IMPLEMENTING SUSTAINABLE URBAN TRAVEL POLICIES: HOW CAN NATIONAL GOVERNMENTS HELP?

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EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT

- Forum for policy discussion and debate among transport ministries
- 43 Member Countries from all regions of Europe
- 7 Associate Members (Australia, Canada, Japan, Korea, Mexico, New Zealand, United States)
- 1 Observer (Morocco)
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 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;
  - Centralised system (e.g., Netherlands)
  - Federal system (e.g., Germany, United States, Canada)
  - Formerly centrally planned systems (e.g., Russia & other CIS, CEE countries 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 responsibility for 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.
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.
Current ECMT Work: Dissemination and Testing of Findings


- Specific policy studies based on Ministerial recommendations

- Study on improving urban data quality and coherence (2004-2005)