

THE PEP Vision

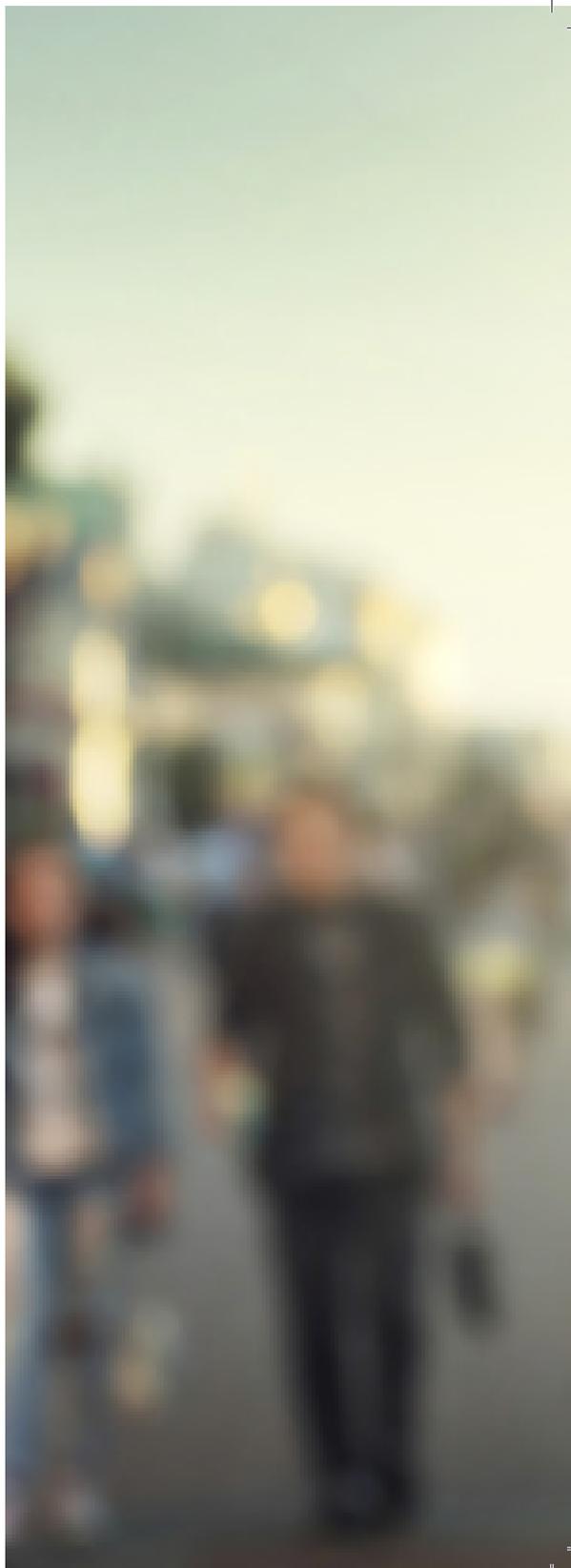
Green and healthy mobility and transport for sustainable livelihoods for all

About THE PEP

Recognizing the crucial connection between transport, health and the environment, high level representatives of Ministries of Transport, Health and Environment of the pan European region established the Transport, Health and Environment Pan European Programme (THE PEP) in 2002 as a unique intersectoral policy platform to promote transport strategies that integrate environmental and health concerns.

What is THE PEP?

A policy framework involving the transport, health and environment sectors of 56 member States in the UNECE WHO European region, including intergovernmental organizations and civil society in support of integrated approaches to sustainable and healthy transport and mobility



THE PEP

Transport, Health
and Environment
Pan-European Programme



UNECE



World Health
Organization
Europe

From Paris to Vienna

Although human history can be described as a series of steps, each one carrying us forward, in reality our development is more similar to a path. We can see the surface of the path we travel, survey the surrounding landscape, estimate our direction, and mark each approaching milestone. Still, we cannot retrace the origins and do not know the end of our journey. This does not mean, however, that we should not take care of the part of the path which is within our reach. People began to recognize the negative impacts of traffic on human health and the environment a generation ago.

