

31 October 2012

THE PEP Steering Committee, 10<sup>th</sup> session

Agenda item 7(c)

## **IMPLEMENTING THE AMSTERDAM DECLARATION**

### **THE PEP PARTNERSHIP**

#### **Proposal for a report on the economic potential of green and healthy jobs in transport**

Note by the secretariat

#### **A. Background**

1. Transport is an important sector of the economy, providing employment for more than 16 million people in the European Union alone and directly contributing 11% to its GDP. With this level of social and economic importance, the transport sector is also well placed to champion the new global agenda of green economy, by exploring new opportunities for job creations and economic development, while at the same time maximizing the possible gains for environment and health through innovative transport policies. There is in fact a new opportunity to reframe the role that transport plays with respect to society, environment and health by focusing on the positive role that “green” transport can play in achieving better health, a cleaner environment, greater social cohesion, better quality of life and economic growth.

2. However, existing experiences with interventions and policies that offer great potential for maximizing benefits for the environment, health and the economy, particularly those related to the promotion of active travel (cycling and walking) in urban areas, are still rather scattered and have largely been at the fringes of transport policy debates.

3. To address the above, THE PEP launched a new Partnership in 2011 as a follow-up to the Third High-level Meeting in Amsterdam in 2009 and its Goal 1 on sustainable economic development of transport as well as THE PEP 2010 Symposium on green and healthy-friendly investments and jobs in transport. The purpose of this Partnership is to bring together interested Member States, experts and policy-makers from the transport, environment and health sectors and develop a set of actions and joint projects aiming at:

- a) Stimulating a debate and a shared understanding on what a green and healthy job in transport is by bringing environmental and health considerations into the existing discussion on “green jobs” creation.
- b) Documenting the breadth of existing experiences in Europe and other parts of the world with new policies and approaches for creating green and healthy jobs in transport, with a particular focus on active mobility.

- c) Analysing the potential of greening existing jobs and creating new job profiles in active mobility and assessing the qualitative and quantitative impact of such approaches have on the environment, health, transport and the economy.
- d) Sharing good practice and disseminating the experiences, policies and approaches
- e) Developing strategies and actions for stakeholders to implement Goal 1 of the Amsterdam Declaration in order to promote green jobs in transport.

4. This work specifically addresses the purposes of THE PEP Partnership by providing methods and information to member States in the implementation of the Amsterdam Declaration Goal 1 at national level through estimates of the economic potential of green and healthy jobs in transport. It further strengthens ownership among the partners. The Partnership particularly encourages collaborations between the public and private sectors for the achievement of sustainable and healthy transport.

5. As requested by the Committee at its eighth session, the Bureau and the secretariat developed a brochure on the outcomes of THE PEP 2010 Symposium on green and healthy jobs in transport and presented it to the Astana Ministerial Conference in September 2011, giving new impetus to THE PEP Partnership. Following the launch of THE PEP Partnership, a further development and quantification of the economic potential of green and healthy jobs in transport is planned.

## **B. Proposed project**

6. The committee, at its ninth session, endorsed the further development of specific project proposals addressing the above-mentioned objectives. For objective b and c above, a specific approach and work is proposed below, taking into account the work already done, and seeking strong synergy with other mechanisms of THE PEP, in particular the relay race and National Transport, Health and Environment Action Plans.

7. Proposed project to be carried out in 2013 and the products to be launched at the Fourth High-level Meeting in April 2014:

- a) Scoping: refined development of a background paper on the definition of the concept of “green and healthy jobs in transport” vis-à-vis existing concepts in relevant fields and recent relevant developments, such as Rio+20, to be used in the framework of THE PEP; USD 15,000 (staff and consultant, 1 expert meeting, publication), 6 months
- b) Collection of case studies on active mobility, eco-driving and mobility management with potentially quantifiable economic impact, including job creation: call for and development of a more extended series of case studies in view of identifying “good practices”; USD 15,000 (staff and consultant, publication), 6 months.
- c) Quantification: selection and analysis of a sub-set of case-studies on active mobility, eco-driving and mobility management in broader quantitative terms

regarding their economic, health and environmental impacts. This would require a review of existing information and development and application of a new methodology to estimate the economic benefits; USD 90,000 (staff and consultants, at least 2 expert consultation meetings, publication of results of assessment); 12 months

8. Sharing and dissemination of the output of the three activities above would mainly be done through other THE PEP activities and mechanisms, such as workshops of THE PEP to highlight experiences in the creation of green and healthy jobs in transport and the update of THE PEP toolbox with the case studies.

9. The main next steps would be: (a) Member States indicate to the secretariat their interest to join the Partnership by January 2013 and take the lead on one or more of the objectives/projects; (b) Partners work with the secretariat to develop a detailed work plan; (c) Additional relevant partners are identified and invited to join the Partnership; (d) resources to support the project are mobilized; and (e) work plan is implemented.

10. Partners in THE PEP Partnership can contribute through direct financial contributions or the provision of in-kind support, e.g. experts, meeting facilities etc

11. The Steering Committee may wish to consider this project proposal for endorsement and invite Member States, experts and policy-makers to join this THE PEP Partnership, informing the secretariat of their willingness to do so by January 2013.

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