

EcoDriving Week

Almaty, Kazakhstan

31 March - 4 April 2014

UNDP-GEF “City of Almaty Sustainable Transport” project
in partnership



Empowered lives.
Resilient nations.

EcoDriving training with passenger cars



Driving teachers studying
in the seminar room



Discussing training results
with the trainer

Training format

Date: 1-2 April 2014

Category: EcoDriving Training with Passenger Cars

Location: Driving School Credo, Almaty

The first seminar was carried out for the target group of driving instructors for passenger cars. In total 13 driving instructors from driving schools and four trainers from a taxi company participated. Trainings included the theory of EcoDriving and the practical training.

EcoDriving training with passenger cars. Results.



FUEL CONSUMPTION IN L/100KM	DAEWOO	PERCENTAGE FUEL REDUCTION	HONDA CRV	PERCENTAGE FUEL REDUCTION	SUBARU OUTBACK
Default Value*	11,4		13,92		n.a.
Driver 1	8,2	-28%	12,45	-11%	13,92
Driver 2	8,2	-28%	12,78	-8%	14,25
Driver 3	8	-30%	13,44	-3%	
Driver 4	10,2	-11%	13,3	-4%	
Driver 5	9,8	-14%	13,3	-4%	
Average	8,9	-22%	13,05	-6%	14,09

Table 1: Fuel Consumption during the EcoDriving training with passenger cars

*...The default value was the figure shown by the fuel consumption device before the beginning of the training on the board computer of the specific car. It is used to compare the fuel consumption during the training with the value that was reached before the training.

Conclusions and lessons learned

The EcoDriving concept (combination of psychological teaching methods, communication, techniques and practices) worked also for the traffic conditions of cars in the Almaty metropolitan area

EcoDriving for cars in highly congested traffic situations requires specific know-how and skills to cope with it in order to benefit from EcoDriving

The personal advantages of EcoDriving have been recognized and understood

Fuel consumption monitoring devices are of critical importance for the success of EcoDriving as they provide the necessary real-time feed-back information to the driver

EcoDriving training with buses



Participants in the seminar room during the theoretical instruction



Advice by the trainers in the bus

Training format

Date: 3 April 2014

Category: EcoDriving Training with Buses

Location: Almaty Electric Transport Bus Company

The second seminar was conducted for a group of 13 bus drivers from the Almaty Electric Transport Bus Company. Trainings included the theory of EcoDriving and the practical training.

EcoDriving training with buses. Results.



Conclusions and lessons learned

the EcoDriving concept for bus drivers (combination of psychological methods, communication techniques and practices) also works for the traffic conditions in the Almaty metropolitan area

Provision of technical information about vehicles is essential, as the drivers are not familiar with all functions of the control panel in the cockpit

EcoDriving for buses in highly congested traffic situations requires specific know-how and skills to cope with

Approaching and leaving the bus stop needs to be trained as this situation offers a big potential for fuel saving

Fuel consumption monitoring devices are a crucial feed-back tool for the drivers

The training situation of coaching a colleague did not work when the coach was very young and the driver an experienced employee

Fuel consumption monitoring devices are a crucial feed-back tool for the drivers

Concluding Workshop



Some of the participants of the workshop



Robin Krutak and Peter Wiederkehr from the Austrian Delegation

Date: 4 April 2014

Location: Almaty City Hall

After having completed the training seminars, a meeting was organized by UNDP Almaty office in the Almaty City Hall. About 20 relevant stakeholders from different areas such as Municipality of Almaty, Kazakhstan Ministry for Transport, UNDP Kazakhstan, Almaty Driving School Association and fleet owners participated. The workshop was hosted and chaired by the Vice-Mayor of Almaty.

Concluding Workshop. Results.



The discussions and exchange of experience revealed that a twofold approach will be needed to implement a national EcoDriving program in Kazakhstan:

- A Framework for the program should be developed: An institution or body has to be established that is in the lead for such a program and acts as a platform for other stakeholders who are willing to support the program. This organization would also be the authorized body to certify EcoDriving trainers.
- Task force with national experts on EcoDriving: A task force should be established to develop and propose a training program especially for the needs of drivers in Kazakhstan and especially Almaty. It was suggested that this task force could be supported by the EcoDriving experts from Austria.

On the basis of the experience gained at the workshop the following conclusions were drawn by the Austrian team and possible next steps proposed:

- setting-up of an EcoDriving task force with experts in Almaty/Kazakhstan
- establish a process for developing and promoting a common understanding of the EcoDriving rules
- develop a certification scheme with qualification criteria for trainers
- establish partnerships with other organizations
- monitor the results of the EcoDriving trainings - right from the very beginning
- implement sound practical driving trainings

For additional information

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