

Intervention by  
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### **Environmental Policies for Sustainable Transport Republic of Tajikistan**

Tajikistan - a country in Central Asia.  
Capital – Dushanbe city  
Territorial area - 143 km<sup>2</sup>  
Population - 7 million people  
Average population density per 1 km<sup>2</sup> – 45 people

In Tajikistan the automobile park runs to more than 350,000 cars (including roughly 250,000 individuals) out of which those which served for three years count to less than 3 per cent out of total, whereas, those which served for over 13 years count to more than 36 per cent (over 50% of the population is below poverty line). On average, in Tajikistan, every thousand people have 50 cars. If in the capitals of developed countries every thousand people have 300 cars, in the capital of Tajikistan, Dushanbe city with a population of over 1 million people, there are 80 cars on average per thousand inhabitants.

Motor transport is the main source of harmful emissions into atmosphere and air pollution in urban areas of Tajikistan.

Inflow of harmful emissions from motor transport in the early 90's amounted to 40 per cent - 77 thousand tons, and in 2006 to 171.5 tons (83%) of the total harmful emissions country-wide.

In Dushanbe, emission of pollutants from immovable sources for the period from 1998 to 2005 averaged to 1.5 tons per year. Significant contribution to urban air pollution is made by motor transport, which counts to 91-93 per cent.

The greatest part of air pollution in Dushanbe is mainly the nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO) and suspended particles. The average level of pollution (in maximum allowable concentration (MAC)) is exceeded by nitrogen dioxide, up to 1.5 MAC (0.06 mg/m<sup>3</sup>) and suspended particles, up to 1.33 MAC (0.2 mg/m<sup>3</sup>). During the dust storms that often occur in June - October in certain days there is excess in content of suspended particles for up to 4.0 MAC (0.6 mg/m<sup>3</sup>).

Emerging transport issues require special attention. Appropriate measures, such as the initiative of Dushanbe on transport, including promotion of public transport and traffic control measures. In addition, there is need to introduce the program of maintenance check-up nationwide, as well as maintenance and replacement of old vehicles.

Policy frameworks, including environmental, are identified in the National Development Strategy until 2015 and the Poverty Reduction Strategy Paper 3, 2010-2012 (chapter “Environmental Sustainability”), and the Environmental Concept Paper approved by the Government of Tajikistan in 2008. These documents also foresee investments in transport to reduce environmental pollution, thus contributing to improved health and achieved global commitments for mitigation of adverse impacts of climate change.

In Dushanbe resources are invested into transport infrastructure insuring safety, environmental sustainability and improved health, including environmentally friendly and efficient public transport - trolley.

Tajik NGOs from their side also contribute to the solution of problems in the field of transport and promotion of environmentally-friendly policies as follows:

- Through organization of events on the occasion of Earth Day, including demonstration of the use of bicycle (one day without a motor vehicle)
- Delivery of general training during youth summer camps, secondary and high schools
- Participate in the development of environmental management plan for Dushanbe city
- Tree planting across the country
- Participation in the development of thematic chapters “Environmental Sustainability” of the Poverty Reduction Strategy-2, PRS-3, National Development Strategy (NDS)
- Conduct environmental impact assessments for transport related projects (e.g. construction of logistics centres, improve roads, etc.)
- Develop project proposals for construction of bicycle paths and pedestrians in the cities.

#### **Recommendations:**

It is needed to upgrade the automobile park and on the example of developed countries, together with NGOs, promote the development of more efficient transport systems and implement environmentally-friendly policies in the transport field, as follows:

- promote mobility management schemes for companies and organizations, schools, in the field of recreation and entertainment, in districts and cities;
- raise awareness about various options for mobility by improving coordination within the frameworks of territorial and transport planning;
- foster the application of information technologies;
- promote the introduction of ISO-9000, 14000
- facilitate the ratification of the Protocol on Strategic Environmental Assessment to the Espoo Convention, which clearly states that NGOs should be involved in decision-making on development projects, including transport
- participation in development of poverty reduction strategies – in part of environmental sustainability chapter
- promote growth in the share of vehicles having zero or low emissions on the environment, as well as increased use of alternative fuel based on renewable energy;
- share knowledge and experience in research, policies and efficient practices;
- support activities at local level aimed at optimal development of transport options for the sake of our health, environment and welfare
- strengthen cooperation between various levels of government, research institutions, non-governmental organizations, international financial institutions and other partners to develop unified criteria for development of environmentally-friendly and healthy transport
- promote policies and actions aimed at ensuring healthy and secure transport, including development of walking and cycling infrastructure

- contribute to promotion of effective and affordable general public transport (e.g. optimal routes, conduct of public surveys and etc.) with particular attention to the needs of vulnerable populations, specifically children and people with disabilities.

#### What could be the OSCE role in transport policy:

#### OSCE in the field of transport:

First of all, support in the promotion of signature of the Protocol for Strategic Environmental Assessment to the Espoo Convention is needed by strengthening capacity in environmental impact assessment in Tajikistan through upgrade of legal and regulatory framework for environmental assessment in the road sector (the most priority), and capacity building in ecological assessment. This includes:

- Development of “Instructions for environmental impact assessment (EIA) at project design, reconstruction, construction, road vehicles” and its harmonization with current environmental legislation;
- Development of “Instructions on drafting of “Environmental chapter” for road development projects”
- Workshops and trainings on application of EIA Guidelines with demonstration of how modern analyses equipment is applied (air quality);
- Develop information system for environmental impact assessment and strategic environmental assessment (SEA) – for territory, field, programmes, policy and strategy development plans.

There is need for support in adjusting documentation on Environmental Assessment of projects implemented by various international financial institutions in Tajikistan in line with Environmental Management Plans (EMP) which describe in detail how the suggested measures for mitigation of possible adverse effects of project activity, monitoring programs can be implemented.