTPR, Croatia.

PUBLICATIONS - WHO/UNEP

- [Transport, Environment & Health](#) WHO, Regional Publications, European Series, 2000
- [Health effects of transport-related air pollution](#) WHO European Centre for Environment and Health, 2005
- [Preventing road traffic injury, a public health perspective for Europe](#) WHO, Regional Office for Europe, 2004
- [Standstill or move clean](#) UNEP Brussels, leaflet on energy and transport, June 2005
- [Communicating Sustainability: How to produce effective public campaigns](#) UNEP/ Futerra, 2005

CONFERENCES/ MEETINGS/ EVENTS

- [European Mobility Week \(EC-DG ENV\)](#) Climate change, key topic, 16-22 September, 2006.
- [Statistics in the sector of Transport, Posts & Telecommunications](#) on behalf of Ministry of Transport, Posts & Tele, Slovak Republic, 18-20 September, 2006, Bratislava-Raca, Slovak Republic.
- [World Carfree Day](#) 22 September 2006.
- [Mobility Show - for a sustainable urban mobility \(CIVITAS\)](#) Emphasis on mobility and environment policies, to focus attention on urban sustainability and introducing solid solutions embraced by Public Authorities, 21-23 September, 2006, Marina di Carrara, Carrara Fiere, Toscana, Italia.
- [Towards Carfree Cities VI](#) 20-24 September 2006, Bogotá, Colombia.
- [CIVITAS Forum 2006 in Burgos](#) A special information session on future funding opportunities offered by European programmes will take place on first day, 25-27 September, 2006, Burgos, Spain.
- [UITP Regional Conference - Central & Eastern Europe and Eurasia](#) Technical, regulatory and corporate ingredients for successful modernisation of electrical surface public transport, 28-29 September, 2006, Belgrade, Serbia & Montenegro.
- [Sustainable Urban Transportation](#) 1-4 October 2006, Plock, Poland.
- [eco6](#) Themes: 'SRI – just another marketing ploy?' & 'CSR - fact or fiction?', 9-10 October, 2006, Zurich, Switzerland.
- [THE OECD Workshop on Sustainable Urban Transportation and](#)

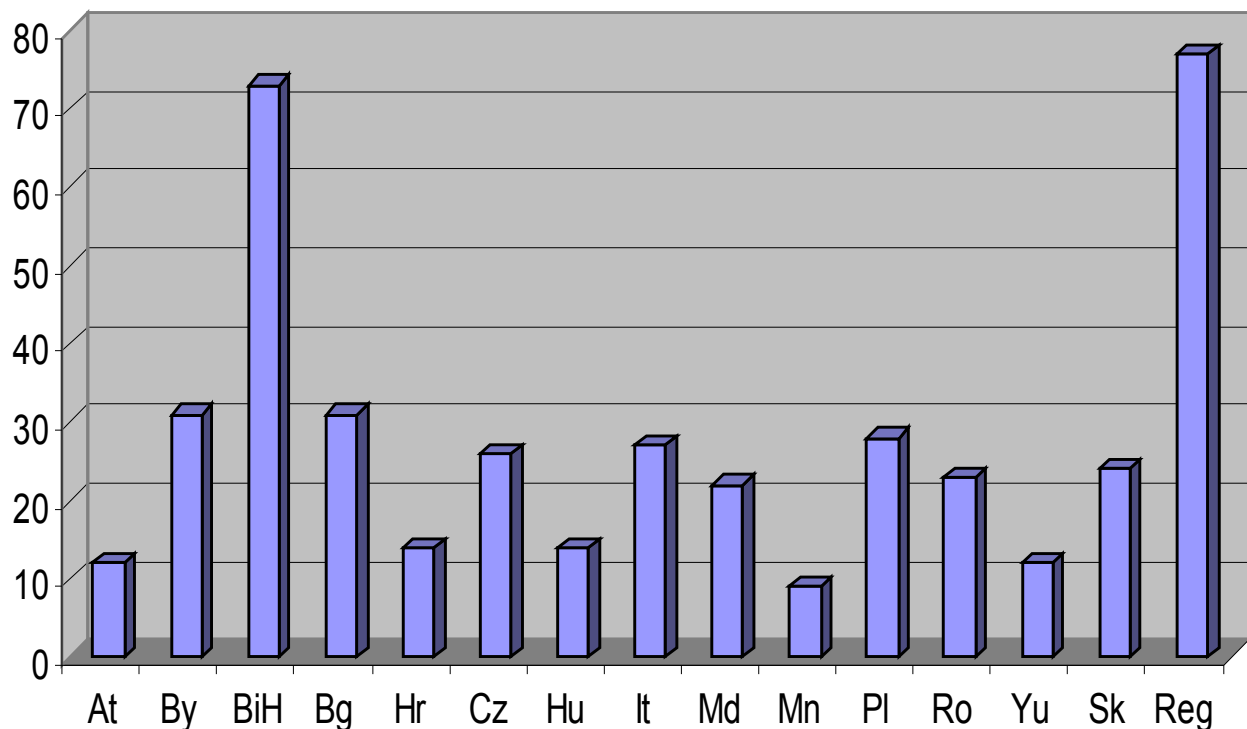
PUBLICATIONS - OECD

- [Bus Systems for the Future - Achieving Sustainable Transport Worldwide](#) OECD/ International Energy Agency (IEA), 2002
- [Managing Commuters' Behaviour: A new role for companies](#) OECD, ECMT Roundtable 121, 2002
- [Implementing Sustainable Urban Travel Policies: Moving Ahead - National Policies to Promote Cycling](#) OECD Publishing, ECMT, 2004
- [Implementing Sustainable Urban Travel Policies - National Peer Review: Hungary](#) OECD Publishing, ECMT, 2004
- [Communicating Environmentally Sustainable Transport - The Role of Soft Measures](#) OECD Publishing, 2004
- [Railway reform and charges for the use of Infrastructure](#) OECD Publishing, ECMT, November 2005
- [Trends in the Transport Sector 1970/2003](#) OECD Publishing, ECMT, 2005 Edition
- [CO2 Emissions from Fuel Combustion 1971/2003](#) OECD Publishing, 2005 Edition, on CD-ROM
- [Prospects for Hydrogen & Fuel Cells](#) OECD Publishing, December 2005



Networking: Contacts & Useful links at national and regional levels

EST goes EAST Clearing House Contacts/ Useful Links



■ Contacts/ Useful Links

346 National
77 Regional
423 TOTAL



Conclusion

- **EgE Clearing House has benefitted from:**
 - Ministerial National Focal Point input
 - Increasing number of projects (179)
 - CEE region and national contact information

- **Invitations for project dissemination/ exchange of ideas & networking :**
 - **NGOs, Transport Operators and critically...**

 - **Local Authorities/ Municipalities directly or through national focal points**

Clearing House



Thank you for listening !

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