Russian Federation. Proclamation of green and healthcare policy and legislation problems

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City and transport, Moscow, 2011
Contents

1. Good green support (International - Russia)
2. Good green support (Russia state)
3. Legislation mechanisms? Doesn’t work.
4. Conclusion
5. Suggestions
1. Green Support (International - Russia)

1.1. Amsterdam declaration (United Nations, 2010)
   Commit ourselves to… investment towards the development of transport infrastructure
   that promotes safety, environment and health… including rail and light rail

1.2. Declaration on Cities and Other Human Settlements in
   the New Millennium (United Nations, 2001)
   Commit ourselves to intensifying efforts to improve sustainable environmental planning

1.3. Parma Declaration on Environment and Health (World
   Health Organization, 2010)
   We are committed to act on the key environment and health challenges… through
   adequate policies in areas such as urban development, transport…

1.4. European Conference of Ministers of Transport
   ECMT Ministers and the vehicle manufacturing industry therefore agree on the need for
   a joint approach to reducing CO2 emissions from automobiles

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2. Green Support (Russia)

2.1. Russian Federation Constitution
   Everyone has a right to favourable environment

2.2. Russian Federation Long-Term Development Vision – 2020
   Creation of favourable environment in places of residence… 4-times reduction of population residing in adverse environment by 2020

2.3. Russian Federation Transportation Strategy – 2030
   …motivate a shift to the non-petroleum fuels and ecologically friendly vehicles

2.4. Comission under Russia’s President for economy modernization (27.06.2011 session minutes)
   D. Medvedev: realization in some regions pilot projects of bus substitution with electric- or hybrid-powered vehicles

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3. Green support mechanisms?

Legislation:

3.1. Sanitary and epidemiological welfare of the population law (30.03.1999 №52-ФЗ)

3.2. Environmental protection law (10.01.2002 №7-ФЗ)

3.3. Atmosphere air protection law (04.05.1999 №96-ФЗ)

Requirements (examples):

- Automobile air pollution requirements (12.10.2005 №609)

- Automobile and aviation gasoline requirements (27.02.2008 №118)
3.1. Sanitary and epidemiological welfare law

Sanitary and epidemiological welfare of the population law (30.03.1999 №52-ФЗ):

- Maximum permissible concentration of pollutants is defined by Sanitary rules;
- Authorities must… take samples of air to check pollution level… and enforce to eliminate law violations by trespassers

**Problem: who is responsible for transport system pollution?**

1. Haven’t been stated (transportation authorities?);
2. Never enforced (social cause);
3. Not perceived as a serious problem by individuals.

⇒ Required:
   a) air pollution hazard research & statistics;
   b) public informational campaign;
   c) legislation amplification

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3.2. Environmental protection law

Environmental protection law (10.01.2002 №7-ФЗ)

- Launch of a facility is allowed when all the ecological measures (by project documentation) are implemented;
- Operator of a facility is responsible for environment legislation compliance.

Transport pollution: who is responsible, for a judge?

Car/bus owners or transport infrastructure operators?

⇒ Required:
  a) general notion of the pollution cause – not vehicles, but vehicle amount and flow, regulated by transportation authorities;
  b) public informational campaign;
  c) legislation amplification.

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3.3. Atmosphere air protection law

Atmosphere air protection law (04.05.1999 №96-ФЗ)

- Pollutants defined as individual objects (no notion for concentration of individual pollutants);
- Vehicle owners (organizations) must pay for air pollution:
  - Fare: 4,3 cents per 1 tonne of gasoline consumed;
  - Fare varies by regions of the state.

Problems:
- Fare too low (non-effective);
- No distinction by area population density;

⇒ Required:
  a) air pollution hazard research, statistics & monetary value;
  b) public informational campaign;
  c) legislation amplification (fare rising, population density consideration).

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4. Conclusion

+  
4.1.1. Green policy widely proclaimed in legislation;

4.1.2. Legislation provides sound general frames for environment protection;

−  
4.2.1. Lack of easily accessible information (pollution hazard and monitoring results);

4.2.2. Lack of public support (due to 4.2.1);

4.2.3. Legislation problems (lack of notions, unsound ecological fees => no practical ecology enforcement at transportation systems).

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5. Suggestions

New ecology state management, enforced by law:

5.1. Local authority responsibility for air pollution;

5.2. Detailed, widespread, continuous monitoring of air pollution;

5.3. Publicly available information on monitoring results and pollution hazard;

5.4. Fair pollution pricing and effective mechanisms for pollution tax collection.