Transport, health and environment sectors joined efforts very early on. Milestones of this partnership were the Vienna Declaration and its Programme of Joint Action, adopted in 1997, and the London Charter on Transport, Environment and Health ministries adopted in 1999. These documents underlined the vital necessity of integrating the policies of three sectors, providing the foundation for the Transport, Health and Environment Pan-European Programme (THE PEP), established in 2002 by high-level officials from the three sectors.

At the Fourth High-level Meeting on Transport, Health and Environment held in Paris in April 2014, countries adopted the Paris Declaration, which carries forward the four priority goals from the 2009 Amsterdam Declaration, and added a fifth:

- 1. To contribute to sustainable economic development and health-friendly transport*
- 2. To manage sustainable mobility and promote a more efficient transport system*
- 3. To reduce emissions of transport-related greenhouse gases, air pollutants and noise*
- 4. To promote policies and actions conducive to healthy and safe modes of transport*
- 5. To integrate transport, health and environmental objectives into urban and spatial planning policies*

The fifth High-level meeting on Transport, Health and Environment will be held in 2019, hosted by the Government of Austria.

The Challenges

Air pollution

Ozone, particulate matter, lead, sulphur dioxide, nitric oxide and carbon dioxide: are associated with asthma, cardio vascular and respiratory diseases, allergies and reduced lung function; can shorten people's lives by 9 months.

Urban sprawl

This encourages the use of cars as a means of transportation, increases negative impacts and discourages walking and cycling.

Physical inactivity

Lack of physical activity due to high level use of motorized transport is an important risk factor for cardiovascular diseases, diabetes type II, hypertension, some forms of cancer, depression and unhealthy bodyweight.

Climate change and energy use

Almost all energy for transport comes from fossil fuels – a major source of greenhouse gases emissions.

Where is the solution



Noise

Exposure to a high level of noise can cause sleep disturbance, fatigue, decreased performance, hypertension and ischemic heart disease.

Water and soil pollution

This includes salt from winter road maintenance and pollution from washing cars, brake pad debris and other vehicle operations.

Deaths, injuries and their social-psychological impacts

Road accidents are one of the leading causes of death among children and young people. They cause also post traumatic stress, fear of crashes.

Landscape degradation

Building more roads causes habitat fragmentation, influences water regime and damages ecologically sensitive areas.

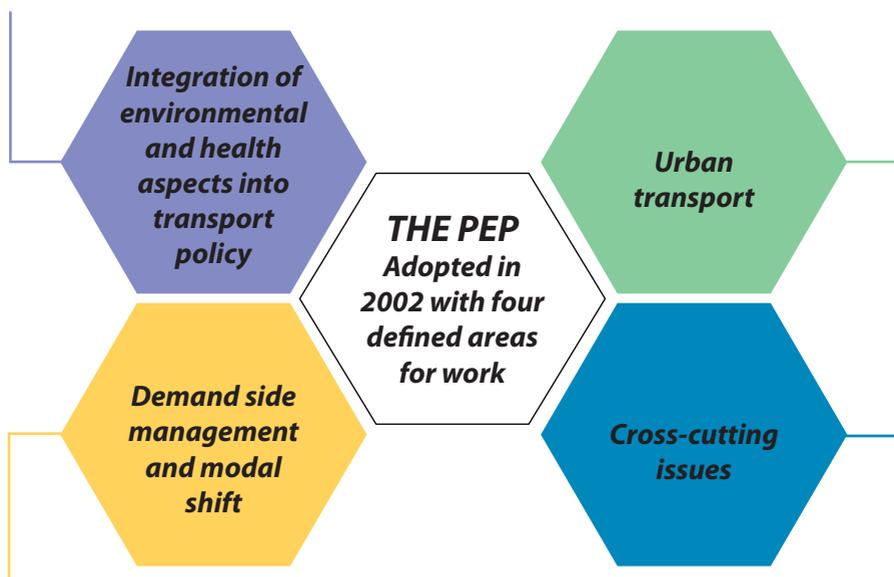
THE PEP Solutions

Integration of environmental and health aspects into transport policy

- National strategies or action plans for sustainable transport
- Environment and health targets, monitoring and reporting
- Information and good practices sharing, capacity-building
- Mechanisms to integrate the environment and health concerns into transport policies

Urban transport

- Urban plans for sustainable transport
- Common set of indicators for urban transport
- High-quality and integrated public transport reducing the need for car traffic
- Safe conditions for cycling and walking



Demand side management and modal shift

- Modal shift towards transport modes that are sustainable for health and the environment
- Policies to support the internalization of health and environmental costs generated by transport activities
- Improvement of drivers' behaviour

Cross-cutting issues

- Specific needs of countries with economies in transition
- Issues related to particularly ecologically sensitive areas
- Special care for groups at high risk, in particular children



Reaching THE PEP goals

National transport, health and environment action plans (NTHEAPs) provide a comprehensive and intersectoral way to plan and take action on transport, environment and health at the national level.

THE PEP Relay race workshops

share knowledge across the pan-European region by passing the “baton” from city to city to disseminate good practices in sustainable and healthy urban mobility and transport. Workshops also recommend action points for policymakers to implement an integrated policy approach to transport, health and environment.

THE PEP Academy

strengthens capacities of key stakeholders, including policy makers, civil servants, practitioners and academics for integrated transport, health, environment and spatial planning, facilitating the uptake of new knowledge. It links science, policy and practice.

THE PEP Partnerships

provide THE PEP with an effective mechanism to support the implementation of the workplan in aspects related to the development of tools and methods as well as to provide technical capacity to support member States in implementing THE PEP at the national level.

Tools developed or applied by THE PEP

- **THE PEP Clearing House:** www.thepep.org/CHWebSite/
 - **Health economic assessment tool (HEAT) for walking and cycling:** www.heatwalkingcycling.org
 - **THE PEP Tool box:** www.healthytransport.com
 - **For Future Inland Transport Systems (ForFITS)** CO₂ scenario-building policy tool: www.unece.org/trans/theme_forfits.html
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- **Partnership on health economic assessment tools (HEAT)**
The HEAT Partnership supports the implementation of a web-based, user-friendly tool for estimating the economic value of the impact of regular walking or cycling on mortality. HEAT is based on the best available evidence, with parameters that can be adapted to fit specific situations.
- **Partnership on Cycling Promotion (PCP)** aims to strengthen and extend the existing network of cycling officers; to develop a pan-European master plan for cycling; to share good practices; and to develop guidelines and tools. The Master Plan for Cycling will be launched at the Fifth High-level Meeting on Transport, Health and Environment in Austria in 2019.
- **Partnership on eco-driving** aims to disseminate knowledge and good practices about the concept of eco-driving and approaches to its implementation. Partnership promotes the development of harmonized criteria for certification schemes and training materials for trainers and driving schools on eco-driving. It also develops approaches to assess the effectiveness of eco-driving.
- **Partnership Jobs in green and healthy transport (PJGHT)** was launched to stimulate a debate and shared understanding on jobs in green and healthy transport, analyse the potential for greening “old” jobs and creating “new green” jobs in transport and mobility and assess the qualitative and quantitative impacts on the environment, health, transport and economy.
- **Partnership on the Integration of Transport, Health and Environmental Objectives into Urban and Spatial Planning** was launched by the Governments of France and the Russian Federation. The Partnership aims to facilitate the discussion and research on the issues of integration of transport, health and environmental objectives into urban and spatial planning policies. The activities will be closely linked to the THE PEP Academy